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16-PAGE REPORT**

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AUTOSPORT

BUTTON BOWS OUT

...but will he be back in 2018?



HAMILTON'S START WOE

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Jenson Button and Felipe Massa aren't too upset they won't be on the F1 grid in 2017

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Button's special deal; Hamilton's misstep

JENSON BUTTON'S NEW McLAREN DEAL IS A CANNY one. While it would have been great for fans to see him race elsewhere – the World Endurance Championship, for example – staying at McLaren-Honda could give him a lucrative life well beyond the cockpit, and provide the chance to be part of a team that should be successful in the years to come.

But will we see him race in F1 beyond 2016? The door has been left open, but it's hard to see it happening. The likelihood of Stoffel Vandoorne not becoming a very worthy grand prix driver is low, which means it could be down to Fernando Alonso.

But if the 2018 McLaren-Honda is looking strong, he'll surely want to hang around. If it isn't, why would Button want to return anyway? Unless he really does miss F1 that much.

Button put in a fine performance at Monza, but the other British world champion on the grid won't have come away from Italy with such a positive feeling. Lewis Hamilton was stunning in qualifying and really should have converted that into his 50th Formula 1 victory. Instead, another poor start from Lewis allowed Nico Rosberg to take advantage of another open goal and close right up in the championship fight.

When all things are equal, Hamilton has proved that he has the beating of his team-mate. But if you take the view that Rosberg is 98% of a great racing driver, then it doesn't take an awful lot to swing things back his way. It's in Hamilton's hands – and both of them probably know that.



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Ferrari comes up short



XPBIMAGES

at home

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

SEPTEMBER 8 2016



AP/IMAGES

Rosberg led at the start, as Hamilton got bogged down in sixth

FERRARI DRIVERS SEBASTIAN VETTEL AND KIMI RAIKKONEN SEEMED PRETTY

pleased to finish a distant third and fourth in the Italian Grand Prix, which is surprising given that the events of this Monza weekend showcased starkly just how far Mercedes' rivals still have to travel before they can make a real race of Formula 1 again.

Carrying the fight to Mercedes was the great expectation within the corridors of Maranello for this season, but things haven't panned out as had been hoped.

The Scuderia took a radical approach with the concept of the SF16-H, but the car has not been as reliable as hoped, it's not been as fast as hoped, and it has not developed as well as hoped either.

After 14 races last season Ferrari had won three grands prix, scored 12 podiums, 337 points (trailing Mercedes by 169), and was positioned a clear second in the constructors' championship. This season it has failed to win a race, finished on the podium fewer (10) times, scored fewer (279) points than by the same stage last season, and has been leapfrogged in the title race by Red Bull.

Ferrari has restructured its technical team in the middle of the year (never a good sign), and now trails Mercedes by a bigger points margin than at the equivalent stage last year. No wonder company president Sergio Marchionne declared that Ferrari had failed to hit its targets for 2016 ahead of his team's home race.

Alongside the difficulties of unlocking performance from the chassis, engine development has also not kept pace with Mercedes in the same way this year. Last season, Ferrari pushed the German team relatively hard in this area. Mercedes introduced an engine upgrade at Monza 12 months ago, and when Nico Rosberg's new

power unit developed a fault during practice he had to fit an old one and was pegged back to Ferrari's level.

Ferrari spent the last of its three available tokens to bring a new unit to Monza this year, but struggled to get within a second of the Mercedes F1 W07 Hybrid on pure pace.

Last year, Raikkonen qualified 0.234s adrift of Lewis Hamilton's pole position time; this year the qualifying gap between Hamilton and the best Ferrari ballooned to more than eight tenths.

OK, this season Pirelli brought the super-soft tyre to Monza for the first time, but this compound is usually good news for Ferrari.

It was back to being the second fastest team on this circuit, but there is no doubt that overall Ferrari has slipped back into the clutches of Red Bull, rather than pushing on to challenge Mercedes.

Red Bull's rate of progress has been impressive, but only enough to threaten a faltering Ferrari. And on such a power-hungry circuit as this, Red Bull found itself sucked back into a fight with the Mercedes customer teams rather than continuing its recent battles with the Italian giant.

The fact that Red Bull engine supplier Renault is likely to finish the season with leftover development tokens, even if its latest engine update is ready in time for the next race in Singapore, suggests that it will need to enact a major redesign



Tifosi saw Ferrari drop further behind Mercedes on home soil



Raikkonen was closer to Vettel in qualifying and the race at Monza

to stand a chance of finding the sort of performance that can genuinely threaten Mercedes.

Ditto Honda, which has improved its Energy Recovery Systems impressively, but lacks the sort of efficient combustion technology that could really put McLaren back in the mix. The Woking team struggled at Monza, having thrust itself to the front of the midfield during recent grands prix.

Mercedes introduced a substantial engine update of its own for the previous round at Spa. It won that race relatively comfortably, but difficulties with extracting performance from the super-soft Pirelli tyre in searing heat on such a high-energy circuit limited the car's potential and brought it back towards the rest of the field.

It endured no such struggles at Monza, allowing Mercedes to

unleash more of the potential of that potent new engine and underline its superiority over the rest.

Honda F1 chief Yusuke Hasegawa described Mercedes' engine performance as "incredible", while Red Bull boss Christian Horner said Monza is the place that really highlights Mercedes' edge under the current regulations.

"This is a pure horsepower circuit – slow-speed corners, long straights – so it's a very clear delta of where things are at," he said. "I don't think it's a surprise to anyone. We're in a better position than 12 months ago, but there's still some way to go to close that down."

F1's competitive order is generally meant to close up as particular sets of technical regulations mature and teams better understand how to find performance within those boundaries, but it seems >>



Bottas lost fifth in the end to Ricciardo with tyre degradation

Mercedes is stretching ever further away in F1's V6 hybrid-turbo era.

So it was here. Mercedes was in charge of the Italian Grand Prix from beginning to end, despite Ferrari's brief cameo at the start – except that the Mercedes car in charge wasn't the one everyone was expecting.

Hamilton utterly dominated team-mate Rosberg in qualifying, taking pole by nearly half a second with an awesome performance to which Rosberg could muster no riposte. "Lewis had his best day of the year, and when he has his best day of the year he's very difficult to beat," Rosberg rued.

But Hamilton did not enjoy one of his best days on Sunday, wheelspinning away his pole advantage with a terrible start. Instead of being away and into a comfortable lead, Hamilton found himself driving out of the first chicane in sixth, behind Rosberg, both Ferraris, the Williams of Valtteri Bottas and Daniel Ricciardo's Red Bull.

"I'm told it wasn't a driver error but it wasn't anyone's error," Hamilton said, rather confusingly. "We continue to have an inconsistency with our clutch – you saw it with Nico at Hockenheim.

"It's bitten me quite a lot this year. The procedure was done exactly how I was supposed to do it, but unfortunately we had an over-delivery of torque and the wheels were just spinning from the get-go."

This has been a real weak spot for Hamilton this season, and he is a driver who doesn't have many of those. His starts

in Australia, Bahrain, Spain, Canada and Italy have all been poor, although it's also true that Rosberg has recently suffered bad getaways in Hungary and Germany.

"This has been a hard year for us with our clutch," Hamilton added. "It's not a quick fix, so it's not something we can change for the next race. We have made improvements, so you've seen better starts, but we are still caught out by the random variation that we have from one start to another.

"We do practice starts all weekend and they are varying a little bit, and then every now and then we get a drastic variation."

In a more competitive era of Formula 1, this could have

potentially ruined Hamilton's race and championship ambitions, but such was the Mercedes team's advantage here that he was able to stage a relatively straightforward recovery drive to

second, and maintain a slender two-point championship lead.

He breezed back past Ricciardo around the outside of Curva Grande at the start of lap two of 53, drafted easily past Bottas on the main straight at the start of lap 11 after getting a good launch off Parabolica, and overcame both Ferraris when they made their second pitstops with around 20 laps left to run.

This was a two-stop race for most of the field, but both Mercedes drivers progressed through Q2 on the soft tyre, started on a harder tyre than their nearest rivals, then made it through the grand prix comfortably with only one stop.

"The start has been a real weak spot for Hamilton this season"



HOME/LAT

QUALIFYING



DUNBAR/LAT

POLE WAS ONLY EVER GOING TO A MERCEDES DRIVER AT MONZA. The team was on top of the super-soft Pirelli tyres in a way it clearly wasn't in similar hot conditions last time out at Spa, helped by a track layout that reduced the capacity for the rubber to overheat and thus limit the F1 W07 Hybrid's performance.

Mercedes was close to a second clear of nearest rival Ferrari after final practice on Saturday morning, so this was set to be a familiar battle between Mercedes team-mates Lewis Hamilton and Nico Rosberg. Except it wasn't really a battle at all. It was tantamount to an annihilation of Rosberg by Hamilton.

After trading tenths during Friday practice, Hamilton laid down a marker by almost breaking through the 1m22s barrier in FP3, lapping nearly four tenths clear.

Hamilton underlined his superiority in Q1, as he bolted on fresh super-softs and lapped under 1m22s for the first time, posting a 1m21.854s lap – more than six tenths up on Rosberg.

The Mercedes drivers used the soft compound in Q2, to buy a strategic advantage for the race. Hamilton worked down to a 1m21.498s best, despite a small lock-up that lightly flat-spotted a front tyre, while Rosberg just beat Hamilton's Q1 effort.

“This was Hamilton at his sublime best, and Rosberg had no answer”

Hamilton found another 0.140s on his first run in Q3, as Rosberg worked down to a 1m21.646s and closed to within three tenths of his team-mate.

But then came 'hammer time'. Hamilton produced a stunning final lap – showcasing enormous commitment through the Roggia and Ascari chicanes, and pinpoint accuracy through the Rettifilo, Lesmos and Parabolica – of 1m21.135s.

Rosberg couldn't get below 1m21.613s, losing roughly a tenth through each of the first two sectors and nearly three tenths in the final sector alone.

“I came with my A-game,” said Hamilton. “The last two laps were just fantastic. The first one was a great banker, but I felt there was just a little bit more in it. The last lap was super-clean – didn't have any lock-ups, aced.

“I came out of Turn 1 a tenth up and just maintained that generally through the lap. I think I pulled a little bit more out of Turns 8, 9, 10 [Ascari]. And I did Parabolica definitely the best I've done it all weekend.”

This was Hamilton at his sublime best, and Rosberg – as is so often the case when Hamilton is untroubled – had no answer. “I think the best explanation is that he did some good laps and that's it,” said Rosberg, who felt he was losing out “a little bit everywhere” around this track.

“I've had a decent weekend until now and got some good laps in today, but just not quick enough...”

Vettel squeaked the Ferrari and its updated engine just below 1m22s to qualify third, more than eight tenths down on Hamilton. He said Mercedes was in “a world of its own” at Monza. After Saturday's defeat, Rosberg must have felt the same about Hamilton.



S BLOXHAM/LAT

But Hamilton paid dearly for that poor start. By the time the Ferraris pitted out of his way for the first time, he trailed Rosberg by nearly 15 seconds, which turned out to be his final deficit.

A slow stop for Rosberg – as his new right-front medium Pirelli butted heads with the old soft one coming off his car – allowed Hamilton to close to within 11.5s when both Mercedes pitstops had shaken out at the end of lap 26.

Hamilton was a touch faster in the early part of the final stint, but Rosberg was more than a match for Hamilton on the medium tyre, and Hamilton also lost time when he misjudged his entry to the Rettifilo chicane at the start of lap 41, forcing him to abort the corner and clatter across the sleeping policemen laying off line.

“The gap was 15 seconds at one point and I brought it down to >>>

Hamilton was able to easily get ahead of Bottas on lap 11

F1/ITALIAN GRAND PRIX REPORT



“ASCARI IS A GREAT PLACE TO WATCH F1 DRIVERS AT WORK”

Turns 1-3 and 9-11



MONZA IS A BEAUTIFUL circuit – for its simplicity as much as its picturesque parkland backdrop. Just three quick right-hand corners and three chicanes, all linked by straightline sections and the easy-flat Curve Grande.

Easy, right? Except it's not. Like Spa, Monza requires a set-up compromise, between how much downforce you retain for those turns versus the drag penalty you'll pay on the straights as a result.

But there are also some big stops and vicious kerbs, so your car also needs to be strong on the brakes – which

also requires downforce – and supple enough to ride the bumps, which runs counter to the stiffness you'd ideally want for the high-speed turns.

Watching the first practice session unfold at the first of the chicanes, Rettifilo, really highlights ride quality and braking performance. Williams and Renault don't look great early on, bucking over the kerbs and forcing the drivers to wait to put the power down.

The Ferrari looks pretty supple, but the Mercedes really stands out for the sheer amount of kerb Nico Rosberg takes to shorten his route through the corner without much penalty.

This is the undervalued part



Renault drivers struggled on Rettifilo chicane's kerbs

of Mercedes' dominant package. A superior engine allows it to run more wing without worrying too much about drag, which makes cornering easier, but the suspension also allows the drivers to ride the kerbs better than anyone else on the grid.

Both Mercedes drivers still miss their line occasionally,

showing how tricky it is to get the approach right even with F1's best car at your disposal.

Then it's over to the other side of the circuit for the last practice session, and the much faster final chicane – Ascari. This is a great place to watch F1 drivers at work – it's super fast.

There are plenty of lurid

slides on show – Max Verstappen, Felipe Massa, Marcus Ericsson, Esteban Ocon and Fernando Alonso all really hanging on as the rear tries to break away.

What they wouldn't give for those Mercedes' downforce levels...

BEN ANDERSON



Rosberg led home Mercedes' 27th one-two in 52 races



Rosberg's win closes gap to Hamilton to just two points in title race

nine seconds, but unfortunately that's too big to close with the tyres we have," Hamilton explained. "I could have kept going at the pace I was going and maybe I would have brought the gap down to six seconds, but that's still not enough to win the race.

"To close a 15s gap you're going to have to go several tenths of a second per lap quicker over that span of time, and you're not going to have any tyres left to get past. "If I was eight seconds behind from the beginning, then I would have put some pressure on and maybe been in a better position, but 15 seconds is a long way to come back with the way the tyres are today.

"Nico drove a great race. He was faultless. Once you are out in front here it's relatively simple [if you] keep the car on track. All he had to do was match some of my times and he was sorted."

How deliciously ironic for Rosberg that Hamilton should struggle in pursuit and suffer a mishap under braking at the exact same spot at which Rosberg threw away the 2014 Italian Grand Prix with two big errors under braking while under pressure from Hamilton.

This year Rosberg suffered no such ignominy, leading home a comfortable one-two for his team – their 27th in 52 races since the V6 hybrid-turbo engines were introduced in 2014.

When Red Bull dominated the final four seasons of the V8 era, it only scored 12 one-twins in 77 races...

Even Hamilton – one of the two drivers who benefits most from the massive technical superiority of the Mercedes – expressed some disappointment on the podium that this

“Ferrari was miles away from challenging for victory at its home race”

race wasn't closer or more exciting.

"I don't know if it's fantastic for the fans in the sense that there should have been more of us racing [up front]," Hamilton said. "There should have been a bigger race between Ferrari and us this weekend. Hopefully in the future there will be."

Sebastian Vettel used the tyre advantage gained by a two-stop strategy and running a softer compound than the Mercedes drivers for the final stint to close back in on Hamilton over the final 18 laps of the race, finishing less than six seconds behind the Briton.

But this does little to mask the fact that Ferrari was again miles away from challenging for victory at its home race.

Even with a strategy that team principal Maurizio Arrivabene described as "aggressive" – and calculated to be 11s quicker than the one-stop race Mercedes completed – Vettel still

finished nearly 21s adrift of victory. Last season he finished 25s behind at this race, without any strategic variation.

Mercedes deserves all the credit in the world for the superb job it has done in making the most of these regulations, but any sport will naturally suffer for a lack of close competition, and Monza showcased yet again just how far we are from seeing Mercedes genuinely challenged by an external threat.

For now we must console ourselves with the prospect of a seven-race showdown between two drivers for the world championship, and the fact that Singapore – a race where engines count for less and Mercedes struggled so badly in 2015 – comes next. ✎



WILLIAMS GETS BACK AHEAD OF FORCE INDIA

WILLIAMS VAULTED BACK ahead of Mercedes customer rival Force India in their heated battle for fourth in the constructors' championship at the Italian Grand Prix.

The low-downforce, minimal-drag nature of Monza better suited the FW38 than recent circuits, and a 10-point haul, thanks to sixth place for Valtteri Bottas and ninth for team-mate Felipe Massa, represented Williams's most successful outing since Bottas finished on the podium at June's Canadian GP.

Having outqualified both Red Bulls impressively on Saturday, Bottas was targeting a podium finish, but he struggled with tyre degradation and slipped behind Daniel Ricciardo in the closing laps, eventually finishing sixth.

Team-mate Massa, who announced his retirement from F1 at the end of the season before the weekend, climbed up to ninth place after qualifying a disappointing 11th.

While the Williams results were not spectacular, Force India's struggles to get the VJM09 balanced properly meant it only collected five points for eighth and 10th places for Sergio Perez and Nico Hulkenberg, allowing Williams to reclaim fourth spot in the standings by just three points.

Prancing Horse back on podium at Monza

SEBASTIAN VETTEL ENDED A FOUR-race podium drought for Ferrari at the Italian GP, finishing just over six seconds clear of team-mate Kimi Raikkonen in a result that closed the Scuderia back to within 11 points of Red Bull in the battle for second in the constructors' title race.

Ferrari last finished on the podium in Austria five races earlier, and only then because of the last-lap collision between Mercedes team-mates Lewis Hamilton and Nico Rosberg.

The team has struggled for speed since July's British GP at Silverstone, although it showed signs of recovery in qualifying for the Belgian GP at Spa, before Vettel and Raikkonen collided at La Source on the first lap while fighting for second.

Ferrari enjoyed a clean grand prix on home soil, but was nowhere near challenging Mercedes at Monza, despite updating its engine ahead of the event and employing a two-stop strategy

that team principal Maurizio Arrivabene reckoned was 11s quicker than Mercedes' one-stop plan.

Vettel, who finished 20.990s behind Rosberg, believes the team got everything it could out of the afternoon.

"We knew it would be tough against Mercedes and it has been," he said. "But we've done a great job, finished third and fourth, which is the optimum we could get."

"We had a different strategy, we had fresher tyres at the end, so it was expected that we would be quicker and catching up. But it was not enough to put them under pressure. We extracted our best race and it has been a while since that's been the case."

Raikkonen said Ferrari's final engine upgrade of the year was "not magic" but insists it is an improvement. "We would never bring anything that we don't think is better than the previous one," he said. "It's not a magic thing but it's something."



DUNBAR/LAT

Alonso: McLaren can challenge Ferrari this year

FERNANDO ALONSO BELIEVES THAT McLAREN CAN fight for top-five finishes and possibly challenge Ferrari at certain races before the end of this season, despite failing to score points at the Italian Grand Prix.

Alonso's team-mate Jenson Button finished a lapped 12th at Monza, over a minute behind the highest-placed Ferrari, while Alonso was 14th.

But Alonso said this result was expected because of the high-speed nature of the circuit, and with Honda's weakest race out of the way he believes "good times are coming".

"We didn't have the pace to be in the points, but we expected this coming here, so it was just a confirmation," Alonso said. "From Singapore [next race] we should be in the points regularly."

"We know what we are doing, we know our weakness, we know the strong points of the car, and the car seems quite competitive."

"Some races, like Austin, Abu Dhabi, we can be in the top five, fighting with Ferrari I hope. We need to execute perfectly and maximise the points."

While Alonso felt little was possible for McLaren at Monza, Button — who passed the Spaniard on a recovery drive after a disastrous first lap — believes he had one of his best races and a points finish might have been realistic.

"So close to 11th and only 13 seconds off 10th is not too bad at all," said Button, who announced after qualifying that he will make way for reserve driver Stoffel Vandoorne at the McLaren-Honda team in 2017.

"If I didn't go off on the first lap — I was forced off at the first Lesmo by a Sauber — we could have challenged [Nico] Hulkenberg for a point," Button explained.



TEE/LAT



MAUGER/LAT

Ricciardo defeats Bottas with late-braking move

THE 2016 ITALIAN GRAND PRIX WILL not go down as one of F1's classic races for overtaking, but Daniel Ricciardo pulled off a daring lunge on the brakes into the Rettfilo chicane to get past Valtteri Bottas's Williams for fifth place on lap 47 of 53.

Bottas tried to hang on around the outside, but backed out and settled for sixth.

"Pretty much the whole race we were behind Valtteri on the same tyre and I was doing all I could but I couldn't get close enough to make a move," Ricciardo said.

"We decided to stay out longer to have a fresh tyre at the end. The team put me on the super-soft, which was a really good call.

"I've got chicken legs, but there's a bit of power behind them, so smashing the brake at Turn 1 I was pretty confident I could try something.

"There was a pretty big crowd there and I could see on TV there weren't too many battles, the cameras always seemed to be on me, so I thought I'd try and give them something to cheer about."

GUTIERREZ FAILS TO CAPITALISE ON HAAS POWER GAIN

HAAS HAD THE UPDATED Ferrari engine for the Italian GP, and Esteban Gutierrez used it to bag the team's first top-10 qualifying result, but squandered his chance of points in the race.

He tumbled to 20th as the lights went out and finished 13th, while team-mate Romain Grosjean recovered

from a grid penalty for a gearbox change after practice to finish one place out of the points in 11th.

"It was a driver problem, missing the start," said team principal Gunther Steiner. "I guess the pressure got to him. It's a missed opportunity for us but also for him."

Q&A

GUNTHER STEINER HAAS TEAM PRINCIPAL



It looks as though Haas missed a good opportunity in this race...

"The whole weekend was a missed opportunity. Our car was pretty good here. We finished again 11th and 13th, which is where we normally are. We should have been a little bit ahead of that curve. We should have done better. We need to get it together one weekend again. We're making good progress. The car shows that it is there. Hopefully we can get some points again soon."

How much of a difference did the Ferrari engine upgrade make?

"It was a step forward; how much is difficult to say. Without that I don't think we would have made it into Q3. We have distanced ourselves from the guys behind us. We fought against McLaren. It's McLaren-Honda, it's a big team, we can be proud of that. But there are five teams in front of us, which are very good. If nothing happens to them, it's difficult. Here we had a small chance to finish 10th and beat one of the Force Indias if we had started perfectly. But we didn't."

Do you expect to slip backwards on the upcoming tracks?

"We'll have to see if we can continue this trend in the next races. We have got a small upgrade package for Singapore; we'll see if that brings something."

What are Haas's goals for the rest of the season?

"To catch Toro Rosso would be fantastic to do. But if the top five teams don't have problems it's difficult to get into the points. I think we're 17 behind. But we will try."



MAUGER/LAT

Palmer furious with Nasr over collision at chicane

JOLYON PALMER ACCUSED FELIPE Nasr of running him “off the road” in their collision on the second lap of the Italian Grand Prix.

The pair made contact as Palmer attempted a move on Nasr at the Rettifilo chicane. Palmer was partly alongside Nasr when the two cars touched on the exit.

Nasr received a 10-second penalty, which he rejoined the race to serve to avoid a grid penalty for the next race.

“I think he should have a grid drop because he’s ended my race,” said Palmer. “You’ve got to race fairly, and if you just drive someone off the road when we’re

side by side then the only choice I have is to drive into the gravel or we crash. There’s better racing in GP2 and GP3 than that.”

Nasr disputed Palmer’s version of events, saying: “I clearly had the car ahead and I felt a big hit coming from the rear.”

Palmer’s Renault team-mate Kevin Magnussen was running directly behind the incident, which he called “100% Nasr’s own fault”, but Sauber team principal Monisha Kaltenborn urged Palmer to “stick to the facts”.

“I cannot understand how they could penalise Felipe, because he was clearly in front,” she said.



Manor dogged by problems

MANOR RACING director Dave Ryan says the technical issues that blighted the team’s Italian Grand Prix are unacceptable.

Pascal Wehrlein and Esteban Ocon came into the Monza weekend with high hopes, thinking the low-downforce nature of the circuit would suit Manor.

But Ocon’s weekend was compromised by two electrical shutdowns – one in practice and the other

before he could set a time in qualifying. He started last and finished last in 18th.

Wehrlein made Q2 for the third time this season, splitting the McLarens, but was forced out of the race after 26 laps by an oil leak.

“To have the same problem twice is not really acceptable at this level,” Ryan told Autosport. “We’ve had very few mechanical issues all season, then we have them all at once on the one

weekend we really didn’t want them. To compete at this level you have to be on it all the time.”

The team is not entirely sure of the exact nature of the fault on Ocon’s car.

“We’ve changed absolutely everything, and the problem seems to have gone away,” Ryan said. “Now we have to do a forensic exercise on these parts to understand why we couldn’t pinpoint the problem.”



TORO ROSSO FAILS TO SCORE AGAIN

TORO ROSSO FAILED TO SCORE POINTS FOR THE third successive race at the Italian GP, and Carlos Sainz Jr says the upcoming Singapore GP could be its “last clear chance” before the end of the season.

The team has struggled at recent races, thanks to an outdated, undeveloped engine, and the recent aerodynamic update not working as expected.

“I cannot complain about the handling,” said Sainz. “Now it’s important for Singapore to take a [set-up] direction. If we don’t perform in Singapore then I would be very worried.

“But if we are top-10 or close in Singapore then we can be optimistic we are not going to battle for P16 at all the races.”



FRONT WINGS

Front-wing downforce needs to be trimmed to balance the reduction at the rear. Most teams reduce the front-wing flap's angle of attack. But Toro Rosso and Manor went for more extreme options.

TORO ROSSO

Toro Rosso had several wing formats available – the most extreme (shown here) has the second of the two front-wing flaps removed completely. This retains the rest of the standard wing, but the elimination of the rearmost flap requires an extension of the flap mounting to reach the wing adjuster, which is mounted further back on the wing assembly. This was tested but not raced.

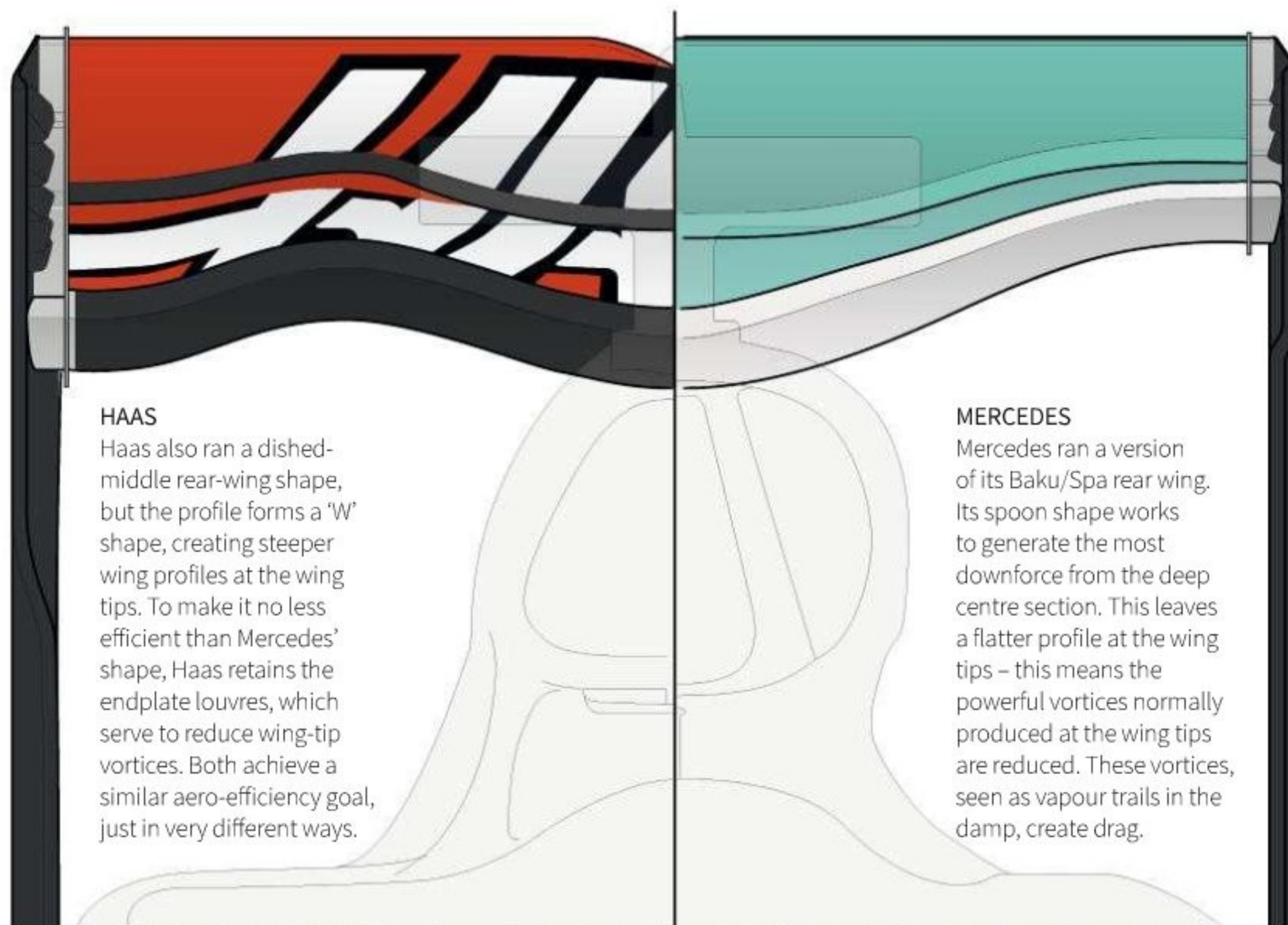
MANOR

Manor usually runs two adjustable flaps, but needed a downforce level between those provided by a trimmed-out set-up and Toro Rosso's deleted-flap solution. So it produced a one-off design, using a single element that is larger than one of the normal ones. The resulting flap profile was run on both cars over the weekend.



LOW-DOWNFORCE PARTS

The long straights of Monza demand a special, low-drag package. Most teams produced a flatter, shorter version of their normal wings. But Mercedes and Haas found a different solution.



HAAS

Haas also ran a dished-middle rear-wing shape, but the profile forms a 'W' shape, creating steeper wing profiles at the wing tips. To make it no less efficient than Mercedes' shape, Haas retains the endplate louvres, which serve to reduce wing-tip vortices. Both achieve a similar aero-efficiency goal, just in very different ways.

MERCEDES

Mercedes ran a version of its Baku/Spa rear wing. Its spoon shape works to generate the most downforce from the deep centre section. This leaves a flatter profile at the wing tips – this means the powerful vortices normally produced at the wing tips are reduced. These vortices, seen as vapour trails in the damp, create drag.

F1/ITALIAN GRAND PRIX RESULTS



Race results / 53 laps - 190.587 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Nico Rosberg	Mercedes	1h17m28.089s	52	●●	25.550s
2	Lewis Hamilton	Mercedes	+15.070s	1	●●	23.633s
3	Sebastian Vettel	Ferrari	+20.990s		●●●	50.505s
4	Kimi Raikkonen	Ferrari	+27.561s		●●●	48.395s
5	Daniel Ricciardo	Red Bull-Renault	+45.295s		●●●	47.378s
6	Valtteri Bottas	Williams-Mercedes	+51.015s		●●●	48.060s
7	Max Verstappen	Red Bull-Renault	+54.236s		●●●	48.437s
8	Sergio Perez	Force India-Mercedes	+1m04.954s		●●●	48.570s
9	Felipe Massa	Williams-Mercedes	+1m05.617s		●●●	47.762s
10	Nico Hulkenberg	Force India-Mercedes	+1m18.656s		●●●	48.596s
11	Romain Grosjean	Haas-Ferrari	-1 lap		●●	25.340s
12	Jenson Button	McLaren-Honda	-1 lap		●●●	50.845s
13	Esteban Gutierrez	Haas-Ferrari	-1 lap		●●●	50.665s
14	Fernando Alonso	McLaren-Honda	-1 lap		●●●●	1m14.619s
15	Carlos Sainz	Toro Rosso-Ferrari	-1 lap		●●●	49.642s
16	Marcus Ericsson	Sauber-Ferrari	-1 lap		●●	25.145s
17	Kevin Magnussen	Renault	-1 lap		●●●	48.262s
18	Esteban Ocon	Manor-Mercedes	-2 laps		●●	25.539s
R	Daniil Kvyat	Toro Rosso-Ferrari	36 laps-battery		●●●	49.546s
R	Pascal Wehrlein	Manor-Mercedes	26 laps-oil pressure		●●	25.962s
R	Jolyon Palmer	Renault	7 laps-accident damage		●●	33.275s
R	Felipe Nasr	Sauber-Ferrari	6 laps-accident damage		●●●●	14m34.834s

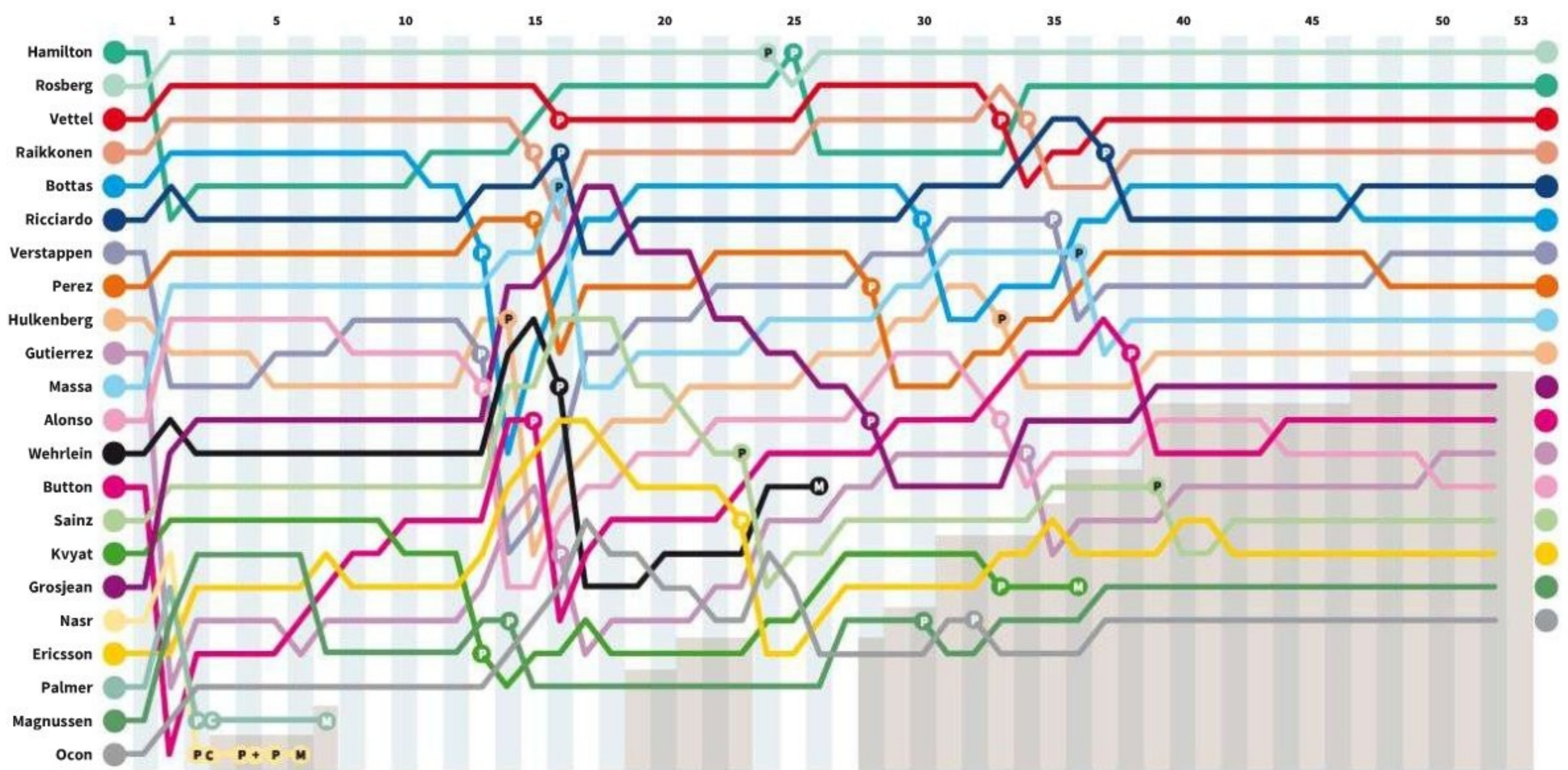
Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	Alonso	1m25.340s	-	51
2	Ricciardo	1m25.919s	+0.579s	52
3	Raikkonen	1m26.016s	+0.676s	50
4	Hamilton	1m26.303s	+0.963s	27
5	Vettel	1m26.310s	+0.970s	48
6	Button	1m26.354s	+1.014s	40
7	Massa	1m26.400s	+1.060s	50
8	Verstappen	1m26.405s	+1.065s	50
9	Rosberg	1m26.599s	+1.259s	26
10	Bottas	1m26.708s	+1.368s	46
11	Sainz	1m26.751s	+1.411s	41
12	Perez	1m26.920s	+1.580s	40
13	Hulkenberg	1m26.954s	+1.614s	40
14	Gutierrez	1m27.106s	+1.766s	42
15	Grosjean	1m27.227s	+1.887s	50
16	Magnussen	1m27.618s	+2.278s	52
17	Kvyat	1m28.037s	+2.697s	35
18	Ocon	1m28.534s	+3.194s	51
19	Ericsson	1m28.552s	+3.212s	37
20	Wehrlein	1m28.723s	+3.383s	18
21	Palmer	1m31.361s	+6.021s	4
22	Nasr	1m47.370s	+22.030s	4

WEATHER Dry, sunny. Air: 29C. Track: 40C ● New ○ Used ● Ultra Soft ● Super Soft ● Soft ● Medium ● Hard | ● Wet ● Intermediate

1 Gutierrez got a Haas into Q3 for the first time in the team's existence, qualifying 10th	1.5 Sainz's estimate of the 2015 Ferrari engine's deficit to Renault around Monza	5 Hamilton's F1 poles at Monza, matching the record of Juan Manuel Fangio and Ayrton Senna	21 Rosberg now 14th in the winners list with win 21, ahead of Mika Hakkinen and Raikkonen	50 Rosberg became 15th driver in world championship history to take 50 podium finishes	130 Kvyat notched up a half-century of grand prix starts to become the 130th driver to do so	1992 Alonso's fastest lap was the first for a Honda-powered car since Ayrton Senna at Estoril in 1992
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Lap chart / What happened, when



P Pitstop C Crash M Mechanical failure + Penalty Red Flag Safety car Car lapped



Qualifying 1

POS	DRIVER	TIME
1	Hamilton	1m21.854s
2	Rosberg	1m22.497s
3	Vettel	1m23.077s
4	Ricciardo	1m23.158s
5	Raikkonen	1m23.217s
6	Verstappen	1m23.229s
7	Hulkenberg	1m23.259s
8	Bottas	1m23.264s
9	Gutierrez	1m23.386s
10	Grosjean	1m23.421s
11	Perez	1m23.439s
12	Massa	1m23.489s
13	Sainz	1m23.661s
14	Button	1m23.666s
15	Wehrlein	1m23.760s
16	Alonso	1m23.783s
17	Kvyat	1m23.825s
18	Nasr	1m23.956s
19	Ericsson	1m24.087s
20	Palmer	1m24.230s
21	Magnussen	1m24.436s
22	Ocon	no time

WEATHER Dry, sunny. Air: 29C. Track: 40C

Race briefing

FRIDAY PRACTICE

ALFONSO CELIS JR replaced Hulkenberg in FP1

GRID PENALTIES

GROSJEAN 5 places (gearbox change)

OCN 5 places (gearbox change)

RACE PENALTIES

NASR 10 seconds (causing a collision with Palmer)

KVYAT 5 second (speeding in pits)

Qualifying 2

POS	DRIVER	TIME
1	Hamilton	1m21.498s
2	Rosberg	1m21.809s
3	Vettel	1m22.275s
4	Bottas	1m22.499s
5	Raikkonen	1m22.568s
6	Ricciardo	1m22.638s
7	Gutierrez	1m22.856s
8	Verstappen	1m22.857s
9	Perez	1m22.922s
10	Hulkenberg	1m22.951s
11	Massa	1m22.967s
12	Grosjean	1m23.092s
13	Alonso	1m23.273s
14	Wehrlein	1m23.315s
15	Button	1m23.399s
16	Sainz	1m23.496s

Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m21.135s
2	Rosberg	1m21.613s
3	Vettel	1m21.972s
4	Raikkonen	1m22.065s
5	Bottas	1m22.388s
6	Ricciardo	1m22.389s
7	Verstappen	1m22.411s
8	Perez	1m22.814s
9	Hulkenberg	1m22.836s
10	Gutierrez	1m23.184s



Free practice 1

POS	DRIVER	TIME
1	Rosberg	1m22.959s
2	Hamilton	1m23.162s
3	Raikkonen	1m24.047s
4	Vettel	1m24.307s
5	Perez	1m24.650s
6	Grosjean	1m24.763s
7	Bottas	1m24.785s
8	Verstappen	1m24.982s
9	Gutierrez	1m25.113s
10	Ricciardo	1m25.120s
11	Button	1m25.351s
12	Celis	1m25.367s
13	Alonso	1m25.507s
14	Massa	1m25.840s
15	Ericsson	1m25.853s
16	Sainz	1m25.973s
17	Kvyat	1m26.074s
18	Ocon	1m26.391s
19	Nasr	1m26.439s
20	Wehrlein	1m26.762s
21	Palmer	1m26.811s
22	Magnussen	1m26.956s

WEATHER Dry, sunny. Air: 27C. Track: 33C

Free practice 2

POS	DRIVER	TIME
1	Hamilton	1m22.801s
2	Rosberg	1m22.994s
3	Vettel	1m23.254s
4	Raikkonen	1m23.427s
5	Verstappen	1m23.732s
6	Ricciardo	1m24.003s
7	Alonso	1m24.259s
8	Bottas	1m24.299s
9	Grosjean	1m24.516s
10	Button	1m24.549s
11	Massa	1m24.556s
12	Hulkenberg	1m24.587s
13	Perez	1m24.653s
14	Gutierrez	1m24.674s
15	Ericsson	1m24.981s
16	Wehrlein	1m25.083s
17	Sainz	1m25.240s
18	Ocon	1m25.275s
19	Magnussen	1m25.555s
20	Kvyat	1m25.614s
21	Nasr	1m25.643s
22	Palmer	1m25.833s

WEATHER Dry, sunny. Air: 29C. Track: 42C

Free practice 3

POS	DRIVER	TIME
1	Hamilton	1m22.008s
2	Rosberg	1m22.401s
3	Vettel	1m22.946s
4	Raikkonen	1m23.149s
5	Bottas	1m23.500s
6	Massa	1m23.647s
7	Ricciardo	1m23.709s
8	Verstappen	1m23.740s
9	Perez	1m23.917s
10	Gutierrez	1m24.034s
11	Hulkenberg	1m24.041s
12	Button	1m24.104s
13	Sainz	1m24.240s
14	Grosjean	1m24.463s
15	Palmer	1m24.533s
16	Ericsson	1m24.542s
17	Alonso	1m24.658s
18	Nasr	1m24.715s
19	Magnussen	1m24.793s
20	Kvyat	1m24.845s
21	Wehrlein	1m24.893s
22	Ocon	1m24.938s

WEATHER Dry, sunny. Air: 27C. Track: 33C

SEASON STATS

Drivers' championship

1	Hamilton	250
2	Rosberg	248
3	Ricciardo	161
4	Vettel	143
5	Raikkonen	136
6	Verstappen	121
7	Bottas	70
8	Perez	62
9	Hulkenberg	46
10	Massa	41
11	Alonso	30
12	Sainz	30
13	Grosjean	28
14	Kvyat	23
15	Button	17
16	Magnussen	6
17	Wehrlein	1
18	Vandoorne	1
19	Gutierrez	0
20	Palmer	0
21	Ericsson	0
22	Nasr	0
23	Haryanto	0
24	Ocon	0

Constructors' championship

1	Mercedes	498
2	Red Bull	290
3	Ferrari	279
4	Williams	111
5	Force India	108
6	McLaren	48
7	Toro Rosso	45
8	Haas	28
9	Renault	6
10	Manor	1
11	Sauber	0

Wins

Rosberg	7
Hamilton	6
Verstappen	1

Fastest laps

Rosberg	5
Hamilton	3
Ricciardo	2
Hulkenberg	1
Kvyat	1
Raikkonen	1
Alonso	1

Pole positions

Hamilton	7
Rosberg	6
Ricciardo	1

Qualifying battle

ROS	7	7	HAM
VET	9	5	RAI
MAS	2	12	BOT
RIC	8	2	VES
RIC	4	0	KVY
PER	7	7	HUL
MAG	9	5	PAL
KVY	2	8	SAI
VES	3	1	SAI
ERI	7	7	NAS
ALO	9	4	BUT
BUT	0	1	VAN
OCO	0	2	WEH
HAR	5	7	WEH
GRO	9	5	GUT

“A phenomenal middle stint”

But for a bad start, it would have been a perfect 10 for a masterful Jenson Button

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



8 LEWIS HAMILTON
Hamilton looked unstoppable until the red lights went out. His fault? The team's? A bit of both? Hard to say. But this wasn't his first botched start this season, so he loses marks for gifting Rosberg the win. Recovery drive to second was a formality, but Hamilton's qualifying performance was something special.



8 NICO ROSBERG
Rosberg all but eliminated Hamilton's championship lead with a perfect race. But we know he can deliver when the pressure's off. Hamilton's bad start gifted Rosberg the race and though he seized the chance, he loses marks for coming nowhere close to challenging Hamilton for pole in qualifying.

FERRARI



9 SEBASTIAN VETTEL
A fast and clean performance from Vettel, who seemed buoyed by racing in front of the devoted tifosi, despite doing so in a car unable to deliver on their collective expectation. He could have been bolder in challenging Rosberg at the start, but Vettel still achieved the maximum his Ferrari deserved.



8 KIMI RAIKKONEN
A good display from Raikkonen, who has shown greater verve and consistency since Ferrari announced his 2017 contract. He lapped within a 10th of Vettel in qualifying and tracked him effectively in the race, averaging just over a 10th per lap deficit across the entire grand prix distance. Needs to keep this up.

WILLIAMS



9 VALTTERI BOTTAS
Bottas wanted a podium from this race, after superbly qualifying his Williams ahead of both Red Bulls, but couldn't hang on to his tyres well enough. Drove a solid race, but just didn't have enough in the tank to fend off Ricciardo. Still, a fine performance from Bottas, who looked on it all weekend.

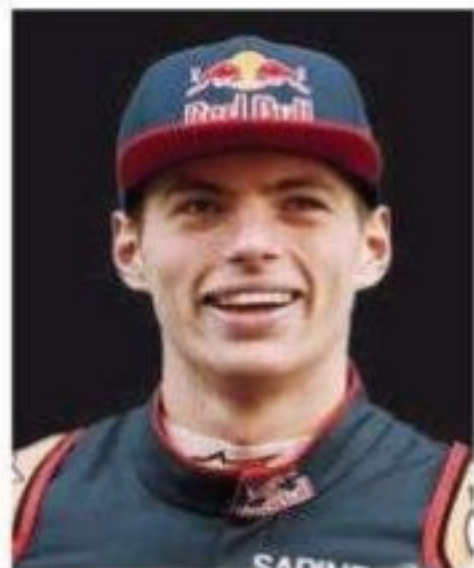


7 FELIPE MASSA
The Williams was good enough to make the top six on the Monza grid, so to finish up 11th and almost half a second down on Bottas was underwhelming. Massa's race was a bit better, thanks to a strong opening lap, but the FW38 was not kind to its tyres and he couldn't overcome both Force Indias in the end.

RED BULL



9 DANIEL RICCIARDO
A strong drive on a tough weekend for Red Bull. Just 0.2s more pace in qualifying would have made life easier, but Ricciardo's relentless pursuit put Bottas into tyre trouble and he then executed the pass of the race with a lunge into the Rettifilo chicane to take fifth, the best result in the circumstances.



8 MAX VERSTAPPEN
Things didn't look very promising for Verstappen after the first lap. His car kicked into anti-stall at the start and fell outside the top 10. But Verstappen recovered well. Overcame Massa and Alonso in the pits, but jumping the Force Indias was all his own work. Didn't have Ricciardo's absolute pace, but was very close.

FORCE INDIA



8 SERGIO PEREZ
A very solid weekend from Perez, who scored a handful of points in a car that was draggy and not well balanced for this circuit. Perhaps could have done more to keep Verstappen behind, but at least underlined how far he's raised his game on Saturdays by edging out Hulkenberg by a few 100ths in qualifying.



7 NICO HULKENBERG
Described the balance of his VJM09 as "crap" after a tough Friday, but qualified only 0.022s behind Perez. A difficult first lap defined his race. Lost out driving around Verstappen's anti-stalled Red Bull, got roughed up by Massa's Williams at the Roggia chicane, lost a place to Alonso and another to Verstappen.

RENAULT



6 KEVIN MAGNUSSEN
A frustrating weekend for Magnussen, who over-reached in qualifying after a slow first run, ending with an off-track excursion at Ascari and a two-tenth deficit to Palmer. Avoided the clash between Palmer and Nasr, but got shuffled back battling with Ericsson, Button and Gutierrez.



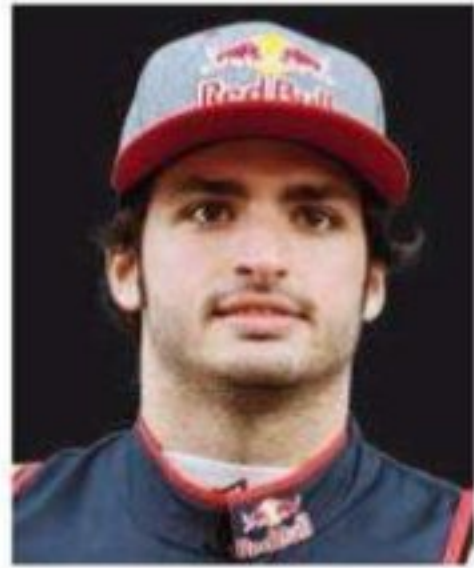
7 JOLYON PALMER
Palmer feels he is driving as well as ever, and here he was the faster Renault driver in qualifying thanks to a nice clean progression through three runs in Q1. A strong start to the race, but was furious to run out of road and collide with Nasr's Sauber as they battled through the Rettifilo. Later retired the car on safety grounds.



TORO ROSSO

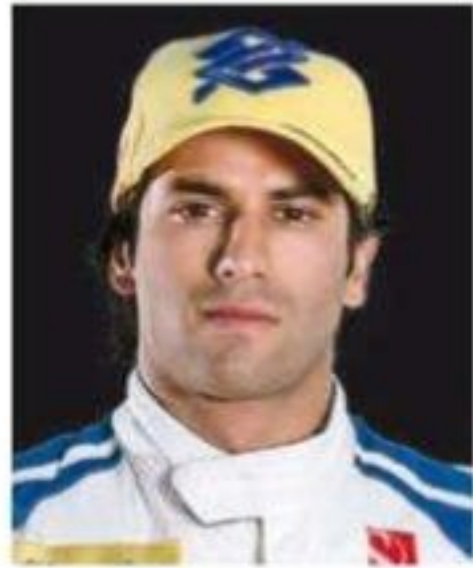


7 DANIL KVIAT
Kvyat is definitely driving better – he’s just unfortunate to be on the up as Toro Rosso’s season is on the skids. Fairly close to Sainz again in qualifying, and could have been closer without traffic on his final Q1 lap. Kept pace in the race, despite floor damage from the first-lap melee, before the battery overheated.



8 CARLOS SAINZ JR
Sainz did another first-rate job in qualifying, wringing the neck of a difficult car to make Q2 and lap within a 10th of Button. Tried to follow Grosjean on a one-stop strategy, but rooted the tyres trying to keep up. Reverting to a two-stop pitched him into a losing battle with the McLarens and the other Haas of Gutierrez.

SAUBER



6 FELIPE NASR
Nasr drove well in qualifying, and felt he would have put Sauber into Q2 without his Ferrari misfiring. Had a strong start to the race, gaining two places before running Palmer off the road and causing a collision. Retired with damage, but resumed to serve a 10s penalty and avoid a grid drop for the next race.



7 MARCUS ERICSSON
Struggled to tame a loose car in practice and qualifying and disappointed to end up just over a 10th down on his team-mate on Saturday. Improved the car with wing and differential settings in the race, but a one-stop strategy was ambitious for a car that didn’t look like it could hang onto the tyres very well.

McLAREN



9 JENSON BUTTON
Button was last after the opening lap, due to a bad start and a gravelly off at the Lesmos. But his drive was still outstanding. He overtook Gutierrez around the outside of Parabolica early on, but beat Alonso thanks to a phenomenal middle stint, in which he showcased superior pace and tyre management.



6 FERNANDO ALONSO
Alonso qualified well and started strongly to run inside the top 10 in a difficult car, but seemed to lose his cool after a slightly slow first pitstop. His middle stint was poor and he was reeled in and overtaken by Button. A pointless third stop to fit super-softs and steal fastest lap cost a further place to Gutierrez’s Haas.

MANOR



8 PASCAL WEHRLEIN
Wehrlein was one of the stars of qualifying, putting Manor into Q2 for the third time this season and the second consecutive race. Splitting the McLaren drivers put the Mercedes junior in rarefied company. Running well against the McLarens and Sainz’s Toro Rosso but oil pressure loss forced him to retire.



6 ESTEBAN OCON
A tough weekend for Ocon, twice let down by electrical failures, first in Friday practice and then before he could set a qualifying time. Disappointed with a race beset with tyre life struggles. The upside is that he was quicker than Wehrlein in FP1 and within half a 10th in FP3, despite missing FP2, which bodes well.

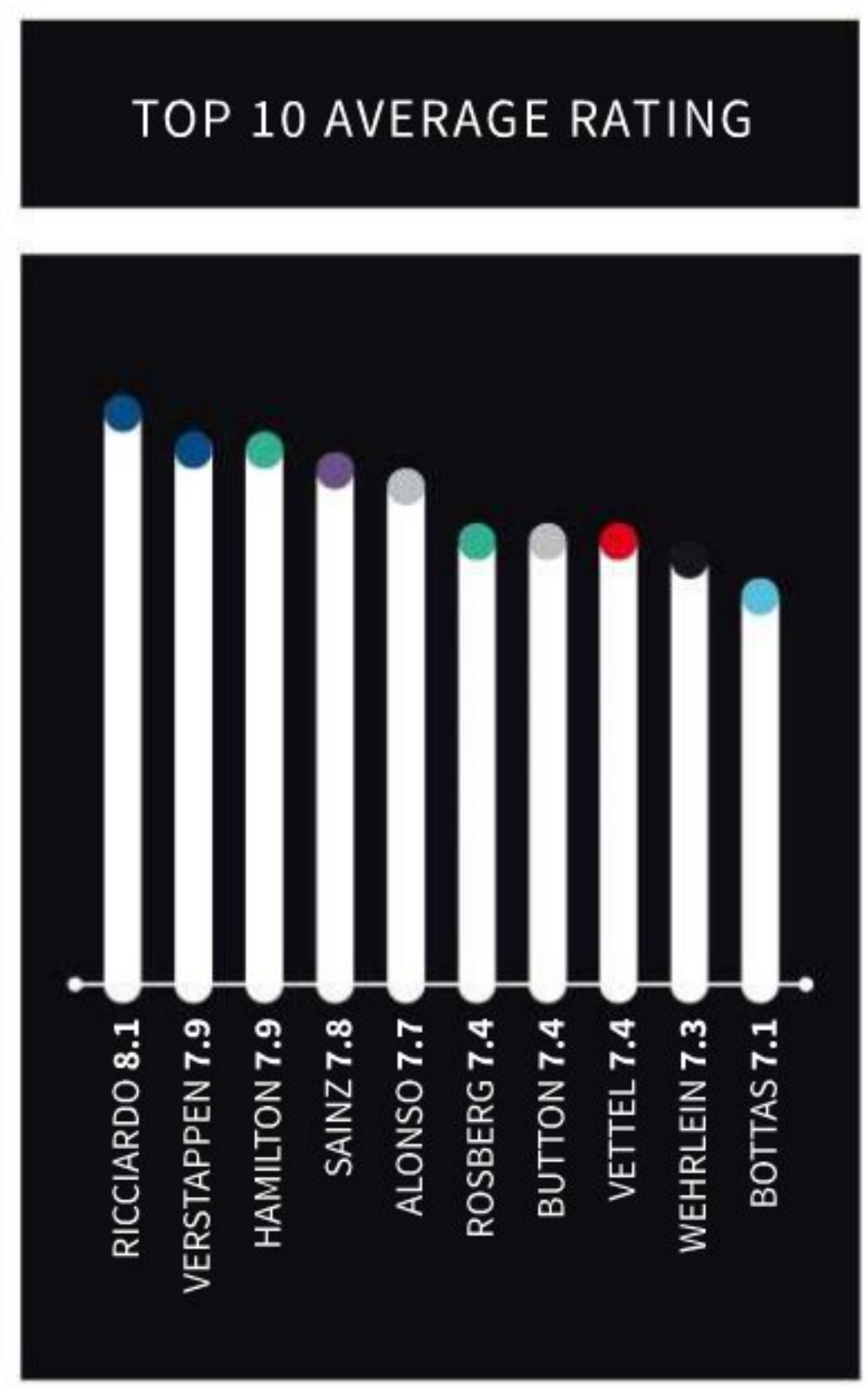
HAAS



8 ROMAIN GROSJEAN
Probably one of Grosjean’s best races this season. Despite a grid penalty for a gearbox change, he gained four places on the first lap and passed Wehrlein, before eking out his tyre life to finish on one stop. His qualifying drive was a bit undercooked, but the result was impressive in the circumstances.



7 ESTEBAN GUTIERREZ
The Haas wasn’t quite fast enough to make the top 10, so Gutierrez deserves huge credit for getting Haas into Q3 for the first time with his best qualifying performance of the season. Unfortunately, he fluffed the start of the race, dropping to 20th on lap one. He recovered decently, but this was an opportunity missed.



Why it isn't goodbye for Jenson Button – at least, not yet

The 2009 world champion will not race in Formula 1 next year, but has a two-year McLaren-Honda deal in his pocket and the possibility to make a comeback in 2018. So is this the end or just a pause?

By Edd Straw, Editor-in-Chief

[@eddstraw1](#)

Let's be very clear on one thing: Jenson Button has not retired from Formula 1. At least, not yet. The announcement in the wake of qualifying for the Italian Grand Prix last Saturday of what McLaren termed an "innovative" two-year deal keeps the 36-year-old on as reserve driver and team ambassador for 2017, with an option to return to race action the following year, and will prove either to be a sabbatical or what might be termed 'provisional retirement'. For now, while there are a few loose ends to tie up, Button has what he wants – a potential F1 future if he and McLaren want it, and some more time to himself in '17.

Why? The answer is simple: Button is weary. From 2000-16 F1 has been his life. While that life is the stuff of dreams for most, this doesn't stop him being human. No matter how much you are paid, no matter how supposedly glamorous the lifestyle, the demands of being an elite sportsman for such a long period take their toll.

There are other things he wants and needs to do. And as a world champion and winner of 15 grands prix, who will start his 300th F1 race in Malaysia next month, he has earned that right.

"During the summer break I had a pretty awesome time with friends and family and living on my schedule, which is something I haven't done for 17 years," said Button after the announcement of his deal. "I've lived and breathed F1 since I was 19 years old and I'm 36 now. You go to a grand prix on the weekend and everything else is either recovery or preparation for a grand prix.

"I came to a decision that I wanted to initiate talks with Ron [Dennis, McLaren chairman] at Spa [late last month], which we did. And ever since we've been talking non-stop about the future. I have a two-year contract starting next year with McLaren-Honda, and it's probably a little bit different to what you are expecting.

"Next year I will be an ambassador for this team. I will

work with this team in every way I can to make it a better team for the future, I will stay current, I will train my arse off like you've never seen before and I'll also be [going to] a lot of races, making sure that everything is on the right track and giving as much input as I can.

"I'll also be doing a lot of stuff that I haven't done for 17 years, living on my schedule. I'll get up when I want, I'll do what I want for a lot of the days of the year, spend more time with my friends and, more importantly, my family, who I haven't properly seen for 17 years. That's something I'm really excited about.

"I'm also an avid fan and lover of triathlons, as you probably know, so there are many things that I want to do that I haven't been able to do because of the F1 schedule. You're not just a racing driver when you drive in Formula 1; this is your life and I definitely need a break from that. So, 2017 will be that. And in '18 the team has an option on me to race for McLaren-Honda, which is pretty awesome."

In many ways Button has played a blinder by getting this deal. There's no way of knowing how likely he is to return to a race

seat with McLaren in 2018, save to say that the obvious comparison is with Mika Hakkinen. The Finn took what was declared to be a sabbatical in '02 and never raced in F1 again. Although Dennis was quick to point out that this is different to other sabbaticals because

Button has a contract, there's no way of knowing if he really will come back – and the smart money is on him not doing so.

Stoffel Vandoorne has been promoted to a race seat to replace him and Fernando Alonso remains on board, so if they deliver in 2017 would McLaren even want Button back? Likewise, will he want to return even if there is an opportunity? He probably doesn't even know the answer to that, so we can only guess. What we can be sure of, though, is that his reasoning for this move is sincere. What's more, as he will be available to drive for McLaren he will be expected to remain race sharp and will also spend plenty of time in the simulator. So less a year off, more a year of eased workload.

It clearly wasn't an easy decision. Speaking a week before >>

“You are not just a racing driver in F1, this is your life and I need a break”



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the announcement at Spa, Button made it clear that any decision over his future, either way, would not be easy. He also said the loss of his father, John, who died in January 2014, has had an impact. No surprise given that Jenson's racing started off very much as a 'dad and lad' activity, and remained so even once in F1, with Button Sr a familiar and popular figure in the paddock.

"I have days when I want to be racing and other days when I think I've been around long enough and that doing something different could possibly be more fun and fulfilling," says Button. "But it's up and down. Emotionally it's very difficult. It has been the last couple of years. The only thing I will say about my dad is that F1 is definitely not the same without him here, so it definitely changes your opinion about things."

The move makes sense for Button, who said that there's a possibility of him racing next year outside of F1 for fun. It makes sense for McLaren too. The team keeps on board a driver who is valuable commercially and still at the top of his game. Dennis was quick to insist that Button is not an insurance policy should Vandoorne not deliver or Alonso leave. Whether or not that was part of the decision-making process, the fact is he effectively represents such a policy – provided Button himself is willing.

"To avoid any confusion, forget the word retirement, that's not in the vocabulary" says Dennis. "Jenson is one of the team's drivers for the next two years. If Jenson's needed to drive next

“The hardest moment was the end of 2008, when I didn't have an F1 drive for '09”

year for any reason, he will drive. So what does that mean? It means you have got a super-fit guy and, if you look at the races, qualifying and everything, he's more than capable of winning grands prix and world championships right now. But it's not the physical side, it's the mental side. It's not a lack of determination, but just the constant grind of being in F1. Actually, it's a very, very practical and logical solution. Let Jenson get his mind balanced and re-established and relaxed and then look at the future."

Dennis was asked about the factors that would lead the

team into taking up the option to race it apparently holds on Button in 2018, and about the possibility of him going elsewhere if that option is not taken up. His reply suggests neither side is really sure which way things will go.

"I can't give you straight answers to those questions," said Dennis. "We'll see where we are in a year. We've been very open in saying Jenson has a two-year contract. The option is with the team. We'll get there and then we'll decide if we're going to exercise it or not. But at that point Jenson has to step into the situation with all the right motivation, focus and everything, so it's not a one-way decision. What is clear, though, is if Jenson's going to drive a Formula 1 car in 2018 I believe it can only be a McLaren. I don't think Jenson has a desire to drive anybody else's car; he had offers to drive next year in other teams and declined those offers."

The deciding factor may be how much Button enjoys his new life. Dennis suggested "he's going to go bonkers" and be keen to come back, but Button made it clear he is keeping his options open and that it will be close to a year before he knows what he wants. He also hinted that, should he come back, the year of reflection could make him a better driver. This again supports the notion that a return isn't beyond the realms of possibility.

"I really can't answer that question," he replies when asked if he will miss F1. "I don't know, and that's why I need the freedom to be myself outside the car. I can't answer that question, but I can probably in eight or 10 months' time. I am probably driving the best I ever have, but that's not to say I can't drive better."

Button should end the season with 135 starts for McLaren, which he joined as world champion in 2010. Only David Coulthard has started more races for the team (150). Whatever happens, Button's reputation as a McLaren great will stand even though he has not won a world championship for the squad. But it will be for his title with the phoenix-from-the-ashes Brawn outfit in '09 that he will always be remembered, a period that stands as the best and the worst of times. It's easy to forget that, in the months following Honda announcing its withdrawal from grand prix racing in December '08, there was a real possibility Button might not even have a race seat for the following year.

"The hardest moment would be the end of 2008, when I didn't have an F1 drive for '09," says Button. "We had all worked so hard in developing the car in '08 and found a positive direction for '09 with the regulation changes, and obviously the team closed."

"If they were going to make a movie about F1 [it would be Brawn 2009]. Everybody loves a story about small teams fighting it out in front and winning, it's such a special story. From having no team whatsoever to winning the >>



Button announced his plans for the future after qualifying for the Italian Grand Prix

TEE/LAT



Stoffel Vandoorne has “big shoes” to fill in F1

SINCE STOFFEL VANDOORNE signed up to the McLaren Young Driver Programme in February 2013, he has done everything asked of him.

The reigning Formula Renault Eurocup champion finished second to Kevin Magnussen in his first season in Formula Renault 3.5, won races when he graduated to GP2 in 2014, and then didn't so much win the following year's championship as own it. After backing him for so long, McLaren needed to make good on its investment in the 24-year-old.

Aside from keeping sharp in Japanese Super Formula, where he already has a pole position to his name in a ferociously difficult championship full of specialists, Vandoorne

stood in for Fernando Alonso at the Bahrain Grand Prix, where he outqualified Jenson Button and scored a point. He's ready, no question.

“Pretty awesome,” says Vandoorne in response to being confirmed for 2017.

“Getting to F1 is very special; signing your first F1 contract is something I don't have the words to describe.

“It's big shoes to fill. Stepping into Jenson's seat is not easy as a young driver, but I'm totally up for a challenge. I've been learning a lot from how they push a team forward, how they help the team with development, and having all three of us pushing this team forward, we could be very successful.”

The management agency that Button co-owns, The

Sports Partnership, signed up Vandoorne in 2013. Button has no doubts about Vandoorne's potential – the rest is now in the Belgian's hands.

“If you look at Stoffel in the lower formulas, he's achieved a lot,” says Button. “He's been well educated in the world of F1 – being third driver here and learning from two world champions is the perfect position to be jumping into an F1 car. I know he's determined, so we'll see how it goes. Apart from that, it's complete guesswork.”

The educated guess is that Vandoorne will make a big impact in F1. McLaren knows him inside out, and he showed in GP2 that he knows how to dominate. The time is right for Vandoorne to make his mark in grand prix racing.

F1/BUTTON'S FUTURE

first few races and then having some really tough races and winning [the title in Brazil], driving through the field, makes it very special."

From that stellar debut season with Williams in 2000 after being promoted from Formula 3, the hard times with Benetton, the long 113-race haul to the first victory with Honda in Hungary '06, the triumph of '09 and the high points of the McLaren years (Button consistently cites his victory at Suzuka in '11 in a straight fight with Sebastian Vettel as the finest of his wins), the Briton has been one of the defining drivers of 21st century grand prix racing.

He has also been increasingly outspoken about the state of the sport. Having started off in the V10 era, lived through the V8 years and, most recently, experienced the hybrid V6, it's clear that the early days of his F1 career gave him the most satisfaction as a pure driving experience.

"You would expect me to say the 2009 Brawn," he says when asked to name his favourite car. "It was obviously special, but '04 was awesome, with V10s, 900bhp, revving to 21,000rpm and a tyre war. They were just awesome to drive."

"In the V8 era the best was probably 2011 with the blown diffusers. They were just immense with the amount of grip you had, it would make you laugh the whole time! In qualifying we had 90% open throttle the whole lap blowing gas onto the



BAR-Honda 006 of 2004 is Button's favourite F1 car

ETHERINGTON/LAT

diffuser – it's almost 100 points of downforce, which is just massive. They were great bits of kit that year."

The bottom line is that, even if Button never races again after this year (and he has talked of his desire to contest the Le Mans 24 Hours, compete in rallycross and even take on an endurance race with some racing friends in GT3 machinery), his legacy will be assured. And Button himself is very comfortable with what he has done.

"I've achieved what I set out to achieve at 20 years old," he says. "I never thought in my wildest dreams that I would be racing at 36 in F1 and still be very competitive, being a world champion and still with a works team. I've definitely achieved more than I ever thought."

"As a racing driver when you achieve what you've set out to achieve you always think, 'I could achieve more' – and you want to, but when are you ever happy? Ayrton Senna was never happy because he always wanted to achieve more, and he would have achieved more if he was around today. You have to look at yourself and think, 'This is what I set out to do' and when you finish not be disappointed that you didn't win more world championships."

"There are certain points in a career when things can go your way – you can be in a car that's competitive and it can be for consecutive seasons. I've not had that opportunity. I've never raced with a team-mate who's won a world championship while I've been racing with him, and that's key in a driver's career. It has been a pretty awesome career."

When he said that, it wasn't intended as an endstop for F1. But it might prove to be. Either way, enjoy your busy year off, Jenson, you've earned it. Maybe we'll see you again in 2018. ✨



DUNBAR/LAT

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MARTINI

Felipe Massa says goodbye for good

WHILE JENSON BUTTON has not retired, long-time rival Felipe Massa very much has. The winner of 11 grands prix – and so nearly the 2008 world championship – announced last Thursday that he would be bowing out of Formula 1 at the end of the season in an emotional Monza press conference alongside deputy team principal Claire Williams.

While he made attempts to land a drive for 2017, the 35-year-old had clearly seen the writing on the wall. With Williams having already told him it wouldn't be retaining him, and no other decent options for next year, Massa chose the perfect venue to make his announcement given his years of service to Ferrari.

After November's Abu Dhabi Grand Prix, he will leave F1 with more than 250 starts and a lot of memories – and certainly no regrets.

"I was thinking of this three years ago," says Massa, who signed a three-year deal to race for Williams from 2014-16 after being dropped by Ferrari.

"When I was sure that this was going to be the time, you have to be strong enough to decide things that are sometimes quite difficult. I feel quite relieved – this year was

the right time to retire.

"I have been here for 15 years, so I want to leave the paddock with my head up, not down, which is very important. That's the way I want to be remembered."

Massa's title near-miss in 2008, when Lewis Hamilton passed a slick-shod Timo Glock at a wet Interlagos to take the fifth place he needed for the title on the last lap, is his most famous F1 moment. But Massa chooses something different.

"I was very happy at many different times, the victories, the achievements – and that doesn't just mean victories, but in doing something you didn't feel you could do in terms of lap time or overtaking. And when there are difficult moments, you get back to the top.

"The most incredible was the first day I drove an F1 car with Sauber at Mugello in 2001. But the first podium, the first victory, they are achievements that stay in your mind. When I won for the first time

"I feel quite relieved. This year was the right time to retire"

in Brazil [in '06], it was the most incredible dream."

During that 2008 title tilt Massa delivered some of his most remarkable performances. While in overall terms his F1 career was erratic, on his day he was capable of greatness. His Singapore GP pole lap in 2008, which he took for Ferrari by 0.664 seconds, was one such day, while his stunning move on the brakes around the outside of Lewis Hamilton at the start of the Hungarian GP earlier that year would have earned him a famous victory but for a late engine failure while leading.

There were the bad times too. At the Hungaroring in 2009 he was hit in the head by a lateral damper spring shed from Rubens Barrichello's Brawn. The injury was life-threatening, with Massa making a comeback a year later.

While he had a difficult time with Ferrari from 2010-12 after returning to F1, his impressive form with Williams, which included pole position in Austria 2014 and five podium finishes, showed he was still capable of performing at a high level.

He has chosen the right time to go, but he will be missed by F1.





McLAREN AUTOSPORT BRDC AWARD

McLaren deal for Award

THE WINNER OF THIS YEAR'S McLAREN Autosport BRDC Award will become a paid simulator driver for the famous constructor as part of a revamp of the prestigious competition.

McLaren has decided to change and increase its involvement in the initiative to find and assist the best of Britain's junior driving talent, which started in 1989.

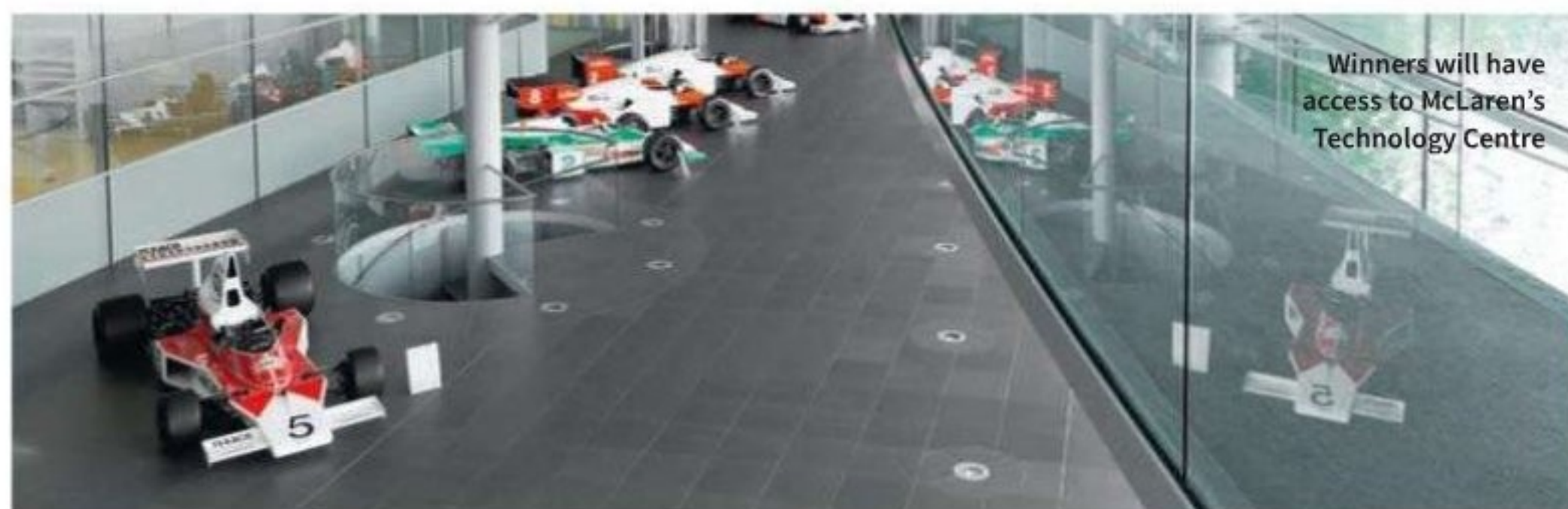
As well as a role in the full movement Driver In Loop Simulator and time alongside professional simulator driver and former Award winner Oliver Turvey, the victor will become part of McLaren's driver fitness programme. This package, similar to that used by McLaren reserve

F1 driver Stoffel Vandoorne, includes regular physical assessment and targeting, and access to the Woking squad's gym facilities.

McLaren will provide a sponsorship masterclass and the chance to impress potential backers or reward established sponsors with the use of the Technology Centre HQ. It will also arrange for the winner to spend a session with respected driver coach Rob Wilson.

The McLaren package replaces the £100,000 cash prize as it is believed it will be more useful to drivers. The McLaren F1 test prize and full BRDC membership for the winner will remain.

Racing director Eric Boullier said: "McLaren





George Russell had his McLaren F1 prize run last year

WHAT'S NEW AT A GLANCE

- Paid works McLaren Simulator deal and fitness programme for the winner
- Four finalists instead of six to be selected by the judging panel
- McLaren to conduct the simulator and fitness assessments of the finalists
- A guest judge will be invited each year. The 2016 guest is David Brabham
- Use of the BRDC Club House for presentations and sponsors for winner
- BRDC passes for the British GP (F1 and MotoGP), plus lunch for six people, for the winner
- Two BRDC Member track days and BRDC SuperStar status for the winner
- Age limit change: drivers must be at least 16 and under 24 on March 1 during the relevant year
- One-off Formula 3 outings will not make junior drivers ineligible, providing they have been competing in an eligible category



winner in boost for competition

has been a proud part of this Award since its inception and many winners have gone on to great things, including Jenson Button. But we also realise the sport has moved on since 1989 and wanted to boost the winning package.

“We decided that the opportunity to be involved in our simulator programme, as well as using McLaren’s fitness and sponsorship expertise, would be more useful to up-and-coming drivers than the cash prize, which represents only a fraction of budgets that are now required to progress.

“We believe the new prize package will be of real value to future Award winners, and shows McLaren is keen to maintain a relationship with them beyond the F1 test, which remains a key part of the Award.”

As part of its commitment, McLaren will increase its roll in the selection process. Finalists will now be physically assessed by McLaren’s driver trainers, with Vandoorne present to provide guidance.

They will also have multiple runs on the McLaren Driver In Loop Simulator and be

assessed on a range of criteria, including consistency and feedback. This is as well as the traditional on-track testing at Silverstone.

Boullier added: “McLaren already provides analysis of the on-track data during and after the Award tests, which helps the judges with their selection, but we realised we could do even more.

“McLaren’s facilities are ideal for the off-track assessment elements of the competition. Young drivers are increasingly aware of the need to be super-fit and be capable in simulators. McLaren can assess their skills, as well as underline the need to improve.

“Coming to the Technology Centre gives all the finalists a chance to see a modern F1 headquarters. That is something not afforded to most of their peers.”

Four drivers will now be selected as finalists, instead of the traditional six, with the test cars remaining as Formula 2, DTM Mercedes and GT3 McLaren. The age range has been tweaked and there will be a guest judge (see above).

BRDC president and chairman of the judges Derek Warwick said: “We all strive to make sure

the Award is kept up to date and more relevant to today’s drivers. Although £100,000 prize is substantial sum it’s become irrelevant to budgets.

“We are very lucky to have such committed and focused partners with McLaren, Haymarket, Silverstone and the BRDC. We constantly review the way we run the Award and this is why it has become arguably the most prestigious award for any young and aspiring British racing driver.

“We have also secured Jonathan Palmer’s F2 cars for the next three years; this gives all the finalists equal cars for the competition, plus the Mercedes DTM and McLaren GT3 cars. As usual the finalists will drive the McLaren Pure cars to learn the Silverstone Grand Prix circuit and acclimatise before the competition starts.”

The winner will still be announced at the Autosport Awards on December 4.

Former Award winners include current McLaren driver and 2009 F1 world champion Button, 13-time grand prix winner David Coulthard, three-time Indianapolis 500 winner Dario Franchitti, and 2014 World Endurance champion Anthony Davidson.

Last year’s award was won by Will Palmer, who is currently racing in Formula Renault 2.0.

KEVIN TURNER

HELP PICK THE NEXT STAR!

This is your chance to nominate the driver you feel most worthy for consideration to win the 2016 McLaren Autosport BRDC Award. The Award aims to find Britain's most promising young driver, and 2009

Formula 1 world champion Jenson Button is just one of the illustrious former winners of this prestigious prize.

To have your say over who wins this year, just send us an email. An eligible driver only needs one nomination to be considered. The finalists will be announced within the next month, so make sure you register your opinion soon.



THE PRIZE

Prizes for the 2016 McLaren Autosport BRDC Award winner include a McLaren F1 test, time on McLaren's Driver In Loop Simulator, a place on McLaren's driver fitness programme and full BRDC membership.



WHO IS ELIGIBLE?

DRIVERS MUST

- ✓ Have been at least 16 years old and under 24 on March 1 2016.
- ✓ Be a British citizen.
- ✓ Have competed primarily in a single-seater championship below FIA-spec Formula 3 and not in any higher or equivalent category (eg GP3) during the current calendar year.
- ✓ Note: one-off outings in FIA-spec F3 or GP3 do not exclude drivers if their focus has been in lower categories. Former Award winners are ineligible.

SERIES TO CONSIDER

FORMULA RENAULT EURO CUP



FORMULA RENAULT NEC



BRDC BRITISH FORMULA 3



BRITISH FORMULA 4



POSSIBLE NOMINEES

- | | |
|--------------------------|-------------------------|
| ■ Enaam AHMED | ■ Neil MACLENNAN |
| ■ Ricky COLLARD | ■ Lando NORRIS |
| ■ Max FEWTRELL | ■ James PULL |
| ■ Sennan FIELDING | ■ James RAVEN |
| ■ Alex GILL | ■ Harrison SCOTT |
| ■ Ben HINGELEY | ■ Toby SOWERY |

FORMULA FORD 1600



HOW TO NOMINATE

YOU CAN ONLY NOMINATE BY EMAIL

EMAIL maba.nominations@autosport.com

with your suggestion. The subject line should be 'Nominations'.

TERMS & CONDITIONS It only takes one nomination for a driver to be considered. Further votes are not counted. Closing date: Midday, Friday September 16 2016.



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FEEDBACK

Cut out the booing – it's bad for the sport



Boos from the Monza crowd failed to burst Rosberg's bubble

I have watched Formula 1 for as long as I can remember and not missed a race on television since some time in the '70s. Like a lot of older spectators we all have our favourite times – mine are the late '70s and early '80s – but still love today's racing, teams and drivers.

But one thing I would like to see stamped out is the booing during the podium celebrations from so-called supporters. It's not just the Italians, as we have heard the same at too many events this year.

These people need to grow up and appreciate the sport, not boo those who have driven hard and risked their lives to entertain them.

By all means cheer your favourite driver or team (I am a Ferrari supporter), but learn some manners and if you can't applaud keep quiet as it reflects badly on the sport.

Phil Oram
By email

Classic tracks, boring racing

I was looking forward to back-to-back races at a pair of iconic tracks after the summer break. Yet again, however, I found myself struggling to be excited by what I was watching. Spa and Monza

used to produce decent races, particularly if there were faster cars out of position, as passing is entirely possible at both. Therein lies the problem: with DRS it is far too easy to pass.

With the exception of the unnecessarily exciting Raikkonen versus Verstappen at Spa, and Ricciardo's outstanding pass on Bottas at Monza, most passes were executed by the following car simply driving past in a straight line. If I wanted to watch this sort of 'racing', I would go and stand beside the M25!

Add to that the tyres that Pirelli is being asked to produce, which are preventing drivers from using the full potential of both themselves and their cars (eg Hamilton at Monza, who in days gone by would probably have caught Rosberg), and we have a recipe for boring racing at what should be great racing tracks. The worst thing for me is that I see very little in the 2017 regulations that will address these problems.

I don't currently subscribe to Sky. Will I pay to watch the races live in a couple of years' time? If DRS remains, then I would say definitely not.

Paul Cole
Orsett, Essex

Fans do care about cars' tech

I disagree with Lewis Hamilton about the fans not caring about the high-tech engines. We do care. We care that they are more relevant to road car technology than ever before, we care that they have become more efficient – the V8s were great but were dinosaurs.

We've even forgotten about the so-called noise problem.

The engine technology in F1 is really pushing the boundaries, exactly as it should be. What we hate is silly rule changes and backtracking.

Richard Hargrave
Hitchin

A great ambassador for F1

At last! Someone is talking about Jenson Button (Autosport, August 25). This man is an absolute ambassador for the sport. For all the years I've been watching F1 I cannot recall this man ever losing his cool or ever being controversial – he just gets on with the job.

If you compare Jenson to Lewis Hamilton and reversed the roles, how would Lewis react to all the problems Jenson has had to put up with? I used to be a huge fan of Lewis when all he wanted to do was race, but since his world championships it's all about his music, his private jet and Justin Bieber!

Even though Jenson has the same kind of lifestyle, he keeps it to himself, which I believe is the correct way to conduct yourself.

If my son wanted to become a racing driver I would tell him to try to emulate Mr Button – I don't think I could give him a better endorsement than that.

Antony Peel
By email

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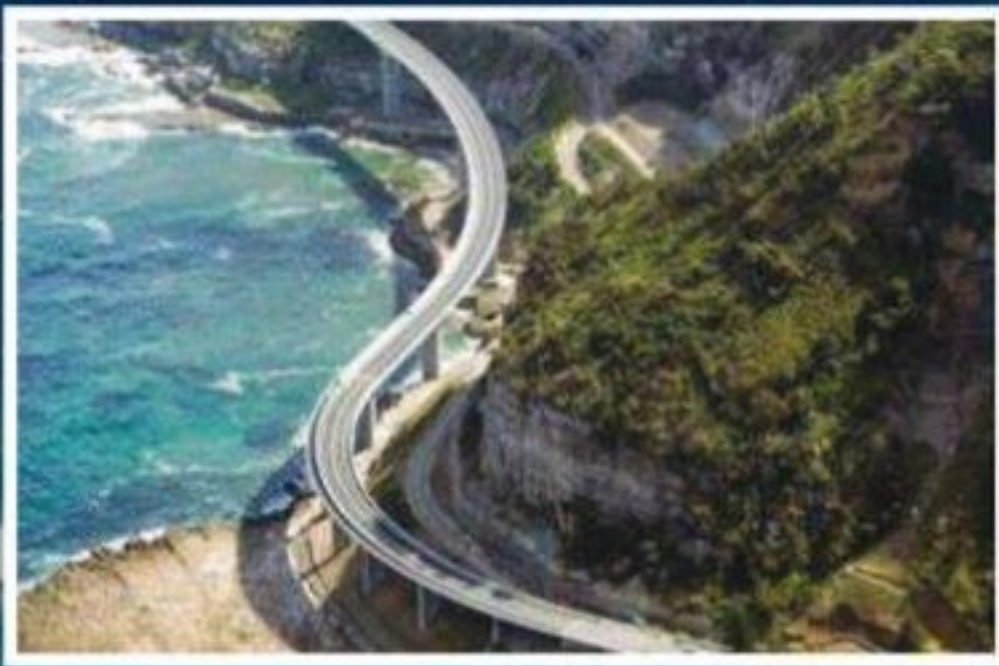


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The deal is on

Was the Italian GP Bernie Ecclestone's last official visit to a race?
It all depends on an imminent deal for F1's commercial rights

By Dieter Rencken, Special Contributor

[@RacingLines](#)

FOLLOWING WIDESPREAD SPECULATION AT SPA-Francorchamps about possible bids for a majority slice of Formula 1's commercial rights, various parties, including F1 tsar Bernie Ecclestone, indicated to Autosport at Monza that a multi-stage deal for control of commercial-rights holder Formula One Management was imminent – with the first transaction possibly completed by the end of this week.

More intriguing were suggestions from sources close to the 85-year-old that he reckoned the Italian Grand Prix could be his last official appearance at a grand prix, with American cable-TV broadcasting executive Chase Carey (61) slated to slide into motorsport's hottest seat in time for Singapore's night race. Whether it all pans out time will tell, but clearly F1's commercial potential is being duly and diligently examined.

Until June Carey was COO of News Corporation subsidiary 20th Century Fox, but recently stepped up to the position of executive vice president – and is seeking bigger fish to fry. News Corp is a partner to 'cable king' John Malone in the latter's Liberty Media company, said to be the prime bidder for eventual control of F1's rights – putting the impressively moustachioed Carey on pole for F1's CEO job.

The deal may be gazumped by a consortium comprising Miami Dolphins owner Stephen Ross's RSE Ventures media/entertainment

company and Qatari investors, or even topped by an unnamed vulture fund. Either way, it seems that investment fund CVC Capital Partners, which has exercised majority control since acquiring the largest individual slice of the rights a decade ago, will shortly be losing its grip on Formula 1.

So the question is: just what does Liberty (or RSE, or whoever) see in F1 that makes grown men fall over themselves in their haste to cut deals with card-sharp opponents? The answer lies in the potential of 'content deals' – programming to fill the trillions of TV hours cable and new-media operations need to satisfy growing demands for visual wallpaper.

F1 superbly adds to the bouquets of global sports offered by cable merchants, particularly as there is no disputing that the sport's TV market is chronically underexploited, despite a plethora of pay-per-view deals cut by Ecclestone of late, with the recently announced full-on switchover to Sky in the UK for six years from 2019 being just one example.

At the heart of the matter lies a peak in race hosting fees. Where in the past around 20% of F1's approximate \$1.8 billion annual turnover flowed from hospitality/signage/sponsorship/

licensing fees and the rest was split equally between race hosting and broadcast income, F1 personnel believe that the sport has overstretched itself with 21-race calendars.

Then, a circuit like Silverstone has long reached the tipping point, both in terms of capacity and ticket pricing, yet faces 10 per cent escalators in fees going forward to 2026. As the sight of orange-packed general-admission areas during the Belgian Grand Prix proved, circuits attract fans by the tens of thousands paying 100 quid each on race day, but not at prevailing grandstand rates of £300 (or more).

Monza will, for example, pay an average of £20m for each of the three years of its extended contract – if, that is, an appeal court due to sit on October 26 deems that state tax aid does not unfairly jeopardise Imola's counter bid to Ecclestone – yet can look at selling no more than 70,000 three-day tickets at an average of £250, an income of £17m or so.

Add in promoter fees/associated costs of £5m, and clearly race promoter Automobile Club d'Italia faces annual losses of £8m or so. Indeed, former F1 driver-turned-organising

committee member Ivan Capelli told Autosport in Monza that ACI forecast subsidies (losses) of between "seven and nine million euros annually". That is simply not sustainable.

The key word here is "sustainable". F1 is a voracious

animal that needs increasing funding to survive. And, with hosting fees peaking and hospitality income reducing due to stringent corporate compliance regulations, the only option faced by the commercial-rights holder to satisfy demands from teams for larger slices of the 'Bernie Pot' is to put the squeeze on the only remaining revenue stream, namely media.

With F1's contracts expiring in 2020 and the EU Commission likely to impose equitable revenue structures across the grid, the commercial-rights holder faces even larger financial pressures, for the likes of Ferrari and Red Bull Racing are unlikely to accept payment reductions, while independents are sure to push for a doubling of their current deals.

This is where Liberty and RSE come in: with ready-made distribution channels, they are ideally placed to exploit F1's multi-hued TV palette while having the necessary expertise and vision to develop new media platforms in addition to technologies such as video streaming in desperate attempts to halt the slide in TV ratings – which impacts on FOM's 'bridge-and-board' signage packages and team sponsorship deals.

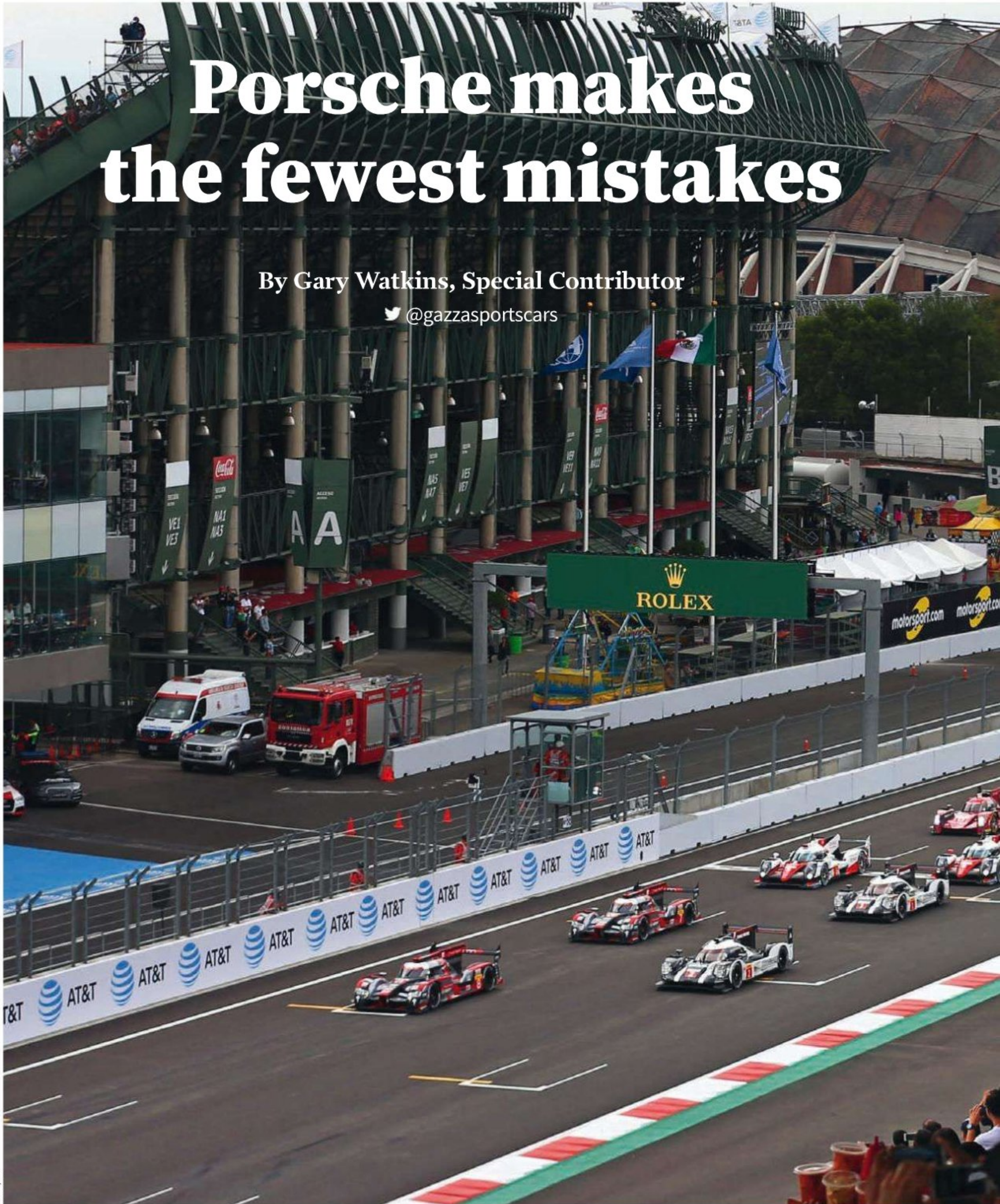
Hence calls of "out with the old" in Monza... ❄

“It seems that CVC will shortly be losing its grip on Formula 1”

Porsche makes the fewest mistakes

By Gary Watkins, Special Contributor

[@gazzasportscars](#)



EBREY/LAT



A winning margin of just over a minute for Mark Webber, Timo Bernhard and Brendon Hartley offered little insight into the events in Mexico

City last weekend. Porsche had to battle tooth and nail with Audi to maintain its sequence of victories in this year's World Endurance Championship, and the idea that Toyota might have won this race wasn't entirely beyond the realms of fantasy, either.

The Porsche 919 Hybrid and the Audi R18 e-tron quattro were evenly matched around the 2.67-mile Autodromo Hermanos Rodriguez last Saturday. Both manufacturers looked like they had the speed to win the fifth round of the WEC at different stages of the six-hour race, but the battle between them ultimately wasn't decided by their pace out on the track.

Every one of the six factory LMP1 entries ran into some kind of delay during the race, and Webber and co lost the least time of the four German cars in an incident-packed affair that was twice interrupted by rain.

"I always said that it would be tight and whoever executed the race best would be on the middle step of the podium," offered Hartley afterwards, "and that's exactly what happened."

Webber continued on the same theme: "There were a lot of tricky decisions to be made today. We all had so many chances to screw it up, and we were the ones who didn't."

There were hiccups along the way for the winning Porsche, though.

The car was given a drivethrough penalty after Bernhard aborted a pitstop late in the third hour, having already crossed the pit-entry line. The German described it as a "miscommunication", but, given the full-course yellow virtual safety car that followed seconds later, he was almost certainly told to abort.

Late in the race when the rain came for a second time, Bernhard had a little off as he powered out of the stadium section and came to a halt with his nose against the wall. A shade over 20s were lost in an incident that had no bearing on the result for the simple reason that the #1 car's rivals had all suffered much worse delays.

Audi's championship challengers — Loic Duval, Lucas di Grassi and Oliver Jarvis — had twice led the race before their hopes disappeared in the fourth hour. A left-front wheel bearing failure put Jarvis into the barriers at the end of the long start-finish straight on his first flying race lap after taking over the car.

Thirty minutes were lost to repairs before the Briton rejoined, only for brake problems to send him straight >>



off the track and then back into the pits. Further problems with the brake hydraulics cost the car 50 minutes in the final hour, leaving the car 27th and last at the chequered flag.

“A missed opportunity”, was how di Grassi described a weekend that yielded just a point and a half for him and his team-mates.

Andre Lotterer and Marcel Fassler were probably thinking along the same lines at half-distance. Again driving as a duo after Benoit Treluyer stood down when it was decided he wasn't back to full fitness following his recovery from back injuries, the drivers of the #7 Audi were as good as a full lap down on the three-hour mark.

Events had conspired against them after Lotterer was forced to make an early pitstop. The German, who had led the first dozen laps from third on the grid, had began to struggle for grip and quickly fell away after yielding to di Grassi.

The early stop would have a serious knock-on effect. The rest of the P1 manufacturer pack would be able to make their first and third pitstops

during full-course yellow virtual safety car periods, while more seconds were lost when Fassler ran out of fuel as he approached his pit stall.

The race changed for Lotterer and Fassler when the rain arrived. Or rather for Lotterer alone, because he wouldn't get out of the car after the rain started in the fourth hour.

Porsche opted to put the two 919s onto the wet tyres, whereas Lotterer was given a set of Michelin's ungrooved 'hybrid' intermediate tyres. It was this call that brought the #7 car back into contention.

Lotterer gained time by the bucketload on the inters and was still closing on Bernhard after switching to slicks. He'd more than halved a 49s deficit to Porsche since the last round of pitstops when a brake balance issue caused a giant lock-up in the stadium section and, not surprisingly, a trip to the pits to replace a set of flat-spotted Michelins.

It also ensured that Lotterer would require a late splash of fuel. That meant the race was as good as over, but Audi rolled the dice again and sent the car

Reigning champions took their second – and Porsche's fourth – success of 2016

out for the final 12 minutes or so on inters. Light rain had returned and was beginning to intensify, but Bernhard hung on despite his late moment.

“The early tyre issue threw us out completely – the way the full course yellows fell meant we lost so much time to the others,” explained Lotterer. “It's not too bad to finish second after that, but we were catching them after the change to slicks, so I think we could have beaten them today.”

No one at Toyota would have been quite that gung-ho, but the Japanese manufacturer had a good weekend that yielded a podium for Kamui Kobayashi, Stephane Sarrazin and Mike Conway. It was a result that propelled them into second position in the points, albeit a distant one.

Toyota looked barely more competitive than it had been at the Nurburgring in July during qualifying, but the high-downforce TS050 HYBRID was definitely nearer to the pace come the race. And then they were much, much nearer the pace in the mixed conditions in which the line of LMP1 cars developed at



Toyota Motorsport in Cologne have always excelled.

The pity for Toyota was that Sebastien Buemi and Kazuki Nakajima, who were deprived of the services of Anthony Davidson as the result of rib injuries sustained in testing, were long since out of the race. An electrical fault with the hybrid system – Toyota said they could be no more specific than that – brought the #5 TS050 in the pits after just 90 minutes. And there it stayed after no repair could be effected.

The #6 car had also lost time with a drivethrough penalty after Conway had moved over on an LMP2 car under braking for the right-hander into the stadium. But as the race drew to a close, the remaining Toyota was in contention for second position. Hope of the runner-up spot disappeared when Sarrazin was put onto intermediates at his final stop in the expectation of harder rain than the drizzle in which the race finished.

The chance for Toyota to perhaps win this one came with the rain in the middle of the race when Conway was put onto wets. Audi proved that >>

ASTON TOPS GTE

THE ADVANTAGES ASTON MARTIN ENJOYED AT the Nurburgring in July were multiplied twice over in Mexico. That allowed the British manufacturer to finally notch up a GTE Pro victory in 2016 with Richie Stanaway and Darren Turner at the end of a race it largely dominated.

The Balance of Performance changes that allowed the Vantage GTE to notch up a first pole of the season at the 'Ring were even more of a factor in Mexico City. The car's weight break gets it off the corners better than its rivals – and the Autodromo Hermanos Rodriguez is dominated by slow- and medium-speed turns. And its favourable air restrictor came into its own on the long start-finish straight.

What's more, the weak point of the Aston was less of an issue last weekend. The car lacks downforce in comparison with its competitors, and the Mexico City track has a total absence of quick corners since its emasculation prior to the return of Formula 1 last year.

The final factor was that the Dunlop tyres didn't drop away to the same extent as at the Nurburgring. It all added up to making the Astons pretty much unbeatable.

Nicki Thiim, who'd taken pole with Marco Sorensen, and Richie Stanaway disappeared from the rest at the start. Three hours into the race, and they were nearly a lap up on their nearest pursuer.

The rain ultimately levelled things up, and for several reasons. For a start, Thiim, who'd just lost the lead to Stanaway, hit the barriers after nibbling a kerb under braking for Turn 6 in the fourth hour. A three-minute stop would

leave the Danish duo third in the final results.

The mid-engined Ferrari 488 GTE also came into its own in the damp conditions. The Astons and the two factory AF Corse Ferraris all stayed out on slick tyres. That was until Aston decided to put Turner on intermediates, just to be on the safe side given Thiim's delay.

The additional stop back to slicks brought the AF Corse Ferrari of Gianmaria Bruni and James Calado within striking distance. Turner had more than enough to hang on to the lead, crossing the line a shade under 10s ahead to move to the top of the GT drivers' points.

"We had a big advantage in the dry and we would have won easily if it had stayed that way," said Stanaway. "The rain mixed things up a bit."

An impressive double stint from Calado on slicks on a wet-to-damp track was ultimately responsible for an unlikely second position for the Ferrari, which had looked out of it after Bruni was penalised in the second hour for a track limits violation.

The #67 Ford GT and the Proton Porsche 911 RSR had both been candidates for best of the rest behind the Astons, but the decision to change to wets dropped them behind both Ferraris to fifth and sixth positions.

The Proton team's GTE Am entry took the class spoils with Pat Long, David Heinemeier Hansson and Khaled Al Qubaisi after a battle with the sister car run under the KCMG banner. Wolf Henzler, Joel Camathias and Christian Ried might have won but for a miscalculation on the minimum driving times that resulted in an extra pitstop.





Audi again ran strongly, but Porsche won

AUDI

LMP2 TO LIGIER TRIO

THE JOTA-RUN G-DRIVE Racing squad failed to claim the LMP2 pole in Mexico City for the first time this season, but it did get closer than ever to a first class victory. Thirty-five minutes closer, to be exact.

Rene Rast was 40 seconds to the good aboard the G-Drive ORECA-Nissan 05 he shared with Alex Brundle and Roman Rusinov when the right-front brake disc exploded without warning. It was the latest – and most dramatic – episode in a season of misfortune for the Russian entrant and its British partner, and handed the victory to the same beneficiaries as at Silverstone in April, the RGR Sport Ligier squad and drivers Bruno Senna, Felipe Albuquerque and Ricardo Gonzalez.

Jota admitted that it didn't hit the sweet spot on set-up in qualifying, which along with a red flag and a super-fast lap from Senna in the RGR Sport Ligier-Nissan



RGR Ligier picked up lucky victory in LMP2 after Jota brake failure

EBREV/LAT

JSP2 restricted Rast and Rusinov to fourth.

The race went more or less according to plan, however. The car moved into the lead at the first round of stops after the RGR car was hemmed in. Jota timed its stop to Dunlop intermediates when the rain

came perfectly, turning a 15s deficit to the Signatech Alpine ORECA into a 15s advantage.

Then came the brake disc failure. Not only was there no warning, but ORECA supplier Brembo had introduced a new-spec front disc and cooling package for Mexico.

The RGR Ligier, which races under the Mexican flag, came through to take a home victory after a topsy-turvy race. Race promoter Gonzalez spun at the end of his first stint after turning across Rusinov's nose, Senna also had a spin and then Albuquerque had to resist a

late challenge from Nicolas Lapierre after a quick turnaround by the Signatech team at the final round of stops. Lapierre, who was partnered by Stephane Richelmi and Gustavo Menezes, crossed the line just 1.9s down.



#6 Toyota took third while #5 had a troubled event

EBREY/LAT

inters was the correct call, but the Briton was some way ahead of the Audi R18 when these tyre changes were being made.

Technical director Pascal Vasselon admitted that the TMG squad didn't necessarily get its strategy spot on last weekend.

"We should have taken intermediates initially," he said, "and at the end we shouldn't have taken intermediates. Maybe that could have made the difference. At one point late in the race, Stephane was only 12s from Porsche #1." And what of championship leaders

Neel Jani, Marc Lieb and Romain Dumas? The #2 Porsche finished a disappointing fourth, but was in the mix – and only 15s behind the sister car – when Lieb was hit up the rear by the Signatech Alpine ORECA late in the fourth hour. The P2 car neatly pinched off a section of rear bodywork, including the mandatory rear legality panel.

Even with the loss of the time in the pits that followed, the car might still have finished second but for an ultra-conservative decision to put Jani on inters in the penultimate hour when everyone else was on slicks.

Rebellion continued its strong season with fifth overall



EBREY/LAT

"The extra stop cost us second and so did the decision to put me on inters," explained Jani. "We threw away some points today."

The privateer Rebellion Racing squad, now down to one car for the remainder of this year's WEC, was the beneficiary of the high attrition rate among the factory cars. Alexandre Imperatori, Dominik Kraihamer and Matheo Tuscher came through to fifth, the first top-six for the team since its back-to-back podiums in the first two races.

The Rebellion-AER R-One had a trouble-free run, but it was initially made to fight for privateer P1 honours by the ByKolles squad. Pierre Kaffer made a storming start in the German-based squad's CLM-AER P1/01, even briefly getting ahead of both Toyotas at the end of the long start-finish straight, and then held off Imperatori for much of the opening stint.

The ByKolles challenge evaporated in the second hour of the race with yet another repetition of the fuel injection issues that have been the team's bugbear this season.

Audi suggested at the Nurburgring that it had the pace to challenge Porsche on the arrival of their respective high-downforce aero kits. In Mexico, it proved it beyond doubt.

"We were definitely more competitive than we were at the 'Ring," said Lotterer. "We came with some upgraded mechanical parts, which helped, but it's also about understanding the car.

"We didn't manage to win today, but we did show our potential." ❄

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RESULTS ROUND 5/9, MEXICO CITY, SEPTEMBER 3 (230 LAPS – 615.108 MILES)

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Brendon Hartley (NZ)/Timo Bernhard (D)/Mark Webber (AUS)	Porsche Team	Porsche 919 Hybrid	LMP1	6h00m43.702s
2	Andre Lotterer (D)/Marcel Fassler (CH)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+1m01.442s
3	Kamui Kobayashi (J)/Stephane Sarrazin (F)/Mike Conway (GB)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	+1m09.709s
4	Marc Lieb (D)/Romain Dumas (F)/Neel Jani (CH)	Porsche Team	Porsche 919 Hybrid	LMP1	+1m30.004s
5	Alexandre Imperatori (CH)/Matheo Tuscher (CH)/Dominik Kraihamer (A)	Rebellion Racing	Rebellion-AER R-One	LMP1	-12 laps
6	Bruno Senna (BR)/Ricardo Gonzalez (MEX)/Filipe Albuquerque (P)	RGR Sport by Morand (OAK)	Ligier-Nissan JSP2	LMP2	-20 laps
7	Gustavo Menezes (USA)/Nicolas Lapierre (F)/Stephane Richelmi (MC)	Signatech Alpine	ORECA-Nissan 05	LMP2	-20 laps
8	Pipo Derani (BR)/Ryan Dalziel (GB)/Chris Cumming (CDN)	Extreme Speed M'sports (OAK)	Ligier-Nissan JSP2	LMP2	-23 laps
9	Jonny Kane (GB)/Nick Leventis (GB)/Lewis Williamson (GB)	Strakka Racing	Gibson-Nissan 015S	LMP2	-23 laps
10	Bruno Junqueira (BR)/Roberto Gonzalez (MEX)/Luis Diaz (MEX)	Greaves Motorsport	Gibson-Nissan 015S	LMP2	-23 laps
11	Nelson Panciatici (F)/David Cheng (USA)/Ho-Pin Tung (NL)	Baxi DC Racing	ORECA-Nissan 05	LMP2	-24 laps
12	Nicolas Minassian (F)/Maurizio Mediani (I)	SMP Racing (AF Corse)	BRE-Nissan BR01	LMP2	-24 laps
13	Rene Rast (D)/Roman Rusinov (RUS)/Alex Brundle (GB)	G-Drive (Jota Sport)	ORECA-Nissan 05	LMP2	-25 laps
14	Johannes van Overbeek (USA)/Scott Sharp (USA)/Ed Brown (USA)	Extreme Speed M'sports (OAK)	Ligier-Nissan JSP2	LMP2	-26 laps
15	Richie Stanaway (NZ)/Darren Turner (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-28 laps
16	James Calado (GB)/Gianmaria Bruni (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-28 laps
17	Nicki Thiim (DK)/Marco Sorensen (DK)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-28 laps
18	Sam Bird (GB)/Davide Rigon (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-29 laps
19	Harry Tincknell (GB)/Marino Franchitti (GB)/Andy Priaulx (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-29 laps
20	Michael Christensen (DK)/Richard Lietz (A)	Dempsey Racing-Proton	Porsche 911 RSR	GTE Pro	-29 laps
21	Pierre Kaffer (D)/Simon Trummer (CH)/Oliver Webb (GB)	ByKolles Racing Team	CLM-AER P1/01	LMP1	-31 laps
22	Patrick Long (USA)/Khaled Al Qubaisi (UAE)/David Heinemeier Hansson (DK)	Abu Dhabi-Proton Racing	Porsche 911 RSR	GTE Am	-33 laps
23	Emmanuel Collard (F)/Francois Perrodo (F)/Rui Aguas (P)	AF Corse	Ferrari 458 Italia	GTE Am	-34 laps
24	Joel Camathias (CH)/Christian Ried (D)/Wolf Henzler (D)	KCMG	Porsche 911 RSR	GTE Am	-34 laps
25	Ben Barker (GB)/Mike Wainwright (GB)/Adam Carroll (GB)	Gulf Racing UK	Porsche 911 RSR	GTE Am	-34 laps
26	Olivier Pla (F)/Stefan Mucke (D)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-49 laps
27	Lucas di Grassi (BR)/Loic Duval (F)/Oliver Jarvis (GB)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	-63 laps
R	Pedro Lamy (P)/Paul Dalla Lana (CDN)/Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	192 laps-crossed line in pits
R	Ricky Taylor (USA)/Yutaka Yamagishi (J)/Pierre Ragues (F)	Larbre Competition	Chevrolet Corvette C7.R	GTE Am	184 laps-accident damage
R	Richard Bradley (GB)/Matt Rao (GB)/Alfonso Toledano Jr (MEX)	Manor	ORECA-Nissan 05	LMP2	179 laps-brakes
R	Sebastien Buemi (CH)/Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	62 laps-hybrid system
R	Victor Shaytar (RUS)/Vitaly Petrov (RUS)/Kirill Ladygin (RUS)	SMP Racing (AF Corse)	BRE-Nissan BR01	LMP2	29 laps-accident damage

Winner's average speed 102.310mph. **Fastest lap** Hartley 1m25.880s, 112.107mph. **LMP2** Senna 1m35.702s, 100.601mph. **GTE Pro** Thiim 1m40.478s, 95.819mph. **GTE Am** Barker 1m42.204s, 94.201mph.

QUALIFYING

1 di Grassi/Duval 1m25.069s; 2 Jani/Lieb 1m25.111s; 3 Lotterer/Fassler 1m25.350s; 4 Hartley/Webber 1m25.400s; 5 Buemi/Nakajima 1m25.960s; 6 Sarrazin/Conway 1m26.183s; 7 Kraihamer/Imperatori 1m29.909s; 8 Trummer/Kaffer 1m31.674s; 9 Senna/Gonzalez 1m35.485s; 10 Menezes/Lapierre 1m35.819s; 11 Kane/Williamson 1m36.037s; 12 Rast/Rusinov 1m36.063s; 13 Bradley/Rao 1m36.594s; 14 Junqueira/Gonzalez 1m36.914s; 15 Mediani/Minassian 1m37.102s; 16 Shaytar/Ladygin 1m37.112s; 17 Panciatici/Cheng 1m37.482s; 18 Derani/Cumming 1m37.752s; 19 van Overbeek/Brown 1m39.514s; 20 Sorensen/Thiim 1m40.458s; 21 Stanaway/Turner 1m40.600s; 22 Calado/Bruni 1m41.034s; 23 Christensen/Lietz 1m41.322s; 24 Bird/Rigon 1m41.426s; 25 Mucke/Pla 1m41.523s; 26 Priaulx/Tincknell 1m41.836s; 27 Long/Al Qubaisi 1m42.839s; 28 Barker/Wainwright 1m43.546s; 29 Camathias/Ried 1m43.603s; 30 Taylor/Yamagishi 1m43.738s; 31 Collard/Perrodo 1m43.880s; 32 Lamy/Dalla Lana 1m42.437s. **Fastest in each class: **LMP1** Lotterer 1m24.763s; **LMP2** Senna 1m34.688s; **GTE Pro** Stanaway 1m40.134s; **GTE Am** Lamy 1m42.009s.**

CHAMPIONSHIP

LMP1 drivers 1 Dumas/Lieb/Jani 118; 2 Kobayashi/Sarrazin/Conway 77; 3 Duval/Jarvis/di Grassi 74.5; 4 Fassler/Lotterer 69; 5 Bernhard/Webber/Hartley 53.5; 6 Kraihamer/Tuscher/Imperatori 46. **LMP2 drivers** 1 Menezes/Lapierre/Richelmi 130; 2 Senna/Albuquerque/Gonzalez 97; 3 Cumming/Derani/Dalziel 74; 4 Rast/Rusinov 71. **GTE drivers** 1 Turner 86; 2 Sorensen/Thiim 83; 3 Rigon/Bird 82; 4 Stanaway 80; 5 Pla/Mucke 72.5; 6 Bruni/Calado 62. **GTE manufacturers** 1 Aston Martin 179; 2 Ferrari 176; 3 Ford 121; 4 Porsche 84. **GTE Am drivers** 1 Collard/Perrodo/Aguas 129; 2 Heinemeier Hansson/Al Qubaisi 94; 3 Long 83; 4 Lauda/Dalla Lana/Lamy 70.




MOTOGP/SILVERSTONE

Suzuki's Maverick

A first MotoGP victory in the British Grand Prix, one that ended Suzuki's victory drought, hinted at what's to come for hotshot Maverick Vinales

By Mitchell Adam, International Editor

 @DrMitchellAdam



MOTOGP





For a long time and until very recently, MotoGP was defined by dominance. Across the 2013, '14 and '15 seasons, only four men – Marc Marquez, Jorge Lorenzo, Valentino

Rossi and Dani Pedrosa – and two brands (Honda and Yamaha) won races. In fact, in 166 grands prix between the start of the 2007 season and this year's French Grand Prix at Le Mans, MotoGP had a grand total of nine different winners.

That doesn't paint the full picture of MotoGP in that era. We've had tight title fights, namely the titanic, season-long struggle between Lorenzo and Rossi last year, while riders such as Marquez and Casey Stoner have helped propel the championship to new levels of competitive distinction.

But, suddenly, something has changed. During a run starting with the Italian Grand Prix at Mugello, the last seven races have been won by seven different riders. In the last five events, we have witnessed breakthrough victories by

four riders and drought-breaking wins for two manufacturers.

At Silverstone, it was Maverick Vinales' and Suzuki's moment.

There is a nice symmetry to Vinales' and Suzuki's paths at the moment. When Suzuki was plotting its return to MotoGP for 2015, it handed Vinales a ride after just a single season in Moto2.

But that season said a lot about why Vinales was such a strong bet. He won the Moto3 title in 2013, but many riders have tripped on the step up to Moto2, or at least taken a couple of seasons to emerge as race winners or title contenders. Vinales, though, was different. He won his second race in the class and four in total during his run to third in the points.

And he quickly dispelled any reservations that he was ill-prepared for the premier class when he made his MotoGP debut in 2015, to the point that when it emerged that a Lorenzo-to-Ducati deal for 2017 was likely earlier this year, Vinales was already the obvious number one target for Yamaha.

That deal was quickly done, and Vinales and Suzuki have continued to

Vinales blasted into an early lead and was never reeled in

grow together this year. Suzuki has taken a major step forward with its GSX-RR and Vinales has been using that well, putting more experienced team-mate Alex Espargaro in the shade.

He recorded his first podium with Suzuki at Le Mans, and Vinales jokingly declared the marque "champions of Fridays" at Silverstone, based on its strong record in practice sessions this year. But the trouble is, the bike has tended to shed rear grip over the course of longer runs in hot conditions, while that grip had barely been there to start with whenever it rained.

What the Suzuki relishes is cool conditions, and high-speed changes of direction. You know, Silverstone in September, as obvious as that is to write after the fact. Suzuki has continued to develop the bike, including the introduction of a new frame, and after Vinales lost nearly 10 seconds over the final seven laps of the Red Bull Ring race last month to finish a distant sixth, the way the team approached those Friday sessions changed. Headline times could wait; a renewed focus was placed on long runs on old tyres.



But what Vinales said was key to winning a British Grand Prix run in dry and overcast conditions was actually an improvement in the rain. Saturday at Silverstone was wet, and Vinales wallowed around to 17th place in the fourth practice session, nearly four seconds off the pace.

Fast forward an hour, and Vinales had qualified third and a little more than a second off polesitter and local hero Cal Crutchlow. He attributed the progress to a “different base set-up and a little bit of electronics” and it meant he could utilise his pace from the front of the grid on Sunday, rather than being several rows – or more – back.

“Honestly, it was the key for today,” Vinales said after winning by 3.5 seconds.

“The team worked so hard in half an hour to improve and put us in third position. To start from there made it a little bit more easy, the first laps. I need to say thanks to them because from FP4 to be third on the grid was quite good.”

Come Sunday, Vinales was in a class of his own. He vaulted from third to first on the run between Copse and Maggotts at the start of the opening lap, but the >>

LOWES BLOW FOR MOTO2 HOME HERO

SAM LOWES RECEIVED HEARTY APPLAUSE from his local fans at Silverstone at the end of the Moto2 race, but it was a token of support for a fallen hero, rather than celebrating a triumphant victor, as might have been the case.

Lowes topped every practice session, claimed pole position by four tenths and then led the Sunday morning warm-up. He started the race as a favourite to take his second win of 2016, and maybe get back into title contention.

But after leading early, it all unravelled in a Brooklands collision with reigning champion and points leader Johann Zarco while contesting second place on lap 15 of the 18.

Both riders ran wide but Zarco was able to stay upright and cross the line sixth, unlike Lowes who fell and had to remount his Gresini-run Kalex, eventually finishing 22nd.

Stewards deemed Zarco guilty of “irresponsible riding” and handed him a 30-second penalty, demoting him to 22nd behind Lowes, with both riders out of the points.

“If I can’t have any points he doesn’t deserve any. What did I do wrong?” Lowes said. “I’m very disappointed. He didn’t need to do that move. I tried to pick the bike up when I saw what he was doing but he was already down.

“The last two races I’ve been the strongest guy, and today I believe 100% in my head I could’ve won the race. That’s very easy to say afterwards, but I’ll come back stronger.”

Lowes had dropped back to fourth mid-race and looked to have lost touch with the leaders, but said he was managing a brake problem and was simply “chilling”, confident he still had enough time to get back into top spot.

Zarco leads the championship by 10 points over Alex Rins, who finished seventh as he recovers from a collarbone injury sustained between rounds, while Lowes is 44 behind with six grands prix left.

“I said before this weekend that if I don’t win here I can’t be world champion, the fact that he didn’t get any points is a bright light at the end, but...” said Lowes. “He’s a strange person. You can’t do that. I hope that Rins beats him to the championship. I’m too far behind.”

Lowes (with Aprilia), Zarco and Jonas Folger, (with Tech3 Yamaha) and Rins (with Suzuki) will all move up to MotoGP in 2017. Zarco said he did not expect to be penalised for the move, but had to accept the stewards’ verdict.

“I overtook Sam, he saw me and tried to resist, and we touched,” Zarco said. “After the first contact, my front brake went up and I couldn’t brake more, so when we touched a second time he crashed. I lost a lot of time too, and finally I thought I would finish sixth position with 10 points.

“I did not expect the penalty, and it is a shame. It was the weekend to take a bigger gap in the championship because Rins has a problem with the collarbone, but it was totally the opposite. It’s a tough game.

“I didn’t want to slow down too much, because maybe I would have touched his rear wheel and crashed. Instead, I kept my position. It’s the game we play when we race. I was in the racer mindset.”

Thomas Luthi took his second victory of the campaign, ahead of Franco Morbidelli and Takaaki Nakagami.



Lowes took a tumble after Zarco contact that left him fuming

race was red-flagged shortly afterwards owing to an accident at Maggotts between Pol Espargaro and Loris Baz.

When the race restarted about 20 minutes later, Vinales had to wait until Abbey to take the lead. From there, on a bike that was “working perfectly”, he waltzed away to a 2.6s margin in the first six laps of the shortened 19, aided by Marquez holding up the ostensibly quicker Crutchlow and Rossi.

Vinales kept on building the gap little by little, and it got out to more than five seconds with five laps remaining, before he backed off to bring it home. The win asserts Vinales’ place as a future “alien”, that term handed to MotoGP’s absolute elite, and means he won’t have to wait until moving to Yamaha to win. Similar conditions mean he could even add to that tally between now and the end of the year; the Suzuki was a rocket at Phillip Island in pre-season testing.

For the Japanese manufacturer that spent three seasons on the sidelines, the win is its first since a wet French GP in 2007 with Chris Vermeulen, and first in dry conditions since the 2000 season, when Kenny Roberts Jr won its last title.

“For sure it is the best moment [of my career],” Vinales said. “I didn’t think this year I could win. I was just thinking next year to try to do it and I’m so happy for the team. They deserve it, they work so hard. Doing it for Suzuki is one of the best things I could give to them.”

All of a sudden, for the first time since 1982, four riders have taken their maiden premier-class victories in a single season. Wet weather was a factor in Crutchlow’s victory at Brno and Jack Miller’s Dutch TT win, but since the summer break Ducati and now Suzuki have also ended the Honda-Yamaha duopoly. If they can continue their upward curves, and young riders such as Vinales flourish, we are in for a truly special era.



Behind Vinales, there was an incredible fight for second. For the bulk of the race, it was between Crutchlow, Marquez and Rossi, but – the year’s other new winner – Andrea Iannone sliced past them on his Ducati to move into second place with seven laps to go.

However, Iannone was battling arm-pump, that old motorcycle-racing bugbear of severe forearm fatigue. The Italian had surgery on his right arm after issues in 2013, but it returned for the first time at Silverstone. Lacking power and control in his right arm, Iannone braked too late into Luffield, hit a bump and went down. Curiously, team-mate Andrea Dovizioso was also affected in his right arm and had to settle for seventh, talking post-race about how physical the Ducati is to ride.

Iannone’s accident came at a time Marquez and Rossi were putting on a fine example of fierce but fair racing, trading

Behind the new victor, an epic scrap for second went in favour of Briton Crutchlow

third place behind Crutchlow nearly corner by corner. Before he made a move stick, Marquez overshot Maggotts and took to the asphalt runoff area, rejoining right behind. His next mistake came with two laps remaining, at Stowe, trying pass Crutchlow but going in too deep.

That made Crutchlow’s life a little easier on the run home and he followed his maiden MotoGP win with an outstanding weekend at home that included a dominant pole position and second place in the dry. In the last four races, he has taken a win and two second-place finishes.

“I have no idea why,” he admitted of the upswing in form, after a tough start to 2016. “I feel good on the bike, I am able to push. I know my limit was always better than what I showed at the start.

“I know I qualified on pole but in the dry we’re struggling a bit to do one-off laps, and we’re struggling to get into the top 10. But I feel in great shape at the moment. I feel proud to be stood on the podium in front of my home crowd.”

Rossi grabbed the final podium position, while Marquez dropped to fifth with his Stowe off but passed team-mate Pedrosa on the final lap. Lorenzo finished an anonymous eighth, essentially 20s behind the man replacing him in 2017, having gambled on a stiffer set-up.

“It was a great race,” Rossi said. “It was a great fight with Crutchlow, with Marquez especially, with Iannone. The only shame is that Maverick didn’t wait for us, because we needed to have this fight for the victory.”

While he finished behind Rossi, Marquez only relinquished another three points from his championship lead. The margin is now 50 points with six races to go, with Lorenzo a further 14 points adrift. Marquez is playing it cool, Rossi considers that margin insurmountable, Lorenzo just wants to get back to winning races. Next year, they could have even more competition for the title. ❄



Stiffer set-up gamble left Lorenzo languishing in eighth

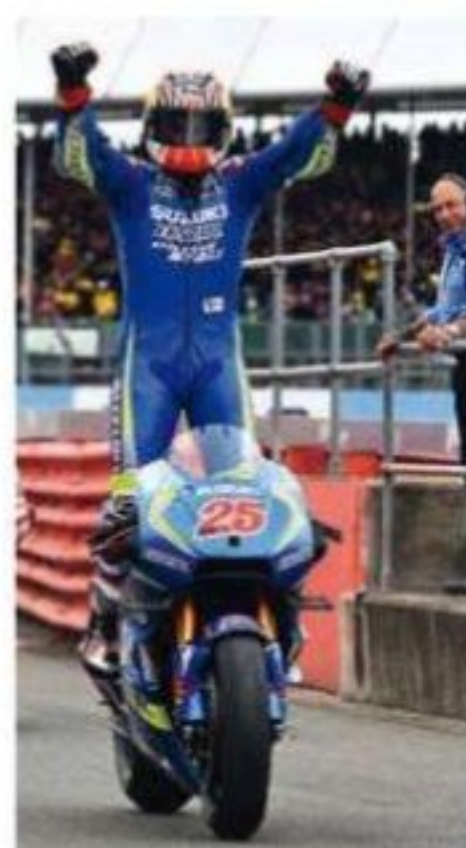
Crutchlow and Vinales make merry with the bubbly



WOOD/LAT

RESULTS ROUND 12/18, SILVERSTONE, SEPTEMBER 4 (19 LAPS – 69.656 MILES)

POS	RIDER	TEAM	TIME
1	Maverick Vinales (E)	Suzuki	39m03.559s
2	Cal Crutchlow (GB)	LCR Honda	+3.480s
3	Valentino Rossi (I)	Yamaha	+4.063s
4	Marc Marquez (E)	Honda	+5.992s
5	Dani Pedrosa (E)	Honda	+6.381s
6	Andrea Dovizioso (I)	Ducati	+12.303s
7	Alex Espargaro (E)	Suzuki	+16.672s
8	Jorge Lorenzo (E)	Yamaha	+19.432s
9	Daniilo Petrucci (I)	Pramac Ducati	+25.618s
10	Alvaro Bautista (E)	Aprilia	+32.084s
11	Yonny Hernandez (CO)	Pull & Bear Aspar Team	+36.131s
12	Eugene Laverty (IRL)	Pull & Bear Aspar Team	+39.130s
13	Alex Lowes (GB)	Tech3 Yamaha	+40.143s
14	Hector Barbera (E)	Avintia Ducati	+41.356s
15	Tito Rabat (E)	Marc VDS Honda	+41.943s
16	Jack Miller (AUS)	Marc VDS Honda	+47.610s
17	Scott Redding (GB)	Pramac Ducati	+1m56.177s
R	Andrea Iannone (I)	Ducati	13laps-accident
R	Stefan Bradl (D)	Aprilia	2laps-accident
NS	Loris Baz (F)	Avintia Ducati	
NS	Pol Espargaro (E)	Tech3 Yamaha	



MOTOGP



WOOD/LAT

Winner's average speed 106.999mph. **Fastest lap** Vinales 2m02.339s, 107.879mph.

Qualifying 2 1 Crutchlow 2m19.265s; 2 Rossi 2m20.263s; 3 Vinales 2m20.514s; 4 Pedrosa 2m20.742s; 5 Marquez 2m20.779s; 6 Laverty 2m20.821s; 7 Redding 2m21.074s; 8 Iannone 2m21.446s; 9 Lorenzo 2m21.687s; 10 Dovizioso 2m22.420s; 11 A Espargaro 2m25.285s; 12 Miller no time.

Qualifying 1 1 Laverty 2m18.193s; 2 Miller 2m18.531s; 3 Baz 2m18.552s; 4 Petrucci 2m18.657s; 5 P Espargaro 2m18.871s; 6 Lowes 2m18.900s; 7 Bradl 2m19.115s; 8 Barbera 2m19.125s; 9 Bautista 2m20.299s; 10 Hernandez 2m21.255s; 11 Rabat 2m21.774s.

Riders' championship 1 Marquez 210; 2 Rossi 160; 3 Lorenzo 146; 4 Vinales 125; 5 Pedrosa 120; 6 Iannone 96; 7 Dovizioso 89; 8 Crutchlow 86; 9 P Espargaro 81; 10 Barbera 78; 11 Laverty 67; 12 A Espargaro 60; 13 Redding 54; 14 Petrucci 45; 15 Miller 42; 16 Smith 42; 17 Bautista 41; 18 Bradl 39; 19 Rabat 27; 20 Baz 24; 21 Pirro 23; 22 Hernandez 13; 23 Lowes 3.

Manufacturers' championship 1 Honda 241; 2 Yamaha 238; 3 Ducati 172; 4 Suzuki 131; 5 Aprilia 59.

IN THE HEADLINES



WOOD/LAT

DEBUT SCORE

Filling in for the injured Bradley Smith, Alex Lowes scored MotoGP points on his debut with Tech3 Yamaha. The World Superbike rider and identical twin brother of Moto2 racer Sam made steady progress, qualifying 16th and finishing 13th.

SAME TIME, SAME PLACE

Silverstone will continue to host the British GP in 2017 with an option on '18, after striking a new hosting agreement with the delayed Circuit of Wales. The Welsh project has the rights to the race until 2019. Silverstone is set to retain a similar calendar date next year, with the 2017 schedule due out at Aragon later this month.

CRASHERS SET FOR MISANO

Tech3 full-timer Pol Espargaro and Avintia Ducati's Loris Baz were cleared of serious injury after their Maggotts crash on the opening lap, and are expecting to race at Misano this weekend.

SHINING IN THE RAIN

Eugene Laverty qualified a career-best sixth in Saturday's wet qualifying session, but reckoned he could have fought Cal Crutchlow for pole if not for his last-lap crash. In the dry on Sunday, he stormed up to second before the red flag was shown, but couldn't repeat the heroics after the restart, coming home 12th after a hit from Aprilia's Stefan Bradl.

JACK'S BACK

Jack Miller returned to action after missing two races due to back and wrist injuries sustained in his Austrian GP warm-up crash. Miller made Q2 for Marc VDS but crashed and qualified 12th. With braking hampered by his right-arm injury, he finished 16th.

BINDING LEAD

Brad Binder moved 86 points clear at the top of the Moto3 standings with his fourth victory of 2016. Binder (below) secured his first win since May with a double-pass on Mahindra's Francesco Bagnaia and factory KTM team-mate Bo Bendsneyder – who finished second and third - down Hangar Straight.



MOTOGP



The best of Goodwood

The 19th Revival marks a new milestone in Goodwood's history. Here are some of the highlights to look out for this weekend

By Marcus Pye, Special Contributor

[@Autosport](#)

KINRARA TROPHY

Capitalising on the global enthusiasm for narrow-arched pre-1963 GT cars, the new Kinrara Trophy fixture is essentially a cross between period Tourist Trophy races and a latter day dream inter-marque grid. Packs of Aston Martin DB4 GTs, Ferrari 250 GT Berlinettas and GTOs and Jaguar E-types will battle over an hour towards dusk, with Austin-Healey 3000s plus AC Cobra and Chevrolet Corvette singletons providing a V8 line to the soundtrack.

Can anybody topple the sensational Ferrari 'Breadvan' (right) in the Friday evening encounter? Richard Attwood, Derek Bell, Rob Huff, Frank Stippler and Danny Sullivan head the field, which also includes historic aces Oliver Bryant, Simon Hadfield, Rob Hall, Phil Keen and Gary Pearson.



'Breadvan' of heaven: who can beat Ferrari?



EBREY

STARS ON (A)35

In the late '50s and early '60s, before Formula 1 stars were contractually handcuffed – and the world championship did not comprise 21 grands prix – it was not unusual for them to contest supporting races for sports-prototypes, GT or touring cars (sometimes more than one) on the same day. Stirling Moss, Roy Salvadori, Jack Brabham, Jim Clark, Dan Gurney, Graham Hill and Bruce McLaren were formidable opponents for the regulars, who not only welcomed household names but relished racing them wheel to wheel in front of big crowds.

Classic racing nut Julius Thurgood – whose involvement with Goodwood stretches back to the Revival's birth in 1998 – hit on the grand idea of the Austin A35 Academy as a (relatively) low-cost introduction to his Historic Racing Drivers Club brand, and the action is proving a huge hit with spectators. The Revival's motorsport theatre is second to none, thus Lord March was quick to invite the delightful one-make class to form its St Mary's Trophy '50s showcase for 2016.

Ex-F1 drivers Jean Alesi, Mark Blundell, David Brabham, Karun Chandhok, David Coulthard, Rupert Keegan and Tiff Needell all get historic racing, thus have eagerly become 'Academics'. Indeed, some have tested the cars powered by identical 1300cc Morris Marina-spec BMC A-series engines.

Touring car champions Robb Gravett, Rob Huff, Andrew Jordan, Matt Neal, Jason Plato, Gordon Shedden and Steve Soper are in Saturday's 'Pro' race, as are nine-time Le Mans winner Tom Kristensen, Goodwood favourite Anthony Reid and Olympic cycling king-turned-racer Sir Chris Hoy.

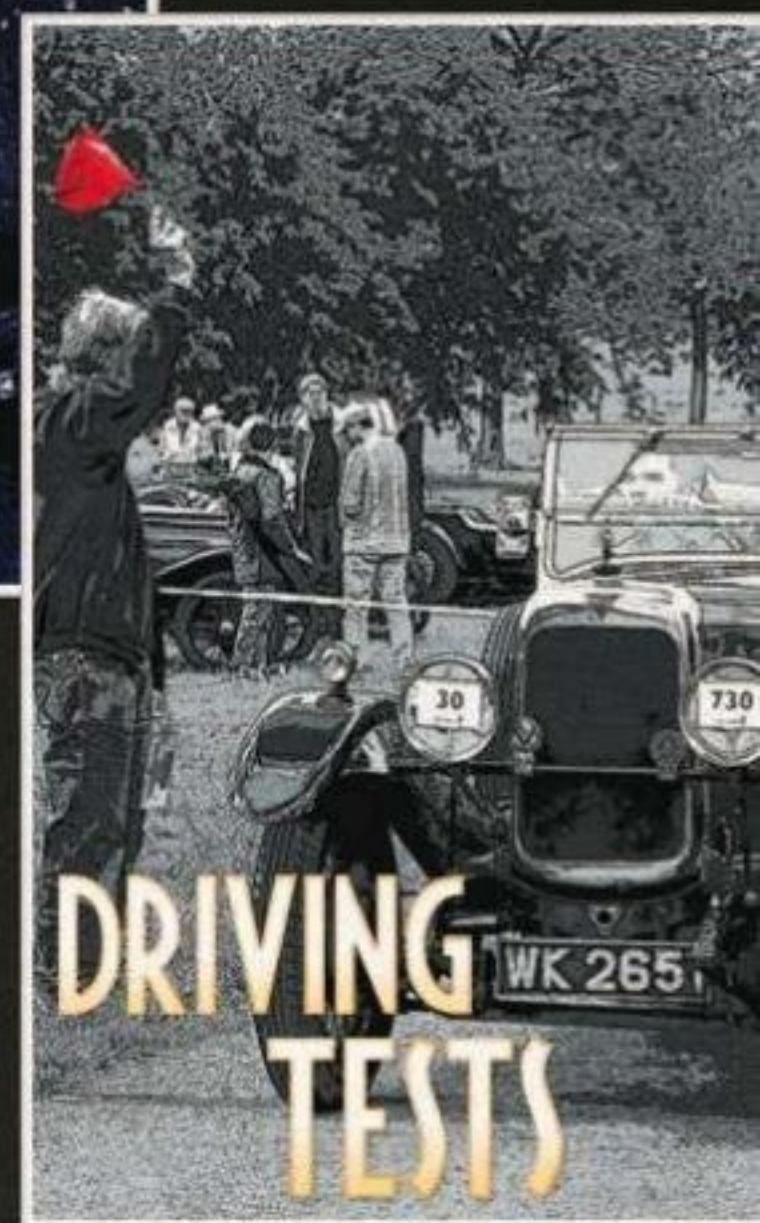


HAWKINS

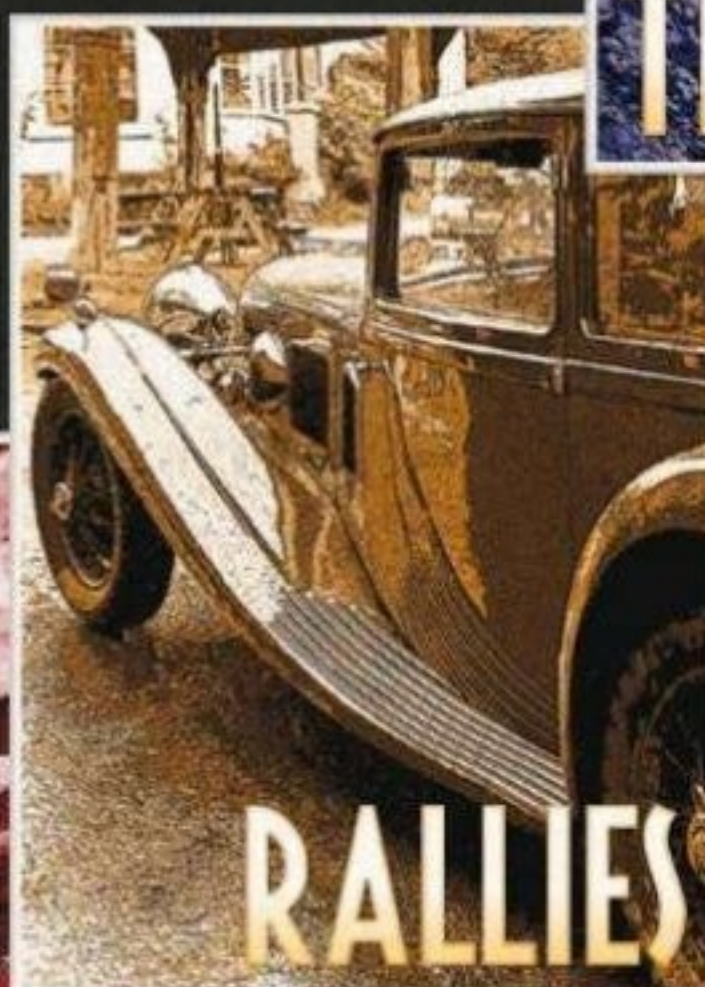
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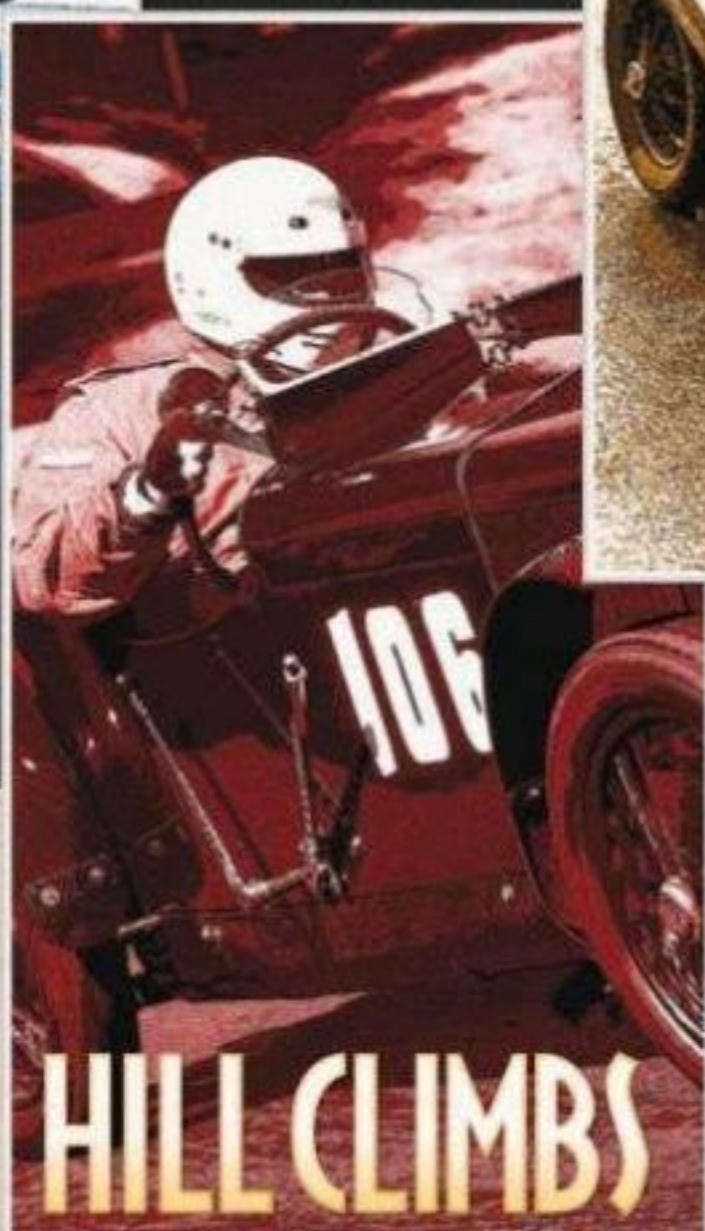
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- 22 OCT | AUTUMN SPRINT AT GOODWOOD

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Can the Bryant Cobra finally win?

RAC TT CELEBRATION

Sunday afternoon's high-octane enduro is a Revival must-see, showcasing the mightiest pre-1966 GT cars piloted by the finest drivers of the past and present. It's been won down the years by Jaguar E-types, AC/Shelby Cobras, a Bizzarrini, Ferraris (330LM/B and 250 GTO/64) and – against all odds in 2013, Aston Martin's centenary season when rain, tactics and bravado turned the tables – the magnificent Project 212.

Oliver Bryant is long overdue a win in father Grahame's

ex-Roy Salvadori Cobra – which has finished second thrice, last year shared by Scot Andrew Smith – but with Le Mans winners, former F1 stars, touring car champions and historic specialists packing the field it's a tall order. Especially with 2015 winners Chris Ward and Gordon Shedden reunited in the JD Classics Jag.

Long shots, as ever, are the Chevrolet Corvette Stingrays and Sunbeam Tiger, while Maserati Tipo 151, Lister-Jaguar coupe and Ferrari 250LM add to the star quality.



JACK BRABHAM TRIBUTE

Few drivers have contributed more to motorsport than versatile Australian Sir John Arthur 'Jack' Brabham AO, who died in 2014 aged 88. His extraordinary racing legacy lives on through his grandsons and, of course, the wonderful cars he built in England with Ron Tauranac.

Half a century after Black Jack's third Formula 1 world championship in 1966 – when he became the only driver to win the crown in a car of his own manufacture – daily cavalcades of machines tracing his career will be topped by one of Lord March's moving tributes on Sunday.

Brabham's European adventure began at Goodwood on April 11 1955 when, at the age of 29, he raced a Cooper-Alta T24 to eighth in Easter Monday's Chichester Cup Formule Libre race, won by Peter Collins (BRM V16). By the end of 1959 Jack and the game-changing rear-engined Cooper-Climax combination were world champions.

Centred on numerous Coopers and Brabhams, Goodwood's celebrations are set to include the Cooper-Bristol T40 streamliner he raced in the 1955 British GP, Maserati 250F, Ford Mustang, and the Matra sportscar in which Jack won his final pro race, the '70 Paris 1000Km, with Francois Cevert.



ERA AT GOODWOOD

English Racing Automobiles of the '30s were the lifeblood of British motor racing post-WWII, when they continued to serve entrants well against more modern European machinery. Eleven of Raymond Mays's and Peter Berthon's hallowed brainchildren – including an E-type that non-started – graced Goodwood's opening day, September 18 1948, and 10 are out 68 years later.

Bob Gerard in R14B – now owned by American Chris McAllister – finished a brilliant second on the tail of Reg Parnell's Maserati 4CLT/48 in the *Daily Graphic* Goodwood Trophy F1 race, ahead of future Autosport technical editor and circuit commentator John Bolster in R11B. Peter Walker raced R7B (now with Julian Wilton) to second in the earlier Racing Car event, chasing Dennis Poore's ex-Scuderia Ferrari Alfa Romeo 8C-35.

Apart from R7B and R14B, Charles McCabe's R5B 'Remus' (the Revival's most successful ERA in Ludovic Lindsay's hands), Heinz Bachmann's R9B and Paddins Dowling's R10B raced here in '48, but expect Mark Gillies (R3A), Nick Topliss (R4A) and Michael Gans (R1B) to join Dowling and Duncan Ricketts (GP1) up front.

NOT FORGETTING

PEERLESS PEARSON

Victorious at 1998's inaugural retrospective in a Jaguar C-type, racer/preparer Gary Pearson is the most successful driver in Goodwood Revival history with 12 wins. Pearson has taken the chequered flag in Cooper-Jaguar T33, Jaguar D-type, BRM P25, Lister-Jaguar and Lola T70 Spyder. The former outright historic lap-record holder has also finished in the top six of the RAC TT Celebration six times, with a best of second in 2002.

SPECIAL SPORTSCARS

Alongside the time-honoured battle for supremacy between thundering spaceframe-chassised McLaren M1s and monocoque Lola T70 Spyderys, this year's Whitsun Trophy entry includes Will Nuthall in an ultra-rare Bizzarrini-Chevrolet P538. Ford GT40s in abundance, Lotus 30s, a trio of 'Super Coopers' (with Chevrolet, Ford and Maserati V8 engines), a Crossle-Oldsmobile 5S and local competitor Roland Lewis's interesting American Hamill SR3 (recently tested by 2015 winner Nick Padmore) are also in the photogenic pack.

BRILLIANT BIKERS

Only one motorcycle race meeting was run on the former RAF Westhampnett airfield perimeter circuit in period, thus this year's two-wheeled action will be contested in the spirit of that 'Goodwood Saturday' event of April 14 1951. Among the stars competing in the multi-marque 1000cc scratch races – named for '76 and '77 500cc world champion Barry Sheene – are John McGuinness, Michael Dunlop, Troy Corser, Freddie Spencer, Kevin Schwantz and Steve Parrish.

SIX FOR CLARK'S LOTUS?

Subject to its 1500cc Coventry-Climax V8 being rebuilt following a blow-up at Monza in June, Andy Middlehurst will be gunning for his sixth successive Glover Trophy victory in Australian John Bowers's ex-Jim Clark Lotus 25 R4 (below), run by Bob Dance of Classic Team Lotus. Clark – in a Lotus – and Jackie Stewart (BRM P261) set the ultimate Goodwood period lap record at 1m20.4s on Easter Monday 1965.





**“ They thought Damon would drive a cautious race,
... but he fought.**

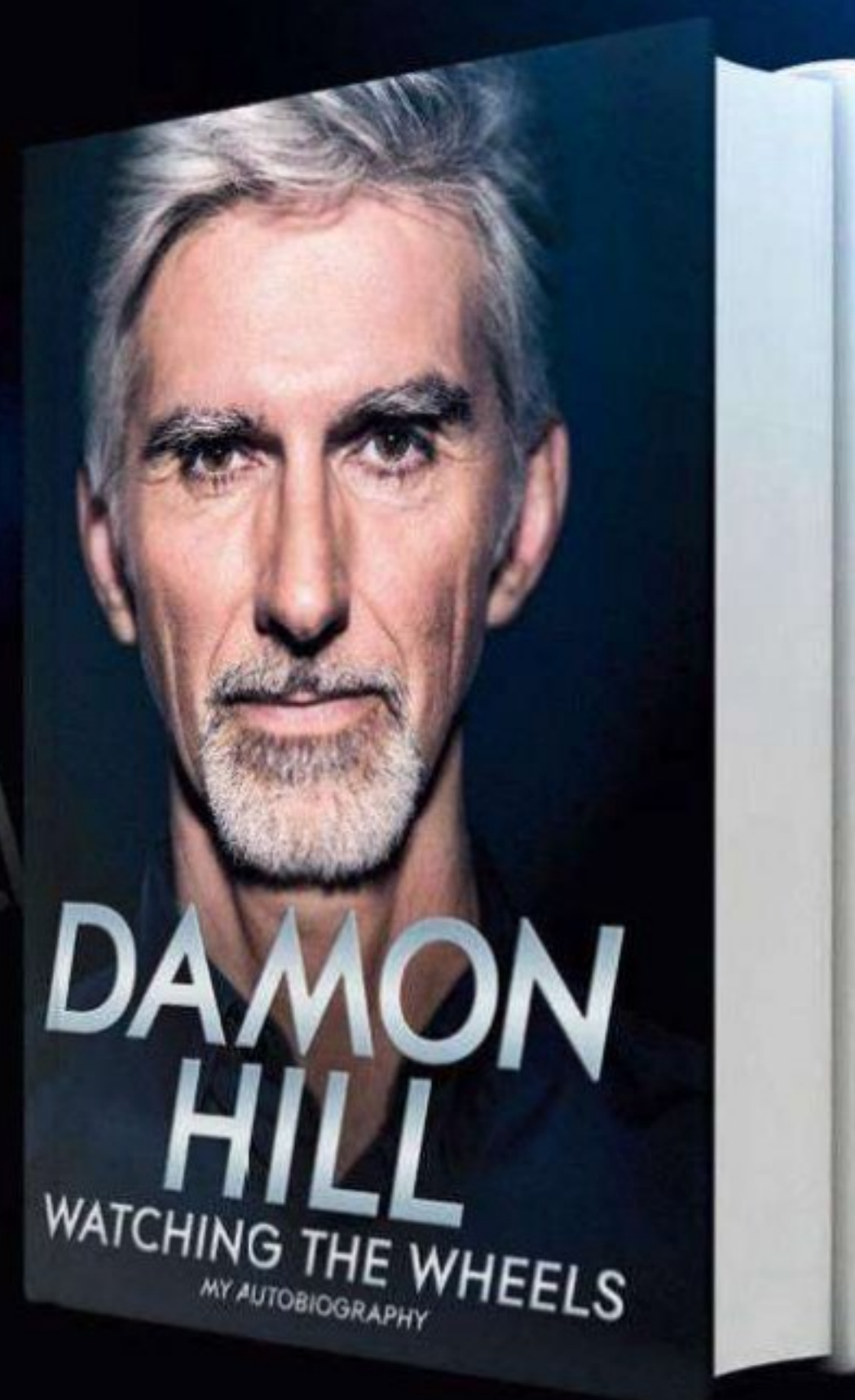
*He fought from second on the grid, he passed Jacques Villeneuve,
he took the lead, he stayed there, and Damon Hill exits*

*the chicane and wins the Japanese Grand Prix.
And I've got to stop, because*

I've got a lump in my throat. ”

Murray Walker

*on Damon Hill becoming
World Champion, 1996*



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MADGWICK CUP

On the bill for the first time in five years, the photogenic small-capacity sports-prototypes of 1960-66 should put on a cracking race. With no Elva-BMW Mk8s this time (Dion Kremer won in 2011 in the ex-Chris Amon example), the playing field should be more level, unlike the wonderful undulating 2.4-mile circuit.

Expect a fight between the quickest drivers from the 1600cc Lotus 23B twin-cam hordes (Chris Goodwin, Andy Newall, Andrew Hibberd, Katsu Kubota and Nick Fennell) and the torquier two-litre Elva-BMW Mk7S models of Max Bartell and Mark Owen.

Twin-cammers Bobby Verdon-Roe (Elva Mk7), Arnie Black (Crossle 7S), Mike Wrigley (Merlyn Mk4T) and Sam Thomas (Brabham BT5) will be in the mix too. Keep an ear out for Steve Tillack's BRM V8-powered Brabham and the curious Lotus 23-based Rotorvic of Jeremy Deeley with its quadruple Ariel motorcycle engines!



TIMETABLE

Qualifying takes place on Friday, with race one (Kinrara Trophy for pre-1963 GTs) starting at 1845

Saturday, September 10

0920-1800

Race 2	Goodwood Trophy (GP and Voiturettes to 1951)
Race 3	Madgwick Trophy (up to 3000cc 1960-66 sportscars)
Qualifying	RAC Tourist Trophy Celebration (pre-1966 GTs)
Race 4	Barry Sheene Memorial Trophy – part 1 (1000cc bikes)
Race 5	St Mary's Trophy – part 1 (Austin A35s)
Race 6	Lavant Cup (BMW and Bristol-engined sportscars)
Race 7	Whitsun Trophy (unlimited sports-prototypes to 1966)
Race 8	Freddie March Memorial Trophy (1952-55 sportscars)

Sunday, September 11

0920-1800

Race 9	Chichester Cup (front-engined Formula Juniors)
Race 10	Richmond Trophy (2.5-litre GP cars 1954-60)
Race 11	Barry Sheene Memorial Trophy – part 2 (1000cc bikes)
Race 12	St Mary's Trophy – part 2 (Austin A35s)
Race 13	RAC Tourist Trophy Celebration (pre-1966 GTs)
Race 14	Glover Trophy (1.5-litre GP cars 1961-65)
Race 15	Sussex Trophy (world sportscars 1955-60) – below



SECOND ERA'S NEW MILESTONE

This weekend's 19th Goodwood Revival Meeting is hugely significant for disciples of motorsport's history. Tomorrow (Friday) Lord March's new heyday of the fabled West Sussex circuit will outstretch his grandfather's original era, spanning September 18 1948 (pictured below) to July 2 1966. When Charles won a protracted battle with Chichester council to bring the adrenaline-charged racing of his youth back to the estate's track on the 50th anniversary of its opening, this extraordinary achievement would have seemed unbelievable.

Once the RACMSA had licensed the circuit for racing for the first time in 32 years (it had been used for testing and speed events in the interim), the Revival's success was guaranteed on the back of five brand-creating Festivals of Speed, run annually at the Dukes of Richmond and Gordon's family seat since 1993. If the punters initially viewed its vintage dress code with scepticism, they quickly espoused it, becoming part of a film set of epic proportions. As racing theatre the three-day event is unsurpassed. Indeed, nothing matches Goodwood's sensational competition and magical features, with warbirds in the skies to remind 150,000 spectators of its aerodrome roots.

The detail behind the Revival is mindboggling. While major Goodwood meetings in period were built on an ethos of grace and elegance, underpinned by the hospitality that genial host Freddie March extended to star drivers of the day, his venue was far from grand. The track was ultra-fast and unforgiving (for newbies, think

Thrupton), demanding the utmost respect. Nothing has changed, hence incidents can be spectacular, particularly in categories with greater car-speed and driver-talent differentials.

The well-publicised accidents at March's 74th Members' Meeting – streamed live around the globe as the Revival will be once more – have inevitably sharpened the Motor Sports Association's focus on proceedings. Both involved freak sets of circumstances and cars of the '50s and '60s (among a far wider spectrum at that event), but the competitors involved survived and three are racing again. If 120-plus first-era meetings are any reliable guide, the more serious is extremely unlikely to recur, but 'Motor Racing is Dangerous', as it says on the back of every ticket.

High speeds and a flowing old-world circuit are manna to top drivers, who race glorious cars with a healthy surfeit of power over grip and all the panache of their childhood heroes. Goodwood provides their greatest challenge of the season, a breath of fresh air after current grand prix tracks, which – with the notable exception of venues such as Spa-Francorchamps, to which many preparation teams will head for the following weekend's wonderful Spa Six Hours showpiece – neither suit their steeds nor place enthusiasts close enough to the action to enjoy it without binoculars.

The Revival satisfies on all counts, so long may it continue to be a beacon of sportsmanship in the finest tradition.

MARCUS PYE



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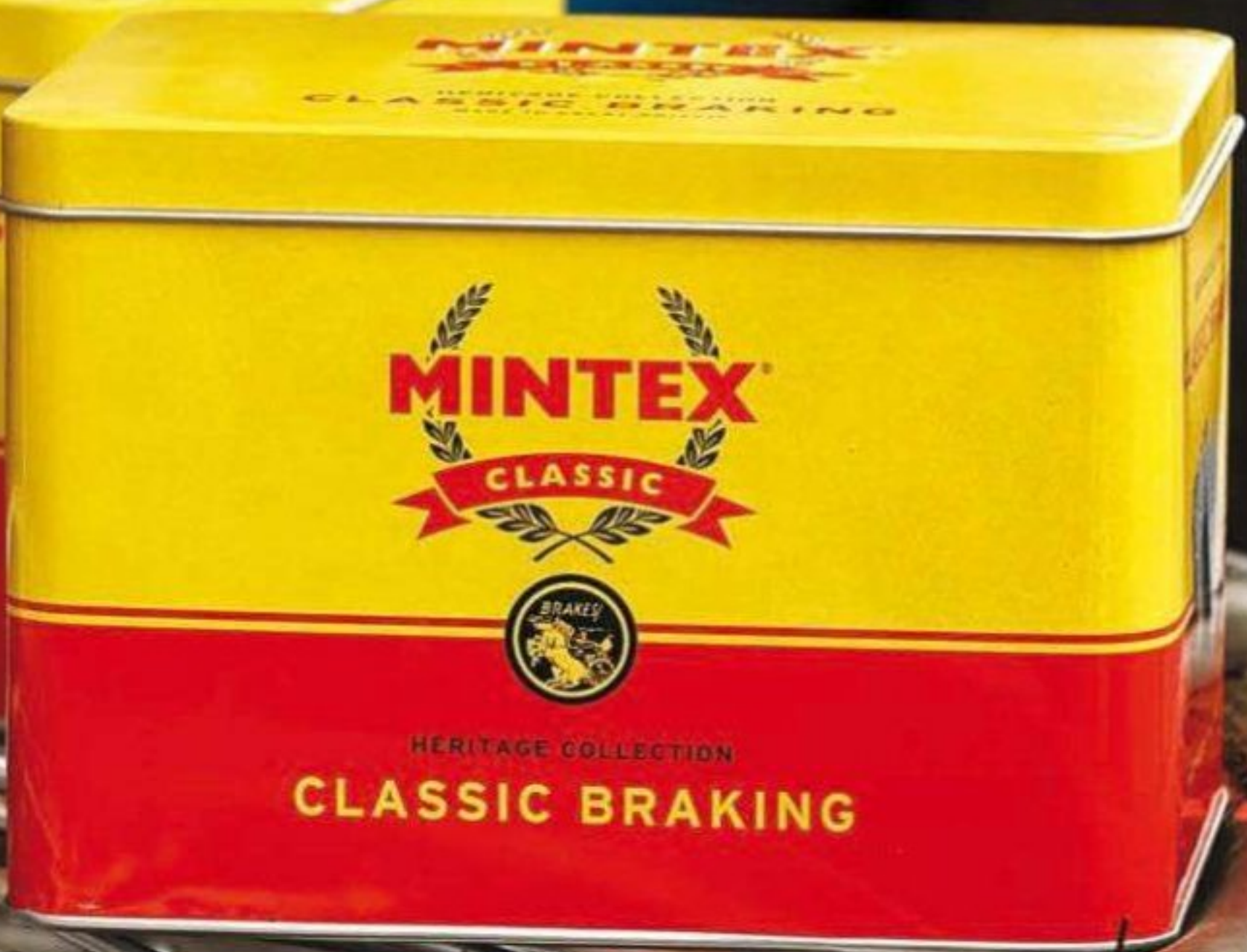
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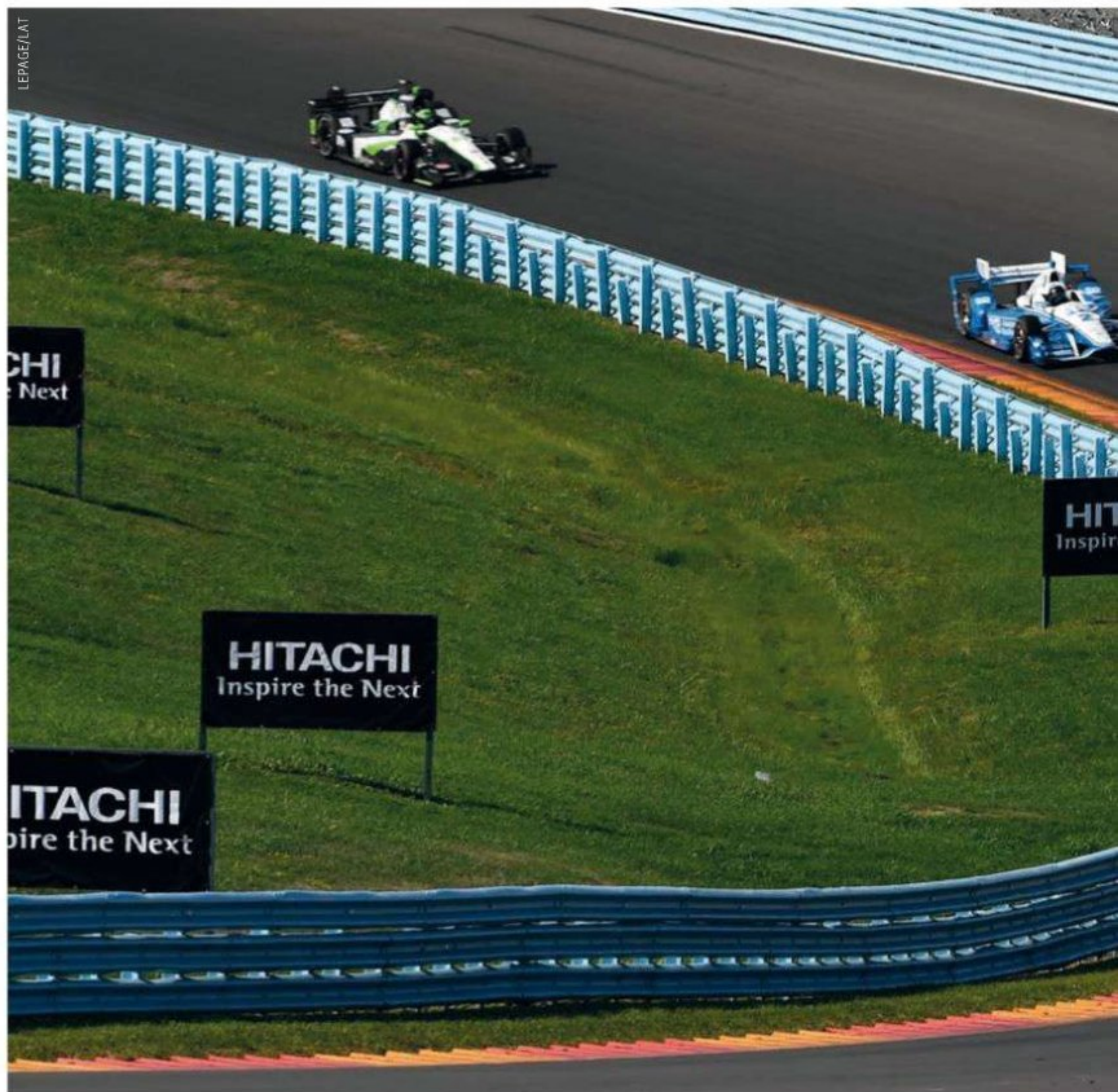


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Dixon's masterclass

INDYCAR SERIES
WATKINS GLEN (USA)
SEPTEMBER 4
ROUND 14/15

AFTER A SIX-YEAR ABSENCE, WATKINS Glen returned to the IndyCar Series schedule last weekend. In picture-perfect conditions, with bright sunny skies and cool crisp days giving a hint that autumn is approaching in New York State, Scott Dixon delivered a near-perfect race.

The four-time IndyCar champion smashed the track record by nearly six seconds to win the pole on Saturday. The reason for such a quantum leap in speed from Ryan Briscoe's 2009 record was a repaved track earlier this year, combined with the Chevrolet and Honda aero kits providing additional downforce.

From pole, Dixon drove away from the field. His Chip Ganassi Racing Dallara-Chevrolet was comfortably ahead of the pack when a first-corner incident delayed Juan Pablo Montoya, Mikhail Aleshin and Sebastien Bourdais, and he'd opened a big lead before he pitted for the first time on lap 14.

The only time Dixon would yield the lead was during pitstops, but otherwise it was a perfect race – the New Zealander would go on to lead the race four times for 50 laps in the 60-lap contest to claim his second win of the season

and the 40th of his career. As he crossed the line, he was 16 and a half seconds clear of second-placed Josef Newgarden.

Dixon's victory owed a lot not only to his speed, but also to his incredible ability to keep up such pace while saving fuel. Due in large part to the timing of the yellows, this turned into a race where the majority of the field were stuck on a strategy whereby they would have to soft-pedal or bite the bullet and head for pitlane. Those on the latter strategy were stuck near the rear of the train but were able to make leaps up the order in the closing stages.

It was Helio Castroneves who moved into second place with 12 laps to go, but Team Penske's Brazilian veteran dived for the pits with three laps remaining, allowing James Hinchcliffe to move up to second. But for the second weekend running the last lap was cruel to the Canadian, and his Schmidt Peterson Motorsports car ground to a halt on the final lap, out of fuel.

Max Chilton, who made it into the qualifying top-six shootout for the first time, and Charlie Kimball had also moved in front of Newgarden going into the final laps, but like Castroneves they decided to head in for a final splash of fuel, allowing Newgarden and his Ed Carpenter Racing machine to move from sixth to second over the final four laps without actually overtaking anyone.

He was a long way behind Dixon though.



Dixon leads Chilton, Montoya and Daly



Veach out of reach

INDYLIGHTS
WATKINS GLEN (USA)
SEPTEMBER 3
ROUND 10/11

IF EVER THERE WAS A RACE that Indy Lights points leader Santiago Urrutia didn't need, it was last weekend.

The ex-GP3 driver started out well enough with pole position, but by midway through the first lap had already lost the lead to Zach Veach.

At half-distance Urrutia was passed by title rival Ed Jones, then Andre Negrao and Kyle Kaiser, before a front-left tyre blowout forced the Uruguayan to the pits. He would finish last.

Veach crossed the line first in his Belardi Auto Racing car after leading all the way, but it was Carlin driver Jones celebrating most as his second place means his points deficit has been reduced from 16 points to just one heading into the Laguna Seca decider.

Dean Stoneman pitted late on for fresh tyres to finish 10th, but picked up the fastest lap to head to Laguna Seca 22 points back from Jones.

RESULTS

1 Zach Veach 25 laps in 40m01.9326s; **2 Ed Jones** +3.6268s; **3 Andre Negrao**; **4 Kyle Kaiser**; **5 Neil Alberico**; **6 Shelby Blackstock**.
Points 1 Santiago Urrutia 319; **2 Jones 318**; **3 Dean Stoneman 296**; **4 Veach 288**; **5 Felix Serralles 281**; **6 Kaiser 279**.

PORSCHE SUPERCUP

Matteo Cairoli dominated at Monza, taking pole position by half a second ahead of Michael Ammermuller and keeping the German – who was never in a position to make a move – at bay in an incident-packed race. Championship leader Sven Muller finished fourth, behind guest driver Mattia Drudi, after losing a position when he attempted to pass Ammermuller for second at the second safety car restart, braked too late and straightlined the first chicane. Mathieu Jaminet clinched the rookie title with seventh place.

in IndyCar Glen return

“These are the weekends that you definitely don't forget, just in the sheer fact of we had such a smooth one,” said the victor. “The car was just fantastic, and the track I love – it's one of the old-school great American tracks that we're lucky enough to come back here and race.”

But while it was a perfect weekend for Dixon, it may have represented the end of the road for Will Power's hopes of winning the title. It was the Australian who caused the final caution, and once again he sustained concussion-like symptoms after he was involved in a hard crash, when his Team Penske car was knocked off the track after contact with Kimball coming out of Turn 4 with 22 laps to go.

Power had some strong words for Kimball, who has a fairly clean reputation on the race track from his fellow competitors. “It's just racing with Kimball, that's expected,” Power said.

When told that Kimball had been involved in three incidents during Sunday's race, the 2014 champion shot back: “Well, yeah. No one in the paddock likes racing him. I haven't seen the replay, but he's just a pain in the ass.”

Power entered the race 28 points behind

Penske stablemate Simon Pagenaud. The Frenchman was running just behind Newgarden as the race moved into its closing stages, but he was cruising in a bid to save fuel and came home seventh to extend his series lead, meaning he only needs to finish in the top five at the Sonoma finale to claim the crown.

Castroneves recovered from his late stop to take third after passing Conor Daly on the final lap. Rookie Daly again used masterful pit strategy from team owner Dale Coyne to move into contention, and made it to the finish in fourth, the leading Honda-powered driver.

Bourdais overcame the first-lap incident, which left him half a lap adrift, to work his way back to fifth in his KV Racing car, with the Ganassi entry of Kimball – which was also involved in a crash with Graham Rahal that caused an earlier caution – taking sixth.

But it's Dixon who has found a way to be on the right side at Watkins Glen. He is now a four-time winner here. Even with the track's illustrious 1961-80 Formula 1 history, he is one of the greatest drivers to ever compete on one of the greatest road courses in the world.

BRUCE MARTIN

AT A GLANCE

- 1 Dixon** Ganassi
- 2 Newgarden** Carpenter
- 3 Castroneves** Penske

➔ P62 FULL RESULTS



Truex leads Johnson in retro-livery special

THACKER/LAT

Second win for Truex

NASCAR SPRINT CUP
DARLINGTON (USA)
SEPTEMBER 4
ROUND 25/36

FOR THOSE ALREADY LOCKED INTO NASCAR's imminent Chase, while the bonus points for wins are exactly that, momentum is even more crucial.

Kevin Harvick crushed the field, his Stewart-Haas Chevrolet leading 214 of the 367 laps, but pitstop errors meant that Martin Truex Jr would hold on at the final restart to win his second race of the season in his Furniture Row Racing Toyota.

Kyle Larson, winner the previous weekend at Michigan, had a stint in the lead but fell to third from Denny Hamlin and Joey Logano.

The Chase 'bubble' drivers had strong runs. Ryan Newman made up the most ground from dead last, stayed out at the final

caution and claimed eighth. Chase Elliott bagged 10th, with Austin Dillon 12th and Ryan Blaney 13th.

But with Chris Buescher in 17th to help push him further into the top 30 in points, next week's Chase cut off race at Richmond looks to be an enticing affair.

RESULTS

1 Martin Truex Jr (Toyota Camry) 367 laps in 3h57m54s; 2 Kevin Harvick (Chevrolet SS) +0.606s; 3 Kyle Larson (Chevy); 4 Denny Hamlin (Toyota); 5 Joey Logano (Ford Fusion); 6 Matt Kenseth (Toyota); 7 Kasey Kahne (Chevy); 8 Ryan Newman (Chevy); 9 Brad Keselowski (Ford); 10 Chase Elliott (Chevy). **Chase grid 1 Keselowski**
4 wins/797 points; 2 Kyle Busch 4/727; 3 Harvick 2/840; 4 Carl Edwards 2/746; 5 Hamlin 2/729; 6 Truex 2/696; 7 Kenseth 2/669; 8 Jimmie Johnson 2/656; 9 Logano 1/752; 10 Kurt Busch 1/728; 11 Larson 1/621; 12 Tony Stewart 1/426; 13 Chris Buescher 1/358; 14 Elliott 0/659; 15 Austin Dillon 0/651; 16 Jamie McMurray 0/642.

Night Cruze in Santa Fe

SUPER TC2000
SANTA FE (RA)
SEPTEMBER 3-4
ROUND 8/12

POINTS LEADER AGUSTIN CANAPINO strengthened his and Chevrolet's title aspirations with two wins on the spectacular Santa Fe street circuit.

In last Saturday's night race, double polesitter Canapino's Cruze led into the first, tight hairpin and from then on staved off Facundo Ardusso's Renault, via an early safety car caused when Esteban Guerrieri's Toyota was nerfed into the barriers.

Ardusso at no moment gave Canapino much rope to play with, only the subsequent safety car periods giving the leader some respite. Right behind them, Emiliano Spataro

(Renault) had Mariano Werner's Peugeot filling his mirrors at all times, with Leonel Pernia (who retired his Renault three laps from the end with engine trouble) and Chevy man Norberto Fontana waiting to pounce on them.

Except for the daylight, Sunday's race was in most ways a carbon copy of the previous night's thrash. Canapino led away at the start, and again out came the safety car as Christian Ledesma barged into the inner wall at the Hairpin.

Once more Ardusso stalked Canapino, before the Renault's front suspension cried enough. Team-mate Spataro rapidly slotted into second and became glued to Canapino, but the laps ran out and he never stood much of a chance of outraking the leader. Pernia completed the podium.

TONY WATSON

RESULTS

Race 1 1 Agustin Canapino (Chevrolet Cruze) 23 laps in 52m24.042s; 2 Facundo Ardusso (Renault Fluence) +0.401s; 3 Emiliano Spataro (Renault); 4 Mariano Werner (Peugeot 408); 5 Norberto Fontana (Chevy); 6 Matias Rossi (Toyota Corolla). **Race 2 1 Canapino** 24 laps in 43m06.914s; 2 Spataro +0.549s; 3 Leonel Pernia (Renault); 4 Werner; 5 Facundo Chapur (Peugeot); 6 Damian Fineschi (Peugeot). **Points 1 Canapino 169;** 2 Ardusso 137; 3 Pernia 112; 4 Spataro 107; 5 Rossi 98.5; 6 Fineschi 88.5.



Canapino beat the chasing Renaults

SUPER TC2000



Giovinazzi and Nato were the two winners

Safety car

GP2 SERIES
MONZA (I)
SEPTEMBER 3-4
ROUND 9/11

WHEN A DRIVER COMES FROM 21ST ON the grid, after a penalty out of their control, to win their home race with a final-lap pass on a compatriot, in a result that revitalises their bid for a shock championship win as a rookie, it feels a bit churlish to complain. And yet it was hard not to pour cold water on the romance of Antonio Giovinazzi's Monza heroics, for as brilliant as his drive was it wouldn't have been a victory without a very dubious safety car intervention.

That's why it was understandable for Pierre Gasly to still be bristling about Saturday's events even after stabilising his championship lead over Giovinazzi at 10 points with second on Sunday.

Like Spa a week earlier, Monza qualifying was an ultra-tight Prema battle for pole. Giovinazzi snatched it in Belgium, Italy was Gasly's turn. But then Giovinazzi was chucked to the back row of the grid when one of his tyres was found to be 0.1psi below the minimum legal pressure, while Nabil Jeffri was found guilty of the same offence.

Both Prema men had scares on the first lap. Artem Markelov made a bad start from his inherited front-row position, locked up into the Rettifilo and clipped Gasly while simultaneously forcing Arthur Pic off the road, though Pic dodged over the runoff and rejoined alongside Gasly and proceeded to attack for the lead.



AT A GLANCE

RACE 1

- 1 **Giovinazzi** Prema
- 2 **Marciello** Russian Time
- 3 **Malja** Rapax

RACE 2

- 1 **Nato** Racing Engineering
- 2 **Gasly** Prema
- 3 **Giovinazzi** Prema

 **P62** FULL RESULTS

PHOTO: 4/XPB IMAGES

bungle hands gift to Giovinazzi

Giovinazzi, meanwhile, had to jink around stalled friend and former Formula 3 team-mate Sean Gelael just ahead of him.

Gasly kept his cool in the early stages as Pic and Markelov launched a variety of bold attacks on him and each other, before escaping into a three-second lead as they became too embroiled in their own battle for second.

Giovinazzi started on medium-compound tyres with the intention of running long, but as the leaders came in he was still fourth of the cars on that strategy behind Raffaele Marciello, Nobuharu Matsushita and Gustav Malja.

The race was turned upside down at half-distance when Pic did just that to Sergio Canamasas, the two having ended up racing for position due to Pic losing time pre-pitstop in his Markelov joust and Canamasas gaining ground with an early pitstop from a midfield start. Though Canamasas has copped the blame for the majority of incidents involving him, the fact that Pic was on the inside kerb and crossed up when his left-front wheel tagged Canamasas's right-rear and sent the Carlin man rolling through the Lesmo 2 gravel meant it was Pic facing the stewards' sanctions this time.

The safety car was called, but unfathomably positioned itself in front of erstwhile leader Gasly rather than the cars yet to pit and therefore actually leading. And while Gasly and co were pegged back to safety car pace, Marciello, Malja and Giovinazzi had time to come in, pit and emerge still in front and on soft tyres. Cue

widespread confusion, best summed up by Gasly's "what the fuck is that??" as Prema explained the outcome to him over the radio. Spare a thought for Matsushita too – ART reacted beautifully by pitting him the moment a safety car seemed likely, but that cost him the 'free' pitstop his three rivals on the same strategy then received.

To add further pain, the mess prolonged the safety car period while the Gasly crowd was waved around to form up behind the new top three, so by the time the race went green only seven laps remained – sufficiently short distance for the leaders to keep their soft tyres intact.

Giovinazzi really did turn on the heroics in the final sprint, pulling off neatly timed slipstream and DRS passes on Malja and then Marciello over the last two laps to snatch victory without giving them time to retaliate, the DRS/draft combination having made it hard to make a break all weekend.

But the reality was that without the safety car bungling, this was never going to be a win. The long-run strategy wasn't working, Giovinazzi's group was lapping notably slower than the Gasly gang was on fresher medium tyres and without much traffic to get through. Had the race run normally, Marciello/Malja/Giovinazzi would have rejoined in the lower top 10 after their stops at the very best. Yes, they'd have had softs to charge with and the leaders' tyres would have been tired by then. Something heroic was still possible. But a win would've needed a miracle. It wasn't Giovinazzi's fault that he lost his front-row start, though, nor that the safety car gave

him a present. He drove superbly. But so did his team-mate, stuck in a furious fourth in a race he should've been free to dominate.

Gasly pulled a couple of points back next day, both Prema men getting through a messy first lap in which Oliver Rowland ran into Luca Ghiotto just as Malja ran into poleman Mitch Evans – shunts that pretty much cancelled out the reversed-grid effect. Norman Nato, Jordan King and Gasly made good enough starts to be ahead of all that, while Giovinazzi survived a clout from Malja with just minor wing damage.

Though Gasly and Giovinazzi made it past a fading King, they could do nothing about Nato. Since dismissing Gasly to win the 2016 season opener, Nato had been on the receiving end of pretty much every flavour of bad luck or injustice going, so deserved this chance to show what might've been.

It was too late for his title bid, and with only two rounds to go most of those who harboured championship hopes in that wide-open spring are now resigned to watching the Prema pair battle it out. Marciello's Saturday second place kept him in the hunt, but having to start at the back following problems on the grid on Sunday then hurt. Alex Lynn had the same fate on Saturday, but salvaged fifth next morning. Sergey Sirotkin was off the pace again even before losing out in the safety car chaos in the feature race and then parking with a sensor problem in the sprint. Prema, in its first year of GP2, now has the title battle to itself.

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Dennis leads
Aitken, after
passing Leclerc



Leclerc plays it too safe

GP3 SERIES
MONZA (I)
SEPTEMBER 3-4
ROUND 7/9

WHEN CHARLES LECLERC WAS asked at Spa whether the 30-point lead he'd temporarily pulled out with race-one victory put more pressure on him to now seal the title or less because he had a cushion, he looked puzzled. Obviously it was less pressure now, he replied, joking that he now had a margin to do a few crazy things.

But being crazy wasn't Leclerc's problem at Monza; it was being too sensible. He arrived in Italy 22 points clear of Antonio Fuoco and left 24 ahead with two rounds to go. Looks fine on paper, yet it was a lucky escape. You can do all the tactical points-lead protection planning you want, but it doesn't do you much good when a team-mate inadvertently drills you into the barriers.

Leclerc was a surprised polesitter on Saturday morning, having not been over-happy with his ART car's pace in practice. The Arden entries that had been so quick in race trim at Spa were looming behind and Leclerc decided his focus would be on title rivals Alexander Albon and Fuoco, starting fourth and seventh.

So Leclerc didn't fight too hard when Arden's Jake Dennis and Jack Aitken lined up and passed him in quick succession early on. They stormed off to a clear one-two, giving Formula 3 convert Dennis his maiden GP3 win.

But Leclerc certainly wasn't jumping out of the way when Fuoco turned up on his tail. Minor contact ensued between

them and Fuoco suspected damage from that led to the high tyre wear he suffered on the way backwards to eighth place.

Jake Hughes showed DAMS's pace again as he recovered from his Spa-crash grid penalty to demote Leclerc to fourth. But with Albon sixth and Fuoco eighth, that was fine for the Monegasque.

ART clinched its sixth teams' title in GP3's seven-year history with its race-one results. And it followed that with a one-two on Sunday morning as Albon and Nyck de Vries overcame Fuoco early on before de Vries passed his team-mate too and escaped for a first series win. But the celebrations were tempered by fourth driver Nirei Fukuzumi wiping out Leclerc.

Leclerc was trying to take fifth from his team-mate as the Honda protege lost momentum after being passed by Dennis. It all looked safe enough until Fukuzumi veered over towards Leclerc in defence out of the Roggia chicane when his team-mate was well alongside, firing himself into the barriers and back into the path of Tatiana Calderon and mangling Leclerc's suspension. An apologetic Fukuzumi received a grid penalty for Sepang, and the fact that it was de Vries atop the podium ahead of Albon and Fuoco minimised the championship pain. But still, sitting in the Lesmo gravel wasn't part of the title-clinching masterplan.

In a series with the complications of reversed grids, tyre degradation and rising rivals such as Arden and DAMS, Leclerc's best bet is to get on with scoring the maximum result he can. You never know when points you let slide away by playing it safe might come in handy.

IN BRIEF

BARCELONA 24 HOURS

Herberth Motorsport continued its domination of the 24 Hour Series with victory in Spain, Daniel Allemann crossing the line six laps clear of the closest opposition in the Porsche he shared with Robert and Alfred Renauer and Ralf Bohn. The Barwell Motorsport Lamborghini traded the lead with the Porsche in the early stages, and Jeroen Bleekemolen, Joe Osborne, Richard Abra and Mark Poole finished second. Behind the Spirit of Race Ferrari, Bernd Schneider and Maximilian Buhk joined Brice Bosi and Wim de Punder for fourth in an HTP Motorsport Mercedes.

SCANDINAVIAN TOURING CARS

With the 0.78-mile converted trotting track of Solvalla not suiting the Volvos, Daniel Haglof (SEAT) and Linus Ohlsson (Nissan) took the honours. Bjorn Wirdheim took full qualifying points in his Saab, but Haglof passed him for a close win, with star debutant Philip Morin third in another SEAT. Ohlsson led the reversed-grid race all the way, as Morin spun out of second in a heavy rain shower. Volvo men Robert Dahlgren and Richard Goransson completed the podium, and will take their title battle to the final round.

SMP FORMULA 4

Dutch Red Bull junior Richard Verschoor made it 10 wins in a row and claimed the 2016 title with another hat-trick at Anderstorp. The 15-year-old led home Tuomas Haapalainen and Juho Valtanen in each of the first two races. In the finale, he was chased by Alexander Vartanyan and Rasmus Markkanen.

VLN

Patrick Pilet took the chequered flag in the six-hour round of the Nurburgring Nordschleife-based series in the Manthey Porsche he shared with Jorg Bergmeister. But there was heartbreak for the Land Motorsport Audi team - Christopher Mies was 8.5s behind Pilet going into the last lap, but ran out of fuel. That gave second to the Haribo Racing Mercedes of Uwe Alzen, Lance David Arnold and Jan Seyffarth. Third were Jorg Muller, Jesse Krohn, Victor Bouveng and Felipe Fernandez Laser in a Walkenhorst BMW.

WORLD RALLYCROSS

Rally legend Sebastien Loeb scored a podium finish in his home round at Loheac in France, as Swedish Volkswagen Polo driver Johan Kristoffersson claimed his first victory of the season. Kristoffersson led the series' eighth round from start to finish, while Loeb, Petter Solberg, Andreas Bakkerud and Ken Block duelled it out for second in the final. After the joker laps played out, Bakkerud's Ford Focus completed the race in second, with Peugeot star Loeb passing Solberg for third on the final lap. Reinis Nitiss finished fifth, while Ken Block crashed out on the final lap. Mattias Ekstrom, Solberg's main title rival, qualified top at the Intermediate Classification but missed out on the final due to a puncture in semi-final one.

AT A GLANCE

RACE 1

- 1 Dennis Arden
- 2 Aitken Arden
- 3 Hughes DAMS

RACE 2

- 1 de Vries ART
- 2 Albon ART
- 3 Fuoco Trident

 P63 FULL RESULTS

RESULTS RO



Citroen celebration:
Lopez (left) handed
Muller a victory

Lopez is champion – well, sort of

WORLD TOURING CAR CHAMPIONSHIP
MOTEGI (J)
SEPTEMBER 4
ROUND 9/12

JOSE MARIA LOPEZ JUST DOESN'T DO THINGS BY HALF measures in the World Touring Car Championship.

How strange it was, then, that he should forfeit what would have been a commanding 29th win a lap and a half from the end of the second race in Japan, while also provisionally securing a third drivers' crown.

The Citroen star entered the Motegi weekend 117 points ahead of closest challenger Tiago Monteiro. And, while 165 remained on the board officially at the end of the racing, the expected cancellation of the Thai round meant Lopez had effectively to leave Japan with a 110-point advantage to clinch the title.

Fourth in the opener gave that prospect a boost, and Lopez appeared to be in cruise control after holding his lead from pole at the start of the main race as he scorched clear of team-mate Yvan Muller. But on the penultimate lap things changed. All of a sudden Muller had the lead – did Lopez's C-Elysee have a problem?

Replays showed that had not been the case, with Lopez instead crawling almost to a halt to allow Muller through before quickly finding his feet again, following the Frenchman to the finish.

With Monteiro third, but offering no threat, second was enough for a jubilant Lopez. The Argentinian leapt from his Citroen with delight, not even bothering to put the podium champagne on ice – even if the formal cancellation of the Buriram round is still required for him to be officially crowned.

Lopez insisted that giving up the win was no easy call, but one made by him solely, and a deed he felt was owed to his team-mate after three years together. Muller instead gleefully lapped up the victory – his first since the final race of the 2015 season in Qatar.

That win helped Muller to secure runner-up spot in last year's championship, and his Motegi success drew him level with Monteiro for the same position in the 2016 standings. Lopez aside, Monteiro has been the standout performer this year, and the Portuguese was again on form in Japan, twice securing third to surpass his previous best WTCC seasonal points haul.

The first of those third places completed a fine 1-2-3 for Honda on home soil, behind Rob Huff and a delighted Norbert Michelisz, who like Muller took his first win of 2016.

Victory was also the Hungarian's first since switching to the JAS Motorsport-run factory team from Zengo Motorsport at the start of the year, and marked something of a surprise, given that the Civic had been lumped with the maximum 80kg of success ballast for the first time.

But the main plaudits in Japan deservedly rested with Lopez. While the fashion in which his third crown was effectively sealed was somewhat ungainly, the gesture to his team-mate had the class of an ultimate champion.

JACK COZENS

AT A GLANCE

RACE 1

- 1 Michelisz Honda
- 2 Huff Honda
- 3 Monteiro Honda

RACE 2

- 1 Muller Citroen
- 2 Lopez Citroen
- 3 Monteiro Honda

P63 FULL RESULTS

INDYCAR

ROUND 14/15, WATKINS GLEN (USA), SEPTEMBER 4 (60 LAPS – 202.200 MILES)

1	Scott Dixon (NZ) Chip Ganassi Racing • Dallara-Chevrolet	1h41m39.8592s
2	Josef Newgarden (USA) Ed Carpenter Racing • Dallara-Chevrolet	+16.5308s
3	Helio Castroneves (BR) Team Penske • Dallara-Chevrolet	+21.4417s
4	Conor Daly (USA) Dale Coyne Racing • Dallara-Honda	+24.3349s
5	Sebastien Bourdais (F) KVSH Racing • Dallara-Chevrolet	+25.3815s
6	Charlie Kimball (USA) Chip Ganassi Racing • Dallara-Chevrolet	+29.4268s
7	Simon Pagenaud (F) Team Penske • Dallara-Chevrolet	+31.1118s
8	Alexander Rossi (USA) Andretti Herta Autosport • Dallara-Honda	+32.0710s
9	RC Enerson (USA) Dale Coyne Racing • Dallara-Honda	+32.3965s
10	Max Chilton (GB) Chip Ganassi Racing • Dallara-Chevrolet	+32.9478s
11	Carlos Munoz (CO) Andretti Autosport • Dallara-Honda	+34.7869s
12	Marco Andretti (USA) Andretti Autosport • Dallara-Honda	+35.3813s
13	Juan Pablo Montoya (CO) Team Penske • Dallara-Chevrolet	+37.7024s
14	Ryan Hunter-Reay (USA) Andretti Autosport • Dallara-Honda	+42.4644s
15	Spencer Pigot (USA) Ed Carpenter Racing • Dallara-Chevrolet	+45.3829s
16	Jack Hawksworth (GB) AJ Foyt Enterprises • Dallara-Honda	+45.7584s
17	Takuma Sato (J) AJ Foyt Enterprises • Dallara-Honda	+1m07.4937s
18	James Hinchcliffe (CDN) Schmidt Peterson Motorsports • Dallara-Honda	59 laps-out of fuel
19	Tony Kanaan (BR) Chip Ganassi Racing • Dallara-Chevrolet	-1 lap
20	Will Power (AUS) Team Penske • Dallara-Chevrolet	38 laps-accident
21	Graham Rahal (USA) Rahal Letterman Lanigan Racing • Dallara-Honda	19 laps-accident
22	Mikhail Aleshin (RUS) Schmidt Peterson Motorsports • Dallara-Honda	14 laps-accident

Winner's average speed 119.334mph. **Fastest lap** Kanaan 1m23.9436s, 144.526mph.

Q3 1 Dixon 1m22.5259s; 2 Power 1m22.5742s; 3 Bourdais 1m22.7844s; 4 Castroneves 1m22.8748s; 5 Kanaan 1m22.9158s; 6 Chilton 1m23.0064s.

Q2 Bourdais 1m22.9747s; Kanaan 1m22.9977s; Castroneves 1m23.1147s; Chilton 1m23.1591s; Dixon 1m23.1807s; Power 1m23.2957s; 7 Pagenaud 1m23.4660s; 8 Montoya 1m23.5493s; 9 Hawksworth 1m23.6392s; 10 Aleshin 1m23.7744s; 11 Enerson 1m23.9907s; 12 Newgarden 1m24.0983s.

Q1 – GROUP 1 Castroneves 1m23.6200s; Dixon 1m23.8362s; Bourdais 1m23.8871s; Kanaan 1m23.8980s; Montoya 1m24.1195s; Hawksworth 1m24.4362s; 14 Kimball 1m24.8928s; 16 Munoz 1m25.5560s; 18 Andretti 1m26.4285s; 20 Rahal 1m58.1893s; 22 Sato 2m12.3265s.

Q1 – GROUP 2 Power 1m23.3927s; Chilton 1m23.4046s; Pagenaud 1m23.6882s; Newgarden 1m23.8082s; Enerson 1m23.9250s; Aleshin 1m24.0186s; 13 Hinchcliffe 1m24.0477s; 15 Rossi 1m24.0908s; 17 Daly 1m24.2606s; 19 Hunter-Reay 1m24.5254s; 21 Pigot 1m25.1826s.

CHAMPIONSHIP

1 Pagenaud 555; 2 Power 512; 3 Dixon 451; 4 Castroneves 451; 5 Newgarden 446; 6 Kanaan 427; 7 Rahal 403; 8 Munoz 402; 9 Kimball 389; 10 Hinchcliffe 380.



Castroneves and Newgarden (hidden) recovered from this to finish on the podium

ROUND-UP

GP2 SERIES

ROUND 9/11, MONZA (I), SEPTEMBER 3-4
RACE 1 (30 LAPS - 107.796 MILES)

1	Antonio Giovinazzi (I) <i>Prema Racing</i>	52m28.474s
2	Raffaele Marciello (I) <i>Russian Time</i>	+1.457s
3	Gustav Malja (S) <i>Rapax</i>	+1.988s
4	Pierre Gasly (F) <i>Prema Racing</i>	+2.294s
5	Norman Nato (F) <i>Racing Engineering</i>	+2.809s
6	Luca Ghiotto (I) <i>Trident</i>	+2.823s
7	Jordan King (GB) <i>Racing Engineering</i>	+3.896s
8	Mitch Evans (NZ) <i>Campos Racing</i>	+6.311s
9	Oliver Rowland (GB) <i>MP Motorsport</i>	+7.898s
10	Artem Markelov (RUS) <i>Russian Time</i>	+9.416s
11	Nobuharu Matsushita (J) <i>ART Grand Prix</i>	+10.277s
12	Alex Lynn (GB) <i>DAMS</i>	+11.013s
13	Nabil Jeffri (MAL) <i>Arden International</i>	+17.807s
14	Sergey Sirotkin (RUS) <i>ART Grand Prix</i>	+18.524s
15	Nicholas Latifi (CDN) <i>DAMS</i>	+22.201s
16	Daniel de Jong (NL) <i>MP Motorsport</i>	+22.555s
17	Marvin Kirchhofer (D) <i>Carlin</i>	+22.833s
18	Jimmy Eriksson (S) <i>Arden International</i>	+23.109s
19	Philo Paz Armand (RI) <i>Trident</i>	+23.482s
EX	Sean Gelael (RI) <i>Campos Racing</i>	29 laps
R	Sergio Canamasas (E) <i>Carlin</i>	15 laps-accident
R	Arthur Pic (F) <i>Rapax</i>	15 laps-accident

Winner's average speed 123.255mph.

Fastest lap Ghiotto 1m33.980s, 137.886mph.

QUALIFYING

1 Gasly 1m31.199s; 2 Markelov 1m31.548s; 3 Pic 1m31.617s; 4 Evans 1m31.666s; 5 King 1m31.710s; 6 Lynn 1m31.775s; 7 Sirotkin 1m31.816s; 8 Nato 1m31.845s; 9 Ghiotto 1m31.855s; 10 Rowland 1m31.864s; 11 Marciello 1m31.986s; 12 Matsushita 1m32.037s; 13 Kirchhofer 1m32.172s; 14 Latifi 1m32.192s; 15 Canamasas 1m32.196s; 16 Malja 1m32.215s; 17 Gelael 1m32.481s; 18 de Jong 1m33.071s; 19 Armand 1m33.269s; 20 Eriksson 1m33.929s; 21 Giovinazzi 1m31.253s*; 22 Jeffri 1m31.795s*. * Excluded from qualifying.

RACE 2 (21 LAPS - 75.400 MILES)

1 Nato 33m51.821s; 2 Gasly +4.312s; 3 Giovinazzi +8.495s; 4 King +12.775s; 5 Lynn +13.576s; 6 Matsushita +13.586s; 7 Malja +21.526s; 8 Kirchhofer +22.566s; 9 Rowland +29.225s; 10 Markelov +32.813s; 11 Pic +34.192s; 12 Jeffri +34.194s; 13 Canamasas +36.845s; 14 Marciello +40.665s; 15 Latifi +41.503s; 16 Gelael +44.059s; 17 Armand +48.628s; 18 Eriksson 20 laps-overheating; 19 de Jong -1 lap; R Sirotkin 6 laps-gearbox sensor; R Evans 0 laps-accident; R Ghiotto 0 laps-accident.

Winner's average speed 133.593mph.

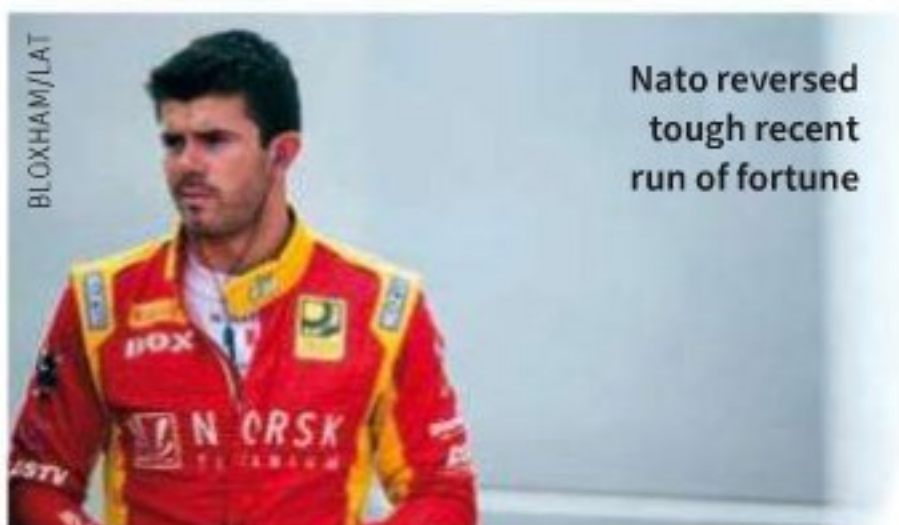
Fastest lap Markelov 1m33.727s, 138.258mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Gasly 174; 2 Giovinazzi 164; 3 Marciello 138; 4 Sirotkin 115; 5 King 112; 6 Nato 107; 7 Rowland 106; 8 Lynn 93; 9 Ghiotto 90; 10 Evans 81.



Nato reversed tough recent run of fortune

GP3 SERIES

ROUND 7/9, MONZA (I), SEPTEMBER 3-4
RACE 1 (22 LAPS - 78.999 MILES)

1	Jake Dennis (GB) <i>Arden International</i>	38m06.844s
2	Jack Aitken (GB) <i>Arden International</i>	+1.987s
3	Jake Hughes (GB) <i>DAMS</i>	+2.532s
4	Charles Leclerc (MC) <i>ART Grand Prix</i>	+7.139s
5	Nirei Fukuzumi (J) <i>ART Grand Prix</i>	+7.561s
6	Alexander Albon (T) <i>ART Grand Prix</i>	+8.171s
7	Nyck de Vries (NL) <i>ART Grand Prix</i>	+8.343s
8	Antonio Fuoco (I) <i>Trident</i>	+16.207s
9	Matt Parry (GB) <i>Koiranen GP</i>	+16.607s
10	Tatiana Calderon (CO) <i>Arden International</i>	+17.003s
11	Alex Palou (E) <i>Campos Racing</i>	+19.202s
12	Sandy Stuvik (T) <i>Trident</i>	+20.444s
13	Steijn Schothorst (NL) <i>Campos Racing</i>	+22.179s
14	Arjun Maini (IND) <i>Jenzer Motorsport</i>	+25.076s
15	Akash Nandy (MAL) <i>Jenzer Motorsport</i>	+27.804s
16	Artur Janosz (PL) <i>Trident</i>	+30.365s
17	Konstantin Tereschenko (RUS) <i>Campos</i>	+32.963s
18	Ralph Boschung (CH) <i>Koiranen GP</i>	+34.813s
19	Santino Ferrucci (USA) <i>DAMS</i>	-1 lap
R	Kevin Jorg (CH) <i>DAMS</i>	18 laps-electrical
R	Matevos Isaakyan (RUS) <i>Koiranen</i>	4 laps-acc dam
NS	Giuliano Alesi (F) <i>Trident</i>	gearbox

Winner's average speed 124.362mph.

Fastest lap Hughes 1m40.706s, 128.677mph.

QUALIFYING

1 Leclerc 1m38.546s; 2 Dennis 1m38.712s; 3 Aitken 1m38.729s; 4 Albon 1m38.847s; 5 Jorg 1m38.872s; 6 Fukuzumi 1m38.878s; 7 Fuoco 1m38.879s; 8 Hughes 1m38.850s*; 9 de Vries 1m38.885s; 10 Palou 1m39.045s; 11 Stuvik 1m39.084s; 12 Isaakyan 1m39.255s; 13 Boschung 1m38.945s*; 14 Ferrucci 1m39.268s; 15 Calderon 1m39.286s; 16 Alesi 1m39.377s; 17 Parry 1m39.430s; 18 Schothorst 1m39.439s; 19 Maini 1m39.535s; 20 Nandy 1m39.558s; 21 Tereschenko 1m40.216s; 22 Janosz 1m39.869s*. * Grid penalty.

RACE 2 (17 LAPS - 61.001 MILES)

1 de Vries 30m24.854s; 2 Albon +1.741s; 3 Fuoco +6.382s; 4 Dennis +7.761s; 5 Aitken +8.331s; 6 Maini +11.991s; 7 Palou +12.264s; 8 Janosz +12.504s; 9 Boschung +12.933s; 10 Hughes +13.910s; 11 Ferrucci +14.716s; 12 Jorg +16.886s; 13 Schothorst +17.561s; 14 Tereschenko +20.609s; 15 Stuvik +20.958s; 16 Calderon +21.273s; 17 Parry +22.022s; 18 Nandy +1m03.571s; 19 Alesi -1 lap; R Isaakyan 10 laps-accident damage; R Fukuzumi 2 laps-accident; R Leclerc 2 laps-accident.

Winner's average speed 120.340mph.

Fastest lap de Vries 1m40.766s, 128.600mph.

GRID FOR RACE 2

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

CHAMPIONSHIP

1 Leclerc 177; 2 Fuoco 153; 3 Albon 145; 4 de Vries 104; 5 Dennis 96; 6 Aitken 89; 7 Parry 72; 8 Hughes 69; 9 Fukuzumi 53; 10 Boschung 48.



A very tall winner (Dennis) and a very small one (de Vries)

WTCC

ROUND 9/12, MOTEGI (J), SEPTEMBER 4
RACE 1 (13 LAPS - 38.782 MILES)

1	Norbert Michelisz (H) <i>Honda/JAS</i>	Honda Civic WTCC	26m07.443s
2	Rob Huff (GB) <i>Honda/JAS</i>	Honda Civic WTCC	+1.358s
3	Tiago Monteiro (P) <i>Honda/JAS</i>	Honda Civic WTCC	+2.173s
4	Jose Maria Lopez (RA) <i>Citroen Total</i>	Citroen C-Elysee WTCC	+3.609s
5	Yvan Muller (F) <i>Citroen Total</i>	Citroen C-Elysee WTCC	+4.805s
6	Thed Bjork (S) <i>Polestar Cyan Racing</i>	Volvo S60 WTCC	+8.049s
7	Nicky Catsburg (NL) <i>Lada Sport</i>	Lada Vesta WTCC	+8.738s
8	Tom Chilton (GB) <i>Sebastien Loeb Racing</i>	Citroen C-Elysee WTCC	+9.385s
9	Nestor Girolami (RA) <i>Polestar Cyan Racing</i>	Volvo S60 WTCC	+10.135s
10	Gabriele Tarquini (I) <i>Lada Sport</i>	Lada Vesta WTCC	+10.456s
11	Ryo Michigami (J) <i>Honda Racing Team JAS</i>	Honda Civic WTCC	+18.300s
12	James Thompson (GB) <i>Munnich M'sport</i>	Chevrolet RML Cruze TC1	+21.696s
13	John Filippi (F) <i>Campos Racing</i>	Chevrolet RML Cruze TC1	+26.419s
14	Daniel Nagy (H) <i>Zengo Motorsport</i>	Honda Civic WTCC	+26.935s
15	Mehdi Bennani (MA) <i>Sebastien Loeb Racing</i>	Citroen C-Elysee WTCC	+28.127s
16	Gregoire Demoustier (F) <i>S Loeb Racing</i>	Citroen C-Elysee WTCC	+34.475s
17	Tom Coronel (NL) <i>ROAL Motorsport</i>	Chevrolet RML Cruze TC1	+48.691s
R	Ferenc Ficza (H) <i>Zengo Motorsport</i>	Honda Civic WTCC	5 laps-oil pressure
R	Hugo Valente (F) <i>Lada Sport</i>	Lada Vesta WTCC	1 lap-accident

Winner's average speed 89.071mph.

Fastest lap Bjork 1m58.156s, 90.892mph.

GRID FOR RACE 1

1 Michelisz; 2 Huff; 3 Bjork; 4 Catsburg; 5 Girolami; 6 Chilton; 7 Monteiro; 8 Bennani; 9 Muller; 10 Lopez; 11 Thompson; 12 Demoustier; 13 Valente; 14 Tarquini; 15 Michigami; 16 Filippi; 17 Ficza; 18 Nagy; 19 Coronel.

RACE 2 (14 LAPS - 41.765 MILES)

1 Muller 28m03.653s; 2 Lopez +1.045s; 3 Monteiro +2.561s; 4 Bennani +3.280s; 5 Girolami +5.204s; 6 Chilton +7.638s; 7 Bjork +9.159s; 8 Michelisz +12.094s; 9 Huff +15.769s; 10 Tarquini +16.746s; 11 Catsburg +17.812s; 12 Thompson +28.185s; 13 Valente +30.215s; 14 Coronel +31.351s; 15 Demoustier +31.950s; 16 Filippi +34.863s; 17 Michigami +39.613s; 18 Ficza +40.074s; 19 Nagy -3 laps.

Winner's average speed 89.301mph.

Fastest lap Lopez 1m58.061s, 90.965mph.

QUALIFYING

Q3 1 Lopez 1m55.602s; 2 Muller 1m56.409s; 3 Bennani 1m56.535s; 4 Monteiro 1m56.602s; 5 Chilton 1m56.877s.
Q2 Lopez 1m55.934s; Muller 1m56.394s; Monteiro 1m56.670s; Bennani 1m56.689s; Chilton 1m56.798s; 6 Girolami 1m56.916s; 7 Catsburg 1m57.088s; 8 Bjork 1m57.142s; 9 Huff 1m57.251s; 10 Michelisz 1m57.465s; 11 Thompson 1m57.930s; 12 Demoustier 1m58.028s.
Q1 Lopez 1m56.759s; Michelisz 1m57.125s; Huff 1m57.191s; Muller 1m57.271s; Monteiro 1m57.272s; Demoustier 1m57.290s; Catsburg 1m57.494s; Girolami 1m57.536s; Bennani 1m57.598s; Thompson 1m57.630s; Bjork 1m57.637s; Chilton 1m57.674s; 13 Valente 1m57.825s; 14 Tarquini 1m57.908s; 15 Michigami 1m57.971s; 16 Filippi 1m58.119s; 17 Ficza 1m58.885s; 18 Nagy 1m59.000s; 19 Coronel 2m01.233s.

CHAMPIONSHIP

1 Lopez 319; 2 Monteiro 199; 3 Muller 199; 4 Huff 178; 5 Michelisz 172; 6 Bennani 159; 7 Catsburg 145; 8 Chilton 143; 9 Tarquini 106; 10 Coronel 102.



Michelisz leads Huff on way to first win of 2016

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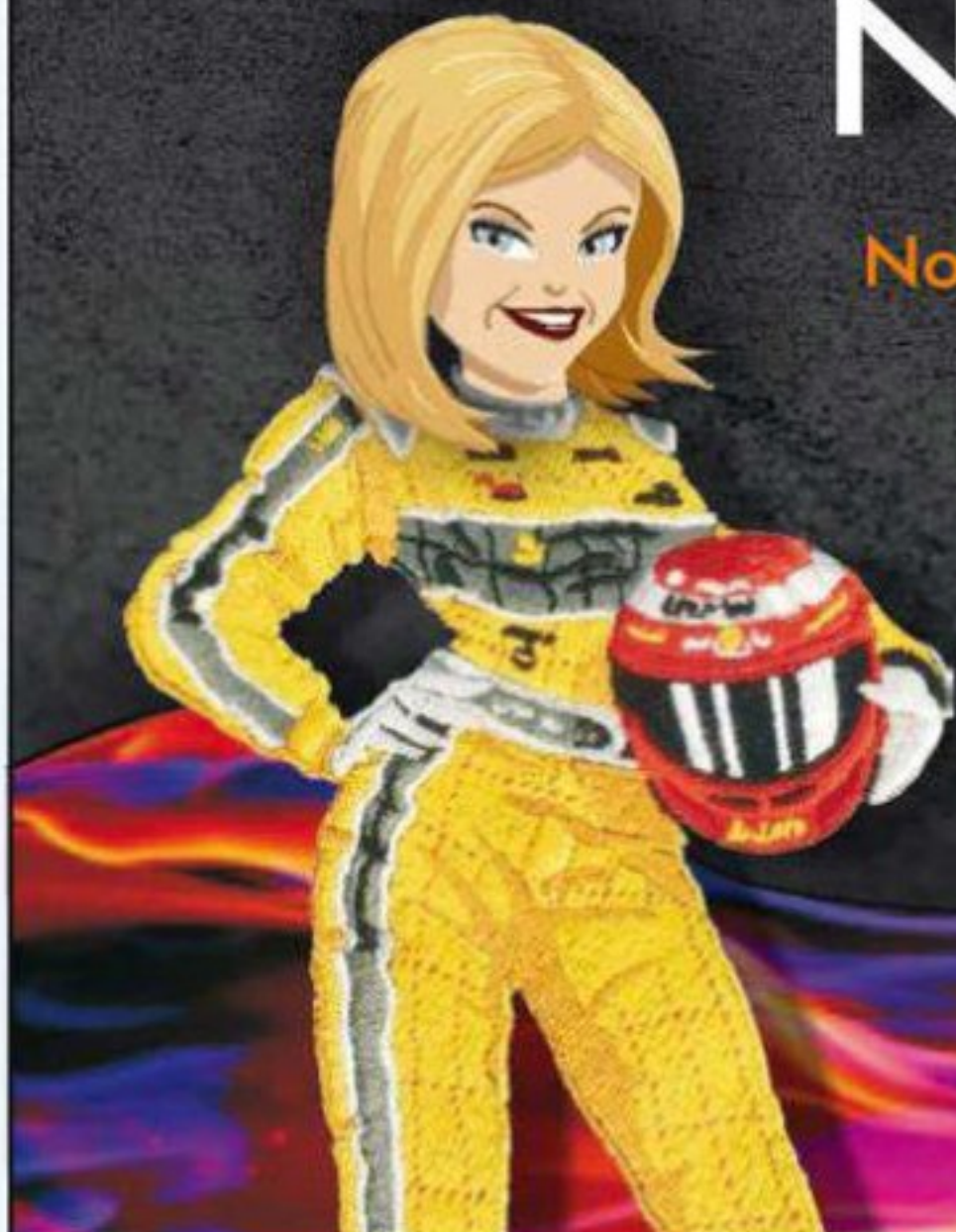
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Cane kicked up a storm in US, and will contest BRDC F3 in '17 when he turns 16

Cane crosses back over for British F3

RISING BRITISH STAR JORDAN CANE will race in the BRDC British Formula 3 Championship with Hillspeed next year after calling time on his US campaign.

The 15-year-old made his debut in the US Formula 1600 Championship last year, and became the youngest ever British driver to win a single-seater race when he triumphed at Mid-Ohio just over a month after turning 14. He then moved up to US\$2000 but has had a difficult season in 2016, during which he switched teams mid-year.

Cane will have to wait until May, when he celebrates his 16th birthday, to make his British F3 debut.

"The reason we decided to come back to Britain was because we had a challenging year in US\$2000, but maybe one day I'll go back there in the future if the opportunity arises further up the Road to Indy ladder," said Cane. "The main focus to come back here was because financially it's more beneficial.

"Also the car is F3-spec, so gets a lot of following and Britain is renowned as the home of motorsport and the place to be recognised in. Everyone says about how young I am but I want to show my

ability rather than simply living off a title [youngest winner]."

Cane will drive for the Hillspeed team that has entered into a new partnership with Cliff Dempsey Racing.

He also had a successful test with Lanar Racing but decided that the Hillspeed offer was too good to refuse.

"Cliff Dempsey taught me how to drive a car and we've kept in contact ever since," said Cane. "He's worked with me for two years and knows how I like a car. I don't believe in all the big flashy awnings, it's just about how fast the car is on track. The atmosphere is we're only going out to win.

"The F3 car is a big step up from US\$2000 in terms of aero and power. It's great to drive – the best I've ever driven – and suits my driving style.

"I'm on a high right now and I feel like this past year has been a big learning curve but it's probably the most beneficial year I've had. It's now about testing, testing, testing – I will be flat out until my first race."

Hillspeed boss Richard Ollerenshaw said the deal with Cliff Dempsey Racing makes sense for both squads.



Teenager Cane will race for Hillspeed team with support of Cliff Dempsey Racing

"Both teams have considerable experience in single-seater racing and by pooling that knowledge it will put Hillspeed and Cliff Dempsey Racing in a strong position going forward," he said.

Cliff Dempsey added: "This isn't something I was planning but everything has come together very naturally and we're looking forward to it hugely.

"It's a great partnership – I'll be joining Hillspeed's engineers on the F3 side and we'll also be joining forces with the Formula Ford."

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BRITISH GT

Butcher adds meat to Brit GT finale

EUROPEAN LE MANS SERIES ACE RORY Butcher will make a one-off return to the British GT Championship in this weekend's Donington Park season finale with Beechdean AMR.

Butcher has been drafted in by team head and reigning champion Andrew Howard to deputise for Ross Gunn, who has been loaned back to the team's GT4 entry to help Jack Bartholomew fight for the class title.

Butcher finished fourth in British GT last year with a Motorbase-prepared Aston Martin, and this year leads the GTE class of the ELMS.

"It'll be great to be back in British GT," said Scotsman Butcher. "I got the offer to join Andrew and couldn't turn it down."

"There are a few things I'll have to get used to again, such as the different driving dynamics of having a front-engined car against the mid-engined Ferrari, but I'm sure I'll adapt fast."

While the series prepares for its finale, organiser SRO has confirmed the championship's 2017 calendar and ruled out any combined grids with the European GT4 series.

Earlier this season the grid was boosted by a glut of European GT4s, but the move proved unpopular with British teams after some incidents, particularly with the faster GT3 cars lapping the more inexperienced European runners. At the time it prompted boycott threats from some top teams.

British GT4 runners also felt that the swollen class entry skewed the race for championship points.

British GT Championship manager Benjamin Franassovici said: "Next season we will not be sharing grids with the European GT4 series. We had two very good races with them, but as a good championship organiser you have to listen to your teams. On this occasion the feedback was clear."

"We will still welcome one-off European entries for the bigger tracks [Silverstone and Spa] so we're still expecting big grids for both rounds."

The season will return to its traditional Oulton Park opener next year after kicking off at Brands Hatch for the first time in 2016.

CARRERA CUP GB

Ginetta GT4 leader Wrigley tests Carrera Cup



GINETTA GT4 SUPERCUP points leader Tom Wrigley tested a Porsche Carrera Cup GB car for the first time last week as he eyes a step up to the series.

Wrigley drove for In2 Racing in the test at Oulton Park and quickly got used to the different car.

"The Porsche Carrera Cup GB test went extremely well," he said. "The 911 GT3 Cup car requires a different driving style

to the Ginetta G55, but I feel I adapted to it very well and was able to produce some competitive lap times."

Team boss Nick Dudfield added: "Tom was very impressive during his maiden Porsche test. He looked at home in the car straight away and produced some impressive pace."

"I'd love to get him out and challenge at the front of the Carrera Cup GB grid next season."

BRITISH GT

Webster in at Fox for final GT round

FORMER KARTING ACE SAM WEBSTER WILL make his debut in the British GT Championship at Donington Park this weekend as he warms up for a full campaign next year.

The 20-year-old from Dorset will share a Fox Motorsport Ginetta G55 GT4 with Jamie Stanley for the two-hour season finale. The pair have raced the car sporadically in the GT Cup Championship this year as Webster adjusts to GT racing.

Stanley said: "Sam has already been a winner in the GT Cup and his progression this season has been brilliant. However, British GT is a whole new level."

"The aim is definitely to go for the podium as we have the pace. Sam is planning to come back and do the full championship next season with Fox, so this is a great way to prepare him."



FORMULA FORD 1600

Shunt ends Class B hopeful's season

FORMULA FORD 1600 DRIVER GEORGE McDonald will miss the remainder of the BRSCC Northern Championship campaign after he was involved in a monster shunt at Donington Park recently.

Swift SC92F driver McDonald, who is second in the Northern Class B points, finished runner-up in class in the first race, but was eliminated from the second in an opening-lap accident triggered when Neil Hunt's Mondiale spun at the Craner Curves.

The suspension on the Swift's left-hand side was ripped away and the car dug into the gravel before barrel-rolling.

"I was gutted; I got out, sat in the gravel trap and almost burst into tears," said the uninjured McDonald, who was due to test a Van Diemen with BM Racing as he evaluated a Class A switch for 2017. "Every penny and spare hour I have goes into that car. It was my life really."

McDonald plans to return to the Northern Championship next year after a rebuild.

IN BRIEF



AVE-RILEY SET FOR COMPETITIVE DEBUT

Ave-Riley plans to debut its AR-2 LMP3 car at Snetterton next month ahead of a full campaign in next year's Prototype Cup. The car recently completed a two-day test at the Red Bull Ring and is now back in the US having final tweaks to the design before being presented for formal ACO homologation. Team head Greg Murphy said: "We're planning to race in Britain, and the aim is to give it a debut in the October race, which would be the first time a Riley has ever been launched outside the US."

JUNIOR WINTER SERIES DATE FIXED

Ginetta has confirmed its annual Junior Winter Series event will take place at Brands Hatch on the weekend of November 12-13. The event will again comprise four races across two days, with the winner receiving a half-price entry into either the full Ginetta Junior Championship or the GT5 Challenge in 2017.

BLADON EYES DAYTONA PRIZE

Max Bladon will complete the Mini Challenge season despite securing the Cooper Class crown with a round to spare, in order to ensure he stays in the hunt for a funded prize drive at Daytona. Trailing Bladon on points, Radical Challenge driver Steve Burgess and British GT men Rick Parfitt Jr and Jon Minshaw can still steal the prize.

COLLARD WITH DA COSTA AT THE 'RING

BRDC British F3 points leader Ricky Collard made his Nurburgring Nordschleife debut last weekend, sharing a BMW M235i with Antonio Felix da Costa in the VLN series. BMW junior Collard said: "The circuit demands everything of you as a racing driver. It's absolutely nuts." The pair finished 61st in the six-hour event.

MINTEX LAUNCHES BRAKE LININGS

Brake manufacturer Mintex will launch its new Classic range of bespoke brake linings at the Goodwood Revival meeting this weekend. Historic racer Steve Boulton has been involved in the development of the lining material and will contest the Freddie March Memorial Trophy in his Aston Martin DB3S (below).



GINETTA GT4 SUPERCUP

Chadwick, Mitchell set for Supercup debuts

GINETTA TITLE WINNERS Ollie Chadwick and Jack Mitchell will make their GT4 Supercup debuts at Silverstone next weekend.

Chadwick (above) secured the Ginetta GT5 Challenge title in July and will continue with the Xentek team in the

Supercup. Mitchell, who was Ginetta Junior champion in 2014 and has raced an Aston Martin in British GT4 this year, is with Century Motorsport.

Chadwick said: "It should be interesting! I'm definitely looking at the series for next year, but there's more than

one thing you can do with the car so this or GTs is something I will be considering.

"I drove the car last week and really enjoyed it. There's a lot more power [than the GT5 car] and you need to manage the tyres a bit more. It felt natural and was good fun."

ARMED FORCES CHALLENGE

Forces gets championship status

THE ARMED FORCES RACE CHALLENGE HAS been granted championship status for 2017.

The series has been running since 2006, originally as the RAF Race Challenge, and will still feature four races at 750 Motor Club meetings. Drivers are mainly veterans or serving members of the armed forces, with some guest drivers also competing.

Series organiser Chris Slator said becoming a championship will enhance the competition. "It helps raise our profile from

a commercial point of view," he said. "The series has been running since 2006, with a different name, and with the help of Giles [Groombridge] at the 750 Motor Club we've gone from six-car grids in 2014 to averaging about 25 now."

Drivers will score points on a performance index that takes into account average time and fastest lap times, rather than just the overall positions, rewarding the most consistent driver.



DONINGTON
CSCC SEPTEMBER 3-4

Cooke/Dowd Elan wins Classic K finale

JEREMY COOKE AND MIKE DOWD recorded an unlikely triumph in the final episode of the Classic K serial for 2016, taking the lead from Lotus Elan driver Paul Tooms, who had led for almost the entire hour-long race, on the final lap.

"I fuelled for a wet race and then it went on longer than an hour," shrugged Tooms, who also picked the wrong tyres for the fast-drying track. Indirectly, Tooms had Neil Merry, whose Alfa stopped on the rolling lap, to blame for his defeat. The race was red-flagged and restarted, but over the original distance. The two extra laps Tooms had to complete proved decisive and he finished third.

All of this takes nothing away from the remarkable drive by Dowd in the second half of the race. He chased down Kallum Gray (who had taken over the E-type from father Michael), flinging his car up the inside at the chicane to take second with four laps to go. That looked to be the extent of his ambitions until Tooms started limping and Dowd seized the initiative at Schwantz on lap 41.

The Cooke/Dowd combination had already shown form in the Swinging Sixties Group 2 race, Dowd setting fastest lap after the pitstops to climb beyond Malcolm Johnson's Lotus Europa and take second. The Morgan +8 of William and Richard Plant was a long way clear, however.

The Group 1 contest, held in the worst of Saturday's conditions, went the way of a Mini. Vaughan Winter brought the car started by Clive Tonge home, but in doing

so had to catch and pass the pole-winning BMW 1502 of Ian Everett and Gary Makein, which emerged from the driver changes ahead. Sam Polley's MGB was a steady third, but the most remarkable drive came in the first half as Mark Thomas, in the streaming wet, lapped six seconds faster than anyone to propel his Ford Anglia into the lead from row 13, only for the car to be retired after the stops.

A drying, yet treacherous, circuit played its part in the Future Classics contest. "It was very slippery to begin with and didn't improve a huge amount," said Pantelis Christoforou after taking his Ford Escort RS1600 to the win. This was an example of the pitstops spoiling a perfectly good race because Christoforou had stormed up to second from 18th and was starting to hassle the TVR Tuscan of Bill Lancashire when he had to come in. The Escort came out ahead while the Lancashire car, now driven by Howard,

Dowd got better of race-long leader Tooms on final Classic K lap in Elan shared with Cooke

never recovered from a slow stop and slid back to sixth. With eight minutes to go Tony Blake (having taken the Porsche 911 over from son Aston) was within 6s of the leader and closing, but Christoforou responded with a string of fastest laps.

Wet qualifying played havoc with the grid for the Open race, with the Caterham CSR of Gary Bate back on row 20. He came within one lap of taking the win, finishing only 1s behind Piers Reid's BMW M3. The Procomp LA Gold started by Richard Fores had a stunning first half, but a slow pitstop to hand over to Stephen Lansley came before retirement.

Bate went one better in the Magnificent Sevens contest, always having a small margin over Jonathan Mitchell's similar car. In the Group 1 race, Stephen Storey spun the lead away, handing Robert Springate/David Rowe the honours.

Kevin Doyle came from row five to win the opening Jaguar race in his XJ12,



Charging Bate was close to Open win from back of grid

WALKER



WALKER

overcoming a couple of moments to catch James Ramm (XJS) and then dive down the inside at Redgate on the last lap. Rodney Frost (XJS) got the better of David Howard (XJ12) in an entertaining scrap for third, but championship leader Colin Philpott stopped. Philpott was narrowly denied a podium by Patrick Doyle after fighting through the field on Sunday, with father Kevin again defeating Ramm to win. Howard ran second before his untimely finish.

A missed gear at the start was the only setback for Clive Bailye in his BMW M3 in the New Millennium contest, and after a smooth changeover Paul Black eased to victory from Peter Challis (Porsche 997).

A disappointing Modern Classics encounter went the way of Karl Cattliff's M3, although Nic Olson's Esprit would have won were it not for his success penalty. Carl Chambers might have been the one to beat in the Tin Tops race were it not for a first corner indiscretion in his Peugeot 306, meaning that Russell Hird (Honda Integra) was able to overhaul him in spite of his success penalty.

The top four, headed by Ian Hall's Darrian, were excluded from the Special Saloons/Modsports opener for overtaking during a caution period. Tom Carey's Honda CRX inherited the victory, while Chris Southcott (MG Midget) passed Wayne Crabtree's Escort at McLeans to win race two.

IAN SOWMAN

[P86 FULL RESULTS](#)

CADWELL PARK MSVR SEPTEMBER 3

Bladon puts blip behind him to claim Mini crown

MAX BLADON LOST HIS UNBEATEN record last time out at Oulton Park, but put that small blip behind him and returned to the top step of the podium at Cadwell. The victory crowned him the Mini Challenge Cooper Class Champion.

Poleman Josh Gollin led the first race at the start but was caught out at the Hairpin on the second lap as rain increased – the whole field having started on slicks.

Bladon took charge from there with Michael Bamber ousting Martin Poole from second, who in turn had Brad Hutchison challenging him for third. Bamber crested the Mountain on the grass, losing four places, which allowed Hutchison to snatch second from Poole approaching the same corner a lap later.

Hutchison's push continued and at the flag he was only 0.2 seconds adrift of Bladon, while Poole resisted enormous last-lap pressure from Sam Weller to retain third.

It was still wet for race two, and having seen off a strong challenge from William Neal through Coppice on the opening lap, Gollin made amends with a straightforward victory. Neal faced race-long pressure from Weller, but his defence held as he recorded his maiden podium place. Poole lost out to both Bladon and Hutchison on the first two laps, but fought back to challenge for fifth until he piled into the tyre wall at the Mountain and brought out the red flags.

The first Mini Cooper S and Open Class race was red-flagged on lap two when leader Scott Adam went straight on at Park Corner. Neil Newstead led from the restart, taking a comfortable win over Scott Jeffs and Tim Porter. Race-long Open Class leader Jonathan Davis was fourth when Carlito Miracco was black-flagged for having no rain light.

Newstead was pushed off the race two



Newstead won first Cooper S/Open race but didn't take R2 start

READ



Bladon added another win to '16 total to seal title

READ

grid, suffering the same light issue as Miracco had. Porter led initially before giving best to Miracco as they reached half-distance. Jeffs started to challenge Porter for second, but as he dived inside onto the Mountain they collided, and both spun. Jeffs rejoined while Porter was left in the tyre wall. This coincided with another car going off at Coppice, handing a second class win to Davis as the race was red-flagged again.

The first attempt to start the Radical SR1 Cup ended when Rob Ellice made contact with Oliver Barker at the start and piled into barriers. The restart behind the safety car ended as soon as the green flag was waved when third-placed Richard Baxter hit standing water and spun backwards down the track, as Sam Moores got airborne at the same spot and rode the barriers before rejoining the circuit where he was hit by Peter Brookes. The race finally ran without issue at the end of the programme with Barker heading Kye Wheatley and James Taylor throughout a very cautious encounter.

The Track Attack Race Club had two non-championship races both comfortably won by Rich Hockley's Honda Civic. Tony Hunter's Toyota Celica and David Payling's Honda Civic spread out from the start of the first race, following Hockley at a distance, but in race two Jason Jesse's VW Bora pipped Hunter for second on the last lap of another red-flag shortened race.

PETER SCHERER

[P86 FULL RESULTS](#)

OULTON PARK
MGCC SEPTEMBER 3

Toon puddles to Porsche title at Oulton

ANDY TOON SCORED A DOUBLE class podium at a soggy Oulton Park to clinch the Porsche Club Championship.

A second in class in the opening race and third in race two gave Toon enough of an advantage to seal the crown, despite nearest rival Mark McAleer bagging a brace of top-four finishes in the top division.

Dropped scores meant McAleer and Toon started the final race of the day with McAleer needing to win to stand any chance of sealing the title. But Toon's efforts and McAleer not winning proved the difference, as Mike Johnson took both overall race victories with ease.

For Toon, the relief was evident post-race. "The car has been fabulous all season and the support of the team, Strasse, has been absolutely great," he said. "I've only been racing for four years so to win the championship is just fantastic."

A rapid start from fourth gave Johnson the lead of a three-way battle for the lead of race one, while in-form 2015 champion Pete Morris settled into second in pursuit. Having initially lost ground off the line, McAleer fought back into podium contention, but could not make any impression on Chris Dyer ahead. Instead, McAleer had to defend heavily from Richard Ellis for the majority of the race, hanging on to fourth by just 0.7 seconds.

Morris recovered from a botched overtaking attempt on the entry to Old Hall and by mid-race was right back on the tail of Johnson. But Johnson was astute in his defence and took the win by under half a second.

Series leader Toon, meanwhile, increased his points advantage over McAleer as he took his Boxster to second in Class 2 behind Steve Cheetham.

With a near-dry track and everyone on slicks for race two, Morris briefly sped



Toon wrapped up Porsche Club crown in treacherous weather

away from pole but Johnson quickly asserted his dominance. Morris was forced wide on the exit of the first turn and came home third behind McAleer.

Cheetham again made an early pass on Toon for Class 2 spoils, although the overall result bothered the new champion little by the end.

Colin Robertson withstood race-long pressure from Graham Ross to lead a Scottish one-two in a closely contested first MG Trophy Championship race, while Chris Bray completed a remarkable fightback to take third after starting 25th.

Robertson got the better of poleman Paul Luti with a bold late-braking move into Old Hall at the beginning of the second lap. Luti eventually dropped to sixth by the flag after falling off an epic lead battle. Once past Luti, Ross quickly latched onto the back of Robertson and had the speed in the twisty sections from Hilltop to Lodge to challenge for the lead. But Robertson's defence was solid and he staved off countless attacks to take a deserved win in his MG ZR 190.

Championship contenders Will Payne and Lee Sullivan endured contrasting races, with Sullivan securing valuable points in seventh but Payne languishing in the lower regions in 20th. Ross prevailed in a similarly hard-fought tussle with

Robertson in the red-flagged second race.

James Dunkley took a lights-to-flag victory in the penultimate MG Midget and Sprite weekend. Dunkley beat Class B winner Andy Southcott for the overall win, while long-standing championship leader Stephen Collier rounded out the top three. The title will be decided in next month's double-header at Snetterton.

James Wheeler destroyed the field to take his sixth BCV8 win of the season in treacherous conditions. Getting a lightning start from the outside of the front row, ex-double champion Wheeler opened up a staggering 20s lead after just four laps of the International circuit. The winning margin over fellow MGB GT V8 driver Neil Fowler increased to 32s as Ian Prior completed the podium.

A mid-race spin from Elliot Paterson gifted father Russell his first win of the year in a slippery Morgan Challenge race. Having led for much of the 30-minute affair, Paterson Jr lost the car at Cascades before splashing back onto the circuit to finish second. Phil Goddard fended off Tim Parsons to claim third.

Andrew Ashton ultimately cruised to MG Metro Cup victory, despite losing the lead to Ollie Hood on the first lap. With the previously sodden circuit showing signs of drying out, Rover Metro Gti man Ashton was in a league of his own, triumphing by five seconds from Hood.

Ross Makar put one hand on the Cockshoot Cup title after narrowly beating Gary Wetton to victory by 3.5s. Phil Standish had been set to finish third but an ambitious overtaking attempt on Ashley Woodward into Old Hall dropped him to sixth.

Fowler made up for his BCV8 disappointment by taking a tight maiden Thoroughbred Sportscars Championship victory from Prior and Russell McCarthy.

STEPHEN BRUNSDON



Dunkley leads Weston and Southcott in 'Spridget' race



SNETTERTON
MSVR SEPTEMBER 3-4

Mosler rules the roost on Supercars Snetterton debut

THE DUTCH SUPERCAR SERIES MADE its first visit to Snetterton, with wins for Mosler and Radical machinery.

Tim Gray was fastest in qualifying in Oliver Hewitt's Praga R1T, but he spun at the opening corner, allowing Tom Ashton to lead in Rob Wheldon's Radical GT3. That lead was also short-lived as the driveshaft broke on the fourth lap, promoting Oliver Campos Hull to the front in the Mosler. Having resumed almost last, Gray quickly made it back up to third place, which became second just before the pitstop window. Kosta Kanaroglou jumped into the leading Mosler, while Berry van Elk took second ahead of Gray's co-driver Hewitt, who soon regained the place when the van Elk Mosler went off at Riches.

Hewitt mirrored Gray's race-one start with a spin at the opening corner of race two, leaving Ashton to build a solid lead, which was nullified by a safety car. Once racing resumed, Ashton rebuilt his lead over Hewitt, who had charged through the field, aided by a drive-through penalty for Campos Hull for a yellow-flag infringement. Wheldon continued Ashton's good work to maintain his healthy advantage over Gray. The race-one-winning Mosler was a solid third, with the Ward Sluys/Michael Verhagen BMW in fourth place.

Light rain began to fall just as the Britcar race started, with the prototypes of Morten Dons and Alastair MacKinnon leading the way before MacKinnon's Ginetta slid off at Murrays. Four of the five cars quickly took grooved tyres, leaving Calum Lockie in command until he too came in to switch rubber on the Ferrari. Dons took over in front but Lockie

hunted down the Radical to snatch the lead back just as the pair pitted. Dons was serviced quicker and resumed back in front to hold off the hard-charging Johnny Mowlem (Ferrari) who had taken over from Bonamy Grimes. Ollie Jackson, in for MacKinnon, snatched third late on from David Mason (in for Lockie).

Darren Dowling provided the interest in the opening Allcomers Sports/GT race by starting from the rear of the grid. Chris Enderby (Radical) escaped at the front and was able to hold off the charging Dowling TVR over the closing laps. Luke Armiger (Tigra) bravely took third away from Tony Bennett (Caterham) at Coram as Nick Starkey just managed to keep Paul Browes in check for fifth.

Dean Cook took over the TVR for race two and blasted into an uncontested lead while Armiger battled past David Enderby to secure second. A terrific battle ensued for third with Bennett – having to contend with a trio of Caterhams and a Radical – managing to outdrag Kevin Williams to the line.

Phil Seaman upped the pace of his Holden Monaro to take victory in the opening Allcomers Saloon race. Honda Accord driver Paul Whight chased him in second, having battled past Andy Thompson's SEAT. Behind, Andy Wilkins kept the similar Renault Clio of JJ Ross in check for fourth.

Everything looked to be going Seaman's way again in race two as Whight pulled off with an engine misfire, having just passed Thompson for second, but the Monaro chewed its diff and he coasted to a halt, to the delight of Thompson who took victory.

LEWIS BEALES

Mosler MT900 of Kanaroglou/Campos Hull won by a lap in first Supercars race

RESULTS

SUPERCAR CHALLENGE (35 LAPS) 1 Kosta Kanaroglou/Oliver Campos Hull (Mosler MT900); 2 Tim Gray/Oliver Hewitt (Praga R1T) -1 lap; 3 Dennis Houweling/Aart-Jan Ringelberg (SEAT Leon Cup); 4 Robert van den Berg/Benjamin van den Berg (BMW M3); 5 Ollie Taylor (BMW M3); 6 Jo Jansen (Porsche 997 Cup). **FL** Campos Hull 2m11.658s (81.18mph). **P** Gray. **S** 23. **RACE 2 (44 LAPS) 1 Tom Ashton/Rob Wheldon (Radical GT3);** 2 Gray/Hewitt +1m03.856s; 3 Kanaroglou/Campos Hull; 4 Ward Sluys/Michael Verhagen (BMW M4); 5 Aart Bosman (Porsche 997 GT3); 6 Dennis de Borst/Martin de Kleijn (SEAT Leon Cup). **FL** Wheldon 1m49.031s (98.02mph). **P** Hewitt. **S** 22.

BRITCAR ENDURO ALLCOMERS (37 LAPS) 1 Morten Dons (Radical RXC Spyder); 2 Bonamy Grimes/Johnny Mowlem (Ferrari 458 Challenge) +5.474s; 3 Ollie Jackson/Alastair MacKinnon (Ginetta G57); 4 David Mason/Calum Lockie (458 GT3); 5 Chris Murphy/Matt George (Aston Martin Vantage GT4). **FL** Jackson 2m03.189s (86.76mph). **P** Dons. **S** 5.

SPORTS/GT (BOTH 10 LAPS) 1 Chris Enderby (Radical SR4); 2 Darren Dowling (TVR Sagaris) +5.211s; 3 Luke Armiger (MDV Tigra); 4 Tony Bennett (Caterham R300); 5 Nick Starkey (Caterham C400); 6 Paul Browes (Caterham R300). **FL** Dowling 1m57.497s (90.96mph). **P** Bennett. **S** 14. **RACE 2 1 Dean Cook (TVR Sagaris);** 2 Armiger +41.904s; 3 Bennett; 4 Kevin Williams (Caterham CSR); 5 Starkey; 6 David Enderby (Radical SR4). **FL** Cook 1m59.325s (90.32mph). **P** Enderby. **S** 13.

SALOONS/TIN TOPS (BOTH 10 LAPS) 1 Philip Seaman (Holden Monaro); 2 Paul Whight (Honda Accord) +2.433s; 3 Andy Thompson (SEAT Toledo); 4 Andy Wilkins (Renault Clio Cup); 5 James Ross (Clio Cup); 6 Lee Jones (Mini Spaceframe). **FL** White 2m06.679s (84.37mph). **P** Seaman. **S** 11. **RACE 2 1 Thompson;** 2 Wilkins +6.765s; 3 Ross; 4 Jones; 5 Tony Hall (Toyota MR2); 6 Dan Lenthall (Clio). **FL** Seaman 2m09.664s (82.42mph). **P** Seaman. **S** 10.



JAMES COLBURN PROVED TO BE THE consistent factor amid contrasting weather conditions at Anglesey with a brace of emphatic victories in the Michelin Clio Cup Series, the second of which came despite a 10-second time penalty for jumping the start.

Championship leader James Dorlin recovered from a crash into the pit wall during testing on Friday to maintain his healthy points advantage for next month's final round at Silverstone. Dorlin, who finished second to guest entry (and non-scoring) UK Clio Cup veteran Colburn in the opening contest, then consolidated his lead with fifth in race two as he bids for a second club-level championship in three years.

"Overall, I can't be unhappy," he said. "It's not been a bad weekend and we're one step closer to getting the title."

Dorlin capitalised at the start of the first race, moving past title rival Brett Lidsey on the inside of the first corner while Colburn made good his escape. Luke Pinder, who missed qualifying on Saturday afternoon thanks to an engine change, scythed his way through from ninth to fourth. This trio continued to debate the runner-up spot for the majority of the race distance, allowing Colburn to build a comfortable advantage, with Dorlin eventually making the position his with a move up Lidsey's inside into Rocket on the final lap.

Stewards ruled that polesitter Colburn and Samuel Randon had jumped the start in race two as both streaked away at the front. The race turned into a struggle between Colburn attempting to pull out a 10-second advantage to negate the impact of his penalty and Pinder attempting to stay within the margin required to claim victory. Colburn succeeded, with Randon also managing



to hang on to the runner-up spot.

Jack Fabby responded in race two to Nic Harrison's earlier victory in the Road Class to keep their championship fight alive until the season finale, with Damian Hirst claiming two podiums behind.

Paul Rose (Saker) relieved Joe Spencer's Locosaki of the lead during the first CNC Heads Sports/Saloons event to win, but a driveshaft failure at the start of race two caused him to be hit from behind by the Pell Genesis of Danny Bird, necessitating a red flag. The theme of jumped starts continued at the restart with Spencer penalised for a quick getaway. Garry Watson won in spite of a transmission problem for his Westfield SEW.

Alex Champkin proved to be the class of a lean, six-car Clubmans field with a pair of comfortable victories, although James Clarke pressured him throughout and ended up the winner of race one in his Mallock. Champkin was unable to get the best from his Vision V84 in the slippery conditions on Saturday afternoon, but two blistering moves on School Straight during the latter two races in drier conditions on Sunday rewarded his potential, and left Clarke helpless to respond despite a spirited attempt at defending his lead.

Champkin (front) took two Clubmans wins to Clarke's (behind) one

John Munro was similarly impressive in the Max5 Racing events, with series leader Nick Dunn spinning out on School Straight in Saturday's wet conditions. Dunn recovered to third behind Munro and invitational entry Jon Halliwell in the second race, allowing him to maintain his championship lead over Ian Loversidge.

The quintuple of Caterham Graduates races threw up several winners, most notably the dominant Steven McMaster in the Classics. Having capitalised on a battle between Robin Webb and Marc Noaro to claim the spoils in race one, the Surrey-based driver took full advantage of his race-two front-row start to double his honours. Glenn Burtenshaw did well to recover to take the first Mega class win after oil on the inside line prevented him from maximising his pole position in the wet on Saturday, although he was unable to prevent Luke Cooper from besting him in the second race. David Webber edged out Jason Gale in the first of two Sigma contests, but Gale took the honours ahead of Nigel Board on Sunday.

With Sigmax standings leader Lee Bristow absent from Anglesey, Dylan Stanley seized the opportunity to haul himself to the top of the tree, finishing runner-up to Cedric Bloch initially before leading Scott Lawrence home by over five seconds on a near-perfect weekend. Edward Benson and Toby Briant shared the spoils in the Super events.

Four frenetic BSA National F125 Open Karts races rounded out the bill in North Wales, with Chris Needham, Ian Larder and Grand Prix winner Liam Morley all taking a victory apiece in a field 39-karts strong, before Morley wrestled Kirk Cattermole's UK Cup title from him in Sunday's stand-alone race.

DAMIAN MEADEN

RESULTS

CLIO CUP (BOTH 12 LAPS) 1 James Colburn;

2 James Dorlin +1.265s; 3 Brett Lidsey;
4 Samuel Randon; 5 Luke Pinder; 6 Ben Palmer.

Class winners Nic Harrison; Jack Fabby.

Fastest lap Lidsey 1m15.553s (73.85mph).

Pole Colburn. **Starters** 12. **RACE 2 1 Colburn;**

2 Randon +3.701s, 3 Pinder; 4 Lidsey; 5 Dorlin;

6 Palmer. **CW** Fabby; Harrison. **FL** Colburn

1m15.236s (74.16mph). **P** Colburn **S** 12.

SPORTS & SALOONS (16 LAPS) 1 Paul Rose

(Saker RAPX S1400); 2 Joe Spencer (Stuart Taylor

Locosaki) +7.578s; 3 Garry Watson (Westfield SEW);

4 Garry Wardle (Ginetta G50); 5 Danny Bird (Pell

Genesis); 6 Paul Dobson (Mazda RX7). **CW** Spencer;

Watson; Dobson; Richard Roundell (Vauxhall

Vectra); Helen Allen (Ford Fiesta Zetec S). **FL** Rose

1m17.959s (71.57mph). **P** Spencer. **S** 27. **RACE 2**

(18 LAPS) 1 Spencer; 2 Steve Harris (Saker RAPX

S1400) +20.525s; 3 Wardle; 4 Dobson; 5 David Fuller

(Stuart Taylor Locosaki); 6 Les Kirk (Fisher Fury). **CW**

Harris; Dobson; Steven Parker (BMW Compact); Tim

Foxlow (Ford Escort RSR); Allen. **FL** Watson

1m08.942s (80.93mph). **P** Rose. **S** 27.

CLUBMANS (12 LAPS) 1 James Clarke (Mallock

Mk18BF); 2 Michelle Hayward (Mallock Mk27)

+17.204s; 3 Alex Champkin (Vision V84); 4 Morris

Hart (Mallock Mk27); 5 John Drinkwater (Messer 6);

6 John Lambert (Mallock Mk20). **CW** Champkin;

Drinkwater; Lambert. **FL** Clarke 1m14.121s

(75.28mph). **P** Hayward. **S** 6. **RACE 2 (14 LAPS)**

1 Champkin; 2 Clarke +13.344s; 3 Hayward;

4 Drinkwater; 5 Lambert; no other finishers.

CW Clarke; Drinkwater; Lambert. **FL** Champkin

1m07.685s (82.44mph). **P** Clarke. **S** 6. **RACE 3 (14**

LAPS) 1 Champkin; 2 Clarke +8.404s; 3 Hayward;

4 Hart; no other finishers. **CW** Clarke. **FL** Champkin

1m07.018s (83.26mph). **P** Champkin. **S** 5.

MAXS (13 LAPS) 1 John Munro; 2 Geoff Gouriet

+31.952s; 3 Ged Kelly; 4 George Grant; 5 Ian

Loversidge; 6 Nick Dunn. **CW** Jonathan Halliwell

(Mk4); Josh Malin (Mk1). **FL** Munro 1m30.764s

(61.47mph). **P** Munro. **S** 18. **RACE 2 (19 LAPS)**

1 Halliwell; 2 Munro +5.153s; 3 Dunn; 4 Loversidge;

5 Gouriet; 6 Kelly. **CW** Munro; Adam Read (Mk1).

FL Halliwell 1m20.903s (68.97mph). **P** Munro. **S** 18.

CATERHAM GRADUATES - CLASSIC (14 LAPS)

1 Steven McMaster; 2 Robin Webb +0.498s; 3 Marc

Noaro; 4 Trevor Harber; 5 Graeme Smith; 6 Mark

Carter. **FL** McMaster 1m33.993s (59.36mph). **P** Webb.

S 11. **RACE 2 (16 LAPS) 1 McMaster;** 2 Webb

+0.314s; 3 Harber; 4 Smith; 5 Noaro; 6 Colin Jardine.

FL McMaster 1m23.126s (67.12mph). **P** Webb. **S** 11.

MEGA/SIGMA (15 LAPS) 1 Glenn Burtenshaw;

2 Oliver Gibson +9.308s; 3 Declan Dolan; 4 Toby

Briant; 5 Ian Noble; 6 Roger Ford. **CW** David Webber

(Sigma). **FL** Burtenshaw 1m29.058s (62.65mph).

P Burtenshaw. **S** 26. **RACE 2 (17 LAPS) 1 Luke**

Cooper; 2 Burtenshaw +1.525s; 3 Dolan; 4 Briant;

5 Ford; 6 Andrew Skinner. **CW** Jason Gale (Sigma).

FL Briant 1m16.809s (72.64mph). **P** Burtenshaw. **S** 26.

SIGMAX/SUPER (15 LAPS) 1 Cedric Bloch; 2 Dylan

Stanley +1.352s; 3 Simon Oliphant; 4 Scott

Lawrence; 5 Tristan Judge; 6 Nicholas Haryett.

CW Edward Benson (Super). **FL** Bloch 1m27.357s

(63.87mph). **P** Stanley. **S** 20. **RACE 2 (17 LAPS)**

1 Stanley; 2 Lawrence +5.525s; 3 Bloch; 4 Oliphant;

5 Judge; 6 Haryett. **CW** Toby Briant (Super).

FL Stanley 1m15.735s (73.67mph). **P** Oliphant. **S** 19.

BSA NAT F125 OPEN WINNERS

Chris Needham (Silverstone/Magnum Vortex); Ian Larder (Anderson/

TM); Liam Morley (Anderson/DEA); Morley.

Moran put title out
of reach with fine
Prescott showing

PRESCOTT
BHC SEPTEMBER 3-4

Moran seals title with Prescott double

WITH A 150TH CAREER RUN-OFF win in round 29, it became clear that Scott Moran would lift the 2016 title in the afternoon shoot-out if he finished no lower than sixth and no more than two places behind nearest rival Trevor Willis.

With Willis and Wallace Menzies unable to better the champion's pace in the last moments of the event, Moran took Best Time of the Day and increased his tally to six titles – matching the late and legendary Tony Marsh, whose sons Peter and Simon were both competing at Prescott.

"This is a day I never thought I would see when I got my first victory," said Moran after his success was confirmed.

A magnanimous Willis added: "The result was almost inevitable this morning but we have had a great battle this weekend."

In theory, Menzies can still catch Willis for second, but a similar scoring pattern to Prescott in the final two rounds at Doune and Loton Park will leave the top three as they are. But matters are far from settled further back in the order. Just 10 points split Richard Spedding and Dave Uren in fourth and fifth, Uren having closed the gap slightly over the Prescott weekend.

With Will Hall secure in sixth after a pair of solid points finishes, it's even tighter further back in the battle of three 1600cc cars with Sean Gould, his co-driver Eynon Price and Ed Hollier covered by a mere four points. But the position of most interest to

aficionados is the destination of 10th, the last of the coveted 'numbers' kept for all of the following season. Jason Mourant could not gain a point at Prescott but still holds the place, one point ahead of 2015 champion Alex Summers, who recorded a seventh and a fifth in championship sponsor Graham Wynn's 3.5-litre F1-engined Gould, recording times the car had never achieved previously at Prescott.

Summers confirmed he would not be at Doune, with Wynn deciding not to travel to Scotland, but that he would compete in the Gould-HB at the Loton Park finale – a track at which Summers tried the car in two recent one-day, non-championship events. Mourant will be at Doune but has never seen the course before. He and Summers traded BTM at those recent Loton club events.

A number of cars fell foul of the now well-established neighbour-friendly Prescott supplementary drive-by noise regulation. Prominent among them was Price, whose time was excluded from the final stanza. Price's exuberant style in comparison to co-driver Sean Gould pushed the reading outside the limit, which was relaxed slightly for this season.

In the class-based Hillclimb Leaders Championship, Moran has a lead over Spedding and Uren, but last year's champion, tin-topper Colin Satchell, lies fourth behind the trio.

EDDIE WALDER

RESULTS

MSA BRITISH HILLCLIMB ROUND 29

1 Scott Moran (3.5 Gould-NME

GR61X) 36.50s; 2 Trevor Willis (3.2

OMS-Powertec 28) 36.60s; 3 Wallace

Menzies (3.5 Gould-NME GR55) 36.66s;

4 Dave Uren (1.3t Force-Suzuki PC)

37.10s; 5 Will Hall (2.0 Force-AER/XTec

WH) 37.71s; 6 Sean Gould (1.6

Gould-Suzuki GR59) 37.84s; 7 Alex

Summers (3.5 Gould-Cosworth GR55)

37.91s; 8 Richard Spedding (1.6

GWR-Suzuki Raptor 3) 38.06s; 9 Eynon

Price (1.6 Gould-Suzuki GR59) 38.67s;

10 Lee Griffiths (1.3s OMS-Suzuki 25)

39.27s; 11 Paul Haines (1.3t

Gould-Suzuki GR59) 40.08s; Ed Hollier

(1.6 Empire-Suzuki 00 Evo) Fail.

ROUND 30 1 Moran 36.25s BTM;

2 Willis 36.31s; 3 Menzies 36.95s;

4 Spedding 37.19s; 5 Summers

37.36s; 6 Uren 37.37s; 7 Hall 37.57s;

8 Hollier 38.39s; 9 Gould 39.13s;

10 Oliver Tomlin (4.0 Pilbeam-

Judd EV MP97) 39.23s; 11 Jason

Mourant (4.0 Gould-Judd GR55)

39.70s; Price NTR.

Class winners Adam Gittings (2.0

Renault Clio 172) 52.14s; Roy Standley

(2.0t Mitsubishi Evo 5) 47.01s; David

Warburton (2.5 Caterham-Duratec)

45.09s; Thomas Taylor (1.4 BMC Mini)

50.89s; Colin Satchell (2.0 Peugeot

205GTi) 44.76s; Mike Turpin (2.2s

Vauxhall VX220) 45.67s; Simon

Jenks (1.6 Caterham-Suzuki) 43.48s;

Martin Watts (1.0 Sylva Riot) 46.24s;

Allan McDonald (2.4t Morris Mini/

Mitsubishi Evo) 42.68s; Les Buck

(0.6 OMS-Yamaha Hornet) 45.54s;

Darren Gumbley (1.0 Empire-Suzuki

Wraith) 39.79s; Roger Moran (1.6 Van

Diemen RF92 FF) 48.49s; Spedding

37.54s; Tim Elmer (2.0 Dallara-

TKD F303) 40.45s; Uren 38.16s;

Menzies 36.81s.

POINTS 1 Moran 266; 2 Willis 239;

3 Menzies 207; 4 Spedding 137; 5 Uren

127; 6 Hall 106; 7 Gould 77; 8 Hollier 76;

9 Price 73; 10 Mourant 66.

ZANDVOORT
HARC SEPTEMBER 2-4

Dicing Gent daredevils star in the dunes

WHOEVER SCRIPTED SATURDAY evening's Masters Gentlemen Drivers contest at Zandvoort's fifth Historic Grand Prix event delivered a cliffhanger.

The spellbinding 90-minute enduro – won, just, by Leo Voyazides and Simon Hadfield – was an all-time classic.

As a back story, the Ford V8 engine in the Greek's Shelby American-sanctioned Cobra Daytona Coupe wouldn't pull below 5000rpm in qualifying – leaving them fifth, 0.642s from Rotterdam ace David Hart's pole with his newly acquired Daytona Coupe clone – so Plan B Motorsport's Mark Sallis and Dave Harrison changed it.

Add the snake-charming plot's central characters. Apart from the 'old masters', it starred able Anglo-American combo Andy Wolfe and Michael Gans (AC Cobra) and 17-year-old unknown Oliver Hart, stepping up to the challenge of sharing his father's monster for the first time.

Hart Sr, Jan Lammers (partnering Nicky Pastorelli in a Ferrari 250 GTO/64), Gans and Alexander van der Lof (Cobra) at the sharp end, and Graham Wilson (whose Lotus Elan Nigel Greensall qualified fifth in exalted company) led away at the start, as halfway round the first lap a grabbing brake sent Voyazides spinning. He came round 18th.

While Gans and Hart slugged it out, Voyazides fought back to fifth, 50 seconds down, relaying Hadfield just before half-time. Hadfield had a lucky escape when oil from the shattered diff nose casing of Simon Ashworth's TVR Grantura sent him through the chicane gravel, but a safety car negated the lost time and reunited the field.

Hart Jr had gone out into a 100-metre lead, but Wolfe passed him into Tarzan before the full-course caution. Undaunted, Hart fought Wolfe from the green. Hadfield caught them, however, snatching second from flying Dutchman Hart on lap 33, then growling past Wolfe



four laps from home. After a flurry of power slides and drag races, the gap at the chequer was 0.734s. Future star Hart, the remarkable Greensall and Hans Hugenholtz (in for van der Lof) chased them in.

A safety car also rescued Voyazides/Hadfield (Lola T70) in the FIA Masters Sportscars round. Voyazides was handed a drive-through after a scrape with Mark Piercy's Lola T210 amid the first-corner scramble, and a similar imposition greeted leader Manfredo Rossi for his over-eager Osella Abarth restart. That left David Hart (T70), Hadfield, Michael Gans (Lola T290) and Martin Stretton (for Piercy) battling for supremacy. It distilled to a spectacular fight between Hadfield and Gans, who had his red rollerskate at all angles trying to pass the thunderous white coupe, to no lasting avail.

A field of three-litre Cosworth DFV-powered cars recalled Dutch GPs of the 1970s and early '80s, with James Hagan's ex-James Hunt Hesketh 308 particularly poignant. There was no stopping Nick Padmore who, with FIA Masters post-'78 title rival Loic Deman absent, extended his unbeaten Williams FW07C run to 10 races.

Greg Thornton (Lotus 91) kept Padmore focused on Sunday, setting

fastest lap as he and Stefano di Fulvio (Tyrrell 012) howled past Christophe d'Ansembourg's FW07C. A red-flag infringement banished Michael Lyons to pit starts but he screamed his Hesketh 308E to class wins, extending his Pre-'78 series lead over Max Smith-Hilliard, who chose Surtees TS9B over Lotus 77 but found the division depleted to two.

The route to F1 in different eras was illustrated by Formulae 2, 3 and Junior. Pick of the crop was Sunday's F2 race in which FAtlantic star Richard Evans stunned Saturday winner Matthew Watts with an opportunist lunge past into the dished Hugenholtzbocht. Watts's 2-litre BMW M12 horses duly trumped Evans's 1600cc BDA on the dash to Tarzan.

Phil Hall chased the duo in his March 752 on Saturday, but driveshaft failure handed third to Dean Forward (782) who had Chris Lillingston-Price (Fred Opert Racing Chevron B40) homing in on him the following day. Triple champion Robert Simac ruled the 1600cc F2 kingdom again.

Francois Derossi won a fine 1000cc F3 opener, harassed by Ewen Sergison. An inadvertent tap from Mark Pangborn sent series leader Simon Armer's March 703 into the barriers while on their heels. Sergison won Sunday's stanza, pursuer Derossi slipping back after an excursion.

Cortina of Wolfe/Gans (front centre) won pre-'66 Touring Car spectacle



Padmore displayed familiar prowess with F1 brace

ALL PICS: BLOXHAM



Manfredo Rossi outran polesitter James Murray, Pangborn and reigning champion Bruno Weibel in the FIA Lurani Trophy FJ opener. Sunday's aggregate decider was unsatisfactory, for Rossi pulled off on lap two with a split oil line – having left a trail round half the track – triggering a safety car. At the green, Colin Nursey bent his Lotus 18, forcing its return. Murray won the subsequent one-lap sprint from Weibel and Pangborn.

At just 19, 500cc F3 poleman Peter de la Roche dominated Saturday's race with his 1951 Cooper-JAP. Second qualifier Brian Jolliffe non-started his Mk9, but promptly seized the lead round the outside of Tarzan in Sunday's damp stanza in which grip was minimal.

Darrell Woods, Jolliffe and de la Roche slithered clear, but Peter was gutted when his spark plug oiled up, forcing retirement. Jolliffe tracked Woods through the final loop, then outsprinted his Norton-powered rival to repeat his 2014 victory.

Minus Voyazides' Ford Falcon (broken pulley), Andy Wolfe/Michael Gans (Lotus Cortina) took Masters Pre-'66 tin-top gold. Oliver Hart (Mustang) recovered strongly from a jumped-start drive-through but was excluded for crumpling 'Ralphy' Haddon's Cortina door as the pack funnelled into the chicane. Chris Clarkson/David Smithies claimed V8 honours after Falconry with Cees Lubbers. Ron Maydon topped the Minis after Nick Swift stopped to reseal his dipstick and CV joint failure halted Jonathan Lewis.

Pre-War Sportscar lead battlers Rudi Friedrichs (Alvis), Sam Stretton (Alta) and Charles Gillett (Frazer Nash) delighted onlookers on the Motor Racing Legends posse's HGP debut. Gillett finished clear of Stretton as Ewen Getley (Bentley) passed Friedrichs's ailing steed.

MARCUS PYE

With aid of safety car, Hadfield produced stunning comeback to claim honours with Voyazides



RESULTS

MASTERS GENTLEMEN DRIVERS

(41 LAPS) 1 Leo Voyazides/Simon Hadfield (Shelby American Cobra Daytona Coupe); 2 Michael Gans/Andy Wolfe (AC Cobra) +0.734s; 3 David & Oliver Hart (Shelby American Cobra Daytona Coupe); 4 Graham Wilson/Nigel Greensall (Lotus Elan); 5 Alexander van der Lof/Hans Hugenholtz (AC Cobra); 6 Carlos Monteverde/Gary Pearson (Shelby American Cobra Daytona Coupe). **Class winners** Wilson/Greensall; Jan Lammers/Nicky Pastorelli (Ferrari 250 GTO/64); Mark Bates (Porsche 911). **Fastest lap** Hadfield 2m02.226s (78.81mph). **Pole** D Hart. **Starters** 26.

HISTORIC SPORTSCARS

(30 LAPS) 1 Leo Voyazides/Simon Hadfield (Lola-Chevrolet T70 Mk3B); 2 Michael Gans (Lola-FVC T290) +0.565s; 3 Mark Piercy/Martin Stretton (Lola-FVC T210); 4 Manfredo Rossi di Montelera (Abarth Osella PA1); 5 Mike Donovan (Lola-Chevrolet T70 Mk3B); 6 Jason Wright (Lola-Chevrolet T70 Mk3B). **CW** Gans; Graham Wilson/Nigel Greensall (Chevron-BMW B8); Mark Bates (Porsche 911 RSR); Keith Ahlers/Billy Bellinger (Cooper Monaco-Ford T61M); Keith Martin (Dulon-Dino LD11). **FL** Nick Padmore (Chevron-FVC B19) 1m45.051s (91.70mph). **P** Padmore. **S** 24.

HISTORIC FORMULA 1 (BOTH 16 LAPS)

1 Nick Padmore (Williams FW07C-14); 2 Christophe d'Ansembourg (Williams FW07C-11) +1.959s; 3 Greg Thornton (Lotus 91-5); 4 Stefano di Fulvio (Tyrrell 012-5); 5 Michael Lyons (Hesketh 308E-3); 6 Max Smith-Hilliard (Surtees TS9B-004). **CW** di Fulvio; Lyons; Smith-Hilliard. **FL** Padmore 1m35.267s (101.12mph). **P** Padmore. **S** 23. **RACE 2 1 Padmore;** 2 Thornton +1.355s; 3 di Fulvio; 4 d'Ansembourg; 5 Lyons; 6 Jason Wright (Shadow

DN8). **CW** di Fulvio; Lyons; Smith-Hilliard. **FL** Thornton 1m35.874s (100.48mph). **P** Padmore. **S** 23.

HISTORIC F2 (BOTH 15 LAPS)

1 Matthew Watts (March-BMW 772); 2 Richard Evans (March-BDA 79B) +1.555s; 3 Phil Hall (March-BMW 752); 4 Chris Lillingston-Price (Chevron-Hart B40); 5 Dean Forward (March-BMW 782); 6 Torgny Johansson (March-BMW 782). **CW** Evans; Robert Simac (March-BDA 712); Tim Kuchel (Brabham BT18). **FL** Watts 1m39.785s (96.54mph). **P** Watts. **S** 19. **RACE 2 1 Watts;** 2 Evans +0.664s; 3 Forward; 4 Lillingston-Price; 5 Johansson; 6 Simac. **CW** Evans; Simac. **FL** Watts 1m39.035s (97.27mph). **P** Watts. **S** 19.

HISTORIC F3 1000CC EUROPEAN TROPHY (10 LAPS)

1 Francois Derossi (Chevron B17); 2 Ewen Sergison (Brabham BT21) +3.000s; 3 Peter Thompson (Brabham BT21); 4 Christoph Widmer (Brabham BT18A); 5 Marcus Mussa (Tecno 69); 6 Jim Blockley (Chevron B17). **FL** Sergison 1m57.993s (81.64mph). **P** Mark Pangborn (Brabham BT28). **S** 26. **RACE 2 (13 LAPS) 1 Sergison;** 2 Derossi +6.186s; 3 Michael Scott (Brabham BT28); 4 Widmer; 5 Keith Messer (Vesey); 6 Mussa. **FL** Sergison 1m55.752s (83.22mph). **P** Sergison. **S** 24.

LURANI TROPHY FORMULA JUNIOR (13 LAPS)

1 Manfredo Rossi di Montelera (Lotus 22); 2 James Murray (Lola Mk5A) +13.367s; 3 Mark Pangborn (Lotus 20B); 4 Bruno Weibel (Lotus 20); 5 Joao Paulo Campos Costa (Lola Mk5); 6 Andrew Beaumont (Lotus 22). **CW** Weibel; Chris Drake (Terrier T4); John Lord (Lotus 18); Tom de Gres (Cooper T59); Bob Birrell (Lotus 20). **FL** Rossi di Montelera 1m55.819s (83.17mph). **P** Murray. **S** 30. **RACE 2 (8 LAPS) 1 Murray;** 2 Weibel +0.347s; 3 Pangborn; 4 Pietro Vergnano (Brabham BT6); 5 Campos Costa; 6 Beaumont. **CW** Weibel; Drake; Kim Shearn

(Lotus 18); de Gres; Birrell.

FL Weibel 2m01.636s (79.20mph). **P** Murray. **S** 29.

5000A F3 (7 LAPS)

1 Peter de la Roche (Cooper-JAP Mk5); 2 Xavier Kingsland (Staride-Norton Mk3) +34.084s; 3 Darrell Woods (Cooper-Norton Mk12); 4 Simon Frost (Martin-Norton); 5 Stuart Wright (Cooper-JAP Mk11); 6 Martin Sheppard (Effyh-Norton Brynfan Tyddyn Special). **CW** Woods; JB Jones (FNR-Triumph). **FL** de la Roche 2m17.112s (70.26mph). **P** de la Roche. **S** 20. **RACE 2 (6 LAPS) 1 Brian Jolliffe (Cooper-JAP Mk9);** 2 Woods +0.122s; 3 Kingsland; 4 JB Jones; 5 Wright; 6 Gareth Jones (Cousy-Triumph). **CW** Kingsland; JB Jones. **FL** Woods 2m35.949s (61.77mph). **P** de la Roche. **S** 21.

PRE-'66 TOURING CARS (26 LAPS)

1 Michael Gans/Andy Wolfe (Ford Lotus Cortina); 2 Mark Martin/Andrew Haddon (Ford Lotus Cortina) +10.480s; 3 Andrea Stortoni (Ford Lotus Cortina); 4 Carlos Monteverde/Gary Pearson (Ford Lotus Cortina); 5 Chris Clarkson/David Smithies (Ford Falcon); 6 Cees Lubbers (Ford Falcon). **CW** Clarkson/Smithies; Ron Maydon (Mini Cooper S). **FL** Gans 2m07.054s (75.82mph). **P** Leo Voyazides (Ford Falcon). **S** 17.

BMW CENTENARY TROPHY (15 LAPS)

1 Ollie Hancock (3.0 CSL); 2 Matthaues Raus (2002) +1m09.855s; 3 Michael Steffny (2002); 4 Gunther Schindler (3.0 CSL); 5 Christian Jacobsen (2002); 6 Bernd Georgi (2002). **CW** Raus. **FL** Hancock 1m58.653s (81.19mph). **P** Hancock. **S** 25.

MRL PRE-WAR SPORTSCARS (17 LAPS)

1 Charles Gillett (Frazer Nash Super Sports); 2 Sam Stretton (Alta) +38.324s; 3 Ewen Getley (Bentley 3/4½); 4 Rudiger Friedrichs (Alvis Speed 20 SA); 5 Peter Dubsy (Aston Martin); 6 Clive Morley/James Morley (Bentley 3/4½). **FL** Gillett 2m20.714s (68.46mph). **P** Stretton. **S** 16.

RESULTS ROUND-UP

DONINGTON PARK CSCC

CLASSIC K (41 LAPS) 1 Jeremy Cooke/Mike Dowd (Lotus Elan); 2 Michael Gray/Kallum Gray (Jaguar E-type) +8.052s; 3 Paul Tooms (Lotus Elan GTS); 4 Jack Chatham/Oliver Chatham (Austin-Healey 3000); 5 David Thompson/Jon Wolfe (TVR Grantura); 6 Mark Dunn (Austin-Healey 3000). **Class winners** Gray/Gray; Chatham/Chatham; Thompson/Wolfe; Brian Lambert (MGB); Peter van Smirren/Tavis Kirk (Ford Lotus Cortina); Peter Aylett/Steven Farrall (Diva GT); Tim Jarvis (Austin-Healey 3000). **Fastest lap** Dowd 1m22.117s (86.76mph). **Pole** Tooms. **Starters** 21.

SWINGING SIXTIES GROUP 1 (21 LAPS) 1 Clive Tonge/Vaughan Winter (Mini Cooper S); 2 Ian Everett/Gary Makein (BMW 1502) +18.766s; 3 Sam Polley (MGB Roadster); 4 Joel Wykeham/Richard Boughton (BMW 2002ti); 5 Tim Cairns (Austin-Healey Frogeye Sprite); 6 Richard Merrell (Alfa Romeo Giulia). **CW** Everett/Makein; Will Linley (MGB); Glenn Canning (NSU TTS); Gerard Pearce (Porsche 914/4); Stuart Bancroft/Richard Ford (Triumph TR4). **FL** Mark Thomas (Ford Anglia 105E) 1m44.286s (68.31mph). **P** Everett/Makein. **S** 36. **GROUP 2 (23 LAPS) 1 William Plant/Richard Plant (Morgan +8);** 2 Jeremy Cooke/Mike Dowd (Lotus Elan) +36.266s; 3 Malcolm Johnson (Lotus Europa); 4 Daniel Williamson (Chevrolet Corvette); 5 John Muirhead (Lotus Super Seven); 6 Mel Taylor (Lotus Elan). **CW** Cooke/Dowd; Chris Thompson (Ford Capri); Kevin O'Brien/Marcus Jewell (Jaguar XJ6); Mia Flewitt/Michael O'Brien (Lotus Elan). **FL** Dowd 1m41.253s (70.37mph). **P** Plant/Plant. **S** 25.

FUTURE CLASSICS (25 LAPS) 1 Pantelis Christoforou (Ford Escort RS1800); 2 Aston Blake/Tony Blake (Porsche 911) +24.133s; 3 Brian Lilley/Aaron Tucker (Ford Sierra Cosworth); 4 Tony Maryon (Porsche 944); 5 Paul Dingle (Porsche 944); 6 Bill Lancashire/Howard Lancashire (TVR Tuscan). **CW** Blake/Blake; Lilley/Tucker; Maryon; Lancashire/Lancashire; Martyn Adams (Triumph TR7 V8); David Bryant (Toyota MR2); Terry van der Zee

(Mazda MX-5). **FL** Christoforou 1m27.221s (81.68mph). **P** Lancashire/Lancashire. **S** 37.

OPEN SERIES (22 LAPS) 1 Piers Reid (BMW M3); 2 Gary Bate (Caterham CSR) +1.182s; 3 Carl Woodwiss (Caterham R300); 4 Richard Carter (Caterham R300); 5 Simon Ledger (Caterham Superlight); 6 Mark Anderson/Carl Grimsley (BMW M3). **CW** Bate; Woodwiss; David Rowe/Robert Springate (Caterham Supersport); Paul Nevill (Ford Escort RS2000); Chris Boardman/James Moulton-Smith (BMW Compact); Terry van der Zee (Mazda MX-5). **FL** Bate 1m16.237s (93.45mph). **P** Anderson/Grimsley. **S** 40.

MAGNIFICENT SEVENS GROUP 2 (29 LAPS) 1 Gary Bate (Caterham CSR); 2 Jonathan Mitchell (Caterham CSR) +1.745s; 3 Peter Ratcliff (Caterham C400); 4 Christian Pittard (Caterham CSR); 5 Richard Carter (Caterham R300); 6 Tim Davis/Robert Singleton (Caterham C400). **CW** Carter; Davis/Singleton; Andrew West/Dominic Anstey (Caterham R300); Philip Horne (Caterham Blackbird). **FL** Ratcliff 1m13.293s (97.20mph). **P** Bate. **S** 23.

GROUP 1 (29 LAPS) 1 Robert Springate/David Rowe (Caterham Supersport); 2 Andy Tidy/Stephen Storey (Caterham Blackbird) +24.792s; 3 Michael Moss (Westfield SEIW); 4 Roy Gray (Caterham Supersport); 5 Alex Harbour (Caterham Supersport); 6 Alan Pegram/Lawrence Barwick (Caterham 7). **CW** Tidy/Storey; Moss; Bethun Halvey/Philip Edwards (Aries Locotec). **FL** Tidy 1m18.088s (91.23mph). **P** Tidy/Storey. **S** 11.

JAGUAR SALOON AND GT (BOTH 15 LAPS) 1 Kevin Doyle (XJ12 Coupe); 2 James Ramm (XJS) +1.326s; 3 Rodney Frost (XJS); 4 David Howard (XJ12); 5 Thomas Butterfield (XJ40); 6 David Bye (XJ6 Coupe). **CW** Ramm; Butterfield; Adam Powderham (XJR). **FL** K Doyle 1m21.743s (87.15mph). **P** Butterfield. **S** 21. **RACE 2 1 K Doyle;** 2 James Ramm +1.350s; 3 Patrick Doyle (XJS); 4 Colin Philpott (XJS); 5 Frost; 6 Bye. **CW** Ramm; Bye; Steve Askham (XJ6). **FL** K Doyle 1m22.007s (86.87mph). **P** K Doyle. **S** 20.

NEW MILLENNIUM/PUMA CUP (29



LAPS) 1 Clive Bailye/Paul Black (BMW M3 CSL); 2 Peter Challis (Porsche 997) +17.972s; 3 Rick Kerry/Lee Spencer (BMW M3); 4 Thomas Houlbrook (BMW M3); 5 Mark Anderson/Carl Grimsley (BMW M3); 6 Jamie Sturges (SEAT Supercopa). **CW** Challis; Sturges; Darren Johnson (Renault Clio); James Grange/Denis Hays (Ford Mondeo); Luke Johnson (Ford Puma); Gary Robinson (VW Golf); Stephen Paul Graham (Vauxhall Astra). **FL** Houlbrook 1m16.142s (93.57mph). **P** Bailye/Black. **S** 36.

MODERN CLASSICS (29 LAPS) 1 Karl Cattliff (BMW M3); 2 James Broad/Alan Broad (Porsche Boxster S) +8.060s; 3 Paul Black/Clive Bailye (Mazda MX-5); 4 Tim Bates (Porsche 911SC); 5 Nicholas Olson (Lotus Esprit); 6 Richard Hayes (Toyota Celica GT4). **CW** Olson; Hayes; Edward Leigh/Thomas Houlbrook (BMW M3); Paul Livesey (Porsche 944); Paul Calladine (Ginetta G20). **FL** Cattliff 1m19.424s (89.70mph). **P** Olson. **S** 25.

TIN TOPS (27 LAPS) 1 Russell Hird (Honda Integra); 2 Carl Chambers (Peugeot 306) +0.647s; 3 Luke Rosewell (Renault Clio); 4 Nigel Ainge/Pete Edwards (Honda Integra); 5 Oliver Petch/Chris Petch (Ford Focus); 6 Peter Wilkinson (Peugeot 306). **CW** Rosewell; Steve Papworth (Ford Fiesta ST); Lisa Selby/Toby Harris (Ford Puma); Mathieu Fowler (Honda Civic). **FL** Ainge 1m19.514s (89.60mph). **P** Hird. **S** 28.

SPECIAL SALOONS/MODSPORTS (9 LAPS) 1 Thomas Carey (Honda CRX); 2 Craig Percy (Morris Minor) +3.024s; 3 Tim Cairns (MG Midget); 4 Graham Woskett (Triumph TR7); no other finishers. **CW** Percy; Cairns; Woskett. **FL** Paul Sibley (Lotus Elan) 1m15.161s (94.79mph). **P** Sibley. **S** 14. **RACE 2 (12 LAPS) 1 Chris Southcott (MG Midget);** 2 Wayne Crabtree (Ford Escort) +3.568s; 3 Carey; 4 Sibley; 5 David Beatty (Aston Martin DBS); 6 Percy. **CW** Crabtree; Cairns. **FL** Sibley 1m15.034s (94.95mph). **P** Percy. **S** 8.

CADWELL PARK MSVR

MINI CHALLENGE - COOPER (10 LAPS) 1 Max Bladon; 2 Brad Hutchison +0.225s; 3 Martin Poole;

4 Sam Weller; 5 William Neal; 6 Josh Gollin. **FL** Bladon 1m56.597s (67.52mph). **P** Gollin. **S** 11. **RACE 2 (6 LAPS) 1 Gollin;** 2 Neal +0.701s; 3 Weller; 4 Bladon; 5 Hutchison; 6 Michael Bamber. **FL** Neal 1m52.933s (69.71mph). **P** Gollin. **S** 10.

COOPER S & OPEN (9 LAPS) 1 Neil Newstead; 2 Scott Jeffs +1.327s; 3 Tim Porter; 4 Jonathan Davis; 5 Keith Issatt; 6 Simon Clark. **CW** Davis. **FL** Jeffs 1m46.638s (73.83mph). **P** Carlito Miracco. **S** 10. **RACE 2 (6 LAPS) 1 Miracco;** 2 Jeffs +1.442s; 3 Davis; 4 Issatt; 5 Richard Mills; 6 Chloe Hewitt. **CW** Davis. **FL** Jeffs 1m49.745s (71.74mph). **P** Porter. **S** 10.

RADICAL SR1 CUP (9 LAPS) 1 Oliver Barker; 2 Kye Wheatley +21.297s; 3 James Taylor; 4 James Barwell; 5 Spencer Bourne; 6 Jack Barber. **FL** Barker 1m47.985s (72.91mph). **P** Barker. **S** 9.

TRACK ATTACK RACE CLUB (8 LAPS) 1 Rich Hockley (Honda Civic); 2 Tony Hunter (Toyota Celica) +9.775s; 3 David Payling (Honda Civic); 4 Jason Jesse (VW Bora); 5 Josh Bennett (Renault Clio); 6 Paul Lawrie (Toyota MR2). **FL** Hockley 1m58.003s (66.72mph). **P** Hockley. **S** 13. **RACE 2 (5 LAPS) 1 Hockley;** 2 Jesse +23.713s; 3 Hunter; 4 Bennett; 5 Payling; 6 Dave Hemingway (Toyota MR2). **FL** Hockley 1m57.655s (66.91mph). **P** Hockley. **S** 12.

OULTON PARK MGCC

PORSCHE CLUB (13 LAPS) 1 Mike Johnson (996); 2 Peter Morris (996) +0.476s; 3 Chris Dyer (Cayman S); 4 Mark McAleer (996); 5 Richard Ellis (996); 6 Michael Price (996). **CW** Steve Cheetham (Boxster S). **FL** Johnson 2m01.508s (79.75mph). **P** Morris. **S** 15. **RACE 2 (12 LAPS) 1 Johnson;** 2 McAleer +5.999s; 3 Morris; 4 Dyer; 5 Ellis; 6 Price. **CW** Cheetham. **FL** Johnson 2m02.017s (79.41mph). **P** Morris. **S** 15.

MG TROPHY (10 LAPS) 1 Colin Robertson (ZR 190); 2 Graham Ross (ZR 190) +0.559s; 3 Chris Bray (ZR 190); 4 Jason Burgess (ZR 190); 5 Doug Cole (ZR 190); 6 Paul Luti (ZR 170). **CW** Luti. **FL** Robertson 2m07.847s (75.79mph). **P** Luti. **S** 26. **RACE 2 (7 LAPS) 1 Ross;** 2 Robertson +0.866s; 3 Luti; 4 Bray; 5 D Cole; 6 James Cole (ZR 170).

CW Luti. **FL** Ross 2m03.914s (78.20mph). **P** Luti. **S** 26.

MG MIDGET/SPRITE CHALLENGE (9 LAPS) 1 James Dunkley (MG Midget); 2 Andy Southcott (MG Midget) +4.193s; 3 Stephen Collier (MG Midget); 4 Peter Kennerley (MG Midget); 5 Stephen Pegram (MG Midget); 6 Richard Wildman (MG Midget). **CW** Southcott; Jon Simpson (MG Midget); John Collinson (Austin-Healey Sprite). **FL** Dunkley 2m18.474s (69.97mph). **P** Dunkley. **S** 17.

BCV8 (9 LAPS) 1 James Wheeler (B GTV8); 2 Neil Fowler (B GTV8) +32.143s; 3 Ian Prior (B GTV8); 4 Jonnie Wheeler (B GTV8); 5 Russell McCarthy (B GTV8); 6 Andrew Young (C GT). **CW** Jonnie Wheeler; McCarthy; Howard Grundon (B GTV8); Bob Luff (B Roadster). **FL** James Wheeler 2m15.375s (71.58mph). **P** Fowler. **S** 19.

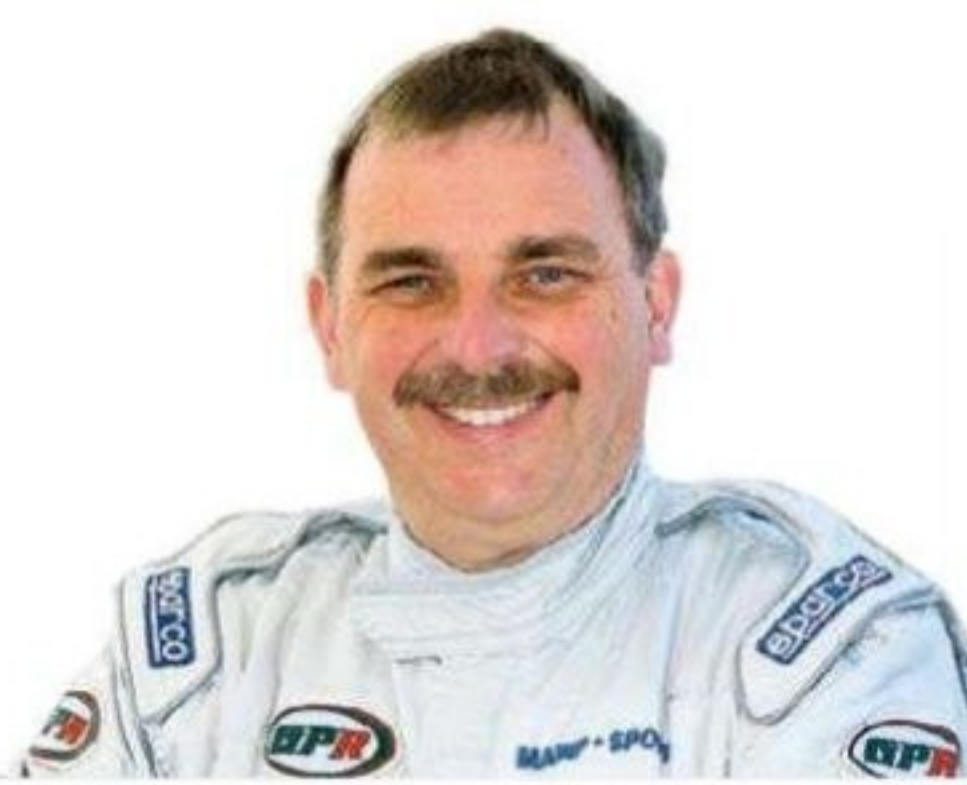
MORGAN CHALLENGE (13 LAPS) 1 Russell Paterson (+8); 2 Elliot Paterson (Roadster) +27.722s; 3 Philip Goddard (+8); 4 Tim Parsons (4/4 SuperSport); 5 Tony Hirst (ARV6); 6 Kelvin Laidlaw (+8). **CW** E Paterson; Parsons; Laidlaw; Tim Ayres (+8); James Sumner (4/4); Ian Sumner (+4). **FL** E Paterson 2m18.311s (70.06mph). **P** E Paterson. **S** 22.

MG METRO CUP (9 LAPS) 1 Andrew Ashton (Rover Metro Gti); 2 Oliver Hood (Rover 100) +5.277s; 3 Lee Connell (Rover Metro); 4 Richard Garrard (MG Metro Turbo); 5 Dan Willars (Rover Metro Gti); 6 Mark Eales (Rover Metro). **FL** Ashton 2m23.397s (67.57mph). **P** Ashton. **S** 20.

COCKSHOOT CUP (9 LAPS) 1 Ross Makar (MG ZR 190); 2 Gary Wetton (MG ZR 190) +3.560s; 3 Ashley Woodward (MG ZS 180); 4 Ray Collier (MG ZR 170); 5 David Coulthard (MG ZR 190); 6 Philip Standish (MG TF LE500). **CW** Collier; Ian Wright (MG Midget). **FL** Makar 2m08.657s (75.31mph). **P** Makar. **S** 21.

THOROUGHbred SPORTSCAR (8 LAPS) 1 Neil Fowler (MGB GTV8); 2 Ian Prior (MGB GTV8) +0.843s; 3 Russell McCarthy (MGB GTV8); 4 Jim Bryan (MGB GTV8); 5 Babak Farsian (MGB Roadster); 6 Barry Holmes (MGB GTV8). **CW** Bryan; Farsian; Ben White (MGB Roadster). **FL** Prior 2m13.586s (72.54mph). **P** Fowler. **S** 12.





Zandvoort Historic GP: the relaxed festival

By Marcus Pye, the voice of club racing

[@Autosport](#)

THE FIFTH EDITION OF CIRCUIT PARK ZANDVOORT'S Historic Grand Prix event was every bit as good as its predecessors – I attended the first three, missing last year's only due to a clash with the HSCC's Oulton Park Gold Cup, at which I've worked for a decade plus – with atmosphere aplenty and superb racing at its heart.

Staged on one of Europe's most exciting (and best located) circuits, with focused promoters, efficient marshals and friendly locals, it's the most laid-back event on the international calendar.

Zandvoort is an old-school venue, with a small, tightly packed principal paddock behind the pits, but it's all the better for that. Especially at a festival celebrating its past, when the two 'outside' paddocks are chock-full of fascinating racing machinery spanning the 1920s to the noughties, plus an abundance of classic cars and motorcycles. Among the treasures I discovered by chance was a six-wheeled Dino-Yamaha gearbox kart, inspired by Derek Gardner's F1 Tyrrell P34 of '76. Twenty-five were produced in '77. Can't think why it didn't catch on.

BMW and Porsche put huge effort and investment into supporting the HGP, the German marques wheeling out some of their finest treasures. The Bavarian company, proudly celebrating its centenary at top motoring gatherings globally, brought both its new concept racers to support the '2002-meets-CSL' race and demonstration sessions in which its magnificently iconic red, blue and purple stripes adorned 'Batmobiles' in white and black liveries alongside a plethora of privately schemed examples.

Porsche built wooden stalls in its evocative paddock hub, from which daily demos ran. With Gijs van Lennep in a Sunoco 917/30 and Jan Lammers circulating quickly in the

1970 Le Mans-winning 917, in the company of a Rothmans 962 and a 911 GT1, they were wonderful interludes. Off track, fans enjoyed full access to the cars and stars who welcomed the opportunity to engage. Always behind all things Porsche – founder Albert Westerman started a fabulous collection – 80-year-old Dutch clothing manufacturer State of Art produced dedicated event kit.

On Saturday evening, when the competition car cavalcade (including some single-seaters) drove into the packed town centre barely a mile from the track (mirroring what F1 teams did when they were garaged there, before the circuit's pits were built), Zandvoort's mayor bestowed an ambassadorial honour on Lammers. Jan is now a member of a very exclusive (single-figure) club of natives who have put it on the map.

The whole town gets behind this element of the event. Dozens of children (and a few equally happy adults I saw) had photographs taken in pre-war sportscars and 500cc Formula 3 machines by courtesy of their owners.

And when the convoy dispersed, after dark, the assembled multitude melted away to homes or the myriad bars and splendid inexpensive restaurants that make this seaside resort – a half-hour train ride from beautiful Amsterdam, and 40 minutes from Schiphol Airport – so popular.

My only disappointment was for CPZ's principals in that spectator numbers were dramatically down on previous years, when towards 50,000 visited over three days. The weather didn't help (like us, the Dutch make snap decisions) but a glut of recent big race meetings and, perhaps more crucially, the discontinuation of Loterij Bank sponsorship cut a conduit to plenty of tickets being issued. Hopefully a proactive replacement will come forward to fill the dunes again in 2017. 🍷



HANCOCK'S BMW HALF-HOUR

British hotshot Ollie Hancock, 29, outclassed the BMW Centenary Trophy field at Zandvoort's Historic GP on Saturday. Ollie raced Alexander Rittweger's CSL – the Benedens Automobiltechnik car in which German Graziano Cancian won an ADAC race at Zolder '74 – in the 30-minute feature, but his result was credited to Rittweger!



F1 VISITORS PLAN EURO RETURN

Canadian Keith Frieser (1973 Shadow DN1) and American John McKenna (1974 Parnelli VPJ4, above) are eager to contest a longer FIA Masters Historic F1 programme in Europe in 2016, having sampled the rounds at the Nurburgring and Zandvoort under Martin Stretton Racing's wing. Frieser competed in May's Monaco's GP Historique.



DUTCH CLOG CAPRI DANCE

Steve Dance shot his Ford Capri RS2600 from 41st on the grid to finish under the spoiler of Leonard Stolk's Porsche Carrera RS in Saturday's opening Dutch GTTC race at Zandvoort. Dance lost out to Lex Proper's Ferrari 308 on the line in Sunday's wet photo finish, but a 10-second jumped-start penalty dropped him to fifth.

FINISHING STRAIGHT/WHAT'S ON THIS WEEK

WHAT'S ON



Has Britain noticed MotoGP yet?

THERE WERE FEW NAMES IN the world of motorsport who didn't congratulate Cal Crutchlow following his spectacular win at Brno, which ended a 35-year drought for British riders in the premier class of motorcycle racing.

It was part of an incredible weekend for grand prix racing's Brits, with John McPhee taking his maiden win in Moto3 (Scotland's first top-level motorcycle win since 1962) and Sam Lowes keeping his Moto2 title bid alive with a podium – and to make the storyline even better for the nation, it all happened on the eve of the championship's British round at Silverstone last weekend.

Those results did persuade the British media to pay slightly more attention to MotoGP than usual, giving Crutchlow a few column inches or moments of airtime that any other winner would not have earned. But the coverage did not reflect the achievement, and comparing it with F1's British media reach when the two series went head to head last Sunday shows how far MotoGP still has to go.

Within minutes of Nico Rosberg's victory in a flat Italian Grand Prix, F1 dominated the sports sections of the major TV stations and newspapers'

websites. Maverick Vinales's breakthrough Suzuki win and Crutchlow's heroic podium did eventually make it in (MotoGP running very late in the European afternoon because its promoter Dorna chooses to give way to F1 when their times potentially clash), but *The Independent* and *Daily Mirror* were the only UK news outlets to give it space on their sports homepages, and as very much a sub-story compared to Lewis Hamilton's poor GP start.

When it came to television, the BBC gave MotoGP two lines of script in its evening news bulletins, and it was surprisingly absent from ITV's broadcast, despite ITV4 airing MotoGP highlights in the post-race weeks.

For live MotoGP coverage, since the BBC ended its deal UK viewers' options are BT Sport, the MotoGP.com subscribers' stream and, more recently, radio commentary on talkSPORT 2.

BT impresses with the amount of focus it gives to Moto2 and Moto3. For those with BT Sport access, BT's coverage makes Moto3's unmatched battles essential viewing. But for many, a potential favourite series will remain undiscovered.

Cal Crutchlow celebrates his historic MotoGP win at Brno

It was in Moto3 that Britain's recent run of success started, as Danny Kent became the first Briton since Barry Sheene in 1977 to win a grand prix motorcycle racing title – an achievement recognised by some mainstream media establishments but with little depth.

Perhaps it has always been that way. For all the years Britain dominated motorcycle racing, John Surtees is its only Sports Personality of the Year award winner (Sheene scraped a third place behind Virginia Wade and Geoff Boycott in his second championship year).

The report that truly captured the magnitude of what was being achieved was in Scotland's *Herald* newspaper, which highlighted McPhee as a national hero, arguing his Moto3 victory deserved the same level of attention as the country's Olympics champions.

If that tempted a few of its readers to watch Moto3 coverage from Silverstone, they wouldn't have been disappointed – a top six covered by 0.9 seconds (and top 11 by 2.4s) at the finish proved the series never fails to entertain.

It's just doing so under the radar of the mainstream British media.

FATEMA CHOWDHURY

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HOT ON THE WEB THIS WEEK

YouTube STRETTON'S SLIDE ORDER

Search for On Board Lotus 24's Revival Test Lap!
Here's an appetite-whetter for all those dusting off their sports-jacket/cravat/slacks combos (or, in the interests of equality, twin-set and pearls) for the Goodwood Revival: Martin Stretton subjects his BRM-powered Lotus 24 to some vigorous exercise ahead of Sunday's Glover Trophy race.

INTERNATIONAL MOTORSPORT



DTM
Rd 7/9
Nurburgring, Germany
September 10-11
WATCH ON TV
Highlights BT Sport 3, Sunday 2000

EUROPEAN FORMULA 3
Rd 8/10
Nurburgring, Germany
September 10-11
WATCH ONLINE
Live fiaf3europe.com/live, Saturday/Sunday

FORMULA V8 3.5
Rd 6/9
Red Bull Ring, Austria
September 10-11
WATCH ON TV
Live BT Sport 3, Saturday 1245

EUROFORMULA OPEN
Rd 5/8
Red Bull Ring, Austria
September 10-11
WATCH ON TV
Live Motors TV, Saturday 1405

INTERNATIONAL GT OPEN
Rd 5/7
Red Bull Ring, Austria
September 10-11
WATCH ON TV
Live Motors TV, Saturday 1500

INDY LIGHTS
Rd 11/11
Laguna Seca, California, USA
September 10-11
WATCH ON TV
Live Motors TV, Sunday 1330



GOODWOOD REVIVAL
LIVE STREAM ON AUTOSPORT.COM
Friday/Saturday/Sunday

If you didn't manage to get a ticket for the Goodwood Revival, then don your period attire in the comfort of your own home to watch the action live on autosport.com, from Friday qualifying to the racing on Saturday and Sunday. Our own Marcus Pye and Kevin Turner are on comms duties in Sussex, so expect gratuitous mentions of Chevrons and Porsche 917s respectively.

NASCAR SPRINT CUP
Rd 26/36
Richmond, Virginia, USA
September 10
WATCH ON TV
Live Premier Sport TV, Sunday 0000

BRAZILIAN FORMULA 3
Rd 4/8
Interlagos, Brazil
September 11

V8 STOCK CARS
Rd 7/12
Interlagos, Brazil
September 11

MOTOGP
Rd 13/18
Misano, Italy
September 11
WATCH ON TV
Live BT Sport 2, Sunday 1245

UK MOTORSPORT

GOODWOOD REVIVAL
September 9-11
See preview, [page 48](#)

DONINGTON PARK BRITISH GT
September 10-11
British GT, BRDC British F3, VW Cup, Ginetta GT5, Ginetta Racing Drivers Club, Equipe GTS, Saloon/Sports
WATCH ON TV
Live Motors TV, Sunday 1230-1510 (GT race)

SILVERSTONE MSVR
September 10-11
FF1600, GT Cup, Radical Challenge, F3 Cup, Lotus Elise, Lotus Cup, Racing Saloons, Production BMW, Monoposto

KNOCKHILL DAVID LESLIE FESTIVAL
September 10-11
Super Touring, Junior Saloons, Mini Cooper, Fiesta, FF1600, Classic Sports and Saloons, Legends, Sports and Saloons, BMW Compact



ROCKINGHAM 750MC
September 10-11
Clio 182, Toyota MR2, RGB, Roadsports, 750 Formula, 750 Trophy, Bike Sports, Civic Cup, Sport Specials, Stock Hatch, Hot Hatch, MX-5 Cup

SNETTERTON BARC
September 10-11
Trucks, Classic FF1600, Mini Miglia, Mini Se7en, MGOC, Legends, Kumho BMW, Historic Touring/Classic Saloons, Pre-1983 Touring Cars, Pre-1993

Touring Cars, Pre-2003 Saloon Cars, Pre-2005 Production Touring Cars, Blue Oval Saloons, Thunder Saloons, Classic VW, Historic Thunder Saloons

CROFT BRSCC
September 10-11
Caterham Roadsport, Caterham Tracksport, Caterham Superlight, Caterham Supersport, Caterham Academy, FF1600, Northern Sports/Saloons, Honda V-Tec

INTRODUCING



JEHAN DARUVALA

VARGIOLU/DPPI

WHILE LANDO NORRIS HAS EXCELLED AS the man to beat in Formula Renault 2.0 across Europe this year, his team-mate Jehan Daruvala has also made waves as an exciting talent.

The Potters Bar-based Mumbai racer even briefly led the Northern European Cup, which contains virtually all the frontrunners from the prestigious Eurocup.

Daruvala has been a protege of the Force India Formula 1 team since, at the age of 13, he was one of three Indian karters selected from team boss Vijay Mallya's One From A Billion programme. "I was actually under the age limit," he says. "It was for age 14 to 17 but they allowed one wildcard into the final. From there, I'm the only one left [on the programme]. They've helped me a lot through my career."

The winner of a British karting title in 2013, Daruvala's rookie '14 season in the senior KF category went so well that the move was made to FRenault NEC last year with Fortec Motorsport. "Because Fortec are in England I'd visited them quite often, and I learned a lot with them last year," he says. "As a rookie I took my time to get used to things, but I was comfortable after a couple of races, and had my first podium at the Red Bull Ring [in the third round], and since then I kept progressing. Force India had suggested Josef Kaufmann Racing [the team with which Nico Hulkenberg took his early steps in car racing], and I tested with them at the end of the season."

The switch was made to the German squad for this year, via a visit to New Zealand for the Toyota Racing Series, where he finished runner-up to Norris: "The team have been so professional. I've got a really good team-mate [Norris], which helps a lot, because we push each other along."

Next year? Daruvala has already tested for Fortec's Formula 3 team this summer, and he has become part of the management/coaching stable of Winway, which has strong links to Prema Powerteam. But he says that GP3 is also an option. He can count on the advice not only of Force India, but of 2015 coach Oliver Rowland, who "still comes when he can to my races".

Can Daruvala inspire his billion-plus compatriots? "I hope so, when people see that hard work pays off. There's probably loads of talents out there but they haven't had the chance yet." ❄

MARCUS SIMMONS



LE MEUR/DPPI



- Age** 17
- 2016** 4th in Formula Renault NEC; 6th in FRenault Eurocup (Kaufmann); 2nd in Toyota Racing Series (M2)
- 2015** 5th in FRenault NEC (Fortec)
- 2014** 3rd in CIK-FIA World Karting KF; 2nd in German Karting Championship
- 2013** 1st in British KF Junior Karting
- 2011** Selected from Force India One From a Billion programme
- 2008** Started karting in India

AUTOSPORT

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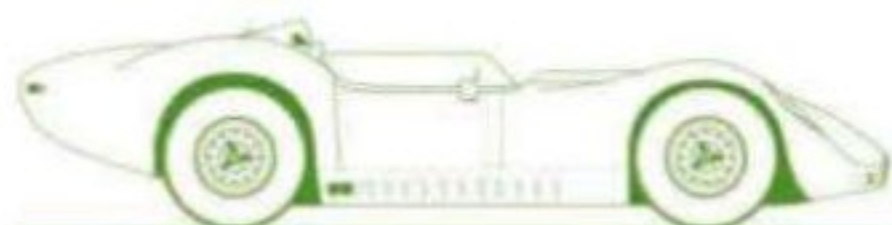
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