

**MARQUEZ TAKES TITLE  
AS ROSSI CRASHES**

**TOYOTA ENDS WAIT  
WITH FUJI VICTORY**

**BTCC SEASON REVIEW:  
SHEDDEN'S COMEBACK**

# **AUTOSPORT**

**SENNA · PROST · SCHUMACHER**

# **VERSTAPPEN?**

**Why Max will be the  
next F1 great**



## **WEBBER'S FAREWELL**

**WORLD CHAMPION CALLS TIME ON CAREER**

A Very Special Lightweight Lister  
Limited to Just 10 Editions

# The Lister Knobbly Stirling Moss

For the first time in almost 60 years, two Great British racing legends have joined together. The result is simply the fastest racing car of the 1950s recreated using the same jigs, bucks and even some of the same engineers that built them in period.

*Sir Moss*  
LIMITED EDITION

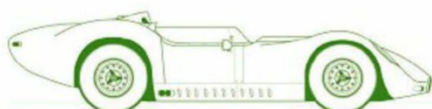
**HANDCRAFTED TO THE ORIGINAL WORKS SPECIFICATION  
TO INCLUDE LIGHTWEIGHT CHASSIS AND MAGNESIUM BODY SHELL**



Available for road or historic race use.

Please call **0800 001 4998** or visit:

[WWW.LISTERCARS.COM](http://WWW.LISTERCARS.COM)



#### CONTACT US

George Lister Engineering Ltd  
Queens Business Park  
Wilbraham Road  
Fulbourn, Cambridge  
CB21 5GT, UK

#### LISTER GROUP OF COMPANIES

- The Lister Motor Company Ltd
- Brian Lister (Light Engineering) Ltd
- Lister Storm Racing Ltd
- Lister Storm LMP Ltd
- Lister Heritage Ltd

#### VIDEO CLIPS

SEE OUR MINI DOCUMENTARY  
Lister Sir Stirling Moss interview with Quentin Willson

 [www.youtube.com/listercars](http://www.youtube.com/listercars)



**LISTER**

All rights reserved. The Lister name and logo are registered trademarks - 2016



# Formula 1's next era has already begun

GIVEN MAX VERSTAPPEN'S INCREDIBLE FIRST TWO seasons in Formula 1, it is perhaps not the boldest of predictions to suggest that he will be a world champion in the future. But the signs are that he could be even more than that, and become one of the defining talents in the sport's history.

There is still some way to go – Verstappen currently has one grand prix win to his name and has been beaten by team-mate Daniel Ricciardo this year – but Red Bull bent over backwards to make sure he wasn't lured away, and promoted him to its senior team after just four races in 2016. In our feature on page 30, Ben Anderson investigates just why Red Bull is so convinced by the Dutchman, and talks to those around him to highlight the special strengths that make him such a rare talent.

It's true that some of Verstappen's moves in battle have been dubious, but where have we heard that before? It would be great to see him (perhaps assisted by a few strong stewarding decisions) tone things down, but Ayrton Senna and Michael Schumacher – two of the greatest F1 drivers of all time – racked up success after success despite (or even because of) pushing the boundaries of on-track etiquette as far as they could.

You could make a case for any one of Fernando Alonso, Lewis Hamilton or Sebastian Vettel being *the* driver of the post-Schuey era, but Verstappen is well-placed to be the man to take the mantle from them. Although Stoffel Vandoorne may not agree...



**KEVIN TURNER EDITOR**

kevin.turner@haymarket.com

@KRT917



**COVER IMAGE**  
Batchelor/XPB Images;  
Porsche Team

## COVER STORY

**30** What's so special about Verstappen?

## REPORTS

- 4** Toyota takes WEC victory in Fuji
- 10** Ogier secures fourth WRC crown with win

## RACE CENTRE

- 18** DTM; European Formula 3; MotoGP; NASCAR Sprint Cup; World Rallycross

## PIT+PADDOCK

- 24** Mark Webber to retire at the end of 2016
- 26** BTCC ace Jordan leaves Motorbase
- 28** Feedback: your letters
- 29** Lawrence Barretto: in the paddock

## FEATURE

- 38** BTCC review: How Shedden stole the title

## CLUB AUTOSPORT

- 59** HHC pulls out of BRDC Formula 3
- 60** Bas Leinders heads to Walter Hayes Trophy
- 63** Humble Pye: the voice of club racing
- 64** National reports: Silverstone; Oulton Park; Donington Park; Pembrey

## FINISHING STRAIGHT

- 70** What's on this week
- 72** From the archive: 1982 Dutch Grand Prix
- 74** Have-a-go hero: Nick Tandy

## AUTOSPORT SUBSCRIPTION OFFER

- 12** Sign up and get a FREE McLaren-Honda rucksack

## FIND US ON

- autosport.com
- twitter.com/autosport
- facebook.com/autosport
- instagram.com/autosportdotcom/
- youtube.com/AUTOSPORTdotcom
- the Apple App Store
- digitalmagazine.autosport.com
- Apple News

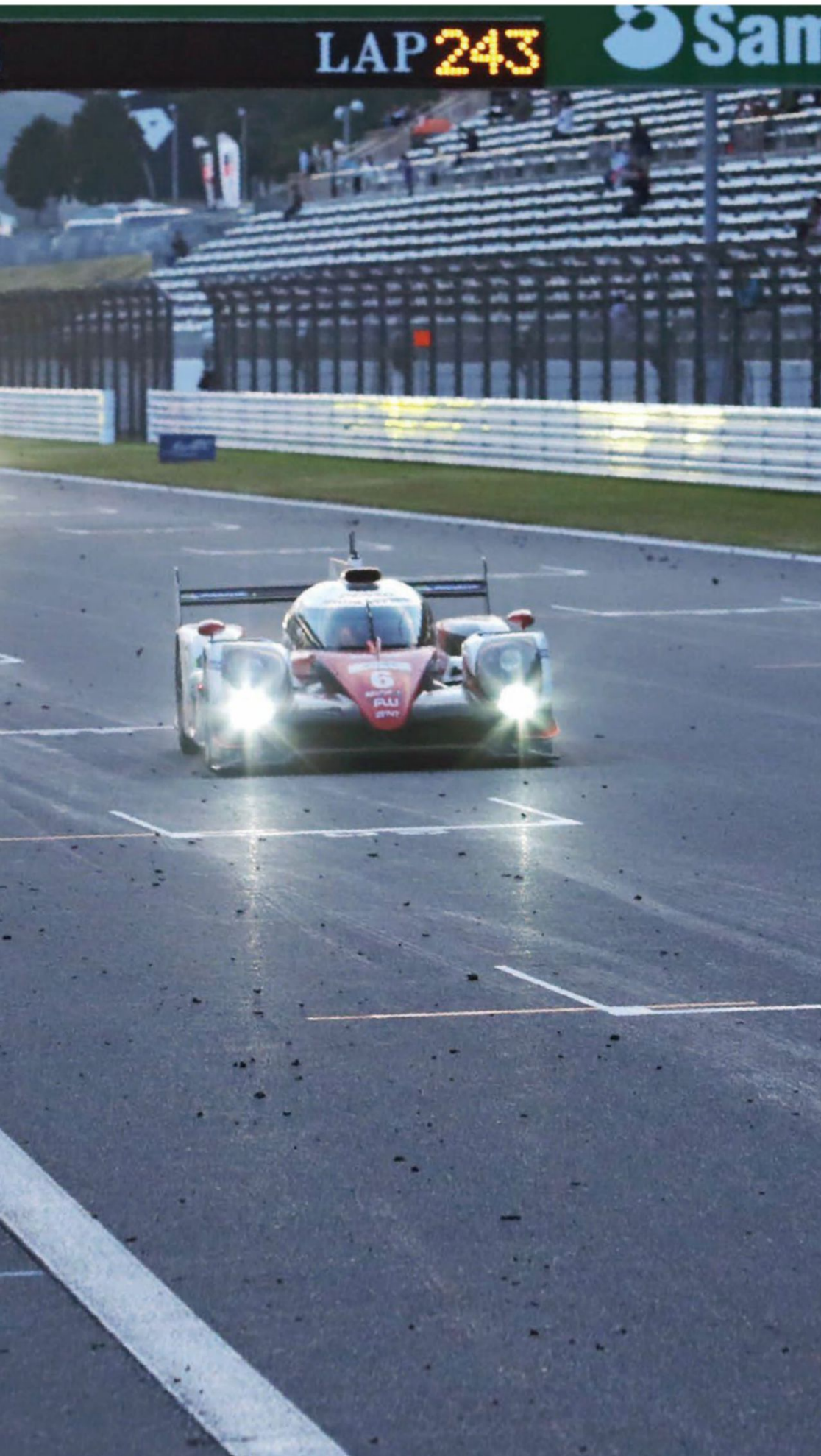


# Toyota gets the win it deserves

By Gary Watkins, Special Contributor

[@gazzasportscars](#)

TOYOTAMOTORSPORT GMBH



**T**oyota has twice had victory snatched away from it in the World Endurance Championship this season. At Fuji last Sunday it went some way towards compensating for

those disappointments, grabbing the victory from under the noses of its rivals to end a winless streak stretching back to its championship year in 2014.

The Japanese manufacturer pulled off victory on home ground with a tactical masterclass that vaulted the TS050 HYBRID shared by Kamui Kobayashi, Mike Conway and Stephane Sarrazin ahead of the best of the Porsches and Audis in the closing stages of the six-hour race around the 2.84-mile Fuji Speedway. The Toyota Motorsport squad conceded that it was a high-risk strategy, but one that it had to take to finally chalk up a win this season.

The #6 Toyota claimed victory by a scant 1.4s from the Audi R18 e-tron quattro of Oliver Jarvis, Lucas di Grassi and Loic Duval at the end of a race in which all three LMP1 manufacturers were in the hunt. The TS050 joined the Audi and the Porsche at the sharp end of the pack on a circuit with a long straight of over a kilometre where downforce is not at a premium.

The best of the Toyotas in qualifying, the #5 car in which Kazuki Nakajima and Sebastien Buemi set the times, was just 0.169s off Audi's pole average, while Kobayashi set the fastest single lap of the aggregate session. The TS050s were clearly going to be in the hunt, and then some, if they made the same jump in competitiveness between qualifying and the race that allowed the #5 to notch up podiums in Mexico City and at Austin.

Audi Sport Team Joest boss Ralf Juttner even suggested that Toyota had the potential to disappear into the distance. "If they make the same step as before," he said, "they will run away."

It didn't quite work out like that, and the best of the Toyotas was lying third behind the other two manufacturers as the race entered its closing phase.

That's when Toyota Motorsport got tactically creative. The petrol-powered eight-megajoule Porsches and Toyotas go longer on the fuel than the turbodiesel 6MJ Audi. That meant they were always going to save precious seconds in the pits by taking on fewer litres of fuel during their final stops.

The winning Toyota was running third when it was brought in early and was able to be short-fuelled. That overturned the four-second advantage enjoyed by the #1 Porsche with Timo Bernhard at the wheel, and gave Kobayashi second place once the pitstop cycle was complete.

Then, at the car's final pitstop, the team opted to forgo fitting new tyres to the #6 Toyota, and the 20-plus >>



EBREY/LAT

seconds saved by doing that vaulted the car ahead of Duval in the Audi.

“It was something we planned, but it was a risk and something we wouldn’t have done if we’d had a bit more of a margin,” said Toyota Motorsport technical director Pascal Vasselon.

The team did have a brand-new set of Michelins left in its six-and-a-half-set allocation, because Sarrazin had been given two used tyres in the middle of his double stint. But Toyota didn’t have any other option if it was going to win this race and end a drought that stretched back almost two years to the Bahrain race in November 2014.

“When they asked if I could do a double, I asked how many seconds would I gain,” explained Kobayashi. “When they told me it would be about 10, I thought that’s not enough. But it was worth the risk, because we wanted to win and it worked.”

Audi thought that it would still be able to overturn a 12-or-so-second disadvantage to the Toyota after Duval returned to the track on new tyres after the #8 car’s final pitstop.

“We’d seen how difficult a double stint would be after Lucas tried it earlier [he got new left-side tyres only in the middle

of his double],” said Juttner. “We were still confident that we could close those 12s, but I have to say Loic had some really bad laps with traffic. Three or four more, and I think we would have won it.”

Audi again had the fastest car, but only just. It had nowhere near the advantage that it failed to convert into victory in Austin last month. The #8 car was ahead, except during the pitstop cycles, all the way until the final dramatic turnaround, though its lead never stood at more than 10s at any point of the race.

Another clear chance of victory was lost, and not only courtesy of Toyota’s

**The #8 Audi took pole and Jarvis took the lead at the start**

**Sarrazin, Kobayashi and Conway took Toyota’s first win in two seasons**

strategy calls. Audi again squandered time in the pits, most crucially when it lost a wheelnut during a tyre change. Somewhere around seven seconds went begging, which would probably have made all the difference as the race unfolded in the closing stages.

“When you only lose by 1.4s, you can always find lots of potential reasons why you didn’t win,” offered Juttner.

Porsche’s run of victories stretching back to Le Mans finally came to an end. Bernhard, Mark Webber and Brendon Hartley were, however, in the frame all the way until the final stint.



EBREY/LAT



## STEVENS DEFEATS SENNA

G-DRIVE RACING FINALLY GOT AN LMP2 WIN ON the board in the WEC in 2016. But the Jota-run team's race wasn't totally without a hint of the misfortune that has robbed it of wins on multiple occasions this season.

Will Stevens, who took a starring role in the #26 ORECA-Nissan 05 in place of regular G-Drive talisman Rene Rast (who was substituting for Matthias Ekstrom in the DTM), had to twice overtake Bruno Senna in the RGR Sport Ligier at the end of the race. His first move was ruled null and void by the race officials, so he had to cede position and do it all over again (below) to complete the win for G-Drive and team-mates Roman Rusinov and Alex Brundle.

The OAK-run RGR Ligier-Nissan JSP2, in which Senna was joined by Filipe Albuquerque and Ricardo Gonzalez, got out of the pits ahead after the final round of stops, just in front of Stevens. The Briton, back in a P2 car for the first time since Le Mans, got a run on the Brazilian out of the final corner and was able to get alongside in a dramatic move down the front straight.

The problem was that as Senna made a forceful defence of his position, moving over to the right, Stevens crossed the white line that delineates track limits before the pitwall. The call quickly came from race control for Stevens to give back the position.

"I would have liked it if he had given me a bit more room the first time," concluded the former Caterham and Manor Formula 1 driver.

"But one thing was for sure; I was going to get back past him."

Stevens always looked favourite to make it past Senna. The G-Drive ORECA had an edge on its rivals all day, though not as big as the team was expecting, and its driver was on the fresher Dunlop rubber. Senna's set was, bar the left-front, in its third stint.

The points-leading Signatech Alpine trio of Nicolas Lapierre, Gustavo Menezes and Stephane Richelmi took third position and another step towards the class title, even if the RGR crew did close their advantage by three points. Signatech opted for a six rather than a seven-stop strategy that might have paid dividends had Menezes, on new tyres, not lost time behind Richard Bradley's Manor car – which was in the second half of a double stint on its Dunlops – during the fourth hour.

The Signatech car was nearly half a minute behind at the end after Lapierre backed off in the closing stages – to conserve his tyres rather than fuel, said the team – and a similar margin ahead of the fourth-place Extreme Speed Motorsports car now in the colours of the Indonesian Jagonya Ayam driver scheme. The #30 Ligier-Nissan, now back on Dunlop rubber after three races with Michelins, impressed in the hands of Antonio Giovinazzi, Sean Gelael and Giedo van der Garde, but probably wouldn't have finished any higher even without a 20s stop-go penalty for pitlane speeding.

Webber had lost out to Kobayashi during the opening hour, but the Australian was able to close down the gap to Sarrazin during his second stint in a purple patch for the #1 Porsche before Bernhard made it past the Frenchman (who was on used tyres) late in the fourth hour.

Webber couldn't join the battle at the front, however, when he got in the car for the final time. Sent out on a set of used tyres, he struggled with a car that had lost downforce, probably as the result of tyre pick-up. That said, the car was only 17s down on the Toyota at the end.

Toyota, Audi and Porsche battled it out in Japan with a solo car apiece. Their other entries weren't able to join the frenetic action right at the sharp end.

The #7 Audi of Benoit Treluyer, Andre Lotterer and Marcel Fassler stopped before the end of the first hour. Treluyer was running fifth just behind the Toyotas when hybrid problems intervened. The motor generator unit failed and locked solid.

Treluyer made it back to the pits, where Audi's solution to get the car back on track to complete the 70% distance necessary to score points was to replace the front suspension with a set of >>

EBREY/LAT



## FORDS FINALLY TAKE GTE

FORD FINALLY REPLICATED THE FORM THAT IT had only previously shown at the Le Mans 24 Hours in June, and then with the visiting US Ganassi squad. The UK-based WEC squad was in a class of its own in Japan on the way to notching up its maiden class victory in GTE Pro.

The Ford GT proved well matched to the layout of the Fuji Speedway and its peculiar track surface. That vaulted it ahead of the AF Corse Ferraris, which struggled for straightline speed, while the Aston Martins were relegated to the back of the pack by a double Balance of Performance change that blunted the sharpest weapon in its armoury; speed on the straights.

GTE Pro was a two-horse race between the Fords in which no-one else got a look-in. Harry Tincknell got the jump on Olivier Pla in the pole-winning Ford at the start. It was nip and tuck between the two GTs until late in the third hour when the Brit was tagged by the #78 GTE Am-class Proton Porsche.

The #66 car's advantage was short-lived. Tincknell pitted two laps ahead of Pla and then Andy Priaulx's pace on fresh Michelins, coupled with a one-second gain in the pits, resulted in the Fords reverting to their previous order.

Stefan Mucke in #66 subsequently lost time behind an Aston that had yet to pit, and Pla then spun on the exit of Turn 3 trying to make up the lost seconds in the penultimate hour. Tincknell and Priaulx thus claimed victory by a misleading margin of 15s in what the former described as "the hardest victory of my life".

GTE Am honours went to the Aston of Pedro Lamy, Mathias Lauda and Paul Dalla Lana for the fourth time this season. They finished a lap up on points leaders Emmanuel Collard, Francois Perrodo and Rui Aguas, who lost time with a stop-go penalty for pitlane speeding.

EBREY/LAT



Audi led much of the race, but fell only just short



## Davidson: "We weren't able to match the #6 car. Even Kazuki had problems and he flies here"

corners without the driveshafts. The job had just been completed when the race officials informed the Joest squad that running in that form would contravene the R18's homologation. With the risk of disqualification, the car stayed where it was in the pits.

The second Toyota, in which Anthony Davidson joined Nakajima and Buemi, was never a match for the sister car, most notably in the opening stints. The car lost approximately half a minute at the start of the race, which was more or less where the deficit stood before the #6 car gained time on strategy at the end.

Davidson was at a loss to explain what had gone on. "We weren't able to match the #6 car and it's a bit of a mystery," he said. "It was a case of a bit of bad luck in traffic, but the car felt totally different to how it did in final free practice. Even Kazuki had problems and he normally flies around this place."

The second Porsche, shared by championship leaders Romain Dumas, Marc Lieb and Neel Jani, trailed home fifth, a lap down.

The #2 919 qualified down in sixth courtesy of a handling issue that only afflicted the car in the fast Coca-Cola left-hander. Things got no better in the race. The drivers were troubled by a loose rear end early on and then tyre debris collecting under the nose affected the aerodynamics. The car picked up pace after the nose was changed before the team opted for a conservative run to the flag in the name of the drivers' title bid.

Rebellion Racing wrapped up the LMP1 privateers teams' title with another easy class win for Alexandre Imperatori, Dominik Kraihamer and Matheo Tuscher. The only hiccups along the way for the solo Rebellion-AER R-One were a minor brush at the start with the rival ByKolles CLM-AER P1/01, which very briefly got ahead in Pierre Kaffer's hands, and the pitlane speed-limiter inadvertently coming on while out on track.

The events of Fuji moved Porsche nearer to retaining both its titles. It extended its lead over Audi in the manufacturers' standings, while Jarvis, di Grassi and Duval lost the chance to make significant inroads into the advantage enjoyed by Jani, Lieb and Dumas. An effective loss of seven points – the difference between first and second positions – wasn't quite a bodyblow for their title hopes, but a deficit of 28.5 points with only 52 up for grabs is going to be difficult to overturn.

The Audi trio now lies third in the standings, because victory for Kobayashi and his team-mates edged them back into second position. It would probably be wrong to describe the Toyota drivers as title contenders, however. The TS050 isn't likely to be an ultra-competitive proposition either at Shanghai or in Bahrain – both circuits requiring more downforce – next month.

"We probably will be a step down in terms of our overall competitiveness," said Vasselon. "The title is not impossible, but it will be difficult." ❄



**RESULTS ROUND 7/9, FUJI (J), OCTOBER 16 (244 LAPS – 691.817 MILES)**

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Kamui Kobayashi (J) Stephane Sarrazin (F) Mike Conway (GB)	Toyota Gazoo Racing	Toyota TS050 Hybrid	LMP1	6h00m37.284s
2	Oliver Jarvis (GB) Lucas di Grassi (BR) Loic Duval (F)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	+1.439s
3	Mark Webber (AUS) Timo Bernhard (D) Brendon Hartley (NZ)	Porsche Team	Porsche 919 Hybrid	LMP1	+17.339s
4	Kazuki Nakajima (J) Anthony Davidson (GB) Sebastien Buemi (CH)	Toyota Gazoo Racing	Toyota TS050 Hybrid	LMP1	+53.779s
5	Romain Dumas (F) Neel Jani (CH) Marc Lieb (D)	Porsche Team	Porsche 919 Hybrid	LMP1	-1 lap
6	Dominik Kraihamer (A) Matheo Tuscher (CH) Alexandre Imperatori (CH)	Rebellion Racing	Rebellion-AER R-One	LMP1	-15 laps
7	Will Stevens (GB) Roman Rusinov (RUS) Alex Brundle (GB)	G-Drive (Jota Sport)	ORECA-Nissan 05	LMP2	-21 laps
8	Filipe Albuquerque (P) Ricardo Gonzalez (MEX) Bruno Senna (BR)	RGR Sport by Morand	Ligier-Nissan JSP2	LMP2	-21 laps
9	Nicolas Lapierre (F) Gustavo Menezes (USA) Stephane Richelmi (MC)	Signatech Alpine	ORECA-Nissan 05	LMP2	-21 laps
10	Antonio Giovinazzi (I) Giedo van der Garde (NL) Sean Gelael (RI)	Extreme Speed Motorsports	Ligier-Nissan JSP2	LMP2	-21 laps
11	Ryan Dalziel (GB) Pipo Derani (BR) Chris Cumming (CDN)	Extreme Speed Motorsports	Ligier-Nissan JSP2	LMP2	-22 laps
12	Jonny Kane (GB) Lewis Williamson (GB)	Strakka Racing	Gibson-Nissan 015S	LMP2	-22 laps
13	Roberto Merhi (E) Matt Rao (GB) Richard Bradley (GB)	Manor	ORECA-Nissan 05	LMP2	-22 laps
14	Mikhail Aleshin (RUS) Nicolas Minassian (F) Maurizio Mediani (I)	SMP Racing (AF)	BRE-Nissan BR01	LMP2	-22 laps
15	Ho-Pin Tung (NL) David Cheng (USA) Paul-Loup Chatin (F)	Baxi DC Racing Alpine	ORECA-Nissan 05	LMP2	-23 laps
16	Vitaly Petrov (RUS) Victor Shaytar (RUS) Kirill Ladygin (RUS)	SMP Racing (AF)	BRE-Nissan BR01	LMP2	-24 laps
17	Harry Tinncknell (GB) Andy Priaulx (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-32 laps
18	Olivier Pla (F) Stefan Mucke (D)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-32 laps
19	Gianmaria Bruni (I) James Calado (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-32 laps
20	Sam Bird (GB) Davide Rigon (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-32 laps
21	Nicki Thiim (DK) Marco Sorensen (DK)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-33 laps
22	Richie Stanaway (NZ) Darren Turner (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-33 laps
23	Michael Christensen (DK) Richard Lietz (A)	Dempsey Racing-Proton	Porsche 911 RSR	GTE Pro	-34 laps
24	Pedro Lamy (P) Paul Dalla Lana (CDN) Mathias Lauda (A)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	-36 laps
25	Emmanuel Collard (F) Francois Perrodo (F) Rui Aguas (P)	AF Corse	Ferrari 458 Italia	GTE Am	-37 laps
26	Joel Camathias (CH) Christian Ried (D) Wolf Henzler (D)	KCMG	Porsche 911 RSR	GTE Am	-38 laps
27	Ben Barker (GB) Mike Wainwright (GB) Adam Carroll (GB)	Gulf Racing UK	Porsche 911 RSR	GTE Am	-39 laps
28	Patrick Long (USA) Khaled Al Qubaisi (UAE) David Heinemeier Hansson (DK)	Abu Dhabi-Proton Racing	Porsche 911 RSR	GTE Am	-44 laps
29	Alex Lynn (GB) Tor Graves (GB) Shinji Nakano (J)	Manor	ORECA-Nissan 05	LMP2	-54 laps
30	Ricky Taylor (USA) Yutaka Yamagishi (J) Pierre Ragues (F)	Larbre Competition	Chevrolet Corvette C7.R	GTE Am	-97 laps
R	Pierre Kaffer (D) Simon Trummer (CH) Oliver Webb (GB)	ByKolles Racing Team	CLM-AER P1/01	LMP1	79 laps-engine
R	Benoit Treluyer (F) Marcel Fassler (CH) Andre Lotterer (D)	Audi Sport Team Joest	Audi R18 e-tron quattro	LMP1	36 laps-hybrid motor

**Winners' average speed** 115.104mph. **Fastest lap** Duval 1m24.645s, 120.587mph.

**LMP2** Lynn 1m32.948s, 109.815mph. **GTE Pro** Tinncknell 1m38.575s, 103.546mph.

**GTE Am** Lamy 1m40.052s, 102.018mph.

**QUALIFYING**

**1 Duval/di Grassi 1m23.570s; 2 Webber/Bernhard 1m23.595s; 3 Buemi/Nakajima 1m23.739s; 4 Kobayashi/Sarrazin 1m23.781s; 5 Lotterer/Treluyer 1m23.856s; 6 Jani/Lieb 1m24.134s; 7 Imperatori/Kraihamer 1m28.837s; 8 Kaffer/Webb 1m29.827s; 9 Stevens/Rusinov 1m31.698s; 10 Lapierre/Menezes 1m31.919s; 11 Giovinazzi/Gelael 1m31.945s; 12 Kane/Williamson 1m32.007s; 13 Albuquerque/Gonzalez 1m32.128s; 14 Merhi/Rao 1m32.214s; 15 Lynn/Graves 1m32.536s; 16 Dalziel/Cumming 1m32.932s; 17 Shaytar/Petrov 1m33.046s; 18 Aleshin/Mediani 1m33.133s; 19 Tung/Cheng 1m33.472s; 20 Pla/Mucke 1m37.681s; 21 Tinncknell/Priaulx 1m37.725s; 22 Bird/Rigon 1m38.010s; 23 Bruni/Calado 1m38.103s; 24 Sorensen/Thiim 1m38.175s; 25 Stanaway/Turner 1m38.442s; 26 Christensen/Lietz 1m38.910s; 27 Lamy/Dalla Lana 1m39.490s; 28 Collard/Perrodo 1m39.863s; 29 Taylor/Yamagishi 1m39.956s; 30 Long/Al Qubaisi 1m40.587s; 31 Camathias/Ried 1m40.834s; 32 Barker/Wainwright 1m41.734s. **Fastest in each class:** LMP1 Kobayashi 1m23.239s; LMP2 Stevens 1m31.332s; GTE Pro Pla 1m37.546s; GTE Am Lamy 1m38.982s.**

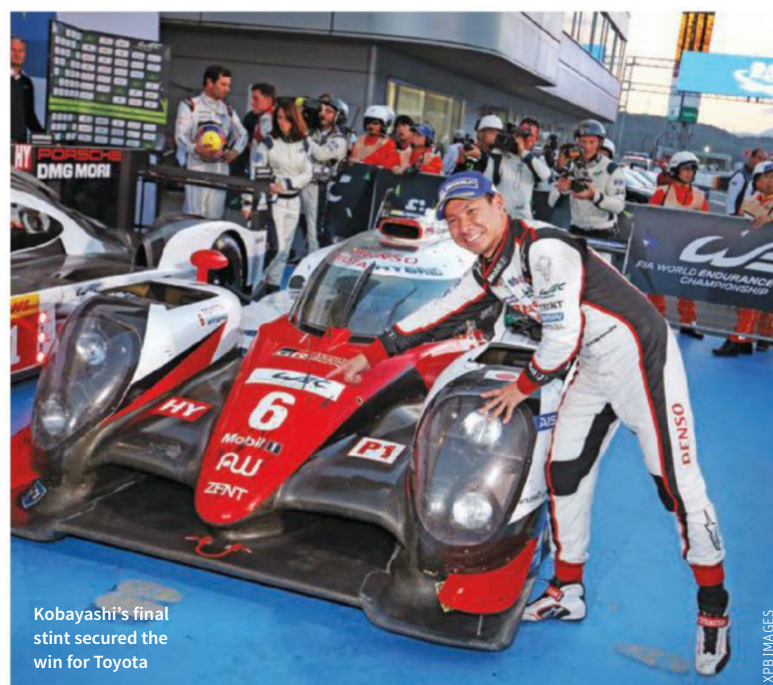
**CHAMPIONSHIP**

**LMP drivers 1 Dumas/Lieb/Jani 140; 2 Sarrazin/Kobayashi/Conway 117; 3 di Grassi/Jarvis/Duval 111.5; 4 Hartley/Webber/Bernhard 93.5; 5 Fassler/Lotterer 78; 6 Kraihamer/Tuscher/Imperatori 60.**

**LMP manufacturers 1 Porsche 263; 2 Audi 204; 3 Toyota 174. LMP2 drivers 1 Menezes/Lapierre/Richelmi 171; 2 Senna/Albuquerque/Gonzalez 133; 3 Rusinov 112; 4 Cumming/Derani/Dalziel 94.**

**GTE drivers 1 Sorensen/Thiim 119; 2 Rigon/Bird 109; 3 Turner 104; 4 Bruni/Calado 95; 5 Pla/Mucke 92; 6 Stanaway 88. GTE manufacturers 1 Ferrari 236; 2 Aston Martin 233; 3 Ford 177.5; 4 Porsche 103.**

**GTE Am drivers 1 Collard/Perrodo/Aguas 155; 2 Lauda/Dalla Lana/Lamy 122; 3 Heinemeier Hansson/Al Qubaisi 114; 4 Long 93.**



Kobayashi's final stint secured the win for Toyota

XPB IMAGES



# Ogier makes it four in style

Sebastien Ogier wanted to take his fourth World Rally Championship crown the right way – by winning

By David Evans, Rallies Editor

[@davidevansrally](https://twitter.com/davidevansrally)



# FREE McLAREN HONDA RUCKSACK

WORTH  
£30



WHEN YOU SUBSCRIBE TO



PLUS SAVE UP TO **61%** ON THE COVER PRICE

This compact McLaren-Honda rucksack combines form and functionality, featuring branded woven straps, a large main pocket, an additional mesh external pocket, high-vis reflective branding and a self-storing pouch into which the bag itself can be stored and carried using the attached karabiner.

**PRODUCT SPEC/FEATURES** Anthracite polyester/nylon, branded woven straps, large main pocket, mesh pocket, self-storing pouch with karabiner, branded zip pulls, rocket-red zips.



PRINT SUBSCRIPTION ACCESS  
+ FREE GIFT

UNLIMITED ACCESS FOR JUST AN EXTRA £6.20



- ✓ SPREAD THE COST – PAY JUST £34.99 EVERY 13 ISSUES BY DIRECT DEBIT
- ✓ GREAT SAVING – 29% ON THE COVER PRICE
- ✓ FREE P&P – EVERY ISSUE DELIVERED TO YOUR DOOR



- ✓ FULL ACCESS TO autosport.com
- ✓ AUTOSPORT IPAD EDITION SUBSCRIPTION
- ✓ GREAT SAVINGS OF **61%**

SUBSCRIBE ONLINE AT  
[www.themagazineshop.com/asp/as1016m](http://www.themagazineshop.com/asp/as1016m)

QUOTE THE PROMOTIONAL CODE

AS1016MP FOR PRINT ONLY OR  
AS1016MW FOR PRINT AND DIGITAL ACCESS

OR CALL US ON  
0344 848 8817

**TERMS AND CONDITIONS** This offer is open to UK residents only. Overseas rates are available on +44 (0)1604 251 451. Please allow 35 days for delivery of your first issue. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing. Should you wish to cancel your subscription it will be cancelled on expiry of the current term which will not be refundable, other than in exceptional circumstances. Details of the Direct Debit Guarantee are available on request. If your subscription includes access to autosport.com and the Autosport digital magazine, you can set up your Autosport online account by visiting [www.autosport.com/subs/magazine.html](http://www.autosport.com/subs/magazine.html). You'll need to enter your subscriber number along with your email address to access your content. You will be emailed instructions on how to gain access to your iPad edition within 24 hours of your order being processed. The gift will be sent under separate cover from the magazine and will not be dispatched until your first payment has cleared. Should we run out of gifts, you will be offered an alternative gift – there is no cash alternative. Savings are based on standard UK print cover price of £3.80, digital cover price of £2.99 and autosport.com subscription rate of £5.50 a month. **Offer ends November 4 2016.**

**S**ebastien Ogier is not a man known for reading history. He's too busy writing it. The latest chapter – the one where he joins an elite and exalted club that also includes Sebastien

Loeb, Juha Kankkunen and Tommi Makinen – was duly completed in Tarragona last week. Ogier delivered a drive that was as measured as it was inch-perfect and – when it needed to be – devastatingly quick. He overcame both the weather and a typically determined charge from home hero Dani Sordo to join the big three with title number four.

### Day one (74.00 miles; 7 stages)

It rained on Friday just as it had rained on Thursday. And Wednesday.

The rain in this part of Spain had simply never fallen like this before. Not on the plain, not in the main. That the deluge was unprecedented was driven home by the Spanish equivalent of Michael Fish reaching for the “not-since-records-began” line throughout the day.

It really was that bad, especially in the morning. And to make matters worse the heaviness was localised, such that most drivers expressed feelings of being hard done by at least once.

After sweeping gravel clear at the front of the field for much of the season, Ogier had left Corsica a fortnight earlier talking of his hopes that a shower might help bind the Catalan gravel together, negating his disadvantage, possibly offering an advantage. “I wanted some rain,” the Volkswagen hero said on Friday, “but not this much!”

Roads turned to rivers and wipers wilted under the weight of water they were being asked to shift.

Through that first morning, it was Jari-Matti Latvala who emerged, powder dry and full of confidence.

Unfortunately it didn't last. He was out on the first afternoon stage, running



wide and damaging the front-right suspension on his Volkswagen.

The Finn's downfall was put into context when Ogier arrived at the end of the second run through Caseres. “That was horrible,” he said. “Undrivable. There was nothing I could do. The ruts were unbelievable. The car was moving all of the time, and all the time I was fighting with the car to make it turn. I don't like it like this.”

If Ogier has a nemesis, it's rough and rutted conditions where the only way forward is to be incredibly aggressive with the car. Even a morning aquaplaning

Second and third places in Spain keep Hyundai in play for the manufacturers' title

was preferable to this.

By the afternoon the rain had stopped, but it had left the first stage following a remote tyre zone caked in mud. Arriving at the end of the stage, the cars were reminiscent of some of that stunning wet Safari Rally imagery.

Opening the doors to talk to the drivers was like opening the curtains: there was a blink and then some very wide eyes. Clearly there had been some nightmares in the last seven and three-quarter miles.

VW's Andreas Mikkelsen said: “I was a passenger in there...”

Then Hayden Paddon rolled into view. Devoid of anti-lag aboard his Hyundai from the morning loop, the Kiwi had perfected the old-school brake-burning approach of keeping the blower on the boil. Still the i20's response was far from perfect, yet he took 11.1s out of Ogier.

Next in was Paddon's team-mate Sordo. His dislike for changeable grip levels has been well documented down the years, but his home advantage always seems to give him a little something extra on the dirt. After the morning he was fourth, just 10.2s off the lead.

Stage five changed all that. Before the car had stopped Sordo was punching the air. In the middle of the mud, he'd found a purple patch.

“The car was perfect,” he beamed. “The stage was so, so slippery, but I had a >>>



Sordo and Ogier enjoyed a spirited dice for victory

Kris Meeke went fastest on the first day's final stage



ALL PICS: MCKLEIN/DE

good feeling. I took a lot of risks, but it worked. I am happy with this time.”

Rightly so: Sordo had taken 16.3s out of Ogier and elevated himself to the top of the timesheets.

The second stage in the loop, the shorter Bot test, started three miles down the same road. Conditions wouldn't be too different. Sordo kept the edge and took another 5s from Ogier.

“It was the same feeling in there,” said the leader. “It was a fantastic feeling. Everything with the car is working just like I want. The balance is perfect.”

Only Kris Meeke could stand in the way of a Sordo whitewash of the afternoon. The Briton recovered from a 15-second roll on SS2 to go quickest for Citroen on the day's final stage. Crucially, though, while Sordo didn't go fastest of all there, he still hauled another 6.9s from Ogier to head the champion into the weekend by 17 seconds.

The reception for the Spaniard at the end-of-leg press conference – held in front of a huge crowd in the centre of the service park – was incredible. The noise almost lifted the man sandwiched between a brace of Volkswagens suits out of his seat.

Not that he was about to talk openly about it before his people, but Dani was worried about the transition from gravel to asphalt – not a sentence you expect to write about the man who has finished on the podium of his home rally six times.



“In Corsica,” he said, “I couldn't get comfortable with the car – we had too much understeer all the time. We need to find a good feeling tomorrow.”

Ogier was fairly relaxed about his position. “If you look at it, we lost 17 seconds to Dani in the first stage this afternoon and that's where we are now: 17 behind him. I'm not going to go crazy tomorrow, but I want to win the rally to become world champion.”

Perfectionist that he is, Ogier wanted to get the job done properly.

### Day two (86.48 miles; 8 stages)

Four times Sordo had finished second on his home round of the championship. If he was going to remove the monkey from his back, surely Saturday offered his best opportunity yet. But what about the understeer?

Wet weather made for horrendous road conditions on the first day of action

The team had used every second of the 75 minutes available for the change from gravel to asphalt specification. Roll bars, spring rates, damper clicks, everything was primed to precision in terms of what Dani wanted to get rid of the front-end push.

The Hyundai flashed across the line a tenth down on Ogier in SS8. “There was some understeer,” said Sordo. “The car was not perfect, but the time's not too bad...”

Ogier admitted to finding some damp patches in the stage. Rome, he implied, wasn't built in a day. The foundation stone had, however, been laid.

Building halted on the next stage when Sordo hauled six tenths back.

Getting out of the car after the stage, Sordo allowed himself a wry smile. “I think he's still sleeping a little bit,” said the leader conspiratorially, as if hoping not to wake him.

Ogier admitted his start had been a touch on the steady side: “I don't have the full confidence yet. There are still some damp patches. I can see most of them and we have the others in the notes, but still, I'm being sensible. The confidence is coming though.”

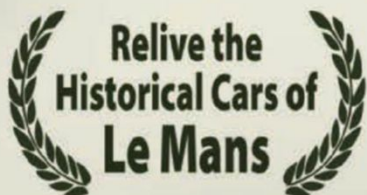
Ogier signalled the imminent arrival of that confidence by taking three seconds out of Sordo in Querol. Then he issued an ominous warning ahead of the morning loop's fourth and final stage: “I'm not at full speed yet.”

El Montmell demands inspiration, >>>

# ALGARVE CLASSIC FESTIVAL



**28-30 OCTOBER 2016**



Relive the  
Historical Cars of  
Le Mans

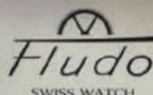
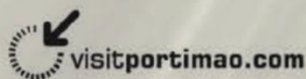
## PORTIMÃO

11 CATEGORIES / 18 RACES



INFOTICKET: +351 282 405 600

tickets@autodromodoalgarve.com • algarveclassicfestival.com





## TROPHY PROVES ME WRONG

AT THE START OF THE SEASON, I'LL ADMIT I WAS deeply dubious of the changes made to the Drive DMACK Fiesta Trophy. A champion-takes-all approach had been binned in favour of some wishy-washy, everyone's-a-winner nonsense.

I disliked it because I felt it overcomplicated the straightforward system of accumulating points, totting them up and deciding which direction the title would be heading. Now we had three mini-championships in five rounds, with two WRC2 R5 prize drives in 2017 on offer for each. There would still be a season-long winner, but they would win nothing.

Hmm...

Turns out I was completely wrong. This year's DDFT has been one of the highlights of the World Rally Championship – not least because it's shown three Brits off to the absolute best of their abilities. Osian Pryce won the overall title and the first two drives from Portugal and Poland. Had he not crashed in Finland, he would have taken the next two as well (his was arguably the fastest Fiesta when it was on the road in Jyväskylä). Max Vatanen took those two.

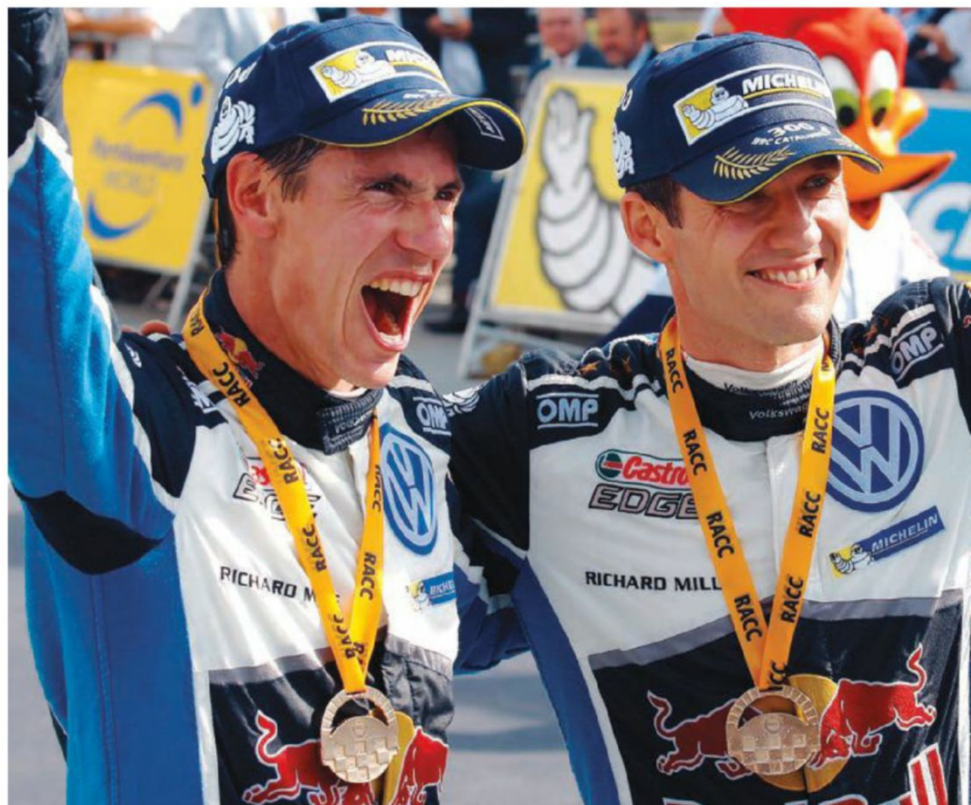
Last week, Northern Irishman Jon Armstrong clinched the final two drives, winning in Spain from Gus Greensmith, who deserved more from a season in which he showed great pace.

Pryce (pictured), Armstrong and Greensmith all have very bright futures ahead of them, of that there's definitely no doubt.

As does this format of DDFT. It turned the year into an absolute thriller and created more stories than you could shake a stick at out of just five rallies. None of those was more fascinating than the race to the overall title: Pryce led in Spain, but retired with a misfire on Friday night. The Welshman returned from the pits of despair to edge Vatanen by just seven points, relying on all his stage-winning bonus points to cling to the top of the table.

A brilliant end to a brilliant season. I always knew that new system was a winner...

**DAVID EVANS**



## “Twelve months ago Ogier fell at the final hurdle. Nothing was going to stop him this time”

bravery, commitment and absolute confidence – especially a two-mile section in the middle spent on the limiter in top, right at the edge of adhesion and way beyond reason.

As ever Ogier timed it to perfection. Synced and psyched, he pulled six seconds out of Sordo. The gap was now down to 7.7s.

Lunchtime service was a tense affair, with Hyundai concerned that the rising ambient temperature through the afternoon would accentuate the 120's desire to lead with the nose at the apex of corners. Collectively, the team scratched its head and fiddled around the edges. That was all at that could be done.

“I will keep trying,” said Sordo. “Keep pushing. But I think he's awake now!”

Ogier certainly was awake. And he was unbeatable on the afternoon's three long stages. The midday sun had well and truly burned off any damp patches, allowing him to slot his extra gear and push towards the maximum.

The Polo driver took 2.5s in the first stage after lunch, 2.7s in the next, and 4.2s on the second lap of El Montmell was enough for Ogier to lead for the first time since SS4.

But still, Sordo was only 1.7s back ahead of the dash along Salou seafont. And Ogier's rally had taken another turn midway through SS12. While the

champion got on with the task in hand, his team-mate Mikkelsen ran wide on a fast right-hander and was launched into a roll by the Armco barrier.

Last season a Spanish crash barrier helped Mikkelsen realise his dream (when Ogier collided with one on the final stage), but this time around it was his nightmare. One with potential ramifications for Ogier. Yes, Mikkelsen's exit effectively handed him the world title, but it also added pressure for him to make the finish.

“If I don't finish, it gives Hyundai a one-two,” said Ogier. “That would make the manufacturers' championship very close. My team doesn't deserve this shit present. My team deserves this title.”

There was plenty to ponder as Ogier sat and waited for his run along what's become known as the beach stage. It's only 1.4 miles long, but the sand-covered polished promenade is as treacherous as any icy lane through the French Alps – minus the massive drops, of course. The Salou stage runs, quite literally, at sea level.

Sordo attacked the least attackable stage on the itinerary, overdrove it and dropped another four seconds.

He was absolutely furious with himself. “I have nothing nice to tell you tonight,” he said afterwards. “I hate this stage; so stupid stage.”



ALL PICS: MCKLEIN.DE





Ogier wanted to seal fourth title with a victory

Typically, Sordo couldn't and wouldn't maintain his tirade. He accepted responsibility while also pointing to a degree of inevitability.

"Today," he said, "Ogier killed me slowly. That made me sad. Normally second is OK. Not today."

Ogier was simply brilliant on Saturday. He played himself in, did his thing and went back to the front.

**Day three (39.02 miles; 4 stages)**

Sitting down to his 200th omelette as a Volkswagen driver (seriously, somebody has counted how many two-egg breakfasts he's had), the number four was closer to the front of Ogier's mind.

Four stages would lead him to become the fourth driver to win four world titles.

Hyundai team principal Michel Nandan promised Sordo was free to chase Ogier – at least that's what he said in front of the thousand or so people watching the Saturday night press conference... Sordo gave it a go, but nothing had changed. Ogier had all the answers. The only crumb of South Korean comfort came with a strong manufacturer showing, with Sordo and Thierry Neuville second and third to keep the makes' race open. Just.

Twelve months ago Ogier famously fell at the final hurdle here. This time he got the Polo tucked in nicely for the final-stage left-hander that spat him into the barrier last year. Nothing and nobody was going to stop him this time.

Third win in Spain, a fourth title and a fifth victory this season. Those mid-year frustrations were a million miles away when he and Julien Ingrassia enjoyed a champagne shower by the sea. 🍾

**RESULTS ROUND 11/13, RALLY CATALUNYA (E), OCTOBER 13-16**

POS	DRIVER	CO-DRIVER	TEAM / CAR	TIME
1	Sebastien Ogier (F)	Julien Ingrassia (F)	Volkswagen Motorsport · Volkswagen Polo R WRC	3h13m03.6s
2	Dani Sordo (E)	Marc Marti (E)	Hyundai Motorsport · Hyundai i20 WRC	+15.6s
3	Thierry Neuville (B)	Nicolas Gilsoul (B)	Hyundai Motorsport · Hyundai i20 WRC	+1m15.0s
4	Hayden Paddon (NZ)	John Kennard (NZ)	Hyundai Motorsport N · Hyundai i20 WRC	+1m27.8s
5	Mads Ostberg (N)	Ola Floene (N)	M-Sport WRT · Ford Fiesta RS WRC	+3m24.4s
6	Ott Tanak (EST)	Raigo Molder (EST)	DMACK World Rally Team · Ford Fiesta RS WRC	+5m24.9s
7	Kevin Abbring (NL)	Sebastian Marshall (GB)	Hyundai Motorsport N · Hyundai i20 WRC	+7m31.3s
8	Jan Kopecky (CZ)	Pavel Dresler (CZ)	Skoda Motorsport · Skoda Fabia R5	+9m05.1s
9	Pontus Tidemand (S)	Jonas Andersson (S)	Skoda Motorsport · Skoda Fabia R5	+9m20.4s
10	Craig Breen (IRL)	Scott Martin (GB)	Abu Dhabi Total WRT · Citroen DS3 WRC	+9m57.1s
<b>OTHERS</b>				
11	Lorenzo Bertelli (I)	Simone Scattolin (I)	FWRT · Ford Fiesta RS WRC	+11m07.6s
12	Khalid Al-Qassimi (UAE)	Chris Patterson (GB)	Abu Dhabi Total WRT · Citroen DS3 WRC	+19m24.5s
14	Jari-Matti Latvala (FIN)	Miikka Anttila (FIN)	Volkswagen Motorsport · Volkswagen Polo R WRC	+21m34.4s
15	Valeriy Gorban (UA)	Volodymyr Korsya (UA)	Eurolamp WRT · Mini John Cooper Works WRC	+21m41.6s
19	Eric Camilli (F)	Benjamin Veillas (F)	M-Sport WRT · Ford Fiesta RS WRC	+27m38.4s
R	Martin Prokop (CZ)	Jan Tomanek (CZ)	Jipocar Czech National Team · Ford Fiesta RS WRC	SS17-lost wheel
R	Kris Meeke (GB)	Paul Nagle (IRL)	Abu Dhabi Total WRT · Citroen DS3 WRC	SS16-engine
R	Andreas Mikkelsen (N)	Anders Jager (N)	Volkswagen Motorsport II · Volkswagen Polo R WRC	SS12-crash

**DRIVERS' CHAMPIONSHIP**

- 1 Ogier 222; 2 Mikkelsen 127;
- 3 Neuville 127; 4 Paddon 114; 5 Sordo 111; 6 Latvala 104; 7 Ostberg 90;
- 8 Tanak 61; 9 Meeke 54; 10 Breen 36.

**MANUFACTURERS' CHAMPIONSHIP**

- 1 Volkswagen Motorsport 322;
- 2 Hyundai Motorsport 260; 3 M-Sport WRT 144; 4 Volkswagen Motorsport II 136; 5 Hyundai Motorsport N 124;
- 6 DMACK World Rally Team 74.



**STAGE TIMES**

STAGE	FASTEST	LEADER	SECOND
SS1 Barcelona (asphalt) 1.99 miles	Tanak 3m47.6s	Tanak	Bertelli +2.7s
SS2 Caseres1 (gravel) 7.77 miles	Neuville 7m39.9s	Neuville	Ogier +0.3s
SS3 Bot1 (gravel) 4.04 miles	Latvala 4m12.0s	Ogier	Neuville +0.1s
SS4 Terra Alta1 (gravel&asphalt) 24.20 miles	Latvala 25m48.7s	Ogier	Neuville +4.4s
SS5 Caseres2 (gravel) 7.77 miles	Sordo 7m57.3s	Sordo	Ogier +6.1s
SS6 Bot2 (gravel) 4.04 miles	Sordo 4m06.0s	Sordo	Ogier +11.8s
SS7 Terra Alta2 (gravel&asphalt) 24.20 miles	Meeke 24m50.1s	Sordo	Ogier +17.0s
SS8 Vilaplana (asphalt) 3.90 miles	Latvala 4m03.4s	Sordo	Ogier +16.9s
SS9 Alcover-Capafonts1 (asphalt) 12.38 miles	Latvala 11m05.9s	Sordo	Ogier +17.5s
SS10 Querol1 (asphalt) 13.21 miles	Ogier 11m12.9s	Sordo	Ogier +14.5s
SS11 El Montmell1 (asphalt) 15.00 miles	Ogier 12m27.3s	Sordo	Ogier +7.7s
SS12 Alcover-Capafonts2 (asphalt) 12.38 miles	Ogier 11m02.0s	Sordo	Ogier +5.2s
SS13 Querol2 (asphalt) 13.21 miles	Ogier 11m14.3s	Sordo	Ogier +2.5s
SS14 El Montmell2 (asphalt) 15.00 miles	Ogier 12m29.3s	Ogier	Sordo +1.7s
SS15 Salou (asphalt) 1.39 miles	Meeke 2m33.0s	Ogier	Sordo +5.8s
SS16 Pratdip1 (asphalt) 11.99 miles	Ogier 10m58.3s	Ogier	Sordo +8.4s
SS17 Duesaigues1 (asphalt) 7.52 miles	Latvala 8m00.4s	Ogier	Sordo +12.7s
SS18 Pratdip2 (asphalt) 11.99 miles	Latvala 10m53.1s	Ogier	Sordo +14.0s
SS19 Duesaigues2 (asphalt) [Power Stage] 7.52 miles	Latvala 7m55.8s	Ogier	Sordo +15.6s



## Mortara wins battle;

**DTM**  
**HOCKENHEIM (D)**  
**OCTOBER 15-16**  
**ROUND 9/9**

AUDI RAGED POST-RACE AT HOCKENHEIM that Edoardo Mortara was robbed of the DTM title at Zandvoort back in July. A drivethrough penalty for what turned out to be a spurious speeding offence under the virtual safety car denied the Italian at least sixth place – in other words eight points – in the first race of the Dutch double-header. And he lost the crown to BMW's Marco Wittmann by just four points after a blistering pair of race performances last weekend.

But Audi underestimates the butterfly effect. Had Mortara not been unfairly penalised in the Netherlands, how might all the intervening races have played out, not only for he and Wittmann, but for the other 22 drivers in the pack? Instead, it's perhaps more accurate to pinpoint the moment when Wittmann found a little burst of pace in his pocket to hold Mortara at bay in race one last Saturday as the decisive moment.

Mortara had qualified his Abt-run machine only eighth after a troubled start to the weekend in free practice. "I never had any technical issues in my entire Audi career, but we had so many

little problems," he explained. "In qualifying, P8 wasn't so bad considering what had happened."

The Italian played it safe early on, protected by impressive Audi stand-in rear-gunner Rene Rast, conserving DRS until he went on a second-half charge. While hardly-ever-in-the-points-unless-he-wins Audi *hombre* Miguel Molina sped to an all-the-way victory, Mortara slashed the gap to the second and third-placed BMWs of Wittmann and Antonio Felix da Costa, the Portuguese taking both poles on his farewell DTM weekend.

Two and a half laps from home, Mortara sliced inside da Costa at the Spitzkehre hairpin with a move exquisite in its execution, with barely any room to avoid the machine of Wittmann ahead. Surely now, considering he was so close, Mortara would get Wittmann before the finish... But no. The Red Bull-backed BMW found just a couple of tenths, but that was enough to stay out of DRS reach, Wittmann explaining: "I knew there were not a lot of laps left and it would have been tight. I tried really hard to push to keep the gap over one second and that worked out."

The points gap was now 17 in Wittmann's favour, and again Mortara would have problems on Sunday, failing to complete his first run in qualifying and grabbing sixth on the grid – one spot behind Wittmann – in a last-gasp effort.



## AT A GLANCE

### RACE 1

- 1 Molina Audi
- 2 Wittmann BMW
- 3 Mortara Audi

### RACE 2

- 1 Mortara Audi
- 2 Vietoris Mercedes
- 3 di Resta Mercedes

➔ P23 RESULTS

Mortara leads race two after passing Wittmann

# Wittmann wins war

Once again he went on a charge. Mortara was up to fourth, behind Wittmann, when the battle for the lead exploded at the Mercedes Arena.

Da Costa, in front, was tagged by the Mercedes of Gary Paffett as he moved across on the brakes to take the racing line at such an angle that it tipped him into a spin. Paffett was penalised with a drivethrough penalty, putting Wittmann in front for half a lap before Mortara passed him.

Mortara, despite numerous assaults in those early laps from BMWs that damaged his car, pulled out a six-second gap. "It was a true war out there," he said. "Every BMW was trying to take me out of the race. I had some pretty unfair moves from [Tom] Blomqvist. But I managed to overtake the cars in front and go away, even though all four corners of the car were gone. It was pretty difficult to drive."

The two title contenders both made late stops, Mortara re-emerging in the lead but Wittmann rejoining behind the two late-stopping Audis of Mike Rockenfeller and Nico Muller, the early-pitting Mercs of Christian Vietoris and Paul di Resta, and Blomqvist. Could Rockenfeller and Muller be used as pawns to delay the pack and hobble Wittmann? The problem was there wasn't another competitive Audi anywhere near enough to get in the mix once Rockenfeller and

Muller had pitted, with Jamie Green – who had finally lost any chance of the title in race one – the closest, but a long way down the road.

Wittmann obviously had an easy passage past Blomqvist, and made a few tentative moves to prise di Resta from his podium, but fourth was good enough to claim the title. Mortara won the race from the rejuvenated Merc pair headed by Vietoris, the Stuttgart make – aided by a swing of 10kg in its favour on car weights before the race – bouncing back after a disastrous Saturday, which was so bad that some its drivers even dropped back from the pack in the race to do long-run testing.

If Wittmann hadn't kept Mortara at bay in race one, you could well imagine Molina moving aside for his Audi stablemate for the win, and that would have meant Wittmann leading by just four points going into the final race. That would have meant that, even if he'd passed Vietoris and di Resta, it wouldn't have been enough to deny Mortara the title. Again you have to consider the butterfly effect – his BMW cohorts might have been even more brutal against Mortara in the early laps – but, even so, that burst of speed in the closing stages of Saturday proved decisive in turning fortunes Wittmann's way.

MARCUS SIMMONS

## IN BRIEF

### BRNO 24 HOURS

Scuderia Praha took victory on home soil with its Ferrari 488 GT3 in the hands of Tom Onslow-Cole, Peter Kox, Josef Kral and Jiri Pisarik. The team finished 38 laps clear of the Hofer Racing Mercedes SLS of Christiaan Frankenhout, Kenneth Heyer, Roland Eggimann, and Michael and Chantal Kroll. The GRT Grasser squad's Lambo led early on before gearbox problems delayed the car of Andrea Caldarelli, Rolf Ineichen and Adrian Amstutz. The ultra-successful Herberth Porsche retired from the race after midnight.

### V8 STOCK CARS

Felipe Fraga extended his series lead over Rubens Barrichello with victory in the main race at Curitiba. Lacking pace, Barrichello made his fuel-and-tyre stop in race one, putting him 11th for the reversed-grid race. He inherited the lead when the 10 drivers in front stopped, but could not hold off a charging Thiago Camilo, who had failed to finish race one.

### GERMAN CARRERA CUP

Sven Muller became champion at Hockenheim despite winning neither round. Jeffrey Schmidt won the first race from Muller and title challenger Christian Engelhart, with Briton Nick Yelloly fourth. Engelhart won on Sunday after Muller was given a drivethrough penalty for a clash that put Schmidt out of the race. Muller had to charge back up to fifth to secure the title, while Yelloly claimed a best-yet second from Matteo Cairoli.

### NASCAR XFINITY SERIES

Kyle Busch took the honours at Kansas Speedway as the Xfinity boys began their 'Round of 8' Chase stage. Busch led most of the way, and passed the sister Joe Gibbs Racing Toyota of Daniel Suarez with 13 laps remaining. Elliott Sadler also got past the Mexican, and the duo share the Chase points lead due to Suarez's bonus for being a lap leader. Five of the Chase drivers got involved in incidents, Justin Allgaier taking his damaged car to 14th.

### MOTO2

Johann Zarco settled for second behind Thomas Luthi at Motegi, but was the big winner. Zarco started one point ahead of title rival Alex Rins, but Rins crashed on the first lap and did not score points, extending Zarco's lead to 21 with three races left.

### MOTO3

Enea Bastianini edged out already-crowned champion Brad Binder to take his first win of the season at Motegi. Binder led every lap but the last, when he was passed at Turn 11 by the Italian, who held on to win by just 0.017s and move up to second in the standings.

### ITALIAN GT

Motorsport and paralympic hero Alex Zanardi triumphed on a one-off outing at Mugello with the BMW Italia team's M6 GT3. He held off the Ferrari of Jaime Melo (started by Niccolò Schiro) to win race two, with Audi's Laurens Vanthoor and Marco Mapelli third. First-race winners Mirko Venturi and Stefano Gai became champions in their Ferrari.

Stroll drove away from Eriksson in races two and three



# Stroll proves up for the fight

**FORMULA 3 EUROPEAN CHAMPIONSHIP**  
**HOCKENHEIM (D)**  
**OCTOBER 15-16**  
**ROUND 10/10**

LANCE STROLL HAD ONE MORE BOX to tick to rubberstamp his Formula 3 European Championship season. After a wonderful performance at Imola to secure the crown, the Formula 1-bound Prema Powerteam starlet headed to Hockenheim jetlagged after going home to Montreal, avoiding the gym and hanging out with pals. With no title on the line now, no caution necessary, we would see how he handled himself in a good old-fashioned racing fight. The answer? Pretty well.

He came out top of a great dust-up with Prema team-mates Maximilian Gunther and Nick Cassidy on the opening lap of race one, thanks to coming out best with a clash with Gunther at the Mercedes Arena. Stroll slipstreamed the German and thought he saw an opening, Gunther turned in, and got bumped out of the way and down to third – although he recovered to later pass Cassidy for second. It was nothing to get het up about, just a move straight out of a BTCC video, and the stewards rightly took no action.

Stroll led all the way in race two to defeat Joel Eriksson, who moved up to second once Motopark team-mate Sergio Sette Camara was pinged with a drivethrough penalty for a jumped start. Eriksson staved off Callum Ilott to claim second, and with it the rookie crown. When Ilott was excluded because there wasn't quite enough fuel left in his Van Amersfoort Racing car for a sample, that promoted David Beckmann to third – a good result for the Mucke Motorsport man, who'd been excluded from an impressive pole for race one when his car's floor was found to be crooked and failed the rideheight test.

Traffic problems meant Stroll would start the finale from fourth on the grid, but he instantly got up to second and started pressuring Eriksson. The talented Swedish BMW junior is one of the best racers in the pack, and the duo swapped places twice on the opening lap. Next time around, Stroll passed Eriksson into the Spitzkehre hairpin, but had to wait until the Mercedes Arena to complete the move after the duo ran wheel to wheel.

Stroll then accelerated into the distance, his final question mark answered after winning his fight with Eriksson. It was

an oh-so-familiar sight as the #1 Prema machine notched up its 14th win of the season, its fifth on the trot. "It's better to be honest to win in that way," grinned Stroll. "I was gonna try as hard as I could but didn't expect to win the race from fourth on the grid. I had nothing to lose; the car was awesome."

So that was good, and so was the fairytale of the weekend: the return of Carlin. GP3 ace Jake Hughes had very little mileage in an F3 car, but qualified third-second-second for the three races. He couldn't quite master the starts and lost ground at each getaway, and even crashed spectacularly out of race one on the final lap after being launched over Anthoine Hubert. In the finale, he passed Sette Camara for fourth, then set fastest lap as he tore after third-placed Cassidy, slashing a yawning chasm and demoting the Kiwi on the penultimate lap. Carlin, after a traumatic F3 season, was overjoyed.

The team's two 'juniors' Lando Norris and Dan Ticktum, both of whom had to make pitlane starts to each race, also performed well. Norris was within a tenth of pole for race three – he outqualified Stroll! – while Ticktum performed solidly, despite unfortunate clashes with Pedro Piquet and Nikita Mazepin, for which it must be pointed out that no action was taken.

At the other end of the F3-experience scale, Alexander Sims worked away and got to fifth in the final race with Hitech GP, but it was another case of what might have been for the team's lead driver, George Russell. Engine failure in free practice consigned him to three 10-place grid penalties. He raced into the points in each encounter, but failed to finish the last after a brake duct worked loose.

**MARCUS SIMMONS**

## AT A GLANCE

### RACE 1

- 1 Stroll Prema
- 2 Gunther Prema
- 3 Cassidy Prema

### RACE 2

- 1 Stroll Prema
- 2 Eriksson Motopark
- 3 Beckmann Mucke

### RACE 3

- 1 Stroll Prema
- 2 Eriksson Motopark
- 3 Hughes Carlin

➔ P23 RESULTS

Hughes podium brought joy to Carlin hearts



# Marquez champion as Yamaha stars fall

**MOTOGP**  
**MOTEGI (J)**  
**OCTOBER 16**  
**ROUND 15/18**

BEFORE THE JAPANESE GRAND PRIX weekend, Marc Marquez was steadfast in his belief that sealing the MotoGP title at Motegi was not on the cards. But given what has unfolded throughout this dramatic season, should it really have been a surprise that he wrapped up a third crown with three races to go?

The championship was basically his, as reluctant as Marquez was to even acknowledge that, and as much as his Honda team-mate Dani Pedrosa's collarbone-breaking crash in practice was a reminder that things can change in an instant.

Marquez led Yamaha's Valentino Rossi and Jorge Lorenzo by 52 and 66 points respectively. That meant Rossi would have to finish outside the points, and Lorenzo off the podium, for Marquez to extend his advantage beyond the 75 available in the three races to follow, if he won the race.

Guess what happened... Both Yamaha riders crashed, and Marquez claimed his fifth win of the season to become the 2016 champion. It was a race that summed up Marquez's campaign. He was quick when he needed – wanted – to be, and kept it on the island when those around him made costly errors.

Led by Rossi and split by Marquez, the Yamahas started on the front row. Having heroically qualified third after a massive crash on Saturday morning, Lorenzo led Marquez and Rossi out of Turn 1 and for four laps.

Marquez took the lead at Turn 9, and Rossi put a similar move on his team-



mate on lap six. By that time, Marquez was 0.9 seconds clear, but a little over a lap later that was immaterial, as Rossi lost the front end in a Turn 10 crash he could not really explain post-race. He got back on his bike, but rode straight to pitlane, his race and – essentially – his title hopes over.

As Marquez lapped relentlessly in the 1m45s to build a lead nearing three seconds, Lorenzo started to struggle and fall back towards third-placed Andrea Dovizioso, while the Suzukis also lurked not too far behind.

Five laps from home the unexpected happened, again. Lorenzo, who would later lament his decision to use the medium and not soft front tyre, came unstuck at Turn 9. All of a sudden, the title was in Marquez's hands, and he admitted that the news on

**Can it get any better?**  
Marquez claimed title with win on Honda's own circuit

his pitboard caught him out.

"When I saw 'Lorenzo out', everything became crazy in my head," he said. "I forgot everything. I missed a gear three, four, five times in the lap. I didn't know which circuit I was at."

He quickly recomposed himself, and brought it home to win by 2.992s over Ducati rider Dovizioso, securing his third MotoGP title in his fourth season, at just 23 years of age. Even more impressive is the challenge he faced at the start of the season, with Honda's acceleration deficit and its late adoption of the new-for-2016 control electronics.

Marquez has learned from his tough 2015 season too, in which he was rapid but spent too much of the year picking a troubled bike up from gravel traps to be a title contender. "The pressure I felt, especially at start of the season, was really high," he said. "Last year we made a few mistakes, and I don't like to finish a championship like last year. I felt more pressure but also extra motivation. This combination kept me really focused, concentrated, and this was the key."

Maverick Vinales improved as the weekend progressed, and caught and passed Suzuki team-mate Aleix Espargaro late to nab the final podium position. LCR Honda's Cal Crutchlow was the top satellite rider again in fifth, Aprilia enjoyed a strong weekend with Alvaro Bautista seventh and Stefan Bradl 10th, while a far-from-100% Bradley Smith was 13th on his return from injury.



Marquez leads Yamaha men Lorenzo and Rossi

## AT A GLANCE

- 1 Marquez Honda
- 2 Dovizioso Ducati
- 3 Vinales Suzuki

➔ P22 RESULTS

MITCHELL ADAM

# RESULTS



Harvick is through to the next stage of the NASCAR Chase

## Harvick into next stage

**NASCAR SPRINT CUP**  
**KANSAS SPEEDWAY (USA)**  
**OCTOBER 16**  
**ROUND 31/36**

KEVIN HARVICK HELD OFF STRONG competition to secure himself a spot in the 'Round of 8' stage of the Chase alongside Jimmie Johnson.

Harvick kept out of trouble despite pressure from Carl Edwards, Joey Logano, Johnson and last year's Kansas winner Kyle Busch. But none of these drivers – who finished second to fifth – was able to shake the Stewart Haas Chevrolet's hold on the lead.

The results keep Edwards and Busch in strong positions, while Logano remains on the cusp of elimination in eighth heading into Talladega next week.

Chase contender Brad Keselowski, who went to Kansas fourth in the points, had been looking competitive until contact with Denny Hamlin sent him off the track and into the garage with 77 laps

left. He was forced to retire his Penske Ford and will go into next week's race 11th in the Chase.

Austin Dillon and Hamlin are also at risk going into the elimination race, as is rookie Chase Elliott, who experienced problems with the bodywork of his Chevrolet, leaving him 31st in the race.

Martin Truex Jr struggled with a refuelling problem, leaving his Furniture Row Toyota constantly short on fuel and only able to finish 11th.

### RESULTS

**1 Kevin Harvick (Chevrolet SS)** 267 laps in 3h00m28s; 2 Carl Edwards (Toyota Camry) +1.183s; 3 Joey Logano (Ford Fusion); 4 Jimmie Johnson (Chevy); 5 Kyle Busch (Toyota); 6 Austin Dillon (Chevy); 7 Alex Bowman (Chevy); 8 AJ Allmendinger (Chevy); 9 Matt Kenseth (Toyota); 10 Kasey Kahne (Chevy). **Round of 12** **1 Johnson** **1 win/3082 points**; 2 Harvick 1/3048; 3 Kenseth 3074; 4 Kyle Busch 3072; 5 Edwards 3069; 6 Kurt Busch 3062; 7 Martin Truex Jr 3058; 8 Logano 3045; 9 Dillon 3045; 10 Denny Hamlin 3039; 11 Brad Keselowski 3038; 12 Chase Elliott 3020.

## Ekstrom is WRX champion

**WORLD RALLYCROSS**  
**ESTERING (D)**  
**OCTOBER 15-16**  
**ROUND 11/12**

TWO-TIME DTM CHAMPION Mattias Ekstrom secured the WRX title as Kevin Eriksson claimed his first victory in the series.

Ekstrom, who was driving an Audi S1 for his self-made EKS rallycross team, was released by Audi from the clashing DTM finale. The move was justified as he finished fifth, enough to claim the crown with one round still to go.

Closest rival Petter Solberg fell only just short of maximum points from the event by going top at the Intermediate Classification, winning his semi-final and finishing second in the final in his Citroen.

Solberg and Ekstrom started alongside each other on the front row of the grid, but neither could have expected the sensational move from Eriksson, who swept fully sideways around the outside of the field to put his Fiesta in front.

Eriksson led all the way to beat Solberg, while Andreas Bakkerud (Ford Focus) fended off Kevin Hansen (Peugeot) for third. Ekstrom dropped to last at Turn 1, but climbed a place when Johan Kristoffersson was slowed by a flat tyre.

### RESULTS

**1 Kevin Eriksson (Ford Fiesta ST)** 6 laps in 3m51.944s; 2 Petter Solberg (Citroen DS3) +0.586s; 3 Andreas Bakkerud (Ford Focus RS); 4 Kevin Hansen (Peugeot 208); 5 Mattias Ekstrom (Audi S1); 6 Johan Kristoffersson (Volkswagen Polo). **Points** **1 Ekstrom 251**; 2 Solberg 221; 3 Kristoffersson 217; 4 Bakkerud 210; 5 Sebastien Loeb 194; 6 Timmy Hansen 174.

### MOTOGP

#### ROUND 15/18, MOTEGI (J), OCTOBER 16

(24 LAPS – 71.597 MILES)

1	Marc Marquez (E) Honda	42m34.610s
2	Andrea Dovizioso (I) Ducati	+2.992s
3	Maverick Vinales (E) Suzuki	+4.104s
4	Aleix Espargaro (E) Suzuki	+4.726s
5	Cal Crutchlow (GB) LCR Honda	+15.049s
6	Pol Espargaro (E) Tech3 Yamaha	+19.654s
7	Alvaro Bautista (E) Aprilia	+23.032s
8	Danilo Petrucci (I) Pramac Ducati	+28.555s
9	Scott Redding (GB) Pramac Ducati	+28.802s
10	Stefan Bradl (D) Aprilia	+32.330s
11	Katsuyuki Nakasuga (J) Yamalube Yamaha	+42.845s
12	Yonny Hernandez (CO) Aspar Ducati	+52.219s
13	Bradley Smith (GB) Tech3 Yamaha	+53.783s
14	Tito Rabat (E) Marc VDS Honda	+54.760s
15	Hiroshi Aoyama (J) Honda	+1m00.155s
16	Loris Baz (F) Avintia Ducati	+1m04.440s
17	Hector Barbera (E) Ducati	+1m42.966s
18	Mike Jones (AUS) Avintia Ducati	-1 lap
R	Jorge Lorenzo (E) Yamaha	19 laps-accident
R	Valentino Rossi (I) Yamaha	6 laps-accident
R	Jack Miller (AUS) Marc VDS Honda	6 laps-accident
R	Eugene Laverty (IRL) Aspar Ducati	2 laps-accident
NS	Dani Pedrosa (E) Honda	broken collarbone

**Winner's average speed** 100.895mph. **Fastest lap** Marquez 1m45.576s, 101.723mph.

### QUALIFYING 2

**1 Rossi 1m43.954s**; 2 Marquez 1m44.134s; 3 Lorenzo 1m44.221s; 4 Dovizioso 1m44.294s; 5 Crutchlow 1m44.402s; 6 A Espargaro 1m44.494s; 7 Vinales 1m44.539s; 8 Barbera 1m44.980s; 9 P Espargaro 1m45.232s; 10 Petrucci 1m45.782s; 11 Redding 1m45.827s; 12 Bautista no time.

### QUALIFYING 1

**1 Bautista 1m45.614s**; 2 Redding 1m45.708s; 3 Bradl 1m45.823s; 4 Miller 1m46.347s; 5 Smith 1m46.593s; 6 Nakasuga 1m46.627s; 7 Hernandez 1m46.705s; 8 Rabat 1m46.753s; 9 Laverty 1m47.060s; 10 Baz 1m47.501s; 11 Jones 1m47.631s; 12 Aoyama 1m47.788s.

### CHAMPIONSHIP

**1 Marquez 273**; 2 Rossi 196; 3 Lorenzo 182; 4 Vinales 165; 5 Pedrosa 155; 6 Dovizioso 124; 7 Crutchlow 116; 8 P Espargaro 106; 9 Iannone 96; 10 Barbera 84.

### MANUFACTURERS' CHAMPIONSHIP

**1 Honda 316**; 2 Yamaha 288; 3 Ducati 207; 4 Suzuki 171; 5 Aprilia 81.



Dovizioso took his fourth podium of the season

# ROUND-UP

## DTM

### ROUND 9/9, HOCKENHEIM (D), OCTOBER 15-16

#### RACE 1 (27 LAPS – 76.738 MILES)

1	<b>Miguel Molina</b> (E) <i>Abt Sportsline</i> • Audi RS5	<b>43m02.346s</b>
2	<b>Marco Wittmann</b> (D) <i>RMG</i> • BMW M4	+1.661s
3	<b>Edoardo Mortara</b> (I) <i>Abt Sportsline</i> • Audi RS5	+2.805s
4	<b>Antonio Felix da Costa</b> (P) <i>Team Schnitzer</i> • BMW M4	+4.870s
5	<b>Mike Rockenfeller</b> (D) <i>Abt Sportsline</i> • Audi RS5	+6.064s
6	<b>Rene Rast</b> (D) <i>Team Phoenix</i> • Audi RS5	+7.992s
7	<b>Timo Glock</b> (D) <i>RMG</i> • BMW M4	+11.858s
8	<b>Jamie Green</b> (GB) <i>Team Rosberg</i> • Audi RS5	+15.970s
9	<b>Tom Blomqvist</b> (GB) <i>RBM</i> • BMW M4	+17.188s
10	<b>Paul di Resta</b> (GB) <i>HWA</i> • Mercedes C63	+19.048s
11	<b>Augusto Farfus</b> (BR) <i>MTEK</i> • BMW M4	+21.208s
12	<b>Adrien Tambay</b> (F) <i>Team Rosberg</i> • Audi RS5	+21.928s
13	<b>Maxime Martin</b> (B) <i>RBM</i> • BMW M4	+22.471s
14	<b>Bruno Spengler</b> (CDN) <i>MTEK</i> • BMW M4	+23.233s
15	<b>Nico Muller</b> (CH) <i>Abt Sportsline</i> • Audi RS5	+23.808s
16	<b>Timo Scheider</b> (D) <i>Team Phoenix</i> • Audi RS5	+24.288s
17	<b>Maximilian Gotz</b> (D) <i>HWA</i> • Mercedes C63	+24.712s
18	<b>Lucas Auer</b> (A) <i>Mücke Motorsport</i> • Mercedes C63	+24.967s
19	<b>Gary Paffett</b> (GB) <i>ART Grand Prix</i> • Mercedes C63	+30.584s
20	<b>Martin Tomczyk</b> (D) <i>Team Schnitzer</i> • BMW M4	+35.904s
21	<b>Daniel Juncadella</b> (E) <i>HWA</i> • Mercedes C63	+37.372s
22	<b>Christian Vietoris</b> (D) <i>Mücke Motorsport</i> • Mercedes C63	+43.593s
23	<b>Robert Wickens</b> (CDN) <i>HWA</i> • Mercedes C63	25 laps-door open
R	<b>Felix Rosenqvist</b> (S) <i>ART Grand Prix</i> • Mercedes C63	9 laps-power-steering

Winner's average speed 106.979mph. Fastest lap da Costa 1m34.500s, 108.272mph.

#### QUALIFYING 1

1 da Costa 1m32.344s; 2 Molina 1m32.444s; 3 Blomqvist 1m32.508s; 4 Wittmann 1m32.512s; 5 Martin 1m32.574s; 6 Rockenfeller 1m32.620s; 7 Farfus 1m32.631s; 8 Mortara 1m32.662s; 9 Glock 1m32.700s; 10 Muller 1m32.704s; 11 Rast 1m32.726s; 12 di Resta 1m32.794s; 13 Paffett 1m32.884s; 14 Green 1m32.908s; 15 Scheider 1m32.918s; 16 Gotz 1m32.922s; 17 Vietoris 1m32.956s; 18 Rosenqvist 1m33.018s; 19 Spengler 1m33.168s; 20 Wickens 1m33.238s; 21 Tambay 1m33.285s; 22 Juncadella 1m33.362s; 23 Tomczyk 1m33.149s\*; 24 Auer 1m33.254s\*\*.

#### RACE 2 (39 LAPS – 110.844 MILES)

1 Mortara 1h02m52.131s; 2 Vietoris +3.040s; 3 di Resta +4.294s; 4 Wittmann +5.030s; 5 Glock +6.103s; 6 Martin +8.947s; 7 Blomqvist +13.857s; 8 Green +15.054s; 9 Wickens +16.012s; 10 Tomczyk +21.313s; 11 Rockenfeller +21.503s; 12 Spengler +22.230s; 13 Muller +24.962s; 14 Molina +25.979s; 15 Paffett +27.937s; 16 Auer +29.298s; 17 Rast +36.530s; 18 Scheider +39.112s; 19 Gotz +55.972s; 20 Juncadella 33 laps-cumulative accident damage; 21 Rosenqvist 32 laps-misfire; 22 Farfus 29 laps-cockpit discomfort; R da Costa 21 laps-lost wheel; R Tambay 15 laps-accident damage.

Winner's average speed 105.785mph. Fastest lap Glock 1m34.659s, 108.090mph.

#### QUALIFYING 2

1 da Costa 1m32.525s; 2 Paffett 1m32.539s; 3 Blomqvist 1m32.589s; 4 Martin 1m32.601s; 5 Wittmann 1m32.616s; 6 Mortara 1m32.644s; 7 Wickens 1m32.769s; 8 Glock 1m32.805s; 9 Vietoris 1m32.810s; 10 Green 1m32.818s; 11 Farfus 1m32.821s; 12 Spengler 1m32.858s; 13 Auer 1m32.888s; 14 Muller 1m32.911s; 15 Rosenqvist 1m32.929s; 16 Tambay 1m32.938s; 17 Rockenfeller 1m32.956s; 18 di Resta 1m32.990s; 19 Tomczyk 1m33.002s; 20 Scheider 1m33.007s; 21 Juncadella 1m33.059s; 22 Molina 1m33.082s; 23 Rast 1m33.158s; 24 Gotz 1m33.280s. \* grid penalty. \*\* started from back.

#### CHAMPIONSHIP

1 Wittmann 206; 2 Mortara 202; 3 Green 145; 4 Wickens 124; 5 di Resta 116; 6 Blomqvist 113; 7 Ekstrom 107; 8 Martin 90; 9 Muller 88; 10 Glock 84.



Molina took honours for Audi on Saturday



Ticktum made his F3 debut with Carlin

## FORMULA 3 EUROPEAN CHAMPIONSHIP

### ROUND 10/10, HOCKENHEIM (D), OCTOBER 15-16

#### RACE 1 (23 LAPS – 65.369 MILES)

1	<b>Lance Stroll</b> (CDN) <i>Prema Powerteam</i> • Dallara-Mercedes F316	<b>35m46.986s</b>
2	<b>Maximilian Gunther</b> (D) <i>Prema Powerteam</i> • Dallara-Mercedes F315	+6.254s
3	<b>Nick Cassidy</b> (NZ) <i>Prema Powerteam</i> • Dallara-Mercedes F314	+10.679s
4	<b>Ralf Aron</b> (EST) <i>Prema Powerteam</i> • Dallara-Mercedes F315	+12.638s
5	<b>Sergio Sette Camara</b> (BR) <i>Motopark</i> • Dallara-Volkswagen F316	+18.860s
6	<b>Joel Eriksson</b> (S) <i>Motopark</i> • Dallara-Volkswagen F315	+24.473s
7	<b>George Russell</b> (GB) <i>Hitech GP</i> • Dallara-Mercedes F315	+26.933s
8	<b>Nikita Mazepin</b> (RUS) <i>Hitech GP</i> • Dallara-Mercedes F316	+28.037s
9	<b>Alexander Sims</b> (GB) <i>Hitech GP</i> • Dallara-Mercedes F315	+29.049s
10	<b>Anthoine Hubert</b> (F) <i>Van Amersfoort Racing</i> • Dallara-Mercedes F312	+31.175s
11	<b>Guan Yu Zhou</b> (PRC) <i>Motopark</i> • Dallara-Volkswagen F314	+31.478s
12	<b>David Beckmann</b> (D) <i>Mücke Motorsport</i> • Dallara-Mercedes F316	+33.186s
13	<b>Daniel Ticktum</b> (GB) <i>Carlin</i> • Dallara-Volkswagen F312	+34.994s
14	<b>Niko Kari</b> (FIN) <i>Motopark</i> • Dallara-Volkswagen F315	+35.539s
15	<b>Harrison Newey</b> (GB) <i>Van Amersfoort Racing</i> • Dallara-Mercedes F316	+36.256s
16	<b>Pedro Piquet</b> (BR) <i>Van Amersfoort Racing</i> • Dallara-Mercedes F316	+38.418s
17	<b>Andy Chang</b> (PRC) <i>T-Sport</i> • Dallara-NBE F316	+1m01.925s
18	<b>Ben Barnicoat</b> (GB) <i>Hitech GP</i> • Dallara-Mercedes F316	+1m11.600s
19	<b>Jake Hughes</b> (GB) <i>Carlin</i> • Dallara-Volkswagen F312	22 laps-accident
R	<b>Lando Norris</b> (GB) <i>Carlin</i> • Dallara-Volkswagen F312	17 laps-accident damage
R	<b>Callum Iott</b> (GB) <i>Van Amersfoort Racing</i> • Dallara-Mercedes F316	3 laps-radiator
R	<b>Mikkel Jensen</b> (DK) <i>Mücke Motorsport</i> • Dallara-Mercedes F316	1 lap-accident damage

Winner's average speed 109.609mph. Fastest lap Stroll 1m32.535s, 110.571mph.

#### QUALIFYING 1

1 Stroll 1m31.639s; 2 Gunther 1m31.698s; 3 Hughes 1m31.761s; 4 Cassidy 1m31.875s; 5 Aron 1m32.064s; 6 Hubert 1m32.071s; 7 Iott 1m32.118s; 8 Eriksson 1m32.215s; 9 Mazepin 1m32.265s; 10 Sims 1m32.365s; 11 Zhou 1m32.392s; 12 Sette Camara 1m32.444s; 13 Piquet 1m32.509s; 14 Newey 1m32.656s; 15 Barnicoat 1m32.659s; 16 Jensen 1m32.720s; 17 Chang 1m34.574s; 18 Beckmann 1m31.627s\*\*; 19 Russell no time\*; 20 Kari no time\*; 21 Norris 1m32.157s\*\*\*; 22 Ticktum 1m32.668s\*\*\*.

#### RACE 2 (23 LAPS – 65.369 MILES)

1 Stroll 35m50.860s; 2 Eriksson +4.727s; 3 Beckmann +6.793s; 4 Hughes +7.466s; 5 Aron +12.314s; 6 Russell +14.881s; 7 Hubert +15.601s; 8 Gunther +18.006s; 9 Barnicoat +24.546s; 10 Mazepin +25.423s; 11 Sims +25.887s; 12 Kari +26.697s; 13 Zhou +30.402s; 14 Sette Camara +31.325s; 15 Jensen +35.049s; 16 Norris +35.673s; 17 Piquet +38.581s; 18 Newey +38.846s; 19 Chang +1m04.448s; 20 Ticktum -2 laps; EX Iott +6.078s; R Cassidy 3 laps-accident damage. Winner's average speed 109.412mph. Fastest lap Russell 1m32.892s, 110.146mph.

#### QUALIFYING 2

1 Stroll 1m31.733s; 2 Hughes 1m31.912s; 3 Eriksson 1m31.968s; 4 Sette Camara 1m32.041s; 5 Iott 1m32.050s; 6 Cassidy 1m32.090s; 7 Beckmann 1m32.132s; 8 Aron 1m32.152s; 9 Hubert 1m32.181s; 10 Gunther 1m32.346s; 11 Sims 1m32.393s; 12 Mazepin 1m32.491s; 13 Zhou 1m32.577s; 14 Barnicoat 1m32.608s; 15 Newey 1m32.730s; 16 Russell 1m32.092s\*; 17 Piquet 1m32.822s; 18 Chang 1m34.295s; 19 Kari 1m32.258s\*; 20 Jensen 1m32.799s\*; 21 Norris 1m32.144s\*\*\*; 22 Ticktum 1m32.411s\*\*\*.

#### RACE 3 (23 LAPS – 65.369 MILES)

1 Stroll 35m45.382s; 2 Eriksson +4.716s; 3 Hughes +11.297s; 4 Cassidy +13.924s; 5 Sims +16.686s; 6 Sette Camara +24.146s; 7 Barnicoat +24.777s; 8 Aron +26.447s; 9 Gunther +27.329s; 10 Hubert +27.842s; 11 Zhou +29.509s; 12 Newey +30.626s; 13 Kari +31.405s; 14 Ticktum +32.766s; 15 Piquet +36.864s; 16 Norris +47.472s; 17 Chang +1m06.494s; 18 Beckmann -1 lap; R Iott 16 laps-bent steering; R Mazepin 15 laps-accident damage; R Russell 6 laps-loose brake duct; NS Jensen-unhappy with car. Winner's average speed 109.691mph. Fastest lap Hughes 1m32.489s, 110.626mph.

#### GRID FOR RACE 3

1 Eriksson; 2 Hughes; 3 Iott; 4 Stroll; 5 Sette Camara; 6 Cassidy; 7 Hubert; 8 Sims; 9 Beckmann; 10 Mazepin; 11 Aron; 12 Barnicoat; 13 Zhou; 14 Newey; 15 Russell\*; 16 Piquet; 17 Gunther; 18 Chang; 19 Kari\*; 20 Norris\*\*\*; 21 Ticktum\*\*\*. \* grid penalty. \*\* excluded from qualifying. \*\*\* made to start from pitlane.

#### CHAMPIONSHIP

1 Stroll 507; 2 Gunther 322; 3 Russell 274; 4 Cassidy 254; 5 Eriksson 252; 6 Iott 226; 7 Aron 176; 8 Hubert 160; 9 Barnicoat 134; 10 Kari 129.

Webber holds court at Fuji press conference



### WORLD ENDURANCE CHAMPIONSHIP

## Retiring Webber will be

MARK WEBBER'S LOSS TO THE WORLD Endurance Championship at the end of this season will be a big blow for the simple reason that he is the biggest-name driver on the grid, and by a margin. But his retirement, announced last week, will also leave a hole that will be difficult to fill within the Porsche team.

Andreas Seidl, team principal at the Porsche LMP1 squad, has stressed the importance of the role Webber played in the development of the in-house team from a start-up entrant to a winner of both WEC titles in 2015 and the Le Mans 24 Hours last year and this.

"Mark was a fundamental part of the team," he explained. "He knew from Red Bull in Formula 1 what was required to set up a team, or take one that was then at a low level and turn it into a championship-winning team.

"He was a huge influence because he came with exactly the right approach. He will leave a big hole as a driver and as a personality."

Seidl stressed that the relationship Webber forged with team-mates Timo Scheider and Brendon Hartley from the beginning of his three-season stint with Porsche was a key

ingredient of their title success last year. He explained that the winner of nine grands prix "knew he had a lot to learn and was happy to use Timo's experience to do it as quickly as possible".

The bond with Bernhard and Hartley was "exceptional and unique", according to Webber. "That's what Timo tells me and he is the most experienced of the three of us," he said. "We took a lot of victories against the odds and squeezed a lot out of the car."

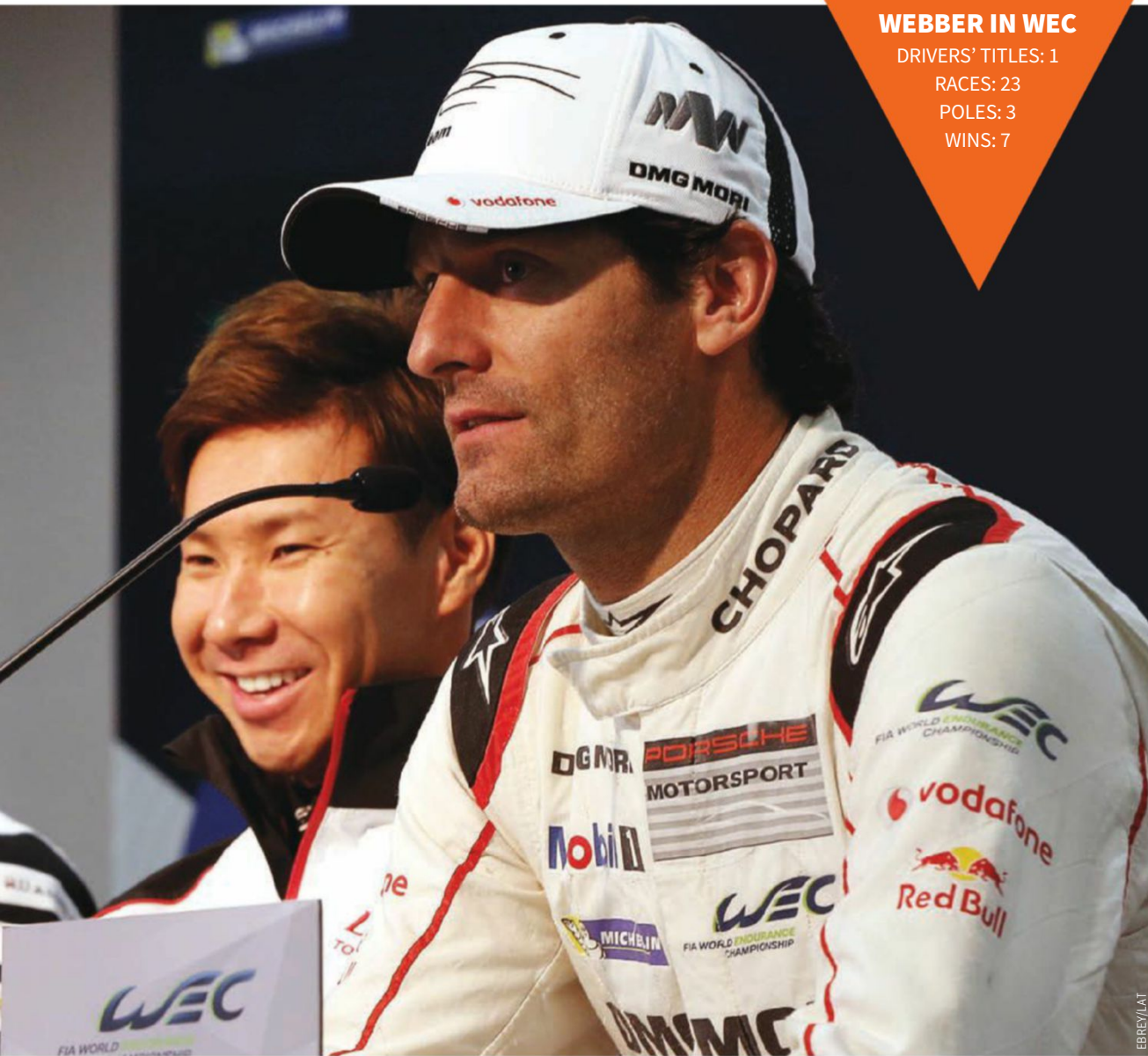
Ending that relationship, Webber continued, was the "hardest part" of his decision. But he also revealed that a desire to be fair to his team-mates and Porsche was a motivating factor in his retirement.

"I'm asking myself more and more, 'Do I need to do this anymore?'" he explained. "I can't do it half-hearted because I'm in a team environment and that wouldn't be fair to Timo and Brendon.

"I can't turn around and say, 'I don't want to go to Aragon to test, can the guys do the work?' Porsche has been brilliant in managing my batteries, the exposure to the workload, but I can't request any more."

"I'm waking up a bit more often on race





## WEBBER IN WEC

DRIVERS' TITLES: 1

RACES: 23

POLES: 3

WINS: 7

## WEC

# AUDI IS STILL KEEN ON DIESELS

AUDI HAS STRESSED THE relevance of continuing to run turbodiesels in motorsport in the face of speculation that it is going to pull out of LMP1.

Head of Audi Sport Wolfgang Ullrich made the claim after rumours emerged in the German press suggesting Audi is set to end its WEC involvement at the end of 2017.

The stories centre on speculation about a decision not to promote turbodiesel technology via racing at a time when the sales of diesel road cars are falling, and the need for Audi and sister brand Porsche to compete using different technology.

"We are talking about an efficient combustion engine and efficiency is going to be a really important issue if there are going to be political decisions around the world," he said.

But Ullrich stressed it only makes sense for Audi and Porsche to compete against each other using different technologies.

Asked if Audi could switch to a hydrogen fuel cell, Ullrich said: "We are looking at what they are doing in production and asking if it is something that we can use. It is not something you click your fingers and use tomorrow on the race track."

Audi decides its racing programmes on an annual basis, but the board meeting to determine next year's plans has yet to take place. Development of the 2017 car is almost complete and work has started on the '18 car.

GARY WATKINS



# hard to replace for Porsche

weekends thinking that I might prefer to be somewhere else. That's not good. When you're asking yourself why you are in the car, it's time to stop."

Webber explained that he had communicated to the team as early as the Spa WEC round in May that he would probably not seek to extend his race contract beyond its initial three-year term. The decision to stop crystallised, he said, over the past couple of months.

Asked why he was retiring when he is probably driving better than ever, he said: "It's good to stop when you are driving like that. I don't want to [stop] when I'm being a bit of a third wheel."

There are no regrets for Webber about failing to win Le Mans. "Part of me won Le Mans because I know I developed the car," he said.

"Le Mans was exceptional for me this year in terms of performance. It was clarification that I did everything I could. I could go for another five years and always have a technical issue or a team-mate who crashed. That's the race."

But he did admit that "maybe the race and I didn't love each other".

"It is an incredible event, but I just didn't love the whole two-week experience, to be honest," he said. "Going there every year 10 days before the race, I was thinking, 'Let's just get the race going.'"

Webber, who will move into an ambassadorial role with Porsche, has effectively ruled out any kind of one-off returns in the marque's GT machinery or in any other events.

He said his background in single-seaters, followed by his LMP1 career, meant he had no interest in GT racing.

"The Dakar Rally has been mentioned, but I think it's unlikely," he said. "I love motorbikes, but I would never race one. I think racing is pretty much done for me. I'll come and watch."

Porsche has confirmed that 2015 Le Mans-winning Porsche drivers Earl Bamber and Nick Tandy are the leading contenders to take Webber's seat.

GARY WATKINS

**"Maybe Le Mans and I didn't love each other"**

DTM

## AUDI STAR SCHEIDER RETIRES FROM DTM

WHEN TWO-TIME DTM champion Timo Scheider announced his retirement in an emotional speech at Hockenheim last Saturday, it left some wondering who may be following him through the series' 'ausgang' gate.

That is because there is strong talk that each of the three marques will drop from eight cars to six for 2017, cutting the field from 24 to 18.

Although one German motorsport insider insisted that the decision has been taken, DTM sources suggested it is still being debated, and that there was an ITR (series promoter) board meeting with Audi, BMW and Mercedes at Hockenheim where the only agreement was a pledge from each to run a minimum of six cars.

If the DTM does slim down to 18, that leaves more drivers vulnerable to leaving their respective manufacturers or being moved into GT racing. BMW's Martin Tomczyk had already announced his departure, while Scheider (below) revealed his future was decided by a phone call from Audi telling him his contract was not being renewed.

It also suggests there will be little opportunity in the short term for young drivers to be promoted.

The other question is whether there is any chance of a fourth manufacturer running a six-car team, which would reinstate the 24-car grid, but this is unlikely until the new engine regulations arrive in 2019.

MARCUS SIMMONS



XPBIMAGES



EBREY/LAT

BRITISH TOURING CAR CHAMPIONSHIP

# Jordan parts company with Motorbase after one season

INDEPENDENTS' TROPHY WINNER ANDREW JORDAN has parted ways with Motorbase Performance after just one season racing a Ford Focus for the British Touring Car Championship team.

It means 2013 champion Jordan, who won two races with the squad this season and finished eighth in the points, will now be looking for his third different team in three years to continue his quest for a second overall crown.

Jordan has struggled to replicate his title-winning form since leaving his father's Eurotech operation in 2014. He switched to the Triple Eight Racing MG squad in '15, but did not win a single race.

Jordan said there was nothing untoward behind the split, and that it was a decision based on funding.

The 27-year-old Pirtek-backed driver said: "I've genuinely loved my time with the team this year and made some good friends along the way. It's a shame not to be carrying on, but it's simply a commercial decision. There's nothing more sinister to it."

Motorbase Performance team principal David Bartrum said: "There are a good deal of things that need to come together to make a deal in the BTCC work. For a number of reasons, unfortunately a few pieces of the jigsaw currently don't fit so both we [Motorbase] and Andrew need to look at making that work elsewhere.

"We have thoroughly enjoyed working with Andrew and his sponsors, and wish them well."

MATT JAMES



RED BULL

RALLYING

# Welsh rallying deal is done

RALLYING IN WALES HAS AVOIDED A LARGE increase in costs for using roads managed by the Welsh government.

A not-for-profit organisation called Rally4Wales has agreed a deal with the governing body in the UK, the Motor Sports Association, and the body responsible for maintaining the Welsh forests, Natural Resource Wales, to repair the roads and cover the cost of the work.

This work was previously done by

NRW and supported by the MSA, and a proposal to significantly raise fees had cast doubt over rallying in Wales, including Britain's round of the World Rally Championship.

The future of the WRC event was secured when a forest-use deal was struck last month, before terms were reached for national rallying.

While the new fees are yet to be released, Autosport understands that

the current rate will remain, plus RPI interest.

"There are still a few details to deal with," said Tim Jones, NRW's executive director of operations for Mid and North Wales. "But we are optimistic that this innovative new approach will enable NRW to continue to host rallies into the future."

In an unrelated move, fees for England and Scotland are going to rise as part of a new three-year deal, with a 5% annual increase.

JACK BENYON

## IN THE HEADLINES

### HULK AND BOTTAS AT RENAULT?

Valtteri Bottas has emerged as a contender for a Renault drive in 2017. Nico Hulkenberg has now been officially confirmed, while Bottas's future is in the hands of Williams, which has an option on the Finn.

### MERCEDES POSTS £22.3 MILLION LOSS

Mercedes recorded a post-tax loss of £22.3 million in the 2015 season, during which it won both the drivers' and constructors' championships. The team claims to be on target to break even this season.

### BOURDAIS HEADS BACK TO COYNE

Four-time Champ Car champion Sebastien Bourdais will return to Dale Coyne Racing's IndyCar line-up next year. The 37-year-old Frenchman last drove for the team on his return to US racing in 2011.

### KANAAN RE-SIGNS FOR GANASSI

Former IndyCar champion and 2013 Indianapolis 500 winner Tony Kanaan will stay with Chip Ganassi Racing for a fourth season in 2017. Scott Dixon, Charlie Kimball and Max Chilton are set to complete a four-car line-up.

### LYNN LINED UP FOR FORMULA E

Williams Formula 1 development driver Alex Lynn is being lined up for a Renault e.dams Formula E role. Jean-Paul Driot, Renault e.dams senior team manager, confirmed he was discussing options with Lynn, with the starting point set to be a test and development role.

### GUNTHER COULD TAKE STROLL ROLE

Mercedes-supported Formula 3 European Championship runner-up Maximilian Gunther could be a main contender to replace F1-bound Lance Stroll in effectively leading the Prema squad in 2017, but is still weighing his options.

### TONY ADAMOWICZ 1941-2016

Tony Adamowicz, who finished third in the 1971 Le Mans 24 Hours, has died at the age of 75 after a battle with cancer. The New Yorker was a regular at the wheel of North American Racing Team Ferraris in the early '70s, finishing second at the Daytona 24 Hours in 1971 at the wheel of a 512S shared with Ronnie Bucknum, and then following it up with a Le Mans podium driving a 512M with Sam Posey. Adamowicz, a Trans-Am class champion in 1968, also raced for the Electramotive Nissan squad in GTs and prototypes and was part of Jaguar's return to Le Mans in 1984 with the Group 44 Jaguar team.

### SKAIFE LEADS ALL-STAR BATHURST CREW

Bathurst 1000 winners Mark Skaife, Russell Ingall and Tony Longhurst will team up in a factory-backed BMW M6 GT3 (below) in February's Bathurst 12 Hour. The trio will drive one of two GT M6s run by Steven Richards Motorsport.



## F1 PREVIEW

# United States Grand Prix

## October 21-23



## CIRCUIT OF THE AMERICAS

LENGTH 3.425 miles NUMBER OF LAPS 56

2015 POLE POSITION Nico Rosberg 1m56.824s (wet)

QUALIFYING LAP RECORD Sebastian Vettel 1m35.657 (2012)

RACE LAP RECORD Sebastian Vettel 1m39.347s (2012)



### Tyre allocation



### UK start times

#### LIVE ON SKY SPORTS F1

##### FRIDAY

FP1 1600 FP2 2000

##### SATURDAY

FP3 1600 QUALIFYING 1900

##### SUNDAY

RACE 2000

#### HIGHLIGHTS ON CHANNEL 4

QUALIFYING SATURDAY 2200 RACE SUNDAY 2300

### Previous winners

2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Lewis Hamilton	McLaren
2007	Lewis Hamilton	McLaren
2006	Michael Schumacher	Ferrari
2005	Michael Schumacher	Ferrari
2004	Michael Schumacher	Ferrari
2003	Michael Schumacher	Ferrari
2002	Rubens Barrichello	Ferrari

### Themes to watch

#### HAMILTON MUST-WIN

With a 33-point deficit, Lewis Hamilton desperately needs a fifth US GP win to keep his world title hopes alive and close the gap at the top of the table.

#### ROSBERG'S APPROACH

Nico Rosberg only needs four second places to be champion, but does he stick and play it conservative, or twist and go all-out for another victory?

#### HAAS ON THE UP

For the first time for 40 years there's an American team on the grid for a United States GP. What better time for Haas to break its near four-month pointless run.

# FEEDBACK

## The F1 Snapchat debate goes on

The incident involving Lewis Hamilton and Snapchat in the press conference in Japan seems to be another example of the arrogance with which he treats those around him.

He might think the media is disrespecting him, but surely the way he conducts himself in front of them leaves him wide open to such headlines?

Hamilton seems to want to be a modern-day James Hunt. But while Hunt had a bit of flair for what he did, and for handling the media attention it brought him, Hamilton doesn't have the first idea.

I hope Nico Rosberg does hold it together and takes the drivers' title as it would be nice to see a driver take the honours, instead of a brand!

**Adrian Townsend**

**Retford, Nottinghamshire**

### Lewis breaks up the boredom

I don't mind watching Lewis tweet during a press conference. At least it adds some interest to the most boring,



ridiculous part of the grand prix weekend where corporate-liveried stuffed dummies give mundane answers to the most boring questions ever!

My answer would be to hold all interviews in the local pub after the drivers (and perhaps even the journalists) had enjoyed a pint or two!

**Martin Sismey**  
**Northampton**

### City tracks hold back Formula E

Having just watched the Hong Kong ePrix, I think that Formula E's supposed central selling point, racing in city centres, will hold back its growth.

It was clear that the spectators were getting a pretty poor view (like Battersea Park, which was atrocious) and as with all street circuits, it's difficult to get the numbers in (30,000 spectators versus the British Grand Prix's 185,000). Then there's the quality of the racing on street circuits, which is rarely that exciting.

Sure, have a city centre demonstration

Hamilton's Snapchat antics during the Suzuka driver press conference remains a hot topic for discussion

but race where cars are meant to race, at a race circuit. I, for one, won't venture to another Formula E race unless they do.

**Gary Harland**  
**Via email**

### Jaguar's plugged into the future

Rod Hunt (October 13) has completely missed the reason Jaguar has entered Formula E. Like it or not, electric cars will take over as the normal form of transport in the near future. Obviously, Jaguar feels the best way to develop its electric cars is through racing.

Over the next few seasons, I expect all the major car manufacturers will take up their options of places on the grid and Formula E will become an important motorsport championship rivaling Formula 1. But that won't be difficult!

**Micky Burchett**  
**By email**

### Tell us what's wrong at Williams

While the British media is quick to highlight some Formula 1 teams' failings (What's wrong with Ferrari?, Autosport, June 9), there seems to be a reluctance to criticise the Williams team.

I have huge respect for Sir Frank, but wonder how long the media will continue to turn a blind-eye to three years of under-performance. It would be good to read an Autosport analysis of how this team can revive its fortunes.

**David Windsor**  
**Kent**

## HAVE YOUR SAY, GET IN TOUCH

Autosport editorial  
Bridge House  
69 London Road  
Twickenham  
TW1 3SP

@  
**E-mail**  
autosport@  
haymarket.com

**Twitter**  
twitter.com/  
autosport

**Facebook**  
facebook.com/  
autosport



# Tainted love

Ferrari and Sebastian Vettel were perfectly matched, but neither is delivering what the other needs. Can this F1 dream team survive?

By Lawrence Barretto, F1 Reporter

[@lawrobarretto](#)

**WHEN SEBASTIAN VETTEL AND FERRARI LINKED UP** ahead of the 2015 Formula 1 season, it was the perfect match. After a lacklustre year with Red Bull, Vettel's reputation was tainted. A move to Ferrari provided an opportunity to rebuild it.

Ferrari had just produced its worst car in over two decades and needed a star driver to lead its revival. Together, they had hopes of returning to the glory days of the early 2000s.

Both knew it wouldn't be easy. But nearly two years into the project, things are not going well. Ferrari has fallen back as the season has gone on. Vettel has grown more frustrated. He is making mistakes and not driving to his maximum. There are echoes of 2014 when fresh from four years of success and in a car that couldn't win the title, he was not willing to put the same level of effort in. Daniel Ricciardo came in and outperformed him.

In 2016 it's a similar thing. Kimi Raikkonen, no longer the driver he once was, is putting Vettel to shame. Even Maurizio Arrivabene felt compelled to break with protocol and publicly criticise Vettel in Japan. That will not have gone down well with the German. But Arrivabene clearly felt something needed to be done.

And it had all started so well. It had long been a dream of Vettel's to join Ferrari. When that day came, he could not wait to get started – at the post-Abu Dhabi GP test in

2014, he was in the Ferrari garage keen to begin his new assignment. He was not allowed to drive the car, but he wanted to get to know the team, understand how it worked, absorb every little scrap of information. That strength of character and desire to succeed continued throughout '15, Vettel and his new team buoyed by its turnaround in form.

Vettel stood on the podium after his first race as a Ferrari driver, won three times and the team finished second in the constructors' championship. It was far better than had been expected. Expectations were reset for this year. The target was to fight for the world championship, something Ferrari has fallen far short of.

Vettel seems to have lost his drive as the team struggles to progress. He doesn't appear to have the mental determination to make things happen. When he joined Ferrari, he had dreams of emulating his hero Michael Schumacher and turning the team's fortunes around. With four world titles in his back pocket, he clearly has the talent. But he relies on Ferrari's technical team getting its act together. And since he joined, the squad's management structure looks no better.

If anything, it's worse. Gone is James Allison, one of the most highly regarded technical directors in the paddock. His replacement is Mattia Binotto, a great engine man but no technical chief. Ferrari has switched to a horizontal structure devoid of leaders, but leaders are exactly what it needs.

Arrivabene does not have the experience to lead the team and Sergio Marchionne is an automotive man, not a racer.

Vettel's situation is not too dissimilar to Alonso's, which yielded no titles in five years at Ferrari.

Schumacher joined the team as Jean Todt's revolution was gaining momentum. A team was built around him, with Ross Brawn and Rory Byrne. When Vettel came in there was a new focal point but he brought no one with him, so Ferrari lacked the fresh blood to build a team around him.

The concern for Vettel is that while 2015 was a strong season, it was the result of decisions made during the Stefano Domenicali regime several years previously. He is long gone, along with many of the faces in his team.

Things can change. The problem for Vettel is that it will

take at least three years for technical moves to bear full fruit. Unfortunately, recent changes don't appear to be for the better, which means he could face an even longer wait.

At 29, Vettel still has plenty left in him if he chooses to stick around. But does he

really want to spend the next few seasons frustrated with a team that can't get its act together? Is he desperate to win his fifth title in the way Fernando Alonso is desperate for a third?

Vettel still wants to win. But is he any more willing to put the necessary work in to do so? That's less certain.

He needs to give it absolutely everything, and even then it may not be enough. Throughout its history Ferrari has had flashes of brilliance, but many years of underachievement.

Who's to say it won't have to wait another 21 years for a title?

Vettel's contract is up at the end of next year. Beyond that, there may be a chance at McLaren for 2018 if Alonso calls it quits or Stoffel Vandoorne doesn't deliver. Hang around at Ferrari for another year and there could be a door open at Mercedes or a return to Red Bull.

The Ferrari dream is not over. Nor is Vettel's F1 career. The likelihood is that he'll stick it out for at least one more change of management. But if he doesn't uphold his end of the deal by finding the required strength and determination, and the team does not sort itself out from the top down, the Ferrari-Vettel alliance will be heading for failure. ❄

**“Vettel seems to have lost his drive as Ferrari struggles to progress”**

JUAN MANUEL FANGIO  
STIRLING MOSS  
JIM CLARK  
JACKIE STEWART  
NIKI LAUDA  
ALAIN PROST  
AYRTON SENNA  
MICHAEL SCHUMACHER  
FERNANDO ALONSO  
LEWIS HAMILTON  
SEBASTIAN VETTEL

# MAX VETTERS

He's only 19 and he has his critics, but Max Verstappen is on a path that may establish him as one of the all-time greats of grand prix racing. Those who know him best certainly believe he has what it takes

**By Ben Anderson, Grand Prix Editor**

[@BenAndersonAuto](https://twitter.com/BenAndersonAuto)



# TAPPING?

“It looked like he was cruising, others were all over the place, and he was in a rhythm, like dancing”

**E**very so often a driver comes along who changes the face of Formula 1. Through force of personality, feats of wonder behind the wheel and sheer dazzling achievement they redefine what it means to be a grand prix driver. Juan Manuel Fangio, Jim Clark, Jackie Stewart, Niki Lauda, Alain Prost, Ayrton Senna, Michael Schumacher, Fernando Alonso, Lewis Hamilton and Sebastian Vettel are all considered elite F1 drivers who defined specific eras of competition, raising the bar for what is possible at the pinnacle of single-seater racing.

But this is not only about winning world championships. Kimi Raikkonen remains one of the most popular drivers on the grid, despite winning just one title in fortunate circumstances. The way Gilles Villeneuve and Ronnie Peterson were revered for their flamboyant styles and ability to drag lap times out of poor machinery, despite neither winning the title, proves this is about something more. It is also about character, and the rare ability to draw people’s attention to F1. This matters just as much.

Max Verstappen could well turn out to be the driver who defines the next era of grand prix racing. At a time of existential crisis for F1, fear over declining audiences, uncertainty amid a shifting media landscape, and an inability to connect with new fans, here is a driver who attracts eyeballs.

People really do turn up to grands prix to watch Verstappen

ALAIN

race. The way he rose meteorically from 15-year-old karting star to European Formula 3 ace, to Red Bull junior driver, to Toro Rosso rookie sensation, to Red Bull F1 driver and grand prix winner, all in the space of little more than three years, is extraordinary.

His rise is so rapid that it has even led the FIA to rewrite the rules to prevent drivers progressing to F1 before they are old enough to drive a car legally on Europe’s roads, as was the case with Verstappen when he made his grand prix debut in Australia last year at the age of 17.

Red Bull has turned Verstappen into F1’s youngest ever driver and now, thanks to his victory in this year’s Spanish Grand Prix, its youngest ever winner. But the excitement surrounding the Dutch teenager is about far more than the records he has already broken, and the many more he is likely to break. Red Bull genuinely believes this kid possesses superstar quality.

Red Bull was aware of Verstappen from a young age, through a combination of his karting prowess and his father Jos’s links to F1 from his own grand prix career. But it was a couple of stunning performances during Max’s debut season in car racing, in the FIA’s European F3 championship, that convinced Red Bull motorsport boss Helmut Marko that this teenager is a once-in-a-generation talent that could not be overlooked.

“We had been in contact with Verstappen for quite a long



time, but at that stage Jos wanted to go his way with his son,” explains Marko, who feels Red Bull’s investment in Verstappen “woke Mercedes and Ferrari up”, inspiring them to back other talents like Pascal Wehrlein, Esteban Ocon and Charles Leclerc.

“The first very important discussion I had two years ago in spring time about a cooperation. Normally it takes 20 minutes with a young driver; with him I was talking two hours! I couldn’t believe I was sitting next to a boy who had the maturity of a 25-year-old man. Also, his knowledge about racing was unbelievable. He knew so many things from the past, how he wanted to build up his career.

“He won three races in Spa in F3, in very impressive fashion – overtaking a guy on the outside of Eau Rouge, and I saw his [wet] races at the Norisring on TV. It looked like he was cruising. The others were locking wheels, sliding off, understeer, oversteer, all over the place, and he was in a rhythm, like dancing. It was clear there is something different, something special.”

Toro Rosso team boss Franz Tost says this performance was reminiscent of Schumacher racing Formula Ford at the Salzburgring, which he says is what convinced the seven-time world champion’s manager Willi Weber to sign Schumacher up.

“The parallels were quite good,” says Tost, who before long was watching Verstappen drive a Toro Rosso. Verstappen’s F3 performances also caught the eye of Mercedes, but through





XPB IMAGES

Verstappen has looked at home at the top table

# LEWIS HAMILTON

Toro Rosso Red Bull could give Verstappen what he wanted – immediate promotion to F1.

“Red Bull was criticised so much for taking such a young driver to Formula 1, but we wouldn’t have taken him if we had not been convinced he can do it,” says Tost.

“He is in the fourth car generation – they don’t go to school anymore, they’re just living at the race track! That means they are so well prepared. Max Verstappen came into F1 at 17, but had 10 years of race experience.

“I was 100% convinced he would be able to drive an F1 car from the very beginning on the limit, because either you have this feeling for the speed, or you don’t have it, and Max has it.”

Verstappen has been outstanding during his short time in F1. But it’s not only the strong results that have caught the attention; it’s the manner of his performances. The unruffled way he has delivered strong drives with very few mistakes, and with hardly any dips in form. And an imperviousness to pressure that all true elite performers possess.

“From the first test I did with him I was really impressed,” says Verstappen’s former STR race engineer Xevi Pujolar, now Sauber’s chief track engineer. “Just to see the car control he had, it was special.

“But now the young guys, especially someone who has been very well prepared in go-karts, can have very good car

control. But to be fast, to be a champion, you need much more.

“He had very little experience in formula cars. We had to give him a lot of information. Sometimes we were wondering, ‘Does he absorb all that?’ because he was like, ‘OK, all clear’. But he gained so much racing experience with his dad being a racing driver so everything was more or less familiar to him. He was absorbing everything very well.

“I remember the first free practice we did at Suzuka. For me that is a very difficult track – a proper track. And to go with a Formula 1 car there, first time, in front of everyone, was very demanding. And he just did it, like bang! No problem.

“At that point I thought, ‘That guy is massive’. But still you prepare for winter testing and you think, ‘OK, when the pressure comes up how will he do?’ And he’s doing even better! For me he is the best guy I’ve ever seen.”

As well as being skilled enough to drive quickly and deliver big results, Verstappen also makes things happen for himself. He is daring, prepared to take risks to score big results rather than simply settling for what’s there.

Going wheel-to-wheel with the Ferraris of Vettel and Raikkonen in the trickiest of conditions at last year’s US GP; driving around the outside of Felipe Nasr’s Sauber at Blanchimont – a move he practiced in online racing – or driving around Sergio Perez through the Senna S at Interlagos. »

He has displayed an outstanding instinct for racing.

“In race conditions he is different,” says Pujolar. “In qualifying he is very quick, and I think by the end of last season he was better than [team-mate] Carlos [Sainz Jr], but in the race he has something more, something very special.

“It is just the spare capacity – when he is fighting with people, when he is trying to control his tyres, he has got the ability to go fast and think what’s happening around him, and what he will need to do to beat them.

“Sometimes you do a mad something at the start, or you are a bit out of position, and you think, ‘Now the race is compromised.’ With someone like Max, you can still recover. It’s impressive.”

Formula 3 team boss Trevor Carlin once described Verstappen as being bred to be a racing driver, being the son of two professional racing parents (his mother is former karting ace Sophie Kumpfen). Verstappen has been instructed to live and breathe – from a very early age – the lifestyle necessary to become successful in F1.

“It was like he had some military training just for racing,” says Pujolar. “The discipline is impressive. Very methodical.

“He is also very demanding. Not when he’s in the car, but out of the car during the week he wants to know what’s happening with everything. He keeps everyone awake.

“I’m sure when Jos and him were working in go-karts he had the best equipment, but because they worked to have the best equipment. And he wants to have the Formula 1 team the same.

“Everyone needs to be on top of his game. He will push everyone to operate at the top. And if he sees people not doing that he’s not happy. He’s pushing everyone, but he comes across very well with the people in the team. Everyone wants to work with him.”

It seems the racing education Verstappen underwent with his father has been key in allowing him to enter F1 as a more mature and rounded operator than would be normal for a teenager with only one season of single-seater racing under his belt.

“We could see when he joined us he was mature for his age,” agrees STR technical director James Key. “He was born into motor racing, and has a dad who knows all the old tricks, knows how to handle himself and what to look out for.

“Max did it in a very, very motorsport-oriented environment

“From the outset he had a racer’s mentality. He never settled for where he was”



Tost (left) and Marko are big fans of Max’s aggression in races



right from the word go. That’s quite unusual – not many people who want to become racing drivers have that possibility.

“That bit you could tell, because he did understand the business a bit. There was a lot to learn in F1, but he wasn’t wet behind the ears when it came to how to work with the team.”

This has certainly helped Verstappen progress, perhaps quicker than most, but it was that instinctive ability in races that stood out most to Toro Rosso.

“We’ve had three really good young drivers with us over the past few years – Daniil Kvyat, Carlos Sainz Jr and Max – and if you look at all of their first years they were all actually very close in terms of how quickly they learned and what they were able to do,” Key explains.

“They had different pluses and minuses. Dani had and still has massive natural speed; Carlos is very mature and very technically astute, very controlled; and Max is a combination of both of those things, but also a racer with real determination.

“You could see with Max right from the outset that he had the aggression and the racer’s mentality of ‘I must beat the guy ahead of me – that’s the target!’ He never settled for where he was. He had the most aggressive determination to succeed.

“He’s able to control that aggression and that racing approach at levels that are just about sensible. You could see that develop as he got used to the car. His racecraft was the standout thing.”

Verstappen made big waves in the F1 ocean very quickly, and that began to exert pressure further up the Red Bull food chain. Red Bull knew it had hold of a special talent that rivals would seek to prise away. So when incumbent Kvyat failed to find consistent form at the beginning of this season – struggling particularly under braking, according to Marko – Red Bull decided to swap him and Verstappen.

“We had a good car that could take the fight to Ferrari, and that Daniil was struggling with certain aspects – and there were other contractual scenarios that could unfold that we wanted to not take any risk with,” explains Red Bull team boss Christian Horner. “It was a way of killing two birds with one stone.

“Max is an outstanding talent and from very early on it was obvious there was something really quite special. You could see even by the end of last year, with some of the passing moves he’d made, some of the flashes of brilliance he’d demonstrated, that he was an outstanding prospect.

MAX VERSTAPPEN



Verstappen has helped Red Bull overtake Ferrari since stepping up to the squad in May

## HOW TORO ROSSO HELPED VERSTAPPEN WIN THE SPANISH GP

Max Verstappen enjoyed the perfect start to his Red Bull career, winning on his debut for the team at this year's Spanish Grand Prix, after gaining an unusual mid-season promotion from Toro Rosso at the expense of Daniil Kvyat.

Verstappen beat Ferrari's Kimi Raikkonen thanks principally to supreme management of the Pirelli tyres. Sure, team-mate Daniel Ricciardo led the race, and felt strategically hard done by afterwards, but Verstappen's pace and ability to hang on better to the medium tyre helped give him an edge.

He held off Raikkonen during a superb 32-lap final stint, defeating one of F1's best tyre management masters. But Verstappen owes a debt of thanks to hard lessons learned during testing with Toro Rosso at Barcelona's Catalunya circuit.

"Normally, it takes a rookie driver about a year to learn how to do tyre management properly – not go over the top or undershoot – and both our drivers made a big step in winter testing this year," explains STR technical director James Key.

"Last year we had some tyre issues related to the car, where

the rear axle struggled a bit, particularly in hot conditions. We tended to be at the top end of the temperature ranges when you looked at the Pirelli data, so we knew we needed extra tyre management.

"One of the turning points came in Barcelona where we qualified fifth and sixth last year but had a disastrous race. That was all down to tyres, and to be fair to the drivers we didn't tell them enough about how to manage the tyres in a way that minimised lap time loss. We over-managed, which was the wrong approach.

"We began to develop better ways of tyre management, we refined that over the winter, and we refined the car to be a little bit easier on the tyres as well, and in winter testing we specifically went for tyre management afterwards for both drivers – to really get on top of it.

"We pushed the drivers to work in a certain way on these longer runs and it began to click. Although it didn't work in Australia, other events it worked really well. It must have helped Max to go into Red Bull knowing a little bit more about how to manage those tyres properly."



Tyre management was key in his Spanish GP win

"With the way circumstances unfolded this year it was a no-brainer to do the switch and for him to graduate into the senior team."

Verstappen's first weekend with the Red Bull A-team couldn't have been more outstanding, and he ended up winning after the two Mercedes drivers took each other out on the first lap.

Apart from a tough weekend at Monaco, where Verstappen crashed twice, his form has been excellent. He's scored three further podiums and accrued enough points to help Red Bull overtake Ferrari for second in the constructors' table.

The only aspect he seems to have struggled with is qualifying. Not in the Kvyat sense of ending up further down the grid than the car merits, but in the fact that he's only beaten Ricciardo four times in 13 attempts since they became team-mates.

But, as Horner points out, "he's up against probably the best in the business". Ricciardo is arguably *the* outstanding driver this season, but he says Verstappen joining Red Bull has forced him to raise his own game.

"Already the first session in Barcelona he didn't hesitate," says Ricciardo, who reckons Verstappen is able to communicate with engineers at a more mature level than he could at that age. "He's able to get into it pretty quickly, so if I have a scrappy run it's likely that I won't be quicker.

"Sometimes I could get away with a scrappy run over the past couple of years. He's always there, and bringing pretty good intensity all the time. That's good. Sometimes you need to be pushed a little bit.

"I've got a pretty sick qualifying record against him, but it hasn't come easy. I feel my game has probably lifted as well."

Moving in the higher circles of F1 has also brought unwelcome attention, as Verstappen has found himself embroiled in controversy over his aggressive racecraft.

He's garnered negative attention for making late defensive moves in braking zones, which led to a war of words with 1997 world champion Jacques Villeneuve, who said Verstappen's aggression in battle could end up killing someone.

"It's a trend with the young drivers," reckons Ricciardo. "I've never raced with an older guy and had them moving under braking. I had it with Carlos last year; I've had it with Dani [Kvyat] before. Max has done it now with a few people.

"That's potentially a little bit of immaturity or >>>

## JIM CLARK



XPB IMAGES



inexperience. I think it's arriving on the scene and wanting to be the big dog! Sure, we all come here and want to win, but there's a right way of doing it. It doesn't mean you can't race hard.

"A lot of his racecraft he probably learned from karting. In karting you've got to force your way through and because everyone's so close you've got to be there from the start. If not, you go backwards so quickly.

"And, if I'm really honest, I set a bit of a trend in 2014. I see a lot more people doing these cool overtakes since 2014 — a lot more people are having a crack!"

Verstappen is adamant he won't alter his approach. "It's good for the sport to have different opinions about drivers," he explains. "At the end we are racing drivers so we know exactly what is possible or not. If you really want to crash you can crash, but experienced and good Formula 1 drivers know what to do — and that's why we don't crash.

"I just enjoy what I'm doing, and I won't change because that's who I am. This is where it brought me so far in F1 and it's good for the sport to have more attention, and more action!"

This attitude is something Verstappen's former team boss

Tost applauds. "I like the way Max is driving and that's part of the game," he argues. Tost feels some drivers on the grid have become too friendly with each other in recent years.

"Max is not inviting someone just to pass him, that's the new way of driving. Like in other sports everything has become more aggressive, and that's what people want to see — fights."

Horner says there is still a naivety to Verstappen, which you would expect for someone so young. He has made the odd immature outburst over team radio, and tensions rose within STR at the start of this year, as Verstappen defied team strategy in his efforts to beat team-mate Sainz.

But Verstappen's general attitude seems more cultivated. He has a ruthless determination to his character that simply will not yield — a 'win at all costs' mentality reminiscent of Schumacher and Senna. Verstappen dares the world to stop him.

"That shows he is self-confident — that he knows what he wants," says Tost. "He doesn't ask, he doesn't look to the left, look to the right, he just goes for it. I like these drivers, I always say, 'Please bring me bastards, I don't want the holy child!' because you can only be successful with these drivers."

Top left: Monaco was a rare 2016 lowlight for Verstappen

Above: Ricciardo has raised his game to fight off his new team-mate

## THE REAL REASON VERSTAPPEN GOT AGGRESSIVE

MAX VERSTAPPEN COPPED a lot of flak for the way he raced Kimi Raikkonen in August's Belgian Grand Prix.

He'd been under fire already, for moving around in the braking zones while defending position from Raikkonen in Hungary, and again against Nico Rosberg's Mercedes in Germany.

At Spa Verstappen collided with Raikkonen at the first corner after the start, as he

dived inside the Finn's Ferrari at La Source just as Sebastian Vettel turned in from the outside line.

That unfortunate collision was blamed for triggering a later incident between Verstappen and Raikkonen, where Verstappen moved late to block Raikkonen at over 200mph on the Kimmel Straight.

Many felt Verstappen overstepped the mark,

and Raikkonen suggested the Red Bull driver was giving "payback" for what happened at the first corner.

Red Bull motorsport boss Helmut Marko confirms it was a revenge move from Verstappen, but not for the reason most thought.

"What people didn't see on TV is the lap before [the incident] when Raikkonen went off, he didn't give the position back until the

Bus Stop, knowing — old, clever Raikkonen — that he will now have DRS up the hill," explains Marko.

"And that annoyed Max. It was not the first-corner incident, it was this [delay] on purpose."

Verstappen has not been officially sanctioned for any of these controversies, though he was summoned to speak to FIA race director Charlie Whiting after the

Spa contretemps. But regardless, Red Bull does not want Verstappen to alter his approach.

"At Spa I told him not to care about all the rubbish people speak," Marko adds. "If you want to succeed in F1 you have to show the established ones.

"I remember there was nearly a fight with Senna and Schumacher at Hockenheim [one year].



Verstappen has brought new fans to Formula 1

“The impression I got working with him is that he won’t lose that big racing approach,” adds Key. “If you look at some of the guys who are considered the best – Hamilton, Alonso, Vettel – these guys who have won multiple championships, they have this innate ‘I must win’ thing going on in their heads.

“They do everything they can to make it work – even if it’s a bit controversial. They turn almost into machines on a Sunday afternoon. That’s the same with Max – he has an ‘I must win at all costs’ mentality. Even though it’s always difficult for the new kid on the block to convince others he should be taken seriously, people are taking him seriously now.”

Red Bull has been most impressed by Verstappen’s capacity to take every new challenge in his stride, bossing more experienced drivers and showing no real signs of weakness in any area.

There is always the danger of early burnout with such a young prodigy, or he could become distracted by the F1 lifestyle that might prevent him from fulfilling his potential, but Red Bull is convinced Verstappen will not fall into this trap.

“He’s got tremendous car control, he’s got very strong natural ability, he’s intelligent, he’s got huge self-belief and

confidence, and tremendous racecraft. The only thing he lacks is experience,” says Horner.

“Everything he’s demonstrated so far shows that he’s got the potential to be a champion in the future. There’s a big difference when you’re competing for a title, so only time will tell...”

Red Bull’s decision to fast-track Verstappen has been thoroughly vindicated, and the boost to F1 is clear to see.

“Spa was unbelievable,” says Marko of the huge crowds that turned out for the Belgo-Dutch driver’s ‘home’ race. “A friend of mine was in New York for the US Open tennis, and there was half a page in the *New York Times* about Max.

“I don’t think any of the other drivers have made it into the *New York Times*. Maybe Hamilton.”

And Hamilton has already acknowledged Verstappen as a “force to be reckoned with”. When a triple world champion is singing your praises, you must be doing something right.

Who knows where this all may lead? Verstappen could turn out to be a legend of the sport, he could become a talent unfulfilled, or he could end up getting buried by Daniel Ricciardo.

One thing is for sure – it’s going to be exciting finding out. ❧

## WITH KIMI AT SPA

Schumacher didn’t move out of Senna’s way and he nearly hit him.

“I was with Gerhard Berger for one year going to all the races when he was driving for McLaren.

“First lap at Imola there were six to eight Italian drivers – all these Fondmetal teams. Friday, first lap, all the Italians were driving like it was the last lap to win the grand prix. And in between

all these drivers was Senna, in his yellow helmet, driving the same – really hard on the other drivers, pushing them to the side and so on.

“Senna is doing nothing without thinking. And when you watched races, if Senna was lapping everybody disappeared [out of his way]. With Berger they didn’t. Senna trained for that, so I told Max, ‘Well done!’ You are getting your status.”



Verstappen and Raikkonen had several incidents at Spa

JACKIE STEWART

# Hat-trick hero Shedden's tortuous title path

For a long time there was no real narrative to the 2016 British Touring Car Championship title battle. Through the uncertainty came Gordon Shedden

By Matt James, BTCC Correspondent

 @MattJMNews



ALL PICS: EBREY/LAT

**N**obody was really expecting the battle for the 2016 British Touring Car Championship to end the way it did. When

the move came, it was on lap seven of the final round of the year when Gordon Shedden tightened his line coming out of Clearways at Brands Hatch. He positioned his Team Dynamics Honda Civic Type R underneath Sam Tordoff's WSR BMW as the pair battled to the line.

Shedden was through into third place and in position to land his third title, and his second in a row.

For a championship that had delivered its most competitive season since the single-class format was introduced, with 13 different race winners and an unprecedented eight drivers going into that Brands Hatch showdown in with a sniff of the title, the knockout blow was delivered without drama.

While there were no major fireworks in that final battle, the path that Shedden took to even have a chance of claiming the trophy had been very convoluted.

On his way to a second title 12 months before, the Scotsman had suffered an incredible 42-point swing in one meeting, going from topping the standings at the halfway stage by 10 points to leaving the next event trailing by 32 points. He performed the phoenix from the ashes act then, but his redemption was even more staggering this time around.

After a truly dismal weekend at Croft

– which was a rear-wheel-drive friendly circuit – the factory Honda driver left the track 52 points behind Tordoff. There were only 15 races to save his season.

“It wasn’t looking very clever,” admits the 37-year-old. “I had two no-scores at Thruxton early in the campaign too – on a circuit where we normally go really well – so that had been a blow. Then, to score three points at Croft, well...”

“At Snetterton in 2015 I scored only three points and I thought nothing would ever get as bad as that, and then it happened. I thought, ‘Here we go again.’”

The start of the season had been plagued by misfortune. There were two punctures – one while running in seventh at Brands in the opening meeting of the year and another at Thruxton. Then he was also the innocent victim of a multi-car shunt, also at Thruxton, which was triggered when his team-mate Matt Neal suffered a tyre failure.

The Croft-weekend nightmare put a cap on the first half of the season, but it also pointed to the way forward for the entire programme.

The Honda Civic Type-R’s two-litre turbocharged engine was new for this year, and it had taken the team a while to get on top of it. There were some boost spiking issues and the cars had run below the maximum turbo level for several races at the beginning of the campaign.

That, allied to being well outside the set-up window in North Yorkshire, led to the nadir. But Shedden says: “We were not in the sweet spot at Croft and we took slicks in the rain in race three, which was a bad decision. But what we learned there set us up for the second half of the year. >>



Shedden clinched his third title by passing Tordoff in the finale

ROUND BY ROUND

### Brands Hatch Indy

- R1 Tom Ingram**
- R2 Gordon Shedden**
- R3 Adam Morgan**

Ingram (Toyota) turns heads with a win from pole, but Honda reaps the biggest rewards. Shedden follows up second in the opener with a win in race two, and two podiums and a fifth vaults Matt Neal to the points lead. Morgan (Mercedes) drives a fine race to take the finale. There’s also a podium for Team BKR when Aron Smith (VW) takes third in race two.



### Donington Park

- R1 Mat Jackson**
- R2 Rob Collard**
- R3 Matt Neal**

After rookie Ash Sutton takes pole for MG, Jackson (Ford) bursts through from the second row to pull clear for his first win of the season. Collard (BMW) goes from the third row to lead race two after a last-gasp move on Jackson. Neal has planned his weekend around the third race and goes from the second row to grab his first win of 2016. He keeps his points lead.

### Thruxton

- R1 Adam Morgan**
- R2 Andrew Jordan**
- R3 Mat Jackson**

Tyre problems afflict all, and races two and three are shortened to cope. Morgan becomes the year’s first two-time winner in race one by going from sixth to first in five laps. Jordan (Ford) returns to the winner’s circle in race two and team-mate Jackson takes race three. A nightmare for Shedden and Neal, with crashes and punctures thwarting their Hondas.



### Oulton Park

- R1 Colin Turkington**
- R2 Sam Tordoff**
- R3 Matt Neal**

After struggles with a brand new car, Subaru joins the party as Turkington wins from pole position in the opener in the Levorg GT, and he is only stopped from winning race two when Tordoff (BMW) beats him to the first turn. Turkington’s team-mate Plato nets two podiums. Neal fights back with a dominant victory in the final race of the weekend.

### Croft

- R1 Colin Turkington**
- R2 Rob Collard**
- R3 Ash Sutton**

Turkington wins easily from pole position and heads home Plato, but the pair come to blows in a bruising race two as they battle for the lead. They delay each other enough for Collard to nip ahead in his BMW. Sutton monsters a wet third race and slices up through the pack for a popular maiden win. Tordoff banks a second-place finish in race two, while Neal and Shedden struggle.







### Knockhill

- R1** Jason Plato
- R2** Matt Neal
- R3** Mat Jackson

In his 500th start in the BTCC, old master Plato powers from pole position to victory after driving a controlled race. As the others queue up to unseat Plato from the lead in race two, Neal zooms up on them all and catches them unawares to win from Tordoff and Plato. Jackson lands the finale under extreme pressure from a pack behind, led by Tordoff, Plato and Shedden.



### Snetterton

- R1** Colin Turkington
- R2** Mat Jackson
- R3** Gordon Shedden

Yet again, Turkington goes into the meeting as the man to beat and powers to victory in race one ahead of Shedden. Full ballast takes pace out of the Subaru in race two and allows Jackson to prevail after he gets ahead of the Subaru at the Wilson hairpin on lap one. Tordoff's propshaft fails while on race-two pole. Shedden jumps from 10th to win with only 9kgs aboard in race three.



### Rockingham

- R1** Gordon Shedden
- R2** Sam Tordoff
- R3** Aron Smith

Shedden is masterful in the rain-interrupted qualifying and grabs pole, and converts it into an easy race-one win, well clear of Jackson. Tordoff makes up for an electrical problem in qualifying and powers through to win race two, while Smith (VW) resists pressure from Shedden to claim his first win of the year in race three for Team BKR. He is 2016's 13th different victor.

### Silverstone

- R1** Tom Ingram
- R2** Andrew Jordan
- R3** Gordon Shedden

Ingram inherits a victory in the opening race of the weekend after the top two finishers, Sutton and MG team-mate Josh Cook, are thrown out of the results for a rear-wing infringement. Front-row starter Jordan sears to race-two result ahead of Morgan, while a reversed-grid pole is all that Shedden needs to claim race three. Tordoff lumbers to two 11ths and a sixth place.



### Brands Hatch GP

- R1** Colin Turkington
- R2** Colin Turkington
- R3** Mat Jackson

Turkington is supreme on his way to a pair of wins in the opening two races; he's chased by Rob Austin (Toyota) in the first and Plato in the second. Jackson wins race three. In the title fight, Shedden's fifth and third in the opening two races still means he has to overtake Tordoff on track in race three to take victory. He manages it just before half distance and goes on to third place and the title.



Shedden: champion

“I suppose the only saving grace was that it happened early enough in the season to give us a chance to do something. With the success ballast and reversed grids in the BTCC, you have a chance to fight back. If that had happened in round nine or 10, then you are out of the picture.”

He wasn't, and from race one at Snetterton onwards Shedden's average finishing position was fourth. Those were the foundations that bounced him back into the picture, alongside a slump in form from Tordoff.

Shedden's never-say-die attitude and outright speed had to be at their maximum over the course of 30 races for him to bank a third crown.

He knows as much too. “It is a scrap all the way,” he says. “The wins are great, and the podiums are great, but sometimes it's the points you get battling for 14th place that define your season. It's the ones that everyone forgets about that are the most important. Fastest laps, poles – things like that all add up. If you look at Silverstone in the second race, when I came from the back of the grid to finish eighth, those are the performances that go under the radar but they're the ones that make the season.”

Tordoff's campaign wasn't an unsuccessful one, and he was only two points short in the end. He's pragmatic about the title defeat, preferring to point to the highlights that the season provided.

“I can be proud of what I've achieved,” he says. “I was able to establish myself as a genuine title contender.”

He certainly was. Sure, he was helped by being drawn on the reversed-grid pole on four occasions. But it wasn't really until the fourth meeting of the season at Oulton where it really kicked into life.

The package underneath the Yorkshireman was a stronger proposition this year. With the BMW 125i M Sport having been so successful in 2014, when Colin Turkington lifted the title, there were very few changes to the package in '15. But the writing was on the wall when Turkington could only finish fourth and upgrades were needed.

They came largely on the engine front, with direct injection and variable valve timing added to the two-litre powerplant. It was designed to increase torque, and it also meant a learning



Collard left himself with too much to do in most races

ALL PICTS: EBREY LAT



## Subaru's zero to (almost)

THERE WAS HUGE FANFARE surrounding the arrival of Subaru in the British Touring Car Championship with Team BMR.

Four Levorg GTs rolled onto the grid at Brands Hatch for the opener at the start of April with barely 15 minutes of running on the day before qualifying. They were driven by Jason Plato, Colin Turkington, James Cole and team owner Warren Scott.

The car had been built a remarkable 87 days after receiving the green light

and, to begin with, that rapid gestation was clear. The dynamics of the car, with the low-slung boxer configuration and the slippery shape, had the engineers and Plato fizzing with excitement about the possibilities ahead. It was, however, a tough baptism.

The team hadn't had time to homologate bespoke parts for the Moutune-tweaked engine, the inlet manifold among them. It meant the cars were severely underpowered over the opening three rounds before a special technical

dispensation was given to fit an uprated part.

Before that, there were more dramas. Cole's car burst into flames at Donington Park in the second meeting in April following a high-pressure fuel rail problem.

The team tried to fix the car in time for Thruxton just three weeks later, but could not be certain that the solution it had come up with had fully solved the problem, so the cars were parked for the weekend.

When the inlet manifold

Dramatic fire for James Cole and team's Thruxton withdrawal gave way to several Subaru wins

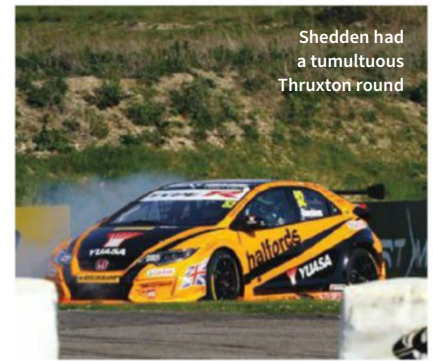


# hero tale

came on stream at Oulton Park in June, the car flew. Turkington took two wins and added three more over the course of the year to finish fourth in the points.

Indeed, from the point that the tweaks were made in June, the car was only off the podium in one of the remaining six meetings. Both Plato and Turkington were race winners.

Given the development that has yet to come from the car, it will start next season as a favourite for the crown.



Shedden had a tumultuous Thruxton round

## “His never-say-die attitude had to be at its maximum”

process for the team and drivers over the start of the season.

If there was one point where Tordoff could perhaps have hammered things home more, it was at Croft. It's a track that's been such a happy hunting ground for WSR and BMW, which has won an incredible eight of the last 12 races at the venue.

He slid wide at the opening turn and then had to battle an overheating engine. He recovered to collect 29 points, but his was the least successful of the three WSR machines at the track.

Nevertheless, Tordoff kept racking up the points and left Snetterton in the thick of it. However, the new, torquey BMW had a revision in its engine equalisation formula after the Norfolk rounds. From there, things changed.

Knockhill is always a boon for rear-wheel-drive cars, so there was no sign of trouble ahead, but at Rockingham and Silverstone the BMW struggled to keep up. Tordoff came into each meeting with 75kg of ballast; there was a superb win at Rockingham when he started at the back after an electrical problem in qualifying, but it was always going to be an uphill fight.

All these elements conspired to deliver the finale where he was unable to resist the prowess of the Civic.

“To even be in a position to go for the championship in the last round of the season showed just how far we had come,” says Tordoff, who has yet to confirm whether he will return to the category again in 2017.

Shedden's team-mate Neal headed the standings over the opening part of the season, dealing with the engine developments that Team Dynamics was making as well as carrying a full load of ballast into the meetings.

He reverse-engineered his way to podiums in the second, third and fourth meetings of the season to maintain his charge. His tactic would be to manage >>

**CLIO CUP**  
UNITED KINGDOM

**RENAULT SPORT**



# SAMPLER DAY

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

- Drivers aged 14 to 17 are invited to test with teams in early preparation ahead of the new Renault UK Clio Cup Junior championship at Blyton Park on 30 October.

- 2 x 3-hour track sessions will provide drivers with plenty of track time to sample cars in Junior specification.

- Each team will provide one car with an experienced instructor while on track...

- Renault Sport UK will also provide a full parts supply as well as technical advice throughout the day.

- The new Renault UK Clio Cup Junior championship will launch

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

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

**ALL ENQUIRIES TO RENAULT SPORT UK MOTORSPORT CHAMPIONSHIP MANAGER WILL FEWKES**

**EMAIL** will.fewkes-extern@renault.co.uk  
**TEL** +44 (0) 7894 317477

 [twitter.com/UKClioCupJnr](https://twitter.com/UKClioCupJnr)

 [facebook.com/ClioCupJunior](https://facebook.com/ClioCupJunior)

## Liquid Level Sensors

GS level

**NEW** TEMPERATURE OUTPUT

COMPATIBLE WITH FUEL, OIL & COOLANT

VOLUMETRIC OUTPUT OPTION

SUPER LIGHTWEIGHT

FLEXIBLE MOUNTING

FIA HOMOLOGATED



GS level 4223

Proven racing pedigree:

**F1, LMP1, LMP2, GT, Rally, V8, Indy, NASCAR, RSR** plus others

Get a quote at [gillsc.com/racing](http://gillsc.com/racing) or call **+44 (0)1590 613900**

**GILL**

Sensors & Controls



the weight pain and option-tyre pain throughout the opening two races to gain an advantageous starting position for race three, and it worked.

Once others had hit their stride, it was a case of keeping the tally ticking over. Like Shedden, he suffered at Croft but a truly classic win at Knockhill in August, his third of the season, kept him in the fray. Even so, the momentum behind

Shedden's campaign was gathering.

It was a sad way for him to dip out of the title fight when his car suffered an electrical failure in the penultimate race. He cannoned into the barriers and was unable to start the showdown, where he would have stood a chance of a record-equalling fourth crown.

Another of the championship's golden generation is Tordoff's team-mate Rob

**Tordoff battled gamely – his Rockingham victory was one of his season's highlights**

Collard, who was firmly in with a shout too. That was incredible, given his truly awful qualifying statistics – he only qualified in the top six twice all season and going to the finale at Brands his average starting slot was 17th.

“We really struggled to find the right set-up for qualifying,” says Collard. “The car had fantastic race pace, but when it came to turning on the tyres and putting the car on the edge for single-lap pace, we really never got to the bottom of how to do that. It was a mystery.”

Like Tordoff, there was more of a struggle when the cars had their performance level altered over the latter part of the season, but the two real dents in his campaign came first at Oulton in June, when he was taken out in the opening race (which effectively ruins the weekend), and at Knockhill. The Scottish track is one of his favourites and he was running in second place in the third race of the weekend when he was attacked by Colin Turkington's Subaru. It was an uncharacteristic move from Turkington that led to them both retiring.

Having left Snetterton ahead in the standings, he had dropped to third by the time the trucks rolled out of Fife and was 32 points adrift. It proved to be too much and he ultimately finished fifth in the standings. >>

**Motorbase new man Jordan returned to the top step of the podium at Thruxton and won again at Silverstone**



Potentially the most explosive partnership in terms of driver line-up was at Motorbase Performance. It stuck with the EcoBoost-powered Ford Focus cars that had mopped up at the end of 2015 and added '13 champion Andrew Jordan alongside serial race winner Mat Jackson. The first blow-up happened in the very first meeting, where the two got together on track and some serious conversations took place afterwards to straighten things out.

From there on there was harmony, although a boost reduction meant that the car was a less competitive proposition. A further equalisation later in the year restored it to where the team felt it should be.

Jackson and his engineer Craig Owen often experimented with the set-up of the front-wheel-drive car to unearth the maximum from it, and those initiatives helped Jackson to five wins over the course of the season. However, there were several factors that dented his title chances: a puncture at Thruxton, a wrong tyre choice at Croft and an ECU failure at Snetterton. Jackson arguably gave away 30 points with those three issues alone and finished just 16 points away from Shedden and was third in the points... but every driver in the championship has their tale of woe.

Jordan brought his engineer, Andy

## “Little things didn’t click consistently”

### Andrew Jordan

Brown, with him to the team. The pair have worked together since 2014, and they once again had a new car to get used to. After a strong pre-season test programme they were able to arrive at most circuits with a strong base set-up on the car, but progress as the meeting went on was not as strong as other teams.

“I felt I was driving better than I had done in 2015,” says Jordan, who finished eighth in the points and claimed the independents’ title. “It is just that we didn’t have those little things click together to make consistently strong weekends. Even at Thruxton, where I won, I had a puncture in race three.

“It wasn’t until Silverstone in September when it all hooked up and I won and scored more points than anyone else at that event. It’s the way the championship goes.”

After a dismal start for the brand new Team BMR Subaru Levorg GT, Turkington took an incredible fourth in the table and team-mate Jason Plato was a winner and placed seventh. But that’s an entire story in itself (see p42). ❁



#### DRIVERS’ CHAMPIONSHIP

POS	DRIVER	TEAM	CAR	1	2	3	4	5	6
1	Gordon Shedden (GB)	Team Dynamics	Honda Civic Type R	2	1	DNF	11	4	2
2	Sam Tordoff (GB)	WSR	BMW 125i M Sport	16	9	2	9	8	3
3	Mat Jackson (GB)	Motorbase Performance	Ford Focus	8	5	25	1	2	14
4	Colin Turkington (GB)	Team BMR	Subaru Levorg	DNF	20	12	10	DNF	18
5	Rob Collard (GB)	WSR	BMW 125i M Sport	6	16	6	6	1	4
6	Matt Neal (GB)	Team Dynamics	Honda Civic Type R	3	2	5	12	6	1
7	Jason Plato (GB)	Team BMR	Subaru Levorg	21	13	16	17	20	16
8	Andrew Jordan (GB)	Motorbase Performance	Ford Focus	11	4	4	14	12	10
9	Adam Morgan (GB)	Ciceley Racing	Mercedes-Benz A-Class	9	8	1	13	11	DNF
10	Tom Ingram (GB)	Speedworks Motorsport	Toyota Avensis	1	DNF	17	3	15	19
11	Jack Goff (GB)	WSR	BMW 125i M Sport	10	7	3	4	5	6
12	Josh Cook (GB)	Triple Eight Racing	MG6	5	DNF	14	2	7	9
13	Ash Sutton (GB)	Triple Eight Racing	MG6	4	6	10	5	13	5
14	Aiden Moffat (GB)	Ciceley Racing	Mercedes-Benz A-Class	12	11	9	16	9	7
15	Aron Smith (IRL)	Team BKR	Volkswagen CC	7	3	8	8	3	15
16	Rob Austin (GB)	Handy Motorsport	Toyota Avensis	DNF	14	11	18	10	8
17	Jake Hill (GB)	Team Hard	Toyota Avensis	13	DNF	23	26	DNF	DNF
18	Jeff Smith (GB)	Eurotech Racing	Honda Civic Type R	14	10	7	7	18	DNF
19	Hunter Abbott (GB)	Power Maxed Racing	Chevrolet Cruze	DNF	15	13	15	14	12
20	Daniel Lloyd (GB)	Eurotech Racing	Honda Civic Type R	-	-	-	-	-	-

21 Martin Depper (Eurotech Racing Honda Civic Type R) 28; 22 Dave Newsham (Power Maxed Racing Chevrolet Cruze) 28; 23 Daniel Welch (Welch Motorsport Proton Persona) 23; 24 Michael Epps (Team Hard Toyota Avensis) 23; 25 James Cole (Team BMR Subaru Levorg) 15; 26 Ollie Jackson (AmD Tuning Audi S3 Saloon) 14; 27 Warren Scott (Team BMR Subaru Levorg) 7; 28 Alex Martin (Team Parker Racing Ford Focus) 3; 29 Matt Simpson (Speedworks Motorsport Honda Civic Type R) 1; 30 Chris Smiley (Team Hard Toyota Avensis) 0; 31 Kelvin Fletcher (Power Maxed Racing Chevrolet Cruze) 0; 32 Michael Caine (Team Hard Toyota Avensis) 0; 33 Stewart Lines (Maximum Motorsport Ford Focus) 0; 34 Andy Neate (Team Dynamics Honda Civic Type R), 0; 35 Tony Gilham (Team Hard Toyota Avensis), 0; 36 Mark Howard (Team BKR Volkswagen CC) -3.

FIND  
MORE  
FREE  
MAGAZINES

[FREEMAGS.CC](http://freemags.cc)



Neal got himself into the title fight again, but this crash ruled him out of the Brands showdown

7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	PTS
DNF	4	DNF	4	4	23	15	13	22	2	10	1	9	9	4	1	10	2	23	8	1	5	3	3	<b>308</b>
7	6	8	2	1	2	13	8	2	7	8	DNF	5	2	2	10	1	16	11	11	6	10	5	5	<b>306</b>
21	8	1	16	10	13	8	6	DNF	3	1	DNF	12	6	1	2	4	5	17	6	2	11	7	1	<b>292</b>
-	-	-	1	2	7	1	3	7	1	2	6	3	4	24	4	15	3	8	4	4	1	1	12	<b>289</b>
6	2	6	23	25	6	7	1	4	16	4	2	17	5	DNF	14	3	6	7	7	3	12	10	9	<b>278</b>
DNF	11	2	9	7	1	12	10	11	8	3	10	8	1	5	8	6	4	DNF	15	5	7	DNF	DNF	<b>275</b>
-	-	-	3	3	3	2	2	10	5	6	4	1	3	3	3	DNF	10	10	5	12	4	2	10	<b>256</b>
3	1	21	10	8	8	5	9	5	14	14	5	6	8	9	7	2	12	2	1	8	DNF	13	11	<b>255</b>
1	3	3	24	12	10	DNF	DNF	14	4	5	7	22	11	6	13	8	7	4	2	23	6	8	4	<b>241</b>
2	20	DNF	5	5	4	9	7	3	6	7	12	4	DNF	12	16	DNF	DNF	1	3	DNF	14	9	6	<b>219</b>
8	5	18	12	9	DNF	4	4	9	11	DNF	13	2	7	10	12	DNF	DNF	12	13	11	13	20	13	<b>193</b>
DNF	12	4	7	6	5	17	14	6	26	13	9	18	16	DNF	5	DNF	15	DSQ	17	7	3	4	7	<b>175</b>
DNF	15	5	19	27	12	3	5	1	25	DNF	14	11	DNF	DNF	6	5	19	DSQ	26	10	9	DNF	24	<b>162</b>
22	16	22	32	DNF	20	DNF	17	DNF	23	11	8	13	10	8	11	9	9	9	9	9	8	6	2	<b>138</b>
20	18	DNF	8	17	11	10	11	8	DNF	NC	17	NC	DNF	18	15	7	1	6	24	DNF	DNF	14	20	<b>132</b>
14	10	7	15	DNF	16	11	12	12	13	9	3	10	12	7	20	14	DNF	3	DNF	DNF	2	DNF	14	<b>129</b>
10	17	13	13	26	9	6	20	20	12	12	11	16	13	15	DNF	16	8	5	27	14	15	12	8	<b>83</b>
4	25	11	21	15	DNF	20	18	18	DNF	15	15	DNF	15	DNF	25	17	13	15	25	15	19	11	17	<b>55</b>
15	DNF	DNF	11	11	19	DNF	19	DNF	15	DNF	DNF	20	22	DNF	26	NC	14	13	10	13	DNF	17	DNF	<b>38</b>
12	7	9	6	13	DNF	DNF	23	13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	<b>36</b>

**Manufacturers** 1WSR790; 2Honda/Dynamics737; 3Subaru/TeamBMR722; 4MG/888571.

**Independent drivers** 1Jordan415; 2M Jackson412; 3Morgan361; 4Ingram338; 5Moffat278; 6Austin272; 7ASmith243; 8Hill218; 9JSmith187; 10Epps155; 11Abbott145; 12Depper145; 13O Jackson119; 14Welch100; 15Simpson97; 16Martin97; 17Lloyd75; 18Lines73; 19Newsham59; 20Smiley32; 21Fletcher30; 22Howard29; 23TonyGilham11; 24Caine9.

**JackSearsTrophy** 1Sutton442; 2Epps424; 3Simpson345; 4Howard269; 5Fletcher212; 6Smiley183; 7Lloyd124.

**Total wins** Turkington,5; Jackson,5; Shedden,4; Neal,3; Morgan,2; Collard,2; Tordoff,2; Ingram,2; Jordan,2; Sutton,1; Plato,1; ASmith,1.

**Pole positions** Turkington,3; Ingram,2; Shedden,2; Sutton,2; Plato,1.



## AUTOSPORT'S TOP 10 DRIVERS

**1 GORDON SHEDDEN**

The reigning champion came into the season in an optimistic frame of mind, but realistic that this year would be a tougher nut to crack. Suffered his share of trouble over the start of the season in the Team Dynamics Honda Civic, but his revival to claim the crown was superb. Rediscovered his qualifying prowess, starting from pole (a feat he managed twice) for the first time since 2013. His overtaking remains some of the sharpest in the series and he is a pleasure to watch with the car up on its tip-toes, wringing the most out of it. Totally deserved a third crown.

**2 COLIN TURKINGTON**

When you consider the struggles that the car had until Oulton Park, he had still managed to drag 10 points out of the Team BMR Subaru Levorg. Once the power was there, he shone. Others might point to the fact that it had bags of boost when the revisions came, but it was still a new chassis to tweak, refine and learn. Turkington managed to do that very quickly. The only serious blot was a clumsy attempt to pass Rob Collard at Knockhill – very unusual for the king of clean racing. But still being in the title showdown until the penultimate round was a success in itself.

**3 SAM TORDOFF**

There was a real step up in Tordoff's performance this season, remarkable given his relatively limited experience in tin-tops – indeed, this was only his second season in a rear-wheel-drive BTCC car. He picked up points when they were on offer and took the most the reversed-grid events, where he was drawn on pole four times in the WSR BMW 125i M Sport. Alongside his two wins, he took six second places. Mental strength was tested to the maximum over the run-in as he was hunted down by rivals, and he showed great maturity and humility after losing out in the finale.

**4 ROB COLLARD**

If only Collard could have qualified better... The series veteran was leading the points just after the halfway stage of the season, but that loaded him with 75kg of lead and meant his qualifying traumas were heightened. Despite that, his overtaking remained the best on the grid and he was able to overcome his Saturday struggles. He recorded a joint-highest four fastest laps to show that the Sunday version of his WSR BMW 125i M Sport was potent everywhere. He was proud of his race performances, and so he should be after one of his strongest campaigns yet.

**5 MAT JACKSON**

Jackson won more races than champion Gordon Shedden this season and none was more impressive than his mighty defence in Knockhill's finale, where he held off a queue of traffic. He was in the title fight until the end. Was always looking for the magic bullet in terms of set-up from the Motorbase Performance Ford Focus and found it more often than not, even in tricky conditions. Was able to deal with rapid team-mate Andrew Jordan too despite some early-season bumps. Has a championship in him, and feels some luck is all that was missing this season.

**6 ANDREW JORDAN**

Coming to a Motorbase Performance Ford Focus was another switch for Jordan, who was in a third different car in three seasons. Brought his engineer Andy Brown with him and the pair conducted a chunk of pre-season testing to build up the data bank. A win at Thruxton in May seemed like it would spur a golden summer, but it never kicked into life as the team looked for the final fragments to push forwards. Still proved that he knows how to build a campaign by going into the finale still with a shout, before an unlucky accident.

**7 JASON PLATO**

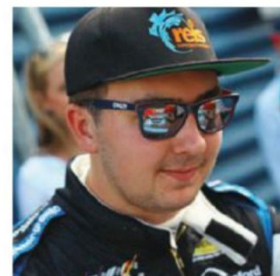
Plato was buzzing with excitement for the Subaru programme, which he had helped pull together over the winter, and he was at the forefront. He was, though, driving a rear-wheel-drive BTCC car for the first time in his career. Despite his experience and expertise, it took time to unlock the secrets from the Levorg chassis. He learned as the year went on, but was also experimenting with set-ups and sometimes went down the wrong avenue. When things clicked, like they did at Knockhill when he won, he could dominate.

**8 MATT NEAL**

Had the same equipment as Shedden (the best car on the grid) and only won one race fewer in the Team Dynamics machine. Was also in the title hunt all the way through, and showed that tactics and guile can help build a points total. There were a couple of mistakes, and the biggest probably came at Thruxton when he was the catalyst for a multi-car pile-up. His win at Knockhill in race two was vintage Neal, sneaking up and taking his chances when they came. Signing off the season in the medical centre at Brands was a cruel blow.

**9 ASH SUTTON**

The 2015 Renault Clio Cup champion came, saw and conquered in his maiden season in the BTCC. He was on pole by meeting two, and was a winner by meeting five. He would have had another victory at Silverstone but for a technical infringement with the Triple Eight Racing MG6. What most impressed about Sutton was his controlled aggression in the heat of battle and his opportunistic overtaking moves. He was not intimidated by those around him, and made the most of the car underneath him. He has learned very quickly.

**10 TOM INGRAM**

Ingram did everything that was asked of him in 2016. He made a podium breakthrough last year and then pushed himself even further in the Speedworks Toyota Avensis. A highly accomplished win in the first round of the season was followed by another at Silverstone and four further podium finishes. There were some slips early in the year that were frustrating, and it took until the middle of the season for these to be fully ironed out. His next step is to eradicate those errors, and then there will be a championship contender here.

# WEB DIRECTORY

## AWNINGS



**No1 for Inflatable Structures.**  
With you from the Paddock to the Podium.  
[www.aireshelta.com](http://www.aireshelta.com)

## EXHAUSTS

*Inconel & Stainless Steel Specialists*  
**SIMPSON**  
*Race Exhausts*  
Tel: 01753 532222  
[www.simpsonraceexhausts.com](http://www.simpsonraceexhausts.com)

## GEARBOXES

**Gearboxman.com**  
COMPETITION TRANSMISSION SERVICES  
Gearboxes & Axles for Road, Race, Rally and more  
Telephone: 01582 840008 Fax: 01582 840007

## HELMET GRAPHICS



visit: [www.liquidcolourdesign.com](http://www.liquidcolourdesign.com)  
Studio: +44 028 93378525  
Mob: +44 0770 9442894  
Helmet Paint | Design | Airbrush | Custom Paint

**Mike Fairholme Designs**  
Sole approved painter of Aral helmets.  
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.  
Tel: 01476 550630. Fax: 01476 550029.  
email: [fairholmedesigns@btconnect.com](mailto:fairholmedesigns@btconnect.com)  
[www.fairholmedesigns.co.uk](http://www.fairholmedesigns.co.uk)

## MEMORABILIA



**FINAL LAP**  
For Everything Formula One  
[www.finallap.net](http://www.finallap.net) **WE BUY AND SELL**  
+44 (0) 1245 287588 / 07771 920345

## MOTORSPORT LEGAL ADVICE

**MOTORSPORT LAWYER**  
**JAMIE CHAMPKIN LL.B**  
National and International  
CALL +44(0)1386 871287 ANYTIME  
[www.champkin.uk.com](http://www.champkin.uk.com) email: [info@champkin.uk.com](mailto:info@champkin.uk.com)

## MOTORSPORT LEGAL ADVICE

Motor Sport Legal Advice  
Tudor Alexander, LL.B Solicitor  
[tudor@fletcherday.co.uk](mailto:tudor@fletcherday.co.uk) 07887 713512  
Fletcher Day 56 Conduit St  
Mayfair London W1S 2YZ

## RACE PARTS



**JJC) race and rally**  
PASSIONATE ABOUT MOTORSPORT  
[www.jjcraceandrally.com](http://www.jjcraceandrally.com)

## RACE PARTS



**ARE DRY SUMP SYSTEMS**  
ARMSTRONG RACE ENGINEERING INC.  
[WWW.DRYSUMP.COM](http://WWW.DRYSUMP.COM) (916) 652-5282

## RACE RADIO

Pit to Car **Autotel**  
Radio solutions **Digital Race Radio**  
0044(0)1508 528837  
[www.raceradio.co.uk](http://www.raceradio.co.uk)

## RACING



**demon tweeks**  
MOTORSPORT  
[www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk)

## RACING

AUTHORISED DISTRIBUTOR  
**OMP** **YBRACING**  
MOTORSPORT & PERFORMANCE  
[WWW.YBRACING.COM](http://WWW.YBRACING.COM)

**PORSCHE SHOP**  
10% off with website  
voucher code **AUTOTEN**  
Or Call: **0121 585 6088**



**CARTEK**  
MOTORSPORT ELECTRONICS  
Info@cartekmotorsport.com  
023 80 467747  
[WWW.CARTEKMOTORSPORT.COM](http://WWW.CARTEKMOTORSPORT.COM)

## RACING



**MARDI GRAS**  
**MOTORSPORT**  
[www.mardigras.co.uk](http://www.mardigras.co.uk)

**exe-tc competition**  
SUSPENSION  
World Championship winning suspension - designed and built in UK  
Including Porsche GT3 MK3 997 - Classic Porsche 911  
Ford Escort MK3  
Mazda RX7 - Subaru - Mini - Skoda - Toyota  
VW Golf - Renault - Lotus - and many more...  
All suspension supplied with technical advice  
Web: [exe-tc.co.uk](http://exe-tc.co.uk) Email: [julie.delamare@exe-tc.co.uk](mailto:julie.delamare@exe-tc.co.uk)  
Tel: +44(0)1292 444490 join us on Facebook and Twitter

Committed to Quality  
[www.iwt.co.uk](http://www.iwt.co.uk)  
**Ifor Williams Trailers**  
BRITAIN'S LEADING TRAILER MANUFACTURER

## TRAILERS & TRANSPORTERS

**BRIAN JAMES TRAILERS**  
» Connected to you  
[www.brianjames.co.uk](http://www.brianjames.co.uk)



**JORDAN RV**  
[WWW.RENTAMERICANMOTORHOMES.COM](http://WWW.RENTAMERICANMOTORHOMES.COM)  
**08703 008008**

**Image**®  
Manufacturers of bespoke split rim alloy wheels  
[www.imagewheels.co.uk](http://www.imagewheels.co.uk)  
IMAGE WHEELS INTERNATIONAL LTD.



TO ADVERTISE IN THE WEB DIRECTORY  
PLEASE CALL **020 8267 5992**  
OR EMAIL [autosport.ads@haymarket.com](mailto:autosport.ads@haymarket.com)

The New  
**TRANSPORTA**  
*from...*



BRITAIN'S LEADING  
 TRAILER MANUFACTURER

Perfect for motorsport enthusiasts,  
 classic car owners and small racing  
 teams.

Over 50 distributor  
 locations across the  
 UK and Ireland.



**SMMT**  
 DRIVING THE  
 MOTOR INDUSTRY



Ramp skid  
 extenders



Front storage  
 cabinet



Hinged Workbench  
 and Tyre Rack

**KEY FEATURES**

- Durable galvanized steel chassis with optional tiltbed model
- Upward opening hatch or Side opening hatch available
- Insulated roof

**CONTACT US...**

[WWW.IWT.CO.UK](http://WWW.IWT.CO.UK)

[SALES@IWT.CO.UK](mailto:SALES@IWT.CO.UK)

01490 412527

[WWW.IWT.CO.UK/TRANSA](http://WWW.IWT.CO.UK/TRANSA)

**OPTIONAL FEATURES AND ACCESSORIES**

- Floor storage box
  - Electric winch
  - Soft link adjustable wheel straps (pair)
- \*\*Many other features and accessories available\*\*



For further information on our extensive range of car transporters please visit our website. Finance available - subject to credit status. Contact your local distributor for further information. It is the owners' responsibility to ensure that maximum gross weight is not exceeded

**BRIAN JAMES TRAILERS**

»» Connected to you



[www.brianjames.co.uk](http://www.brianjames.co.uk)

## Black-and-White

The benefit of a protective transport is always valued when moving precious vehicles. Its now over 20 years since Brian James Trailers were the first to design a stylish, light and durable enclosed trailer using a GRP body construction, the original Race Shuttle.

The Race Transporter range is the third generation in the lineage and for the double decade landmark in MY2017 trailers we have introduced a host of new features, including a professional vehicle restraint system as well as fresh external styling.

Choosing a Brian James Trailer as your enclosed transport solution has always guaranteed black-and-white certainty.

Race Transporters are now available in Black or White.

Range starts from £ 6,750 + vat

BJT also offers a wide range of open trailers.  
For more information on our trailer range or to find your nearest dealer visit:

[www.brianjames.co.uk/dealer](http://www.brianjames.co.uk/dealer)



T +44 (0)1327 308 833

For more information and details on the Brian James Trailers range, please contact our head office.

**RACE TRANSPORTER 6**



[www.WOODFORDTRAILERS.com](http://www.WOODFORDTRAILERS.com)  
HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

**DEVELOPED BY PROFESSIONALS, FOR PROFESSIONALS**



**DEALERS WANTED**

**All Woodford Trailers have full European Type Approval**

We have been designing and building our extensive range of high-quality, adaptable vehicle trailers from our Northamptonshire home for over 20 years, selling at highly competitive prices to suit a wide range of requirements. Please get in touch with us to discuss your needs.

**Tel: 01327 263384 ● Mob: 07434 940 693**

**● E-mail: [sales@woodfordtrailers.com](mailto:sales@woodfordtrailers.com)**

**● Web: [www.woodfordtrailers.com](http://www.woodfordtrailers.com)**

# TRAILERS & TRANSPORTERS



**PRG TRAILERS** *Finest Built British Trailers.*

PRG Trailers | Cheshire | UK | Tel: +44 (0) 1270812402  
 Web: [www.prgtrailers.co.uk](http://www.prgtrailers.co.uk) | Email: [info@prgtrailers.co.uk](mailto:info@prgtrailers.co.uk)



**Weatherweave**  
Awnings & Tarpaulins

» WORKING WITH YOU

**ESSENTIAL FOR MOTORSPORT TEAMS & COMPETITORS**

**MAKE TRANSPORTING AND STORING EASY WITH A WEATHERWEAVE CONVERTED TRAILER**

Weatherweave is the UK's leading specialist in bespoke awnings and trailer conversions. Featuring high specification PVC covers in a wide range of colours with artwork of your choice. Simple to use, durable, long-lasting and fire retardant to a British Standard, with an anti fungal lacquered finish. Our customer base spans from the general public, to international race teams and multi-global firms giving us experience second to none.

call us on: **+ 44 (0) 1268 774 141** or visit: [www.weatherweave.co.uk](http://www.weatherweave.co.uk)



**AUTOSPORT**

**IF YOU'D LIKE TO ADVERTISE YOUR PRODUCTS AND SERVICES PLEASE CALL**

**0208 267 5367**



*Living the high life*



APPLY ONLINE  
CHOOSE YOUR OWN START DATE

# The WORLD'S FIRST ONLINE Motorsport Engineering Degrees

FdSc Motorsport Engineering | BSc (Hons) Motorsport Engineering



NMA Team - Lotus Evora GTE

## Accelerate Your Career In Motorsport!

AFFORDABLE - FLEXIBLE - ONLINE

### Who should do this course?

Do you...

- Want to improve your career prospects by becoming a highly qualified Motorsport Engineer?
- Work or volunteer in motorsport without a degree?
- Work in the automotive sector and would like a career change into motorsport?
- Want a motorsport degree but can't justify the time/travel & accommodation costs at university?
- Have work or family commitments & need to earn while you learn while studying for your motorsport qualification?

If you answered YES to any of the above, then the NMA Online BSc (Hons) Motorsport Engineering Degree is the course for you!

\* Degrees are awarded by our partner Staffordshire University.



### Why Study with NMA?

- 40% lower fees than other universities & access to student loans
- Choose your own start date, no term times or semesters, work at your own pace & study from anywhere in the world
- Mature students welcome - No upper age limit
- Earn while you learn
- No travel or accommodation costs
- Study Online & On-track
- Free industry standard CAD software



Race day experience for students

[motorsport.nda.ac.uk](http://motorsport.nda.ac.uk)

+44 (0)1159 123456

# MARKETPLACE

## MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA & AUTOGRAPHS

We buy and sell F1 items  
AYRTON SENNA specialists

Call CHRIS GRINT

**01763 274448**

email:- sales@f1collectors.com

## TYRES

FOR ALL YOUR  
**AVON**  
TYRES  
**MOTORSPORT**  
RACING TYRES  
Inc. ACB 10 Formula Ford  
Contact

**BMTR LTD**

Tel: 0121 331 1122  
Fax: 0121 331 1144  
email: sales@bmtr.co.uk  
see our new website at www.bmtr.co.uk

## RACE PRODUCTS

EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY

**0844 375 2196**  
[www.demon-tweeks.co.uk](http://www.demon-tweeks.co.uk)

MEDIA CODE:  
LZ252A  
LOW CALL RATE CALLS  
MAY BE RECORDED FOR  
TRAINING PURPOSES

## RACE PRODUCTS

**CARTEK**  
MOTORSPORT ELECTRONICS



INNOVATION  
QUALITY  
RELIABILITY  
SAFETY

SUPPLIERS TO:



BATTERY ISOLATORS  
FIA RAIN LIGHTS  
POWER DISTRIBUTION  
COOLANT LEVEL  
SENSORS  
WIRELESS STEERING  
WHEEL CONTROLS  
SHIFT LIGHTS

GET IN CONTACT:

[www.CARTEKMOTORSPORT.com](http://www.CARTEKMOTORSPORT.com)  
+44 (0) 2380 457747  
info@cartekmotorsport.com

## CARS FOR SALE

### Austin A30 Academy Car



Built from an acid dipped and seam welded shell to the highest permissible HRDC Academy spec.



Qualified 4th on debut in the 2016 St Marys Trophy VIP race and finished 5th in the owners race with no chassis setup performed. Only 0.45sec from fastest lap and quickest through the speed trap.

This is a ready to race turn-key car with proven speed, less than 4 hours running, and huge potential.

Fuel, tyres and spares package included.

Phone: +44 (0)1278 683380 or +44 (0)7976 305722  
email: A30@minimal-motoring.com



## Elite Carbon Fibre

Carbon fibre race car component manufacturer

EliteCarbonFibre Ltd.  
Units 20-22 Norwich Road Ind. Est.  
Watton, Thetford, Norfolk IP25 6DR

Contact - Dave Greenwood 07809390316  
Email - davecarbonelite@googlemail.com  
Website - elitecarbonfibre.co.uk



**Carbon Composite Wings, Bodywork & Repairs**



# MARKETPLACE



**MARDI GRAS  
MOTORSPORT**  
Saloon Car Preparation

Unit 45, Silverstone Circuit  
Towcester  
Northampton NN12 8GZ

tel: 01327 858006 fax: 01327 858800  
email: info@mardigras.co.uk  
web: www.performanceclutch.co.uk

**Distributors and agents for:**



## ARRIVE AND DRIVE



### YOU CAN AFFORD TO RACE !!

Track Attack Race Club  
in association with JJ Motor sport  
and supported by justmotorsportads.com

#### Your choice

Toyota Mr2 roadster sports car  
Peugeot 206Gti hot hatch  
Toyota Celica Coupe

Newly built turn key race cars from only £2950  
Or car and a seasons entry fees from £3950 inclusive.

Buy, Lease or Arrive & Drive & track side support  
Contact Jon 07790495231 Steve 01646 601908



**IF YOU'D LIKE  
TO ADVERTISE  
YOUR PRODUCTS  
AND SERVICES  
PLEASE CALL  
020 8267 5992**

# Team



# Club

Championship

Race Numbers

Nationality

# Name Sponsors

Blood Groups

Nomex Motorsport badges for Race & Rally

No Minimum Order Charge

Nomex Sewing Kit Included

Easy Online Ordering

Quick Turnaround

UK Manufactured

No Set-Up Fees



**WWW.HOT-STITCH.COM 01559 372 356**

All copyrights & registered trademarks respected

## 6th Annual Henry Surtees Foundation 'All-comers' Challenge Buckmore Park, 26th October 2016



2015 HSF 'All-comers' Competitors



Upgraded Buckmore Park

### John Surtees CBE invites the best of young British Car and Karting talent to compete for a range of truly career enhancing prizes at the newly upgraded Buckmore Park

The highly competitive event will see the drivers, some from Karting and others who have made the transition to cars, returning to battle it out using the superb Club 100 Birel Karts. Drivers such as Alexander Sims, Scott Malvern, Ben Barnicoat, Oliver Rowland, Piers Prior, David Pittard and Jack Aiken (to name a few) have all benefited from the event and its prizes.

The top three drivers will be awarded the prestigious 'H' Trophy. The drivers then, according to finishing order, get the choice of fantastic prizes that will greatly assist their racing preparation and opportunities for the 2017 season.

These exclusive prizes for the event include;

- Renault Clio Cup half-day test, donated by Renault
- Ginetta test day, donated by Ginetta
- Carlin test day experience in Formula 4 Championship car, including simulator, donated by Carlin
- BRDC British Formula 3 test, donated by Hillspeed
- Formula Renault Test on the continent, donated by Manor Competition
- Full set of Puma race clothing, donated by Puma
- A tour of the Red Bull racing facility in Milton Keynes for 2 people, with simulator experience, donated by Red Bull
- An Arai GP-6S Helmet, donated by Arai
- Custom fit driver communication earpieces, donated by Hearing Electronics Limited
- Website Package, donated by 5g Creative
- IZone Driver Performance training session, donated by Andy Priaulx
- A supply of Teng Tools, donated by Teng Tools
- £500 worth of Air Travel, donated by Travel Places
- A feature on winning driver, donated by Motor Sport Magazine

**For further details on all 14 prizes and to enter the event,  
visit: [www.henrysurtreesfoundation.com](http://www.henrysurtreesfoundation.com)**

# MOTORSPORT JOBS



**FORWARD COMPOSITES LTD** is a leading provider of advanced composite tooling and components for the aerospace, defence, automotive, and motorsport industries.

We currently have the following exciting vacancies in our Engineering Department, based in our offices in HUNTINGDON, Cambridgeshire.

We require a hands-on, proactive, team player with the ability to communicate effectively within a multi-cultural environment. An interest in Aerospace/Motorsport/Composite Manufacturing systems is desirable together with excellent numeracy/literacy skills. Self-motivation and determination combined with an enthusiastic attitude are essential attributes.

#### **DESIGN ENGINEER**

To design components, tooling and fixtures for a variety of composite manufacturing projects, using Catia V5.

#### **PROJECT ENGINEER**

Management of multiple projects, within agreed time constraints and budgets and operating to the company standards.

#### **MANUFACTURING ENGINEER**

Creation of composite manufacturing instructions, process development, shop floor support.

Must have proven experience in leading the manufacture of complex composite assemblies.

We are also recruiting for **experienced** composite **LAMINATORS, TRIMMERS** and **PATTERN MAKERS**

Full job descriptions are available on our website.

**Salary:** Competitive dependent on experience

**Closing date:** 31<sup>st</sup> October 2016

**To apply:** send a CV and covering letter to [nmckenzie@forwardcomposites.com](mailto:nmckenzie@forwardcomposites.com)

**Company Name:** Forward Composites Ltd

**Tel:** 01480 432623

**Email:** [nmckenzie@forwardcomposites.com](mailto:nmckenzie@forwardcomposites.com)

**Address:** 9/10 Clifton Road, Huntingdon, Cambridgeshire, PE29 7EJ

**Website:** [www.forwardcomposites.com](http://www.forwardcomposites.com)



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

The Safety Department of the FIA in Geneva is seeking to fill the position of:

#### **Senior Safety Engineer**

He will liaise with circuit's management, equipment manufacturers, laboratories and car manufacturers in order to develop and implement new safety enhancements, work closely with the FIA Technical Department and the FIA research bodies in order to best introduce these changes, and take part in the related FIA Commissions.

#### **Profile:**

This position requires a candidate with a strong mechanical engineering background and at least 10 years' experience of project management in the motor racing industry.

We are seeking a highly motivated, flexible and innovative individual, with disciplined time management and planning.

The candidate will need to be a team player, with excellent communication skills and a highly analytical approach.

This position is based in Geneva (Switzerland); fluency in English is required, and a good knowledge of French would be a plus.

Please send CV and cover letter to [recruitment@fia.com](mailto:recruitment@fia.com)

Mercedes-Benz has been setting the standard in racing for over 100 years, and the MERCEDES AMG PETRONAS Formula One™ Team continues the proud history of the legendary Silver Arrows. We have some exciting opportunities at our Championship winning team within our Design Office, Logistics and Finance teams.



#### **SENIOR CAE PROCESS ENGINEER**

**REF: SW 1443**

We have an exciting opportunity for a highly motivated Senior CAE Process Engineer to lead our newly created Structural Analysis Process Development Group. The successful candidate will develop the road map for our future structural analysis process optimisation and pro-actively drive its implementation in line with our desire of continued process improvement.

#### **CAE PROCESS ENGINEER**

**REF: SW 1444**

We have an exciting opportunity for a highly motivated CAE Process Engineer within our Structural Analysis Process Development Group. The successful candidate will be involved in the support, maintenance and development of our computing processes and will need to demonstrate an in-depth understanding of CAE systems.

#### **LOGISTICS BUSINESS ADMINISTRATOR**

**REF: CH 1527**

Responsible for co-ordinating the team's requirements for fuel and lubricants including end to end management of all aspects of planning, ordering, invoicing, logistics, stock control and disposal. The successful candidate will provide financial support to the Business Development and Logistics teams and will have a proven background in Finance & Business administration.

#### **PAYROLL AND FINANCE ADMINISTRATOR**

**REF: ED 1530**

The successful candidate will administer the payroll and associated statutory reporting obligations, be responsible for the administration of company credit cards, company insurance arrangements, employee expenses and maintain vendor master data on internal Finance systems.

We invest in our greatest asset: people. They embody our values: Passion, Respect, Innovation, Determination and Excellence.

We succeed when everyone delivers their tenth of a second. No matter which area of the team you work in, you will determine how we perform on and off the track.

Every person here takes immense pride in playing their part to the highest standards. Each and every day. Working here is fast. It demands technical excellence and teamwork. And it calls for great reserves of motivation and resilience.

Own your tenth of a second. Play your part. Join us.

To find out more, visit:

<http://careers.mercedesamgf1.com/>

**Closing Date: 4 November 2016**

# CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • HILLCLIMB • TRACK TESTS • FEATURES



HHC exits British F3 to focus on a future in sportscar racing

## HHC withdraws from British Formula 3

LEADING BRDC BRITISH FORMULA 3 Championship team HHC Motorsport has left the series.

The outfit has competed in the championship since it was launched in 2013 – then as BRDC Formula 4 – and won the drivers' title last year with Will Palmer, who went on to win the McLaren Autosport BRDC Award.

It ran cars full-time for Ben Hingeley and Sisa Ngebulana in the championship in 2016 until Ngebulana was sidelined by an anterior cruciate ligament injury, and also fielded entries for Formula Renault racers Palmer and Harrison Scott as well as Omar Ismail and Raoul Hyman.

But HHC, which also runs a team in the Ginetta Junior Championship, has now called time on its involvement in the series. It has sold its three Tatuus F3-016 chassis to P1 Sport, which will return to racing next year for the first time since 2012.

“At the moment, in terms of the size of the team and what we’re trying to achieve, we’ve got to look at what we can do effectively and well,” said Charlie Kemp, HHC Motorsport’s commercial director. “We’re trying to put together

a number of different programmes for 2017, and if all of those come off we just won’t have the capacity to do F3 as well.”

### Team shifts focus to sportscars

Kemp instead said that the team would switch its attention to competing in sportscar racing, and is considering both GT and LMP3 programmes for 2017.

“When we started the team six years ago we wanted to specialise in bringing on upcoming talent, but alongside that we said we’d like to see the team compete right at the very top level of endurance racing, with the ideal of racing at Le Mans.

“We’ll start in the UK, so British GT and LMP3 in the UK are what we have our eyes on. There are a number of possible programmes; I’m just trying to work out what’s best not only for us, but also our customers.”

### P1 to make return to racing

P1 Sport ran Giedo van der Garde to the 2008 Formula Renault 3.5 Series title in its first full season in the championship, having first entered a year earlier in collaboration with Cram Competition.



P1 has previously raced in British F3, during Dallara era, and will join BRDC series next year

The team also raced in the previous incarnation of British F3 and ran Adam Carroll to the runner-up spot in '04.

Led by Roly Vincini, P1 will make its first appearance since it took part in FR3.5 in 2012 – after which it was bought by Strakka Racing – with an assault on the British F3 championship next year.

“It’s great to announce our return to front-line motorsport, and we think BRDC British F3 is the perfect category in which to do so,” said Vincini.

“The team has been successful in single-seaters, and we can’t wait to get out on track and continue that form in the UK’s leading single-seater series.”

Comprehensive motorsport insurance products to keep you on track;

- Accident damage On Track
- Rally damage On Event
- Storage and Transit
- Liability
- Personal Accident
- Track day

Log on to [www.ryanmi.com](http://www.ryanmi.com) to obtain your online quote  
Email – [info@ryanmi.com](mailto:info@ryanmi.com) Tel – +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026

**RYAN**  
MOTORSPORT INSURANCE



WALTER HAYES TROPHY

## Leinders and McGarrity in Hayes return

THE MEN WHO FOUGHT OUT THE CLASSIC British Formula Ford Championship title fight of 1995 will be reunited at next month's Walter Hayes Trophy at Silverstone.

Bas Leinders, who as a works Swift driver won the title, and Kevin McGarrity, who avenged his title defeat by winning the Formula Ford Festival in his factory Van Diemen (leading Leinders in picture above), will both race Ray GR15s run by Scottish team Graham Brunton Racing.

Both drivers went on to enjoy careers in international classes. Belgian Leinders also claimed the German F3 crown before winning titles in FIA GT. McGarrity raced at Le Mans three times, twice with the factory MG team.

McGarrity will race the car driven to this year's

Scottish championship title by Neil MacIannan, and which is owned by his friend, former Indycar superstar Dario Franchitti.

"I didn't even know about it until the deal was agreed," said McGarrity. "It was cooked up in the pub by Dario and Graham the night before Dario's daughter's christening. I only found out about it when they told me the next morning and I still wonder if it's a good idea!

"I had a few hours running at Knockhill last week to get back into the swing. The cars have changed a lot. I last raced a Kent Formula Ford in 1990 before I went to Zetec, and haven't raced a Formula Ford at all since '95..."

McGarrity stepped back from racing to work for McLaren, where Leinders is currently

sporting manager for the McLaren GT operation.

"Bas wanted to do the WHT when he found out I was doing it," McGarrity added. "He's a great bloke and we'll have a laugh, but you just know it'll get competitive when we get back into it."

Brunton said: "It's a bit of a dream to have two of the best rivals from Formula Ford in the 1990s in the same awning.

"They'll be great for the atmosphere of the WHT as they have the right outlook and they'll both be quick. Bas will be a stickler for detail and Kevin won't want to be trailing so they'll push each other. Some great names have led the WHT, so I wouldn't rule them out."

Seb Melrose and Jamie Thorburn will complete Brunton's four-car operation.

### FORMULA FORD FESTIVAL

## Control fuel introduced for FFord Festival

THE ORGANISERS OF THIS YEAR'S Formula Ford Festival have implemented a control fuel for the event.

It follows accusations of illegal fuel usage in the Formula Ford National championship this year. Buying control fuel does come at a cost, but Oldfield Motorsport boss James Oldfield estimates that in a worst-case scenario it would not rise above £100.

British Racing and Sports Car Club competitions manager Dominic Ostrowski said: "The reason we've done it is to protect the integrity of the Festival. A lot of people have said that we need to do it."

A control fuel also makes testing easier and cheaper, and

means the cars will be more easily scrutinised.

Meanwhile, the BRSCC is confident that the final will be run in good light, despite being due to finish as darkness falls. The 20-lap Festival final is scheduled to start at 17:35, and sunset is expected around 17:48.

Ostrowski added: "We're not

worried about that [the late timetable]. There's quite a bit of clear-up time between races and generally at Brands they're pretty sharp at clearing things up. I'd be surprised if we didn't start the Festival before 17:30.

"We always try to get under way early if we can. When things are ready to go, we go."



### HSCC

## HSCC to celebrate FFord anniversary

THE 50TH ANNIVERSARY OF FORMULA FORD will be celebrated by the Historic Sports Car Club in a series of events in 2017, starting with a major display at Autosport International in January.

Eight landmark designs and cars with significant histories will be on show, while a gathering of past Formula Ford drivers is planned on the Friday of the show (January 13).

The HSCC's annual Brands Hatch GP meeting on July 1/2 will be a focal point for the celebrations, 50 years after the first Formula Ford race ran at the Kent track on July 2 1967.

The club's Historic Formula Ford Championship caters for cars built up to the end of 1971. Last weekend's Silverstone race attracted 50 entries and club CEO Grahame White hopes the anniversary will result in further expansion.

"We're very pleased to be celebrating the golden anniversary of this remarkable category and have more major announcements to come," he said.

BRITISH F4

# Ex-F3 racer Ward starts F4 team

GW MOTORSPORT IS PLOTTING A two-car entry into British Formula 4 next season, when it should become the first new team to join the series in two years.

The team is managed by former British F3 and EuroBOSS racer Gary Ward and has run Jacky Liu in the Monoposto F3 class this season. The 17-year-old Chinese driver will now step up to F4 with the team.

“After working on and running the car and

seeing Jacky’s face [after a test in an ex-JTR car] there was no going back,” said Ward. “He loved the F4 car [below] and said, ‘Can we do F4?’ I said, ‘Let’s go for it.’

“I love the way they [series bosses] control the cars and I like how they always want to strive to improve each year. They seem to have got it right so I want to be part of it. We are a very personal team and I’ve now got a karting and an F4 team under the same roof.”



STU STRETTON/MEDIA

BIRKETT RELAY

# Mini heroes back to run Birkett squad

THREE OF THE SIX MINI SE7EN DRIVERS WHO finished third in the 1966 Birkett Relay will crew an entry in this weekend’s six-hour event at Silverstone.

Fifty years after their achievement, Bob Fox (winner of the first two Mini Se7en titles in 1966 and ’67), Colin Youle and Gordon Lines will help to run the pitwall of the Mini Se7en team that takes on the 750 Motor Club’s long-standing event, as the Mini racing club also commemorates its 50th anniversary.

The six 2016 relay cars will race with the number 32 – the number used by the 1966 entrants.

“It’s the 50th anniversary of the Mini racing club so I took it upon myself to suggest we enter,” said Mini Se7en regular Dave Robinson, who will race one of the cars this year.

“I spoke to our archivist Richard Williamson, and he seemed to remember the club getting a podium in 1966. As soon as he said that, I thought, ‘That’s it; if they’re still around I’ll try to get them on our pitwall.’”



HOT HATCH

# Metro Cup champ to Hot Hatch

METRO CUP CHAMPION BEN Rushworth will switch to the 750 Motor Club’s Hot Hatch championship in 2017, sticking with his Metro.

The 34-year old from West Sussex was crowned Metro Cup champion this year as the series moved to a single-class structure.

Rushworth was a novice when he entered the championship and taught

himself computer-aided design to help build his car. The overall speed of the Hot Hatch cars is what attracted him to the series.

“I was looking at Hot Hatch because it’s a fast series and the lap times are really impressive,” he said. “There’s also the freedom of the rules – you can do a lot with the cars.

“It’s more of a personal

challenge turning a car that isn’t a high-performance vehicle and making it competitive.

“I’m only interested in being first on the road – class wins are great and have their place but I want to fight at the front. My target was always to come in and win the championship. Now we’ve done that, it’s time to move on.”

DICKON SIDBALL

IN BRIEF



BROWN TARGETS CLIO SWITCH

Ginetta Junior race winner Lewis Brown is hoping to move to the Renault UK Clio Cup after finishing third in Juniors for the second consecutive season. “Being on the TOCA package is the main thing with the live TV, and that makes it easier for sponsors,” said Brown (above). “I want to go into GT racing but to get sponsors and experience in different cars the TOCA package is the best place.”

CLIVE HODGKIN 1949-2016

Double Alfa Romeo champion and prolific race-car preparer Clive Hodgkin died on October 1 after a two-year fight against cancer. Aside from his successes as a driver, his contribution to the success of Alfa racing in the UK has been immense, particularly since the formation of ARCA in 2001, when he was instrumental in retaining the long-standing support of the BRSCC.

LAYTON CLINCHES SUPERKART SUCCESS

Jack Layton wrapped up the MSA British Superkart Championship title with a sixth-place finish in the opening race at Pembrey last Saturday. Layton decided to sit out the remainder of the event after securing his success. Jamie O’Reilly won the first affair, with Gareth James denied victory in the second – which instead went to Dan Clark – by a loose engine sprocket. The third race was abandoned due to the adverse weather conditions.

MUSSA RECOVERING AFTER SHUNT

Monegasque Marcus Mussa had a broken ankle pinned in Northampton Hospital following a heavy shunt during last Sunday’s very wet HSCC Classic F3 qualifying at Silverstone. His March 763 aquaplaned into the Wellington Straight barriers.

MARC HAYNES 1968-2016

Bute Motorsport founder Marc Haynes passed away peacefully at home last weekend at the age of 48. Brought up in a motorsport family, Haynes (below) raced Porsche and Ferrari machinery before focusing his passion on the promotion of the GT Cup and fledgling Prototype Cup series.



# GINETTA G57-P2

From Dubai to Le Mans, the prototype everyone is talking about.



	Price Sterling	Lap Time Silverstone GP	Engine Rebuild Sterling	Rebuild Interval Kilometres
LMP3	£186,000	1:55.8	£13,600	10,000
LMP2	£478,000	1:48.7	£28,000	5,500
<b>G57-P2</b>	<b>£191,000</b>	<b>1:48.8 *</b>	<b>£8,250</b>	<b>15,000</b>

## WE ARE GINETTA

Join us at [ginetta.com](http://ginetta.com)  
#weareginetta



# 750MC Birkett Relay: club race of the year?

By Marcus Pye, the voice of club racing

[@Autosport](#)

**SILVERSTONE – WHERE I FIRST SAW RACING,** unknowingly, in August 1958 – tends to make a major contribution to the final stages of my domestic seasons, hosting the Historic Sports Car Club's championship finals and the 750 Motor Club's Birkett Six Hour Relay race in succession.

I've already worked there at 750MC clubbies in May (back-to-back with a BRSCC meeting) and August, the HSCC's popular International Trophy weekend that same month and July's Classic monster. That's more than a fifth of my 30-event schedule over 12 days – and I may yet get to next month's Walter Hays Trophy meeting.

Run over two days for the first time, to satisfy the racing hardcore of an 1100-strong membership and enable every championship and series to finish together, I could have filled four pages with the exploits of 300-plus Historic competitors across 13 categories and 19 races on the National circuit last weekend. Next Saturday, the same number will engage in one contest, up to 70 at a time representing a team apiece, in what devotees have long referred to as "the race of the year".

One of the visionaries behind the 750MC (founded with impeccably bad timing in 1939), veterinary surgeon Holland 'Holly' Birkett, hatched many innovative ideas on his watch. Perhaps his finest was the unique team relay race to be run on handicap, via a clever set of calculations aimed at creating a level playing field for all, which immortalises his memory. First run at Silverstone in August 1951, it toured other circuits but returned to its original venue more than a decade ago. For five years the Historic GP layout (with eased entry to Club corner) has been home.

Vintage Sports-Car Club Bentley racers (Major JH Bailey,

CRH Bradshaw, DJR Chapman, RHB Mason, Hamish Orr-Ewing and JA Williamson) won the inaugural Birkett Relay, beating a Morgan 4/4 quartet by four laps on corrected scores. The Jaguar XK120 squad, which covered most laps, was classified 14th in the all-important handicap result.

Such is the nature of the beast, rarely does the 'quickest' team defeat its handicap target to star in the opposite, final equation. Last year's furthest travelled set, the Inspires (led by Tim Gray and using Spire RGB cars) finished 35th on handicap. Renamed We Don't Like Second, 2013 and '14 scratch winners – as The Third Radicals and The Winning Radicals respectively – Aaron and Lee Bailey and associates are fired up to regain their crown, as are Paul Rose's Saker squadron which preceded them.

Reigning handicap champions the Area/Owens Motorsport Honda Civic Cup conglomerate carries #1, but tactically was keeping its driver line-up secret at the time of writing. Hordes of marque teams representing Alfa Romeo, BMW (Compacts to E36 and E46 M3s), Caterham, Citroen (Saxo VTRs), Hyundai, Locost, Mazda (MX5s), MG (ZRs/ZSs), Mini (Se7ens), Renault (Clio 172s/182s), SEAT, Smart, Toyota (MR2s and GT86s) and VW (Golf GTI Mk2s and Mk5s) ensure a battle royal.

So well developed are production cars that the real mix is there now. No longer are AC Cobras, Porsches and Morgans among the fastest cars, and the Bentleys, Frazer-Nashes and Austin Sevens have drifted away since the pace quickened.

However, Clubmans stalwarts The Hart Attacks and The Defibrillators wouldn't miss it for the world and there are equipes of Fabulous Fiat (750) Formula cars and RGBs, a trio of 'Roguettes' in MR2s and even Danish-built Aquila Synergys up for the challenge. 🍷



## KEMP WINS HISTORIC FF2000 DEBUT

Following a shakedown at Blyton Park, HHC Motorsport boss Charlie Kemp won his debut Historic FF2000 race at Silverstone on Sunday, driving a Reynard SF79 in Adrian Reynard's 1979 Euroseries-winning car. "I wish I'd discovered this years ago. It's so much fun that I don't know why more people aren't doing it," said Kemp.



## ZINK MAKES FIRST GUARDS OUTING

A rare US-built Zink Mk3 sports car impressed on its HSCC Guards Trophy debut at Silverstone, with owner Richard Hodson and Charles Angrave up. Built in the mid-'60s by Ed Zink, the Lotus twin-cam-engined car is apparently one of two survivors from the marque, which dominated SCCA Formula Vee events.

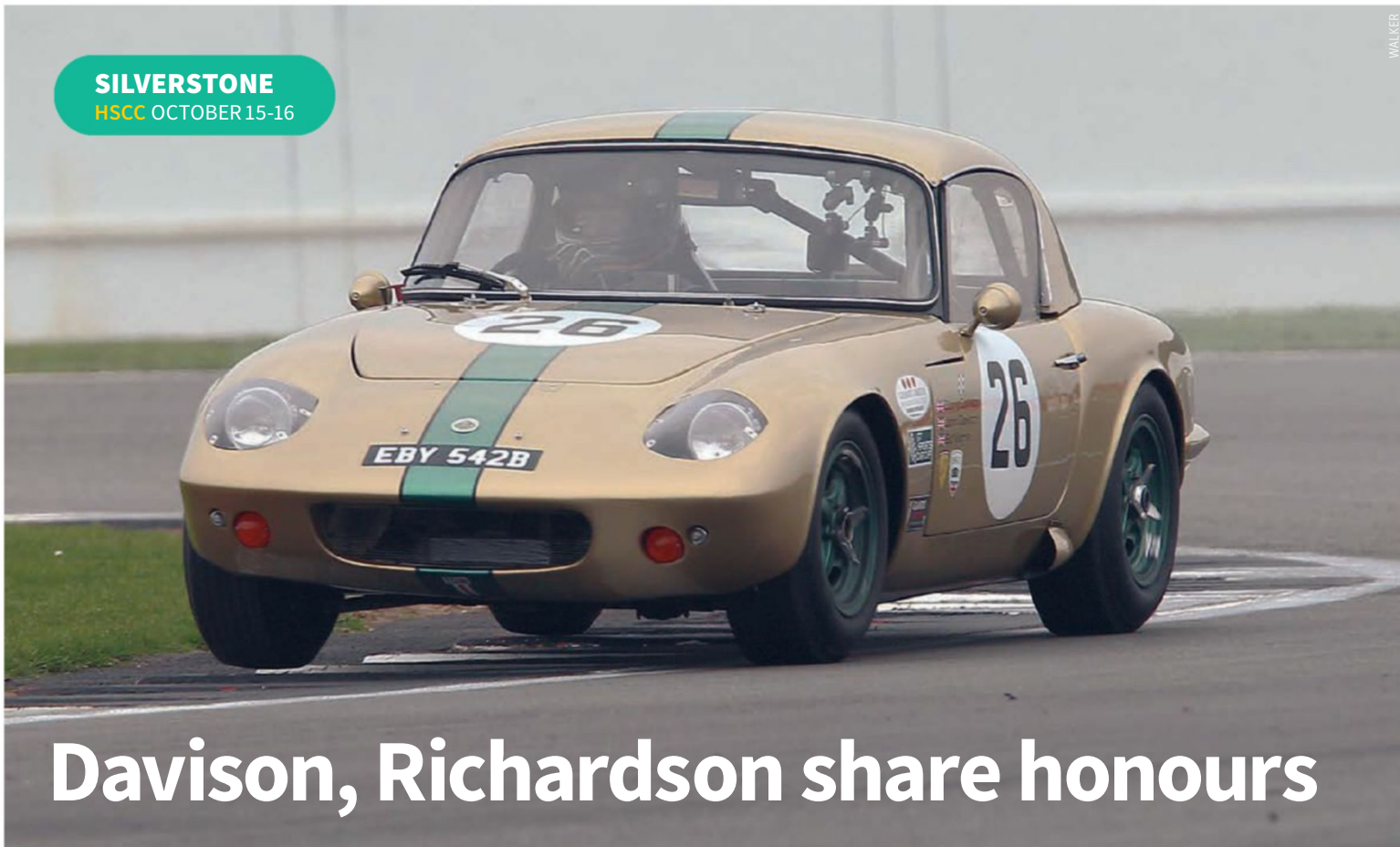


## JONES FLIES IN TARQUINI DALLARA

McLaren Automotive engineer Andy Jones finished second in the HSCC Classic F3 opener at Silverstone on his restored Dallara 382's first serious outing. Having debuted the car, raced by Gabriele Tarquini in 1984, at Cadwell Park in '15, Jones qualified quickest of the F3s in heavy rain and led before fuel pick-up issues slowed him.



**SILVERSTONE**  
HSCC OCTOBER 15-16



## Davison, Richardson share honours

AMONG FIVE CHAMPIONSHIPS resolved on the HSCC 50th anniversary finals weekend, the Guards Trophy fight was the most dramatic.

As table-topper John Davison (Lotus Elan '26R') failed to complete a second successive round, MGB stalwart Martin Richardson coolly equalled his score. With four wins and a second apiece, honours are shared between them.

A carburettor fire frazzled Davison's electrics on the grid, but he limped to the pits where his crew changed the visible wiring. A finish was still on until a melted wire in the distributor stranded him. Since John Spiers's overheating TVR Griffith was his only class opponent, 2015 champion Mike Gardiner (who relayed Dan Cox after a scrap) couldn't repeat, but Richardson beat three rivals for nine crucial points.

Ahead, Martin Stretton had shot Simon Durling's Elva Mk7S past the Chevrons of Will and Michael Schryver, Mark Colman and Daryl Taylor but retired with its brakes ablaze. Colman drove beautifully to defeat the Schryvers with Taylor third, stuck in fifth gear for three laps.

Julian Barter won his second 70s Road Sports title, piloting Iain Daniels' Elan to a scintillating cat-and-mouse victory over Richard Plant (Morgan Plus 8). Defending champ Jim Dean fielded his white Europa – lent to Barter in alternate early rounds – instead of the green one but engine problems ended his retention hopes. Charles Barter (Datsun 240Z) made the best getaway, but slipped to third.

After a qualification heat, won from the back by normal frontrunner Simon Toyne, Lancastrian Callum Grant nailed his second Historic Formula Ford title, his ninth victory of the campaign putting it beyond sixth-placed Rob Wainwright's grasp. Triple champ Benn Simms battled his misfiring Jomo to second ahead of ecstatic teenager Ed Thurston.

Sideline from sixth by a broken throttle cable in the first points race, Benn Tilley, 17, rocketed from 21st to win the second repechage (cutting the weekend's best lap), then drove brilliantly from 13th to third behind 2013 champ Sam Mitchell and Grant, whose order changed countless times in the finale. Simms, James Buckton and Autosport's Ben Anderson chased Tilley home.

Mark Jones (Lotus Cortina) and Mike Gardiner (Falcon) won a Touring Car round apiece. Jones ambushed Jon Milicevic's Mini as conditions improved

**Davison's Elan hit reliability woes, but shared Guards Trophy bragging rights with MGB man Richardson**

in the opener, but lurched wide at Brooklands benefiting the V8 later. Heroes of the day were Simon Benoy, who landed his third title with a first and second – behind David Heale – in class on the return of his trusty Imp, and 2006 champion Mike Hanna who rebuilt it following the Oulton Park start shunt in August, in which Benoy was the punchbag.

Barry Webb needed only to finish the Classic Clubmans race to wear the B-Sport crown. His conservative plan so nearly failed at the first corner when Andrew Colley's spinning Royale – one of five Sports 2000 invitees – clipped his Delapena U2, which felt odd thereafter. Webb soldiered home as rival Clive Wood rotated on Dave Facer's oil while leading narrowly at Becketts, rewarding Facer's son-in-law Adam Wheeler. Mark Charteris completed a seasonal A-Sport clean sweep but it took eight laps for him to unseat John Harrison.



Dwyer's F2 March leads the F5000 Trojan of Hall in Derek Bell Trophy

Julian Stokes scorched his F2 Tecno ahead in Classic Racing Cars but arrived at Becketts backwards. While John Murphy's Crossle 22F was just beyond reach, Stokes stormed back to second. Behind the BDA-powered cars, Mark Goodyear (Castrol Lotus 69) drove the race of his life in the twin-cam split to land third, staving off the Pallisers of series winner Andy Jarvis and Steve Worrad. Andrew Hibberd thrashed his Historic F3 opponents.

Lotus Cup ace Adrian Hall (ex-Keith Holland F5000 Trojan) starred in the first Derek Bell Trophy race, pursuing Mark Dwyer's F2 March after poleman Jamie Brashaw chose the wrong tyres for his ex-Clive Baker F5000 March on a drying track. Later, Brashaw charged from the back to defeat Dwyer, the F5000 tussles in their wake adding to a fabulous spectacle. Martyn Donn (FAtlantic Lola T760) pipped Neil Glover (F5000 Chevron B37) in the internal series.

Ian Pearson won the damp Classic F3/URS FF2000 race from the latter set, pursued by Dave Shaw (ex-Nelson Piquet Ralt RT1), Marc Mercer and Andy Jones, whose ex-Gabriele Tarquini Dallara 382 demonstrated big potential before fuel pick-up problems slowed it. The sequel was a cracker in which Shaw, CF3 champion Simon Jackson (ex-Quirin Bovy Chevron B43) and Keith White (ex-Elio de Angelis Ralt RT1) filled the podium.

Reynard-mounted Charlie Kemp scored an accomplished Historic FF2000 debut win, harassed by the bold Tom White in his Osella. White punished Kemp's missed gear second time out to score a hugely popular victory, a first for the Italian rarity, netting second in the table. Graham Ridgway (Royale) and Andy Storer (Reynard) were in the running for silver, but Ridgway spun at Luffield in the opener with 2015 champion, team chief and tail gunner Tom Smith – who started a patched-up RP27 from the pits following Jennifer Ridgway's URS off – bearing down on him.

Poleman Will Mitcham dropped quintuple front-engined champion Mark Woodhouse (Elva) in the Formula Junior opener. Andrew Hibberd (Lola) led into Becketts but spun on oil. His charge back past Andrew Tart and Mike Walker on to Woodhouse's tail was sensational. Later, in his familiar Lotus 22, Hibberd won a tight rear-engined dice with Cameron Jackson.

Outgoing Historic Road Sports champion Kevin Kivlochan nervously wriggled free from Richard Plant's sister Morgan Plus 8 to win Sunday's closer as Peter Shaw (Elan) split four Malvern missiles. Shaun Haddrell had new champion Dick Coffey beaten in class when his Turner jumped out of third gear on the last lap. John Davison's wretched late season ended in another early bath when his Elan S3's engine died on lap one.

MARCUS PYE

➔ P68 FULL RESULTS

OULTON PARK  
CSCC OCTOBER 15

## Holroyd profits from Campbell penalty to win

DAVID HOLROYD EDGED OUT MARK CAMPBELL to win a hard-fought Swinging Sixties encounter at Oulton Park.

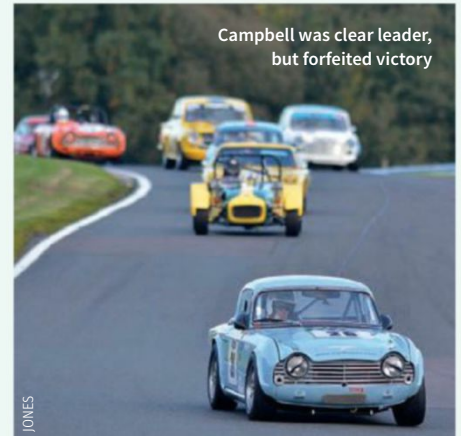
Polesitter Campbell (Triumph TR5) streaked clear, with Keiron Baillie's Lotus 7 and Malcolm Johnson's Lotus Europa behind, while Holroyd also got a good getaway and ran fourth – up from eighth – in his Lotus Elan early on. The quartet pulled away and Campbell, aware of his Anglesey success penalty, stretched his lead.

But Campbell then went through the pits before the window opened, explaining later that he had jumped the start and thought he had a stop-go penalty. Following the stops Johnson emerged in the lead with Holroyd and an eager Campbell now in hot pursuit, the latter having passed Baillie when he spun at Cascades.

Campbell then grabbed second from Holroyd around the outside of Cascades late on, which became the lead in the closing stages when Johnson spun at Britten's. He weathered pressure from Holroyd to win on the road, but a 10-second penalty for the jump start demoted him to second, handing the win to the deserving Holroyd.

Tom Mensley was dominant in Tin Tops, taking advantage of success penalties for polesitter Russell Hird and pre-race favourites Nigel Ainge and Danny Cassar. Mensley was in second by the time of the early safety car courtesy of an off for Glen Copeland. After the stops and penalties for his rivals, the Renault Clio driver was able to take the win comfortably. Hird eventually slipped to fifth, while third became second for the Ainge/Cassar Honda Integra after a penalty for overtaking under the safety car was applied to William Hardy.

Chris Southcott (MG Midget) won the first Modsports encounter in a safety car-affected race. He took the lead from Ian Stapleton at the start but a loose wheel on



Campbell was clear leader, but forfeited victory

the CRX of Thomas Carey hit Tony Ellis's Mazda RX-7, putting both out. By the time the clean-up was finished there was time only for one lap, on which Southcott held off Paul Sibley's Lotus Elan. Sibley made amends in race two, winning from pole, but Steven Moss's brilliant defensive drive in his Ford Anglia stole the show. Running in third until his retirement, he held off Southcott, who was demoted to fourth post-race for exceeding track limits.

Jonathan Mitchell won the Magnificent Sevens race after a safety car cruelly denied Gary Bate, who had pulled out a commanding lead before Fraser Greenshields and Lewis Tootell got together at the Shell Oils hairpin. He pitted under the safety car, was held in the pitlane and finished a lap down in eighth. Mitchell and Caterham veteran Peter Ratcliff diced until the late stages, when Mitchell pulled away.

Bate was not to be denied in the Open Series though, winning ahead of Mitchell in an intense encounter. Bate lost out at the start and could not retake the lead despite a wave of attacks, but because he had no success penalties to serve he emerged from the mandatory stops in front.

Roger Lavender and Jonathan Tandy secured victory in the New Millennium and Modern Classics race. Polesitter and favourite Nicholas Olson (Lotus Esprit) started badly and eventually retired. After the stops and success penalties, Tandy weathered late pressure from Piers Reid to secure the win from seventh on the grid.

JAKE JONES

➔ P68 FULL RESULTS



M3 E46 of Lavender and Tandy took New Millennium success

**DONINGTON PARK**  
BRSCC OCTOBER 15-16

# Caterham titles decided at Donington

FIVE CATERHAM CHAMPIONSHIPS headlined the BRSCC Finals bill at Donington, as a total of six champions were crowned in a weekend hit by mixed weather conditions.

Aaron Head might have dominated this year's Caterham Superlight Championship with nine wins on his way to title glory last month at Croft, but the 24-year-old did not grace the top step of the podium at Donington – with both races settled by less than 0.4 seconds.

Danny Winstanley snatched a last-lap win in Saturday's opener, following a relentless 30-minute tussle for the lead that included 10 cars – at least! In the season finale, Lee Wiggins fended off a remarkable recovery effort by Head, who charged through from 22nd after a DNF the previous day. Ben Tuck and Jack Brown recorded a win apiece in Caterham Supersports as new champion William Smith graduated to the R300-S class.

Scottish youngster Daniel Bremner took his fourth Tracksport win of 2016, while Donald Henshall kept Steve McCulley at bay on a wet-dry Sunday to record his maiden Caterham victory. A pair of top six finishes proved enough for Russ Olivant to secure the Roadsport championship after race one winner Daniel Quintero was one of three drivers excluded from the results for failing to slow sufficiently under waved yellows. Rui Ferreira inherited the victory, but fell back in the second encounter as Andrew Perry stormed through from sixth for his first win of the year.

Ben Gillias fought back from sixth and passed direct rival Jay McCormack for the lead on the final tour to snatch the Academy White championship by just two points. The same grandstand finish could not be replicated in the fight for



the Academy Green title, as a safety car conclusion denied Peter Spencer the opportunity to pass rival Steven Tozer, with the latter coming out on top. Both groups came together for the annual end-of-season Academy Autumn Trophy, in which McCormack cantered to victory in relative comfort after making a lightning-quick start from the third row.

Only reliability issues stopped Jason Timms from recording a clean sweep of race victories onboard his Dallara F311 in the Monoposto Tiedeman Trophy. Timms beat Neil Harrison in the first outing, but was forced into retirement in the second when technical gremlins struck after he had pulled over 10s clear. Meanwhile, a pair of class wins cemented Geoff Fern as the overall Trophy champion.

In the Production GTi Mk2 Championship, Chris Webb wrapped up

**Wiggins came out on top in fraught Superlights contest**

the 16v crown with a double podium as runner-up Nick Porter and Adam Hance each tasted the winning spoils. Matthew Petts brought out the red flags in the Mk2 opener when he dramatically rolled his VW Golf onto its roof at the Old Hairpin, yet, despite being sidelined from the final race with a heavily-damaged car, Petts was still able to secure the 8v title as rival Wes Chatterton failed to record a class win.

Charlie Cudlipp achieved the only brace of outright race wins throughout the entire weekend by controlling proceedings in the Production GTi Mk5 series. The Somerset driver swept past pole sitter Andy Baylie into the right-handed first corner of Redgate to take a lead that he kept to the chequered flag, before repeating a similarly peerless performance in the second event.

Nippon Challenge regular Richard



Poor reliability denied Timms clean sweep

JONES



Hockley won on debut in VTEC Challenge

JONES



JONES

Hockley overcame a sluggish start from pole position to claim his maiden win on his first appearance in the Honda VTEC Challenge.

Having suffered a dramatic engine failure in the opening race, Jeff Cooper recovered from 13th on the grid to earn a remarkable victory in a topsy-turvy second encounter. Cooper made the race-winning pass in the closing stages when Steve Sawley misjudged his braking into the final chicane, allowing the former to sneak by.

In the Smart 4 Two Cup, Alan Palmer twice led home James Palmer to boast class honours.

An eclectic mix of 39 pre-1960 Touring Cars contested a 45-minute enduro in the HRDC Touring Greats, as Neil Brown took advantage of misfortune for Mike and Andrew Jordan to steal the overall race victory. Father/son pairing Mike and Andrew had carved open a 35s lead but surrendered an almost-certain win when their shared Austin A40 encountered rear brake problems.

Mike Jordan recovered from that disappointment in the HRDC Allstars, beating Mike Whitaker and Mark Halstead to victory in a TVR Griffith. Jordan had at one stage enjoyed a comfortable margin out front, before a late charge by Whitaker allowed him to close to within 0.5s as the pair crossed the line nose-to-tail after 30 minutes of racing.

**LEWIS LARKAM**

→ **P69** FULL RESULTS



Podium trio gave Blake-Baldwin Supercup title

**SILVERSTONE**  
BRSCC OCTOBER 15-16

READ

## Blake-Baldwin crowned in Supercup

The title duel between James Blake-Baldwin and Tom Roche was the highlight of the Mazda MX-5 Supercup. In the first race, six cars battled for the lead, before Roche made a break as Blake-Baldwin dropped to fourth.

Blake-Baldwin recovered to second, Jonathan Greensmith following him through onto the podium. But there was drama to come. Roche was the winner on the road, but a track limits penalty dropped him to fourth, promoting Blake-Baldwin, Greensmith and Jack Harding.

More drama followed when Roche was excluded from third in the second race after a clash with Johnny Greensmith, gifting Paul O'Neill the final spot on the rostrum and handing Blake-Baldwin the Supercup championship title. Harding took the victory ahead of the new champion.

The race two result was repeated in race three, as Harding led home Blake-Baldwin and BTCC race winner O'Neill.

Mike Jenvey in the Jenvey-Gunn lost out on victory in the first OSS race after contact with the lapped Radical SR8 of Richard Fearn, leaving Duncan Williams' Juno to take the spoils from the recovering Jenvey, with Matt Manderson's Bowlby a clear third.

Williams took a dominant race two win, having passed Jenvey into Abbey early on.



Styrin took two out of three Porsche wins

READ

Jenvey finally got a win in race three, resisting pressure from a determined Williams for the duration.

Michael Fisk's big lead early in the first Mazda MX-5 race was soon eroded when Tom Roche chased him down. Roche took a lead he wouldn't lose into Abbey in the closing stages, which was enough to take this year's championship. Behind Fisk, a track limit penalty cost Ali Bray third place, to the benefit of Oliver Allwood.

Bray's overshoot at Vale in race three handed Roche the win, again ahead of Fisk.

Roche ousted Fisk from the race three lead on the inside of Club early on, but had no answer when Allwood got alongside at Vale on the last tour to snatch victory, with Baldwin close in third.

Patrick Lay won the first B race after Courtney Milnes went straight on at the Vale on lap 12, while in the second 'B' race Richard Collins had the edge over Joshua Jackson. Bray comfortably won the final B race.

Richard Avery was a dominant winner in the first Porsche race, with Richard Styrin a comfortable second and Garry Goodwin completing the podium. The places were reversed in race two and it was Styrin who won, from Avery and Nick Hull third after Garry Lawrence went off at Stowe.

Newly crowned Champion Styrin led race three from the second lap, with Lawrence a clear second after Avery pitted.

James Gornall was left with a decisive lead in the first BMW Compact race after Steven Dailly hit Joe Wiggin at Stowe. This promoted Ian Jones to second, with Jon Watt completing the podium. Wiggin claimed the race two victory after passing Gornall around the outside of Stowe on the last lap.

Robert Sayell clinched the Formula Jedi title by winning race one. But he was pipped by Lee Morgan in race two.

**PETER SCHERER**

→ **P69** FULL RESULTS

# Smith closes in on truck title

NOTHING IS EVER CERTAIN IN motorsport, but two likely factors came into play in the penultimate British Truck Racing meeting of the season: torrential rain at Pembrey in the autumn and another strong showing from points leader Ryan Smith.

Smith was forced to split the spoils with outgoing champion Mat Summerfield three to two, though a heavy impact for main title rival, Stuart Oliver, means Smith has all but sealed his first crown with one round left.

Dicing with Shane Breton into Honda curve in the third race, both went off and Oliver hit the barrier behind his team-mate, who came to rest partially atop the tyre wall. The damage to the latter's Volvo RH13 proved too extensive for any further participation in the meeting, in effect ending his hopes of an 11th title.

For Summerfield, the brace of victories came as a relief after a season fraught with mechanical frustrations and brought an end to a victory drought stretching back to the Easter weekend season-opener. In race four, he nearly threw a winning position away in torrential conditions, spinning his MAN TGX into the Esses. This allowed Smith a clean break, though the red flags spared Summerfield and he took the win on countback. Three controlled victories for Smith mean all he now needs are two points at Brands Hatch to be crowned champion.

The Divison Two contests proved marginally more diverse in their winners, with runaway class leader Adam Bint sharing the spoils with John Powell and Paul McCumisky.

A retirement for Connor Mills in the final Legends event left John Mickel to take another championship title. Mills fought hard against the rising tide of Mickel's points advantage, claiming a hat-trick of wins including coming out top in a scintillating five-car scrap in the fourth race. Mickel only managed a solitary win, though with double points it proved enough to see him over the line.

Lea Wood put in a strong weekend in the Pickup Truck Racing Championship to help his slim chances of title glory. Wood qualified on pole and converted it to victory ahead of Paul Tompkins and standings leader Freddie Lee's biggest rival, Mark Willis. Wood would also claim the honours in an extremely wet third race; second to Lee in the middle race was the only blemish on an impressive day.

Jason Davies claimed the WDRS Sports & Saloons Championship with a crushing win from pole position in his Ford Sierra Cosworth, comfortably leading home Dave Krayem's Ginetta G50. He cemented his dominance with an even bigger margin over Krayem in the second race.

## DAMIAN MEADEN

→ P69 FULL RESULTS

# RESULTS ROU

## SILVERSTONE NAT HSCC

### GUARDS TROPHY (36 LAPS) 1 Mark

**Colman (Chevron-BMW B8);** 2 Michael/Will Schryver (Chevron-BMW B6) +6.945s; 3 Daryl Taylor (Chevron-BMW B8); 4 Charles Allison (Chevron-BMW B8); 5 Jon Waggitt (Lenham-t/c P69); 6 Mike Gardiner/Dan Cox (TVR Griffith).

**Class winners** Waggitt; Gardiner/Cox; Michael and Andrew Hibberd (Lotus-t/c 23B); Peter Shaw/Julian Barter (Lotus Elan); Martin Richardson (MGB); Paul Kennelly (Jaguar XK150S); Simon Diffey/Frank Lyons (Crosle-Oldsmobile 5S).

**Fastest lap** Martin Stretton (Elva-BMW Mk7S) 1m03.151s (93.43mph).

**Pole** Colman. **Starters** 28.

### 70s ROAD SPORTS (22 LAPS)

**1 Julian Barter (Lotus Elan S4);** 2 Richard Plant (Morgan Plus 8) +0.996s; 3 Charles Barter (Datsun 240Z); 4 Mark Leverett (Lotus Elan); 5 Will Leverett (Porsche 911SC); 6 Stephen Cooke (Lotus 7 SA). **CW** Plant; C Barter; Brian Jarvis (Porsche 924); Dave Karaskas (MG Midget); Tim Hayes (Alfa Romeo Alfasud Sprint). **FL** J Barter 1m08.849s (85.70mph). **P** Plant. **S** 32.

### HISTORIC FF1600 FINAL 1 (14 LAPS)

**1 Callum Grant (Merlyn Mk20A);** 2 Benn Simms (Jomo JMR7) +3.211s; 3 Ed Thurston (Elden Mk8); 4 Richard Tarling (Jamun T2); 5 Sam Mitchell (Merlyn Mk20); 6 Rob Wainwright (Elden Mk8). **FL** Mitchell 1m06.104s (89.26mph). **P** Grant. **S** 36. **QUALIFIER (10 LAPS)**

**1 Simon Toyne (Lola T200);** 2 Roland Svensson (Merlyn Mk17) +0.432s; 3 Cormac Flanagan (Alexis Mk14); 4 Kevin Stanzl (Merlyn Mk20); 5 Alistair Littlewood (Merlyn Mk20A); 6 Matthew Wrigley (Merlyn Mk11A/20). **FL** Toyne 1m18.637s (75.03mph). **P** Svensson. **S** 34. **FINAL 2 (14 LAPS)**

**1 Mitchell;** 2 Grant +0.267s; 3 Benn Tilley (Merlyn Mk20); 4 Simms; 5 James Buckton (Elden Mk8); 6 Ben Anderson (Merlyn Mk20). **FL** Buckton 1m05.181s (90.52mph). **P** Grant. **S** 34. **QUALIFIER 14 LAPS** **1 Tilley;** 2 Buckton +0.314s; 3 Svensson; 4 Stanzl; 5 Littlewood; 6 Stuart Dix (Cooper Chinook). **FL** Tilley 1m05.091s (90.65mph). **P** Stanzl. **S** 30.

### HISTORIC TOURING CARS (12 LAPS)

**1 Mark Jones (Ford Cortina Lotus);** 2 Jon Milicevic (Morris Cooper S) +2.155s; 3 Roger Godfrey (Morris Cooper S); 4 Mike Gardiner (Ford Falcon); 5 Barry Sime (Morris Cooper S); 6 Charlie Birkett (Morris Cooper S).

**CW** Milicevic; Godfrey; Gardiner; Richard Belcher (Lotus Cortina); Simon Benoy (Hillman Imp); Neil Wood (Ford Anglia 105E); Alex Thistlethwayte (Ford Mustang). **FL** Gardiner 1m18.875s (74.81mph). **P** Birkett. **S** 31.

### RACE 2 (10 LAPS) 1 Gardiner;

2 Jones +13.671s; 3 Thistlethwayte; 4 John Spiers (Lotus Cortina); 5 Belcher; 6 John Avill (Lotus Cortina). **CW** Jones; Belcher; Robin Slater (Anglia 105E); Sime; David Heale (Hillman Imp); Godfrey; Thistlethwayte. **FL** Gardiner

1m09.229s (85.23mph). **P** Jones. **S** 31.

### CLASSIC CLUBMANS (21 LAPS)

**1 Mark Charteris (Mallock Mk20/21);** 2 John Harrison (Mallock Mk21) +10.486s; 3 Spencer McCarthy (Mallock Mk20B); 4 Alan Cook (Mallock Mk20); 5 Malcolm Jackson (Mallock Mk21); 6 Anthony Denham (Phantom P80). **CW** Adam Wheeler (Mallock Mk16); Peter Needham (Tiga SC82). **FL** Charteris 58.339s (101.14mph). **P** Charteris. **S** 19.

### HISTORIC F3/CLASSIC RACING CARS (20 LAPS) 1 John Murphy

**(Crosle-BDA 22F);** 2 Julian Stokes (Tecno-BDA 69) +6.327s; 3 Mark Goodyear (Lotus-t/c 69); 4 Andy Jarvis (Palliser-t/c WDB2); 5 Steve Worrard (Palliser-t/c WDB3); 6 Andrew Hibberd (Brabham-MAE BT18). **CW** Goodyear; Hibberd; Peter Finnigan (Merlyn-Ford Mk20A/11A). **FL** Murphy 59.469s (99.22mph). **P** Murphy. **S** 20.

### DEREK BELL TROPHY (14 LAPS)

**1 Mark Dwyer (March-BDG 742);** 2 Adrian Hall (Trojan-Chevrolet T101) +18.966s; 3 Frank Lyons (McRae-Chevrolet GM1); 4 Neil Glover (Chevron-Chevrolet B37); 5 Martyn Donn (Lola-BDA T760); 6 John Murphy (Crosle-BDA 22F). **CW** Hall; Donn; Chris Atkinson (Surtees-Chevrolet TS8). **FL** Dwyer 1m06.635s (88.55mph). **P** Jamie Brashaw (March-Chevrolet 73A). **S** 13.

### RACE 2 (17 LAPS) 1 Brashaw;

2 Dwyer +3.292s; 3 Glover; 4 Lyons; 5 Daryl Taylor (Chevron-Chevrolet B28); 6 Atkinson. **CW** Dwyer; Atkinson; Donn. **FL** Brashaw 53.910s (109.46mph). **P** Dwyer. **S** 10.

### CLASSIC F3/FF2000 (BOTH 15 LAPS)

**1 Ian Pearson (Van Diemen RF83);** 2 David Shaw (Ralt RT1) +3.655s; 3 Marc Mercer (Van Diemen RF82); 4 Andy Jones (Dallara 382); 5 Gaius Ghinn (Ralt RT3); 6 Keith White (Ralt RT1). **CW** Shaw; Adrian Langridge (Dastle Mk10); David Mercer (Reynard SF78). **FL** Shaw 1m01.141s (96.50mph). **P** Pearson. **S** 25.

### RACE 2 1 Shaw;

2 Simon Jackson (Chevron B43) +0.964s; 3 White; 4 Richard Trott (Chevron B43); 5 Pearson; 6 Ghinn. **CW** Pearson; Langridge; Mercer. **FL** Shaw 1m00.272s (97.90mph). **P** Pearson. **S** 23.

### HISTORIC FF2000 (BOTH 15 LAPS)

**1 Charlie Kemp (Reynard SF79);** 2 Tom White (Osella FAF) +1.417s; 3 Tom Smith (Royale RP27); 4 Brian Morris (Delta T80); 5 Stephen Glasswell (Reynard SF79); 6 David Walton (Royale RP27). **CW** White. **FL** White 1m02.336s (94.65mph). **P** Mick Whitehead (Reynard SF79). **S** 17.

### RACE 2 1 White;

2 Kemp +0.889s; 3 Whitehead; 4 Morris; 5 Graham Ridgway (Royale RP27); 6 Glasswell. **CW** Kemp. **FL** White 1m02.413s (94.54mph). **S** 16.

### FORMULA JUNIOR FRONT-ENGINE (18 LAPS) 1 Will Mitcham (U2 Mk2);

2 Mark Woodhouse (Elva 100) +38.124s; 3 Andrew Hibberd (Lola Mk2); 4 Andrew Tart (Bond); 5 James Owen (Elva 100); 6 Ian Phillips (BMC Mk1). **CW** Graham Barron (Nota); Peter Fenichel (Stanguellini). **FL** Mitcham 1m08.098s (86.65mph). **P** Mitcham. **S** 16.

### REAR-ENGINE (19 LAPS) 1 Andrew

**Hibberd (Lotus 22);** 2 Cameron Jackson (Brabham BT2) +0.424s; 3 Richard Smeeton (Wainer 63); 4 John Chisholm (Gemini Mk3A); 5 Iain Rowley (Lola Mk5); 6 Simon Diffey (Lotus 20). **CW** Chisholm; Crispian Besley (Cooper T56). **FL** Hibberd 1m04.615s (91.32mph). **P** Jackson. **S** 23.

### HISTORIC ROAD SPORTS (18 LAPS)

**1 Kevin Kivlochan (Morgan Plus 8);** 2 Richard Plant (Morgan Plus 8) +8.030s; 3 Peter Shaw (Lotus Elan S1); 4 Bruce Stapleton (Morgan Plus 8); 5 Roddie Fielden (Morgan Plus 8); 6 David Boland (Ginetta G4). **CW** Shaw; Chris Keen (Kurtis 500S); Dick Coffey (Turner Mk1); Chris Reece (MGB). **FL** Kivlochan 1m07.968s (86.81mph). **P** Plant. **S** 26.

## OULTON PARK CSCC

### SWINGING SIXTIES GROUPS 1 & 2 (19 LAPS) 1 David Holroyd (Lotus

**Elan);** 2 Mark Campbell (Triumph TR5) +9.02s; 3 Malcolm Johnson (Lotus Europa); 4 Keiron Baillie (Lotus 7); 5 David McDonald (Triumph TR6); 6 Ben Gough (Marcos 3). **CW** Campbell; Andy Southcott (Lenham GT); Dave Bailey (Triumph TR4); Richard Belcher (Ford Lotus Cortina); Declan Jones (MG B); David Cornwallis (BMW 1600 Ti); Mia Flewitt/Neil Myers (Lotus Elan). **FL** Campbell 1m58.279s (81.92mph). **P** Campbell. **S** 38.

### TIN TOPS (18 LAPS) 1 Tom Mensley

**(Renault Clio);** 2 Nigel Ainge/Danny Cassar (Honda Integra) +35.82s; 3 Carl Chambers (Peugeot 306); 4 William Hardy (Vauxhall Corsa); 5 Russell Hird (Honda Integra); 6 John Hammersley/Adam Brown (Vauxhall Astra). **CW** Ainge/Cassar; Hardy; Lisa Selby/Toby Harris (Ford Puma); Paul Boulton (Ford Fiesta ST); Scott Lock (Vauxhall Nova); James Abbott/Richard Bromley (BMW E46 Compact). **FL** Ainge/Cassar 1m54.266s (84.80mph). **P** Hird. **S** 26.

### SPECIAL SALOONS AND MODSPORTS (6 LAPS) 1 Chris Southcott (MG Midget);

2 Paul Sibley (Lotus Elan) +0.27s; 3 Ian Stapleton (Alfa Romeo Alfetta); 4 Steven Moss (Ford Anglia Spaceframe); 5 Wayne Crabtree (Ford Escort BDT); 6 Piers Grange (Ford Escort Mk1). **CW** Stapleton; Moss; Tim Cairns (MG Hexagon Midget). **FL** Sibley 1m49.948s (88.13mph). **P** Stapleton. **S** 15. **RACE 2 (9 LAPS)**

### 1 Sibley;

2 Crabtree +9.11s; 3 Stapleton; 4 Southcott; 5 Grange; 6 Paul Connell (Ford Sierra RS500). **CW** Crabtree; Stapleton; Cairns. **FL** Sibley 1m49.056s (88.85mph). **P** Sibley. **S** 13.

### MAGNIFICENT SEVENS (19 LAPS)

**1 Jonathan Mitchell (Caterham CSR);** 2 Peter Ratcliff (CSR) +4.83s; 3 Graham Charman (Caterham Superlight); 4 Danny Keenan (MK Indy-RR); 5 Charles Holroyd (CSR); 6 Richard Carter (Caterham R300). **CW** Charman; Keenan; Alan Drain/Mark Drain (R300); Wil Arif/Stephen Mansell (Caterham Roadsport); Sam Kendle (Caterham Supersport); Lee Morey (Westfield SEW); Tim Woodman (Caterham 7); Phillip Horne (Caterham



# WHAT'S ON



## A new dawn for the best of F1?

IF A FORMULA 1 DVD CALLED 'How it was' doesn't give much away, think of Autosport's 'Race of my life' series converted from words on a page to video on a screen.

This official F1 production gets 10 drivers to recount their most famous days, starting with Niki Lauda reminiscing about sealing his third world championship in Portugal in 1984. It then takes us all the way through to Jenson Button's last-to-first heroics in the 2011 Canadian GP.

F1 fans have been short-changed for a long time when it comes to the video market, with the treasure buried in the official archives rarely made available to view. Hopefully this new project is the turning point, the start of an era where there is more to choose from each year beyond the official season review.

As we know at Autosport from getting drivers to recount their greatest days, their recollections of key details is often patchy, but that's not the case here. Either the drivers did their homework



Prost's 1986 Australian GP success is included in the new F1 DVD



or had it done for them, but the result is that each of the star names is polished in their recounting of the race in question.

There are gems nestled throughout: from Lauda's dismay at seeing Nelson Piquet spin out at Estoril after he'd promised to help the Austrian defeat Alain Prost because "he didn't like him"; to Gerhard Berger blaming Michael Schumacher's retirement from their 1994 German GP battle on inexperience from the eventual world champion for overheating his engine; and Jacques Villeneuve admitting he would have given up his podium finish at Jerez in 1997 for Berger if he'd known the Benetton man was behind him at the end of the final race of his career.

New or rarely seen footage is also promised and, while we wouldn't say it is plentiful, there are new angles of key incidents such as Nigel Mansell's tyre failure at Adelaide in 1986 and Jos Verstappen's huge pitfire at Hockenheim in '94.

When it comes to telling the stories,

GET  
AUTOSPORT  
ON THE  
MOVE

DOWNLOAD IT  
NOW FROM  
AUTOSPORT.COM



each driver is the sole attraction of his own tale, with the occasional help of a narrator if context or added detail is required. There is no live commentary from the time, which with certain incidents would have added to the drama. There's also no additional voices – Prost's take on Estoril '84 or Mansell reliving Adelaide '86 would make the stories feel richer, but given that most of the interviews appear to have taken place during grand prix weekends it's likely the drivers' time was limited, so the focus rightly remained on getting as much material as possible for their own races.

The 90-minute runtime and a format broken into 10 chunks makes this easy viewing either in one hit or short bursts, and it's an approach that could easily lend itself to multiple volumes if this first attempt is a success. Hopefully it does go down well, because more of these – and other new F1 documentaries – would be a welcome addition to any serious fan's collection.

GLENN FREEMAN



## HOT ON THE WEB THIS WEEK

YouTube **FUJI MARSHAL THROWING SHAPES**

**Search for: Funky Marshal at 6 Hours of Fuji Race Day**

One of the Fuji circuit's orange-clad finest indulges in a David Brent-esque solo dance routine during Japan's round of the WEC. No attempt has been made to explain why, but maybe it's better that way. Whatever, we're hoping it catches on – it would certainly liven up safety car periods at Silverstone.

TV PICK  
OF THE  
WEEK

### UNITED STATES GRAND PRIX

LIVE SKY SPORTS F1, Sunday 1830  
HIGHLIGHTS CHANNEL 4, Sunday 2300

Lewis Hamilton has a fine record in the United States. He scored his first US GP victory during his 2007 rookie campaign and has since added three more, the last two taken after battles with Nico Rosberg. Hamilton will need to repeat that this weekend if he is to keep his title hopes alive against his Mercedes team-mate.

ETHERINGTON/LAT

## INTERNATIONAL MOTORSPORT

**US GP**

**PORSCHE SUPERCUP**  
Rd 9/9  
Austin, Texas, USA  
**October 22-23**  
**WATCH ON TV**  
Live Eurosport 1, Saturday  
2200 **Race 2 highlights**  
Eurosport 1, Sunday 2330

**FORMULA RENAULT EURO CUP**  
Rd 7/7  
Estoril, Portugal  
**October 22-23**  
**WATCH ON TV**  
Live Eurosport 1,  
Sunday 1130

**NASCAR SPRINT CUP**  
Rd 32/36  
Talladega, Alabama, USA  
**October 23**  
**WATCH ON TV**  
Live Premier Sports,  
Sunday 1830

**UNITED STATES GRAND PRIX**  
Formula 1 World Championship  
**Rd 18/21**  
Austin, Texas, USA  
**October 23**  
**WATCH ON TV**  
Live Sky Sports F1,  
Sunday 1830 **Highlights**  
Channel 4, Sunday 2300

**EUROPEAN LE MANS SERIES**  
Rd 6/6  
Estoril, Portugal  
**October 23**  
**WATCH ON TV**  
Live Motors TV,  
Sunday 1310

**AUSTRALIAN SUPERCARS**  
Rd 12/14  
Surfers Paradise, Queensland, Australia  
**October 22-23**  
**WATCH ON TV**  
Live BT Sport ESPN,  
Saturday 0430 and  
Sunday 0500

**SUPER TC2000**  
Rd 10/12  
Salta, Argentina  
**October 23**

**MOTOGP**  
Rd 16/18  
Phillip Island, Australia  
**October 23**  
**WATCH ON TV**  
Live BT Sport 2,  
Sunday 0545

## UK MOTORSPORT

**BRANDS HATCH FORMULA FORD FESTIVAL BRSCC**  
**October 22-23**  
FF1600, FF1600 Masters, Classic FF1600, Sports 2000 Duratec, Sports 2000 Pinto, Sports 2000 Historic, Ford Fiesta, Fiesta Junior

**SILVERSTONE 750MC BIRKETT RELAY**  
**October 22**  
Birkett 6-hour relay



HAWKINS/LAT

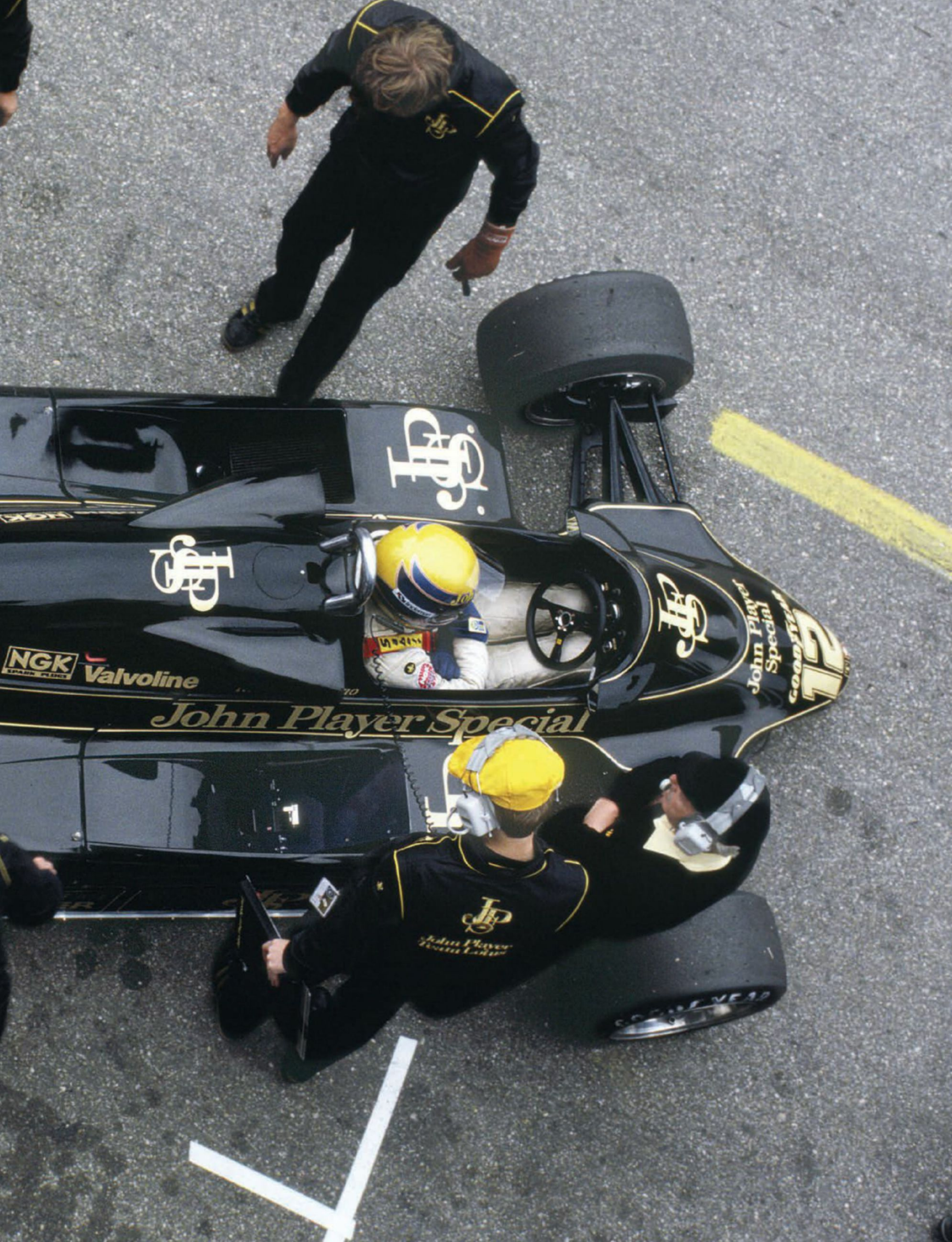




## THE ARCHIVE

Roberto Moreno's Lotus 91 pictured during practice for the 1982 Dutch Grand Prix. The Brazilian, standing in for the injured Nigel Mansell, didn't qualify.

[www.latphoto.co.uk](http://www.latphoto.co.uk)  
[@latphotographic](https://twitter.com/latphotographic)



JP

JP

JP

John Player  
Special

Goodyear

John Player Special

NGK  
Valvoline

JP  
John Player  
Special

# HAVE-A-GO HERO

WHEN DRIVERS  
CROP UP IN  
UNEXPECTED  
PLACES



## NICK TANDY

EBREY

**L**E MANS WINNER NICK TANDY HAS a good amount of Formula Ford success on his CV. His first year in single-seaters brought him the Zetec-powered BRDC Single Seater title, he was a championship challenger in the Duratec British Formula Ford Championship, and he won the 2007 Festival at Brands Hatch. But only once did he compete using the category's famous Kent engine.

Tandy was already a Porsche factory driver when the chance to race the National College for Motorsport's Van Diemen RF92 at the blue riband Walter Hayes Trophy arose in 2013. The opportunity came through his JTR race engineer Guy McCulloch.

"Guy is a lecturer/tutor at the college and one of the cars they work on is the Kent Formula Ford, and part of the programme was the WHT," says JTR boss and Porsche GT driver Tandy. "We did a test, ironing out a few bits and pieces, then rocked up for qualifying. It was a disaster from then on!"

That is perhaps a tad harsh. Tandy qualified second for his heat in the damp, then grabbed the lead in a similarly slippery race. He was chased by Ben Mitchell's newer RF99, but held on to win by half a second.

"I managed to get to the front early on and drive a wide Formula Ford," recalls Tandy. "Fortunately it was a short race!"

The heat victory put Tandy on row two for the first semi-final the next day, but now the track was dry. He soon found himself defending and it wasn't long before a clash with Luke Cooper sent the Swift out of the race.

"We were too slow," concedes Tandy. "We were OK in the wet, but as soon as it dried we weren't competitive. The Silverstone National circuit makes the WHT an engine race. The Van Diemen also wasn't the fastest chassis in a straight line, but it did handle well in the slow corners."

"Cars were blasting by on the straight [in the semi-final] and I lunged back up the inside at Brooklands and took a car out. Everyone went for the corner and there was contact."

The RF92 survived, but Tandy dropped out with broken gear linkage. And that was the end of his Kent adventure. Less than three months later he would be standing on the top step of the GTLM podium for Porsche at the Daytona 24 Hours. 🌟

KEVIN TURNER



EBREY/LAT

Tandy was quick in the wet, but drying Silverstone track exposed his Van Diemen's lack of pace



Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP Tel +44 (0) 20 8267 5998  
Email [autosport@haymarket.com](mailto:autosport@haymarket.com) Website [www.autosport.com](http://www.autosport.com)  
Individual email [firstname.surname@haymarket.com](mailto:firstname.surname@haymarket.com)

#### Editorial

Editor-in-Chief **Edd Straw**  
Editor **Kevin Turner**  
Deputy Editor **Marcus Simmons**  
Chief F1 Correspondent **Ian Parkes**  
Grand Prix Editor **Ben Anderson**  
F1 Reporter **Lawrence Barretto**  
Features Editor **Scott Mitchell**  
Chief Sub-Editor **Peter Hodges**  
Executive Editor **Stuart Codling**  
Group National Editor **Jack Benyon**  
Rallies Editor **David Evans**  
BTCC Correspondent **Matt James**  
Art Editor **Michael Cavalli**  
Office Manager **Joanne Grove**

#### Autosport.com

Editor **Glenn Freeman**  
Deputy Editor **Matt Beer**  
International Editor **Mitchell Adam**  
Technical Team Leader **Geoff Creighton**  
Senior Digital Designer **Amar Vijay**

#### Special Contributors

Gary Anderson, Jack Cozens, Alan Eldridge, Mark Glendenning, Stephen Lickorish, Marcus Pye, Dieter Rencken, Gary Watkins

#### Correspondents

**Argentina** Tony Watson **Australia** Phil Branagan **Austria** Gerhard Kuntschik **Belgium** Gordon McKay **Brazil** Lito Cavalcanti **Finland** Esa Illoinen **Germany** Rene de Boer **Greece** Dimitris Papadopoulos  
**Italy** Roberto Chinchero **Japan** Jiro Takahashi **New Zealand** Bernard Carpinter **Russia** Gregory Golyshv **Spain** Raimon Duran **Sweden** Tege Tornvall **USA** Bruce Martin, Jeremy Shaw **UK & Ireland** Pete Allen, Lee Bonham, Stephen Brunsdon, Jonathan Crawford, Dom D'Angellilo, Kerry Dunlop, Tom Errington, Charlie Eustice, Jake Jones, Alex Kalinauckas, Samarth Kanal, Lewis Larkam, Mark Libbeter, Dan Mason, Damian Meaden, Rory Mitchell, Lucy Morson, James Newbold, Jason Noble, Brian Phillips, Graham Read, Hal Ridge, Peter Scherer, Ian Sowman, Oliver Timson, Ian Titchmarsh, Eddie Walder, Richard Young

#### Advertising

Tel +44 (0) 20 8267 5271 Email [autosport.ads@haymarket.com](mailto:autosport.ads@haymarket.com)

#### Sales Manager James Robinson

Display Advertising **Don Rupal**, **Karen Reilly**, **Jamie Brooker**  
Classified Advertising Team Leader **Jonathan King**  
Classified Advertising **Ben Kavanah**  
Autosport.com Sales Manager **Fiona Bain**  
Online Advertising **Leah Mimmis**  
Advertising Director **Matthew Witham**  
Group Commercial Director **Ben Guynan**

#### Advertising Production

Tel +44 (0) 20 8267 5588 Fax +44 (0) 20 8267 5320  
Production Controller **Abbey Gunner** [abbey.gunner@haymarket.com](mailto:abbey.gunner@haymarket.com)

#### Subscriptions

UK +44 (0) 344 848 8817 Overseas +44 (0) 1604 251451

Email [help@autosport.themagazineshop.com](mailto:help@autosport.themagazineshop.com)

Back issues 0344 8488817

Direct Marketing Executive **Maria Fernandez** +44 (0) 20 8267 8254

Autosport, ISSN number 0269946X, is published weekly by Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP. Air Business Ltd is acting as our mailing agent.

#### Licensing and Syndication

International Director **Alastair Lewis** +44 (0) 20 8267 8606  
Syndication enquiries **Isla Friend** +44 (0) 20 8267 5024

#### Management

Group Director **Tim Bulley**  
Group Publisher **Stuart Williams**  
Group Editor **Anthony Rowlinson**  
Group Publishing Manager **Sunita Davies**  
Special Events Manager **Laura Coppin**  
Digital Special Project Manager **Simon Strang**  
Digital Product Manager **Simon Grayson**

Autosport is a member of the Independent Press Standards Organisation. We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact Haymarket Media Group, Bridge House, 69 London Road, Twickenham TW1 3SP, United Kingdom. For more information, contact IPSO on 0300 123 2220 or visit [www.ipso.co.uk](http://www.ipso.co.uk)

#### © 2016, HAYMARKET MEDIA GROUP LTD

Publishing, trade and further subscription details on [www.autosport.com](http://www.autosport.com). While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Haymarket Media Group Ltd's Standard Terms of Acceptance of Advertising, copies of which are available from the Advertising Sales Department of Autosport.

#### CIRCULATION TRADE ENQUIRIES

Frontline Ltd, Park House, 117 Park Road, Peterborough, Cambs, PE21 2TS. Tel: +44 (0) 1733 555161. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. ISSN 0269-946X. Autosport, incorporating Autoclassic, is published weekly by Haymarket Consumer Media, Bridge House, 69 London Road, Twickenham TW1 3SP.

Editorial Director **Mark Payton**  
Strategy and Planning Director **Bob McDowell**  
Managing Director **David Prasher**  
Chief Executive **Kevin Costello**



Haymarket is certified by BSI to environmental standard ISO14001



THE 2016 PERFORMANCE RACING INDUSTRY TRADE SHOW



# THE BUSINESS OF RACING STARTS HERE

**PRI2016**  
Indianapolis  
December 8-10, 2016



CONNECT WITH MORE THAN 1,200 RACING INDUSTRY SUPPLIERS

Discover new racing products & business opportunities at PRI, the world's largest gathering of motorsports professionals.



TECHNOLOGY



IDEAS



BUSINESS



CREDENTIALS REQUIRED

Learn More at [www.pri2016.com](http://www.pri2016.com)



RALLY OF LEGENDS  
**dayinsure**  
**WALES RALLY GB**  
 27-30 OCTOBER 2016 MSA



# HALF-TERM RALLY ACTION!

## KIDS GO FREE!



Llywodraeth Cymru  
Part Funded by  
Welsh Government



wrc.com

@WALESRALLYGB

/WALESRALLYGB

#WRGB

# WALESRALLYGB.COM



WARNING MOTORSPORT CAN BE DANGEROUS