

JAGUAR LAUNCHES NEW RACE SERIES

 **AUTOSPORT**

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LAT IMAGES

Loud and sideways, what's not to like?

IF YOU SOMETIMES GET FRUSTRATED WITH MODERN motorsport, the Goodwood Revival last weekend offered the antidote. Loud and spectacular cars provided great racing, some of the best yet in the 20 editions of the historic extravaganza.

Le Mans legend Tom Kristensen once again provided one of the highlights, manhandling the massive Ford Thunderbird (above) in the first St Mary's Trophy race. In the same event, the battle between former World Touring Car champion Rob Huff and experienced GT racer Michael Caine – constantly swapping places and running side by side – was a fine demonstration of dramatic, hard-but-fair competition.

The prestige of winning the RAC Tourist Trophy has now got to the point where some of the driving could be considered a tad robust, but the stewarding seemed more consistent this year and, quite rightly, affected the result of the centrepiece one-hour enduro, as well as a couple of the other encounters.

Away from the racing, there were quality demonstrations recalling the 1957 Formula 1 season and Ecurie Ecosse's illustrious history. Tony Brooks (Vanwall) and Jackie Stewart (in his hero Juan Manuel Fangio's '57 German Grand Prix-winning Maserati 250F) leading Sunday's run provided a particularly special moment.

As ever at Goodwood, it wasn't just about the sport's most famous cars. One of the great forgotten Le Mans machines took part in the Freddie March Trophy and has a story we had to tell (page 24). It's all part of motorsport's history that has brought us to where we are today.



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Jeff Bloxham/LAT Images

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NIGEL ROEBUCK

What next for Alonso?

With crucial pieces beginning to fall into place for next year, one key question remains: who will Fernando Alonso race for?

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PERHAPS NOW THE PIECES ARE FINALLY BEGINNING to fall into place. As I write, most is assumption rather than fact, but Renault's signing of Carlos Sainz suggests that deals have been struck, that Toro Rosso and McLaren will swap engine suppliers in 2018, the one going to Honda, the other to Renault.

Immediate thoughts on this. One, a pairing of Sainz and Nico Hulkenberg looks mighty strong; two, unless he can reach a deal elsewhere, sadly Robert Kubica will not be returning to Formula 1 in the near future; three, it would be just Fernando Alonso's luck for Honda finally to come good with Toro Rosso – after which it would seem but a small step for Red Bull to follow the same route...

Alonso, like Chris Amon in a previous era, has traditionally made poor decisions when changing teams – even if, at the time, there seemed good reasons for them. It looked, for example, like a sound plan to sign with McLaren for 2007, and it appeared that way, too – after five years with middling Ferraris – to go back there in 2015, when McLaren was again to be with Honda, perhaps reviving the glory years of the partnership.

That was Fernando's thinking, but it has not turned out that way. Yes, he has been hugely paid, and Honda has pumped cash into McLaren, but to date the company's

hybrid engines have been a disaster, in terms of both power and reliability.

Thus, for some little time, McLaren has been casting about for an alternative, with Mercedes logically its first choice, Ferrari its second. As happened with Red Bull, at the height of the team's dissatisfaction with Renault a couple of years ago, both declined, and you can understand why: no company wants to risk beating itself.

Just as there was no enthusiasm for supplying Red Bull, which has – in Adrian Newey – the best designer, nor was there any for servicing McLaren, which has – in Alonso – the best driver. Makes sense to me.

A friend of mine – a retired driver – has a theory, expounded only partly in jest, that at some point Dieter

Zetsche and Sergio Marchionne must have shaken hands on a deal: 'If we don't sign Alonso, and you don't, neither of us will have to worry about him...' And this, of course, applies not only to their own teams, but also any other which uses their engines. Not much doubt where the power really lies in the Formula 1 of today.

Thus, McLaren's only alternative to Honda was Renault, by no means on equal terms with Mercedes or Ferrari, but still clearly a step up: why else would McLaren, now a customer again, sacrifice free engines, and investment

“It would be just Alonso's luck for Honda to come good with Toro Rosso”



Hulkenberg and Sainz would be a strong pairing

SUTTON



Would Alonso have won in a Williams in '14?

LAT IMAGES

believed to be worth about \$100 million a year?

Once in a while, to keep pressure on Honda (something at which Ayrton Senna was uniquely adept), Alonso has publicly made clear his discontent at the lack of progress, and some have criticised him for it. Every time he has got in the car, though, Fernando has driven the wheels off it, and his continuing commitment has been remarkable. How, one wonders, would Lewis Hamilton or Sebastian Vettel have coped with a grossly uncompetitive car for seasons on end?

It has been believed for some time that McLaren, if it wished to keep Alonso, had to call time on Honda. While nothing is confirmed at the time of writing, the assumption is that the team will use Renault engines next year, and that Fernando will remain on board – as we said earlier, he is not exactly spoiled for choice.

There is, though, another possibility, which brings to mind a chat with Niki Lauda after qualifying at Montreal three years ago: Nico Rosberg and Hamilton were on the front row, followed by Vettel's Red Bull – and then Valtteri Bottas and Felipe Massa. "Thank God," Niki murmured, "Alonso is not in a Williams..."

Towards the end of that season, when Fernando's frustration with Ferrari – in particular with its team manager, the hopeless Marco Mattiacci – was boiling over, Pat Symonds said that while he would love to see him at Williams, the team was not yet ready for a driver of his stature, but in a few years it might be a different story. Rob Smedley, following his time at Maranello, has long thought Alonso the best, and now, with Paddy Lowe at

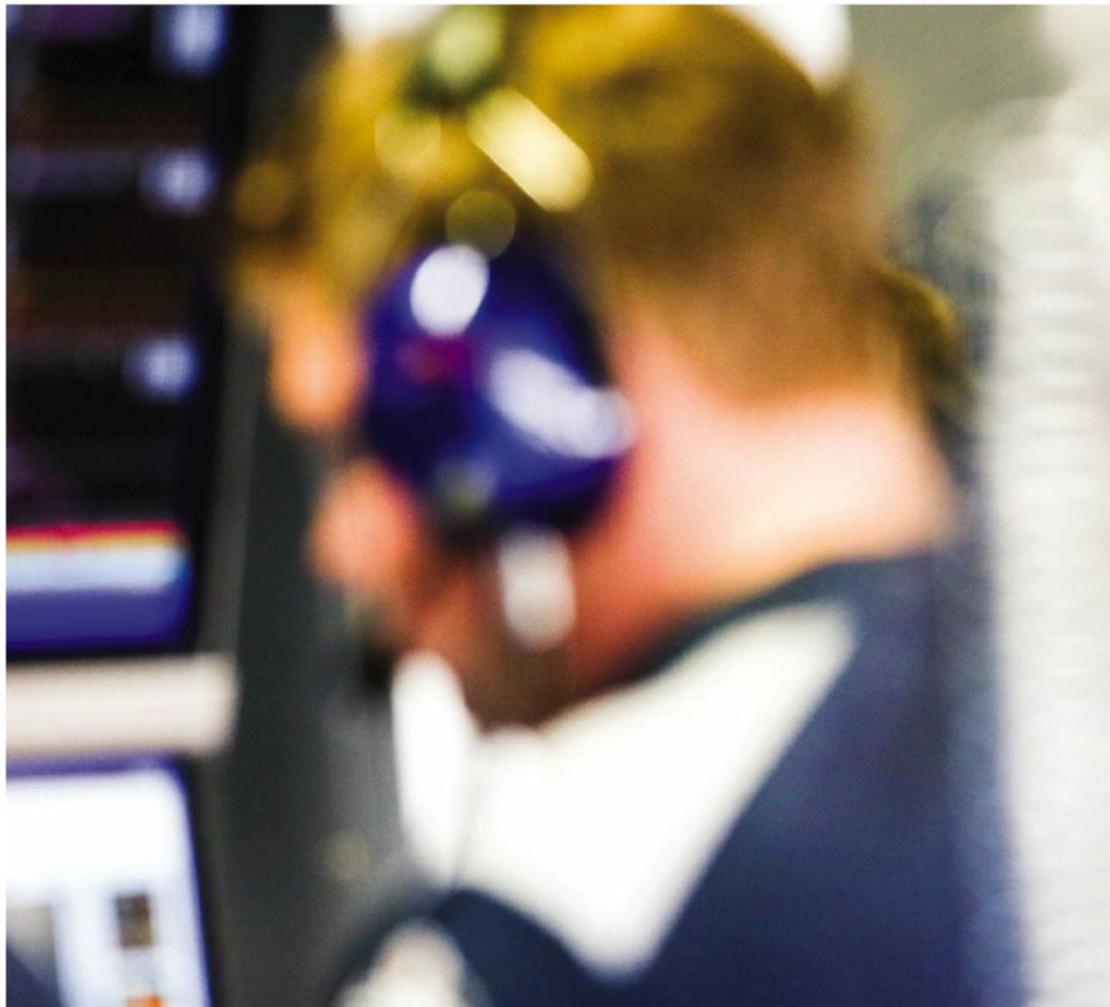
the helm, Williams have made him a firm offer.

It is a matter of fact that, financially, Frank's team cannot compete with McLaren, let alone Mercedes, Ferrari or Red Bull, but the likelihood is that, whatever he does in 2018, Alonso's retainer will anyway be reduced, and that in itself may not be a big problem. As Martin Whitmarsh once told me, "Of course Fernando's highly paid, but actually – unlike some – he's not one who would be motivated by money". What he wants above all is a competitive car, and of greater concern to him might well be the size of Williams's development budget.

In considering his options, the reputation of the quietly impressive Lowe will be something for Alonso to consider – but the really intriguing aspect of the Williams offer is that it would give him access to Herr Zetsche's much vaunted power units.

Honda apart, Fernando has been enthusiastic about his car this season, and the likelihood is that the McLaren chassis will again have the edge on Williams next year. What it will not have, though, is a Mercedes engine, so it's all a bit of a conundrum, is it not?

Alonso likes McLaren, feels at home there, and it will surprise me if he does not stay. Whatever he drives next year, though, my hope is that it will allow him to be back where he belongs, disrupting the comfy Hamilton–Vettel axis. As Stefano Domenicali, with whom he worked at Ferrari, said last week: "It's not easy for Fernando to make a decision, but I hope he can get it right, because he deserves the best – he's very great, we all know that." ❧



FORMULA 1

Sainz Renault move to

CARLOS SAINZ JR HAS SIGNED A DEAL to join Renault, triggering a domino effect that should secure McLaren a supply of the French car manufacturer's engines for 2018, Autosport has learned.

Official confirmation of the decision to end McLaren's works relationship with Honda in favour of a Renault customer-engine deal for next season was still awaited as Autosport closed for press, but developments have taken place behind the scenes to engineer that outcome.

High-level sources confirmed that a deal for Sainz has been agreed as a sweetener for Renault to cancel its Toro Rosso engine-supply contract, which runs until the end of next year. Autosport understands that Sainz will be loaned to Renault for 2018, with an option for Red Bull to take him back for '19 should either Daniel Ricciardo or Max Verstappen leave the 'senior' team.

The French manufacturer recently aligned itself with rivals Mercedes and Ferrari by ruling out supplying a fourth team in 2018, due to reliability concerns, so obtaining Toro Rosso's current supply was McLaren's only hope of securing an alternative engine for next year.

With the Sainz deal arranged, that opened the way for Toro Rosso to finalise a switch to Honda engines for next year, which in turn frees up the supply of customer Renaults for McLaren.

After a frantic Italian Grand Prix weekend, where discussions to sort the McLaren-Honda situation intensified, it emerged that Sainz

had become a key part of the equation.

Renault indicated that it wanted some incentive to switch its customer supply from Toro Rosso to McLaren, and the underperformance of Jolyon Palmer in the second Renault seat has been the team's key weakness over the first 13 races of this season.

Running Sainz alongside Nico Hulkenberg represents an obvious upgrade in this department, but also rules out a return for Robert Kubica, whose test for Renault following July's Hungarian GP produced inconclusive results.

Although the provisional deal is for 2018, sources have suggested that Sainz could join Renault as early as next month's Malaysian Grand Prix, if the squad elects not to continue with Palmer, who has yet to score a point or outqualify Hulkenberg in 13 attempts.

If that development happens, then it is likely that Pierre Gasly will be called up to join Daniil Kvyat at Toro Rosso for the rest of this season. Gasly hinted as much after claiming his second successive Super Formula victory of 2017 at Autopolis last weekend.

"I know there are a few things going on at the moment," he said. "We will see in the next couple of days what will happen. For me, it will be amazing [to race in F1]. It's been my dream and I've been working really hard to get there."

Gasly's next Super Formula race takes place in Sugo the weekend before the Malaysian Grand



FORMULA 1

Porsche weighs up F1 return

PORSCHE IS SERIOUSLY CONSIDERING A return to Formula 1 as an engine supplier under the proposed 2021 regulations, says the company's finance chief.

Lutz Meschke, deputy chairman of Porsche's executive board and member of the board for finances and IT, met with F1 sporting chief Ross Brawn and other F1 top brass at the Italian Grand Prix.

Porsche will end its LMP1 programme at the end this year, and has committed to entering Formula E with a works-backed team from the 2019-20 season, but it has also sent representatives to the series of recent meetings about the 2021 F1 engine rules, after being encouraged by F1's moves towards cheaper and simpler technology.

"F1 could be one of the right places," Meschke told Autosport. "As you know Formula E is very important for us now, and F1 is always a good topic to think about. And I think we are in quite good discussions regarding the new engine."

Although it has not been on the F1 grid since its disastrous relationship with the Footwork team in 1991 (below), Porsche has retained a commercial involvement with the F1 organisation by paying for its Supercup one-make series to feature on the grand prix support programme.

Asked if the current plans for a twin-turbo V6 with reduced technology could attract Porsche to F1, Meschke said: "Absolutely. We have to cut costs in F1, and it's a good way to reach this target." He added that "discussions are around being a supplier", so forming a works team was not on the agenda.

Among the potential partners are Williams, which enjoyed a technical relationship with Porsche before selling its Hybrid Power division, and Red Bull, which has extensive connections with Porsche's parent company the Volkswagen Group.

McLaren has a strong history with Porsche through the TAG turbo collaboration of 1983-87, but they are now competitors in the road-car market.

ADAM COOPER



trigger McLaren switch

Prix. The final double-header is at Suzuka on October 22 – the same weekend as the United States Grand Prix.

"I'm still pushing every day to make it happen," added Gasly, who is now second in the championship, just 5.5 points behind leader Hiroaki Ishiura. "This weekend I wanted to focus on my weekend and do the best I could. Now, we have a few days until the next race, and Malaysia will arrive quickly. Let's see how it goes. Hopefully I can be there."

No firm decision has been taken regarding Sainz's full-time replacement for 2018, but one contender would be Honda junior driver Nobuharu Matsushita, who will likely be released from his McLaren development-driver role.

Honda had hoped to promote Japanese driving talent when it provisionally agreed to supply Sauber with engines for 2018, before new team principal Frederic Vasseur cancelled that arrangement in favour of renewing terms with Ferrari.

A deal with Toro Rosso would revive this possibility for Honda, although Matsushita does not yet have enough superlicence points to race in F1, so needs a strong end to his 2017 Formula 2 campaign to secure the required 40 points to step up by finishing at least third in the

championship. Currently, he sits sixth with two rounds remaining.

Along with the probable deal with Honda, the Faenza-based team also seems set to take a supply of McLaren gearboxes.

Once the Toro Rosso-Honda agreement has been finalised, the final issue to be sorted will be McLaren's Renault contract, which is expected to be a formality. All deals are expected to be completed in time for announcements to be made ahead of this weekend's Singapore Grand Prix.

"Sainz became a key part of the McLaren equation"

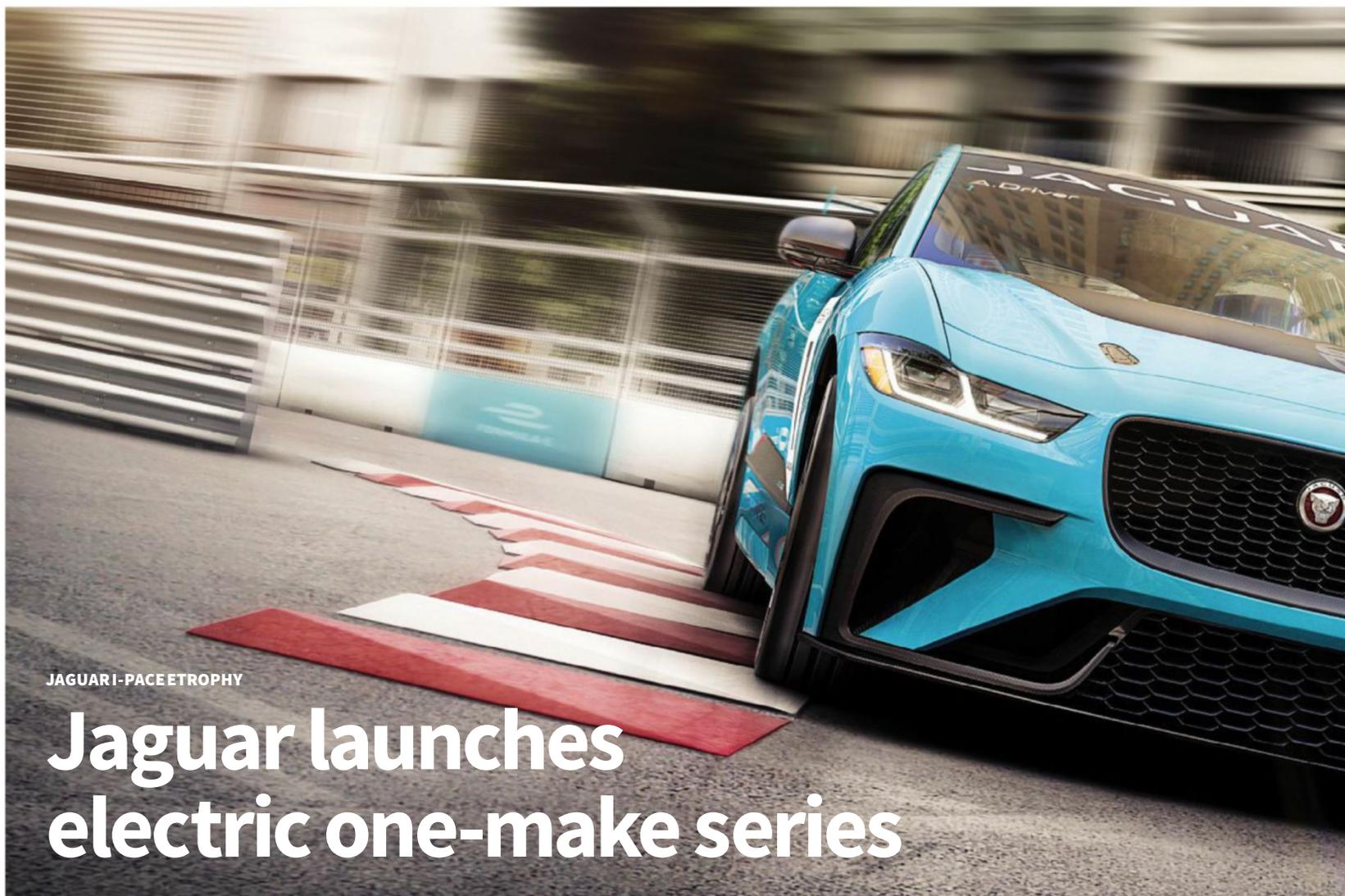
Confirmation of McLaren's switch to Renault engines should then clear the way for star driver Fernando Alonso to commit his future to the team beyond the end of this season.

Elsewhere, Valtteri Bottas is widely expected to remain

at Mercedes for 2018, while Force India says it is "very close" to completing a deal to retain Sergio Perez alongside Esteban Ocon, despite the internal stress that line-up has caused the team this year.

Ferrari junior Charles Leclerc is widely tipped to graduate to F1 with Sauber next season, which would leave Felipe Massa, Marcus Ericsson, Pascal Wehrlein and Palmer competing for the remaining two seats at Williams and Sauber.

DIETER RENCKEN & KEN TANAKA



JAGUAR I-PACE TROPHY

Jaguar launches electric one-make series

JAGUAR HAS LAUNCHED A ONE-MAKE Formula E support series in 2018 for its I-PACE that will be the world's first championship for a production-based electric car.

The Jaguar I-PACE eTROPHY will join the FE package for the 2018-19 season, when it will become FE's first dedicated support category.

While details of the technical specification, calendar and price will not be confirmed until next year, Jaguar's announcement that it will be a 10-round series suggests it will feature at the majority, if not all, of the FE events. It will be capped at 20 drivers, including a 'VIP' entry at each round, while the format will comprise practice and qualifying sessions and a 30-minute race.

Jaguar has also revealed that it is planning an arrive-and-drive package that will include entry, technical and logistical support, spares, hospitality and more.

The series, revealed at the Frankfurt Motor Show on Tuesday of this week, will coincide with the launch of the I-PACE, Jaguar Land Rover's first all-electric vehicle, in the second half of 2018.

JLR's special vehicle operations department will build the racing versions of the all-wheel-drive five-seater sports car, which should begin testing early next year. Jaguar Racing, which operates the Formula E team, will run the cars.

The Indian-owned British marque joined

FE for the 2016-17 season and finished last of the 10 teams, but had privately written it off as a learning campaign and is expected to make a significant step forward in the coming 2017-18 campaign.

A Jaguar statement said the I-PACE series "reinforces Jaguar Land Rover's commitment to electrification", and comes a week after its announcement that all new JLR model lines will contain either hybrid or battery technology from 2020.

Gerd Mauser, JLR chief marketing officer and the chairman of Jaguar FE team, said: "Jaguar returned to racing in 2016 with the mission 'Race to Innovate'.

"With the launch of the Jaguar I-PACE eTROPHY we have strengthened our commitment to battery electric vehicles, international motorsport and Formula E.

"As a British team, we are proud to announce today the launch of the world's first production-based electric-vehicle championship.

"We've always said we want to prove our electrification technologies on the track — this is the proof.

"I am looking forward to seeing a full grid of Jaguar I-PACE race cars in late 2018, soon after the first Jaguar I-PACE hits the road in Europe. Ultimately this innovative series will enhance the technology in our future electric vehicles and benefit our customers."

'Sell-out' expected for new series

Mauser made a point of stressing the significance that Jaguar "joined as the first premium manufacturer last year", with rival marques not joining officially until 2017-18 (Audi) and 2018-19 (BMW, Mercedes and Porsche) respectively.

He added: "The Jaguar I-PACE eTROPHY will improve the spectacle for the fans and gives young drivers a ladder into Formula E. We expect our series to be a sell-out and an exciting international sporting event."

FE and the FIA have been exploring the idea of a support series for some time. The inaugural season featured races from the 'Formula E School Series', a Greenpower Education Trust-backed initiative featuring small student-built electric cars. In Hong Kong last season there was a one-off event for electric Volkswagen Golfs, the first time FE was supported by production cars.

FE series founder Alejandro Agag said he was "delighted" it had come with a premium brand. "The Jaguar I-PACE eTROPHY will bring more entertainment for fans in between sessions and will be a further testament to the advances in battery technology and exciting electric performance," said Agag.

"In Formula E we've been waiting a long time for this moment, a championship with cars that are directly going to the road and that will be together with us. The idea of this sport is changing the mind of people to convince them



to buy an electric car. Showing formula cars is one way to do that, but showing road cars, competitive, racing, with professional drivers, is going to be a big step to continue the process.”

Piquet lined up for Jag Formula E team

Jaguar is also poised to announce its 2017-18 Formula E driver line-up later this month, with inaugural champion Nelson Piquet Jr lined up for a surprising switch.

Piquet was thought to be off the market for the coming season, after NextEV announced last summer that it had retained the Brazilian as part of a multi-year deal alongside Oliver Turvey. It is understood that Piquet’s patience wore thin as Team China/NextEV/NIO (the entry’s branding changed each season) offered potential but did not fulfil it swiftly, opening the door for separation.

After a tricky first FE season the Williams Advanced Engineering-backed Jaguar team is expected to make a significant step forward. It is understood that a decision was made to end Adam Carroll’s deal after a single season, although Mitch Evans is expected to have earned an extended stay. Announcing Piquet would mean Jaguar overcame an obstacle that once seemed insurmountable and completed a deal both parties are understood to have pursued for some time. It would also give the biggest indicator yet of how seriously Jaguar is taking its FE programme.

SCOTT MITCHELL



FORMULA 1

Brawn seeks to help F2 drivers get F1 runs

FORMULA 1 BOSSES ARE EVALUATING ways to increase the number of Formula 2 drivers taking part in Friday free practice.

F1 sporting chief Ross Brawn said that it would help a young driver in replacing an indisposed F1 driver at short notice.

“Putting someone into F1 who hasn’t got the experience is a risk,” said Brawn. “You have to prepare them as well as possible, maybe doing the Friday morning practice. Those sorts of initiatives are important before they get exposed. If they have a problem [and] they get into F1 the wrong way, then their careers could be damaged.”

Drivers including Sebastian Vettel (above), Robert Kubica and Anthony Davidson broke in to F1 by taking part in third cars in Friday practice, before the practice was abandoned at the end of the 2006 season.

- F1 commercial chief Sean Bratches says there have been around 40 expressions of interest from potential new venues since the beginning of this year. Bratches is expecting the trend to be towards street circuits rather than permanent tracks. He added that some current venues could fall off the calendar.

JONATHAN NOBLE, ALEX KALINAUCKAS & ADAM COOPER

BRITISH TOURING CAR CHAMPIONSHIP

Huff subs for Chilton at Silverstone BTCC

WORLD TOURING CAR CHAMPIONSHIP star Rob Huff will deputise for the sidelined Tom Chilton in the British Touring Car Championship at Silverstone this weekend driving a factory-supported Vauxhall Astra.

Chilton underwent an operation recently and has been advised to take more rest before climbing back into the cockpit of the Power Maxed Racing machine, although he says he will be fit for the BTCC finale at Brands Hatch on October 1.

Huff, who last raced in the BTCC in a works SEAT in 2004, competes against Chilton in the WTCC and the two have become firm friends.

Huff, who is seventh in the WTCC points in a Citroen C-Elysee and is also racing in the TCR International Series, said: “I’m delighted that Tom has trusted me to look after his car while he is indisposed – although he will be at the event, no doubt



offering me all kinds of engineering advice. He will almost be like a back-seat driver!

“I won’t get a chance to test the car or even shake it down. I’ll jump straight in for free practice on Saturday morning. However, as I proved at Goodwood last weekend, I’m quite used to jumping into cars and getting the most from them!”

MATT JAMES

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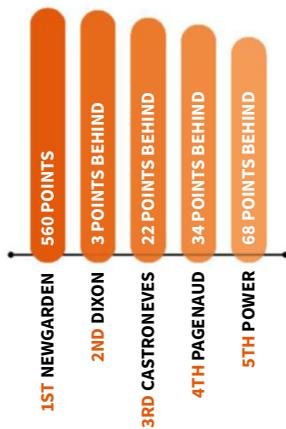
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INDYCAR

It's five for the crown in IndyCar

THE THRILLING INDYCAR Series title fight reaches its climax this weekend with the traditional double-points finale in the rolling Northern Californian hills of Sonoma. Five drivers are in the mix – you can discount Alexander Rossi (sixth) and Graham Rahal (seventh) as they need the top guys not to start to have a shot. Here's what they all say.

DAVID MALSHER



Newgarden leads Dixon last time out at Watkins Glen



Josef Newgarden

"I think qualifying will be good. It's one of the first things that we need to focus on. It's not the end-all-be-all to start up front, but it certainly makes your job a lot easier.

"We want to get out comfortably at the start of the race and not get involved in any problems. After that it's about maximising race pace, which is always difficult at Sonoma because of tyre degradation. It's probably the most difficult track we go to for looking after tyres during a race stint. Being able to do that over multiple stints will probably be the final key for us and hopefully helping us secure the championship."



Scott Dixon

"The goal is the same every time – to win the race. Ideally that takes care of the rest, especially with how tight the points are between Josef and I. But we're still going to have to do our best to beat four of the closest competitors.

"Sonoma is a difficult place. Last year in qualifying, you had a one-lap window, maybe two: it's hard to get the front tyres in for the first lap. By the time the fronts come in, the rears are on their way out. It requires a different approach to set-up than we do at other tracks.

"We'll just try and get the job done and treat it as an ordinary race, even though there is a lot on the line."



Helio Castroneves

"We've had a very good set-up [at Sonoma] the past few years. Things outside of our control concern me sometimes, but we're here because we perform as a team, and that's what we have to continue doing.

"[Roger Penske] is more competitive than anybody in this team. He gives very good information on the radio [and] that information is so useful that you don't need to worry about looking in the mirror! He's definitely passionate about what he does, and every time he keeps you in control, coaching you well. I'm really looking forward to giving a championship to him."



Simon Pagnaud

"The goal is to repeat what we did last year there and dominate the weekend. The Penske cars are usually very strong there, so I've got a really strong hope. My points deficit to Josef is less than Will's deficit to me last year, and all it took last year was for me to have the problem Will had for him to win the championship.

"I'm thinking I've got all the chance in the world to make it happen: I don't see the points deficit being such an issue. The most important thing is to go into Sonoma confident and try for maximum points. The rest you can't control. Those situations are my favourite. That's when I do my best."



Will Power

"I'm realistic – we need the other four to have problems – so I'm not thinking about weird scenarios; that stuff never comes true! So my aim is simple: perfect lap for pole, and then go for the win.

"There aren't team orders at Penske, but drivers who've been there a while know to do the right thing for Roger. If I'm leading a couple of laps from the end but I'm out of the running for the championship, I'll radio in and ask what the situation is. I won't help one team-mate over another but if one of them needs help for Penske to beat Ganassi, then obviously that's what I'll do."

FORMULA 2

LECLERC SAYS BURN-FROM-STERN IS A PLUS

LIKELY FORMULA 2 CHAMPION Charles Leclerc believes his recent charging-through-the-pack displays are a better advert for his skills than winning races from the front.

The Prema Racing driver was disqualified from qualifying at the Hungaroring for running an illegal differential shim, and from race one at Spa for excessive plank wear. He then had a feature-race clash with Nyck de Vries at Monza. Those issues mean he has started from the rear of the field three times in the past three rounds.

Although Leclerc has not scored an official podium since winning the Silverstone sprint race, the championship leader reasoned that his recent difficulties had actually given him a chance to show off his racecraft skills to observers evaluating his potential for an F1 race seat.

"The points are the most important thing because [they're] what make you win a championship or lose it, but I think that for the people watching me, and trying to rate me for maybe a seat in F1 next year, I think these races have maybe even been helpful," he said.

"I showed something that I probably wouldn't have shown if we had raced starting from the front all the time.

"Luckily I am in a position where I still have a 59-point lead and so it has only been positive for the people that are trying to rate me to see me starting from the back and recovering these positions in the last races."

ALEX KALINAUCKAS



TCR INTERNATIONAL

Old stagers Tarquini and Menu partner up in TCR

BRITISH TOURING CAR CHAMPIONSHIP FAN favourites Alain Menu and Gabriele Tarquini will team up as team-mates for the first time in their careers when they race Hyundai's new TCR car.

The pair, both BTCC champions and with a combined age of 109, will drive the BRC Racing-run Hyundai i30 N cars in the TCR International Series at Zhejiang in China on October 7-8 before contesting the finale at Yas Marina supporting the Abu Dhabi Grand Prix on November 25-26.

Menu said that he was looking forward to teaming up with his old adversary. "It is incredible that we have raced in Britain and in the World Touring Car Championship without being partners," he said. "I think the experience we will bring to the programme will be key, and that's what they wanted. Gabriele and I know a thing or two!"

The Hyundai has undergone an extensive test programme and the South Korean firm is keen to see several examples of the machine racing across the globe. Hyundai Motorsport customer racing manager Andrea Adamo, who was an engineer for Tarquini when he lifted the BTCC title in 1994 for Alfa Romeo, said: "The race weekend in China comes at a crucial time of the year, as teams and drivers are now planning their campaigns for the 2018 season. To be able to show the performance of the i30 N TCR at the highest level is a big opportunity for us."

Menu said he would be interested in any full-time opportunities in TCR should the chance arise in 2018. "So long as the infrastructure is behind it and there is enough testing, then I would jump at it," said the Swiss driver.

MATT JAMES



WORLD RALLY CHAMPIONSHIP

Mikkelsen joins Hyundai rally team

ANDREAS MIKKELSEN'S MOVE to Hyundai with immediate effect has provided further clarity in the World Rally Championship driver market, with the Norwegian committing his future to the South Korean make until the end of next season.

Mikkelsen, who has been competing with Citroen on recent rallies, will replace Hayden Paddon on Rally of Spain and Dani Sordo on Rally GB and Rally Australia. While

Hyundai and Mikkelsen remained tight-lipped on 2018, Autosport's sources have confirmed he will be in an i20 for the duration of next year.

Mikkelsen said: "I had the chance to test on gravel earlier this year. I had a really positive feeling, which I am sure we will find again in these last three events of the season."

Mikkelsen's move has ruled him out of any further Citroen action and leaves Yves Matton now focusing on

landing Sebastien Ogier to join Kris Meeke, Craig Breen and Stephane Lefebvre in the factory C3 WRCs.

Matton said signing Ogier was his "priority" for next season. Of the other drivers he said: "For Craig and Stephane, they don't have the number of rallies agreed for next year. But for Kris, his contract says he does all of the rallies and he's under this contract until the end of next year."

DAVID EVANS



IN THE HEADLINES

McLAREN: HANDS OFF OUR BOY LANDO

Formula 3 European Championship leader and McLaren protege Lando Norris will not be loaned out to another Formula 1 team for 2018. Team boss Zak Brown said: "Our current plan is to put him in Formula 2. He's definitely our star of the future and I don't think we'd put him in another Formula 1 team at this point."

SARRAZIN SUBS FOR DAVIDSON

Former World Endurance champion Anthony Davidson will not take up his usual seat in the #8 Toyota for this weekend's round at Austin due to what the team has described as 'personal reasons'. He will be replaced for the event by Stephane Sarrazin, who makes his third start of the season with Toyota, alongside Sebastien Buemi and Kazuki Nakajima.

TANDY AND BAMBER FOR PETIT LE MANS

Porsche stars Nick Tandy and Earl Bamber, who provided a shock when they won the 2015 Petit Le Mans outright in a GTLM 911 RSR, will contest next month's running of the Road Atlanta event. Tandy joins IMSA regulars Patrick Pilet and Dirk Werner in the #911 car, while Bamber lines up alongside Gianmaria Bruni and Laurens Vanthoor in #912.

MONTEIRO HOSPITALISED AFTER CRASH

World Touring Car Championship leader Tiago Monteiro spent the weekend in hospital following a testing crash at Barcelona's Turn 1 last Wednesday. The Honda WTCC team said that there were no broken bones, and that he is expected to "return to full fitness" in time for the next round at Ningbo in China in mid-October.

YAMAHA CALLS UP ROSSI REPLACEMENT

MotoGP superstar Valentino Rossi will not be fit for next week's Motorland Aragon round following his recent leg-breaking motocross crash. Yamaha has called up Dutch superbike rider Michael van der Mark to stand in.

TANAK AND EVANS FOR CASTLE COMBE

Castle Combe's Rallyday on September 23 will feature Ott Tanak and Elfyn Evans driving one of M-Sport's Ford Fiesta WRcs in Tanak's Rally Germany-winning livery. See Autosport sister publication *Motorsport News* for the chance to win a ride with the Estonian or Welshman.

PLENTY OF ZACH SPEED IN INDYCAR

Ex-Indy Lights race winner Zach Veach has secured his first full IndyCar Series season. The 22-year-old from Ohio (below) will replace Rahal Letterman Lanigan Racing-bound Indy 500 winner Takuma Sato at Andretti Autosport for 2018. Meanwhile, another Indy Lights-winning Zach - in this case 19-year-old Canadian Zachary Claman DeMelo - will make his IndyCar race debut with RLLR in this weekend's Sonoma season finale.



F1 PREVIEW

Singapore Grand Prix

September 15-17



MARINA BAY

LENGTH 3.147 miles NUMBER OF LAPS 61

2016 POLE POSITION Nico Rosberg 1m42.584s

POLE LAP RECORD Nico Rosberg 1m42.584s (2016)

RACE LAP RECORD Daniel Ricciardo 1m47.187s (2016)



TYRE ALLOCATION

HARD	MEDIUM	SOFT	SUPER-SOFT	ULTRA-SOFT	INTERMEDIATE	WET
-	-	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE	AVAILABLE

UK START TIMES

LIVE ON SKY SPORTS F1 & CHANNEL 4

FRIDAY

FP1 0930 FP2 1330

SATURDAY

FP3 1100 QUALIFYING 1400

SUNDAY

RACE 1300

BBC RADIO 5 LIVE 1300

PREVIOUS WINNERS

2016	Nico Rosberg	Mercedes
2015	Sebastian Vettel	Ferrari
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Sebastian Vettel	Red Bull
2011	Sebastian Vettel	Red Bull
2010	Fernando Alonso	Ferrari
2009	Lewis Hamilton	McLaren
2008	Fernando Alonso	Renault
1973	Vern Schuppan	March

THEMES TO WATCH

VETTEL VICTORY?

Ferrari fancies its chances around the low-speed Marina Bay street track and a Sebastian Vettel win would help him reclaim the championship lead.

McLAREN EYES POINTS

McLaren-Honda has taken engine penalties tactically with Fernando Alonso and Stoffel Vandoorne ahead of Singapore. Will it pay off with solid points?

THE MIDFIELD BATTLE

Renault thinks it has the fourth quickest car, but lies eighth in the constructors' standings. Can it overcome the six-point gap to sixth-placed Toro Rosso?

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FEEDBACK

Who is the real underdog in F1?



Mercedes is 62 points ahead in the constructors' championship, Hamilton has eight pole positions, six fastest laps and has cantered to wins in China, Canada, the UK and Italy this season. Vettel has had to fight hard for his wins, yet Hamilton is always at pains to explain how Ferrari has the fastest car.

Bottas is currently 59 points ahead of Raikkonen; do we really think he's that much better than Raikkonen in a slower car? Hamilton thrives on the support of the British press and fans and likes to play the plucky underdog, but who really is the underdog in the 2017 title fight?

Haris Jung
London

Hamilton deserved top marks

Once more your Grand Prix Editor Ben Anderson makes it clear that he is anything but a Lewis Hamilton fan (Italian GP driver ratings, Sept 7). Any driver who produces such a stunning qualifying lap, in the wet, which is over

a second faster than the next fastest, then leads the race from pole, winning without apparently stretching himself, must surely be worth a maximum score? What else could he be expected to do?

To give the same score to a driver who qualifies over a second and a half slower and then drops back through the field to eventually finish seventh, shows somewhat irrational and biased thinking. Yes, it was an excellent qualifying performance and a reasonable result for a rookie, although his lack of skill in overtaking was evident. Lance Stroll has, at times, shown surprisingly great potential, but hey Ben, get real.

Colin Thomas
Sutton Coldfield, West Midlands

Hamilton made two small errors and described his own race as "98.2%" – ed

Will Ferrari steal Verstappen?

Is this scenario so far-fetched? Max Verstappen gets towards the end of

Is Lewis Hamilton playing the underdog? And should he have got the full 10 points for his Monza performance?

2017 super-frustrated and is willing to break his 2018 contract with Red Bull.

Ferrari pounces and pays off Raikkonen for the second time (!) and grabs a super-keen Max. Well, they dumped Michael Schumacher for Kimi before, so...

Guy Dormehl
Garden Route, South Africa

Sort out grid-penalty farce

Can I be the umpteenth person to point out the ridiculousness of F1 grid penalties? If the new owners want exciting racing, they should consider what we all missed not having Hamilton and Verstappen on the front row at Monza. If costs need to be kept under control, then penalise the teams not spoil the spectacle. This needs sorting out sooner rather than later.

John Carter
Wimbledon, London

Hit teams where it hurts

With reference to the recent uproar on grid penalties at Monza, it is clear things need to change, but we have to discourage teams throwing money at engines. How about a financial penalty, but one where the money is redistributed on a sliding scale among your competitors in reversed championship order. This would not only help the smaller teams, but teams will surely not wish to finance the competition.

Matthew Dougherty
By email

HAVE YOUR SAY, GET IN TOUCH

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Cobra duo wins amid TT drama

By Marcus Pye and Kevin Turner [@Autosport](#)





BREATH TAKING BATTLES, AUDACIOUS OVERTAKING, PHENOMENAL CAR

control and astonishing saves characterised the 20th Goodwood Revival Meeting's racing element. It was blessed by bright sunshine on Saturday and Sunday morning, but heavy rain on all three days failed to dampen the enthusiasm of spectators who are key to the pre-1966 theatre.

High-octane centrepiece of the stellar racecard since 1998's inaugural event, Sunday's Royal Automobile Club Tourist Trophy Celebration GT war, fortuitously on a dry track, again brought courage, commitment and controversy into focus. An unusually erratic opening stint from Chris Ward didn't stop JD Classics' Jaguar E-type taking the chequered flag for the third successive year, but a 30-second penalty for a touch too many annulled a hat-trick for him and British Touring Car ace Gordon Shedden.

Unfazed by a 1080-degree spin at St Mary's, Shedden's superb 1m25.440s last-lap shot had seized pole on Saturday. With second qualifiers Frank Stippler/Andrew Newall forced to switch to an earlier Ferrari 250 SWB, Newall having spectacularly crashed the JCB Ferrari 250 GTO/64 (ostensibly Graham Hill's '63 TT winner, rebodied) avoiding Chris Harris's 250LM as they bored towards Woodcote, things had looked very promising for the defending double champions.

Polesitter Ward's recovery from a poor start – outdragged by the snarling Cobras of Dutchman David Hart, American Michael Gans and, from row two, Scot Andrew Smith and (briefly) Mike Whitaker's TVR – included an off at St Mary's and at least four rubs with frontrunning ACs. The most dramatic of these was a nudge on Smith at the ultra-quick adverse-camber right-handed Fordwater kink on lap 10. It destabilised the Bryant family's long-serving ex-Roy Salvadori/Roger Mac GPG 4C and sent it spinning into the infield.

Ward had reached second inside four laps, helped by a robust

move on Gans at Lavant. The E-type immediately closed on Hart, only for Ward to slide off at St Mary's and slip to fourth. Ward charged anew, but there was more contact with Gans before the incident with Smith. Ward caught Hart and was on the 'red-stripe' DHG Cobra's tail when the pit window opened. Keen to take advantage of an empty passage, the Jaguar pitted immediately for Shedden to climb aboard.

Hart stopped next time round, relaying son Oliver, who returned to the track with an increased lead over the Jag. At first the gap grew, but steam from a breather suggested trouble for Hart. Shedden closed in as the gunmetal silver Cobra's top-end speed was blunted. 'Flash' Gordon swept by on the Lavant Straight shortly after half-distance, but the teenaged snake charmer wasn't finished, twice diving back past the Jaguar before Shedden made it stick.

In the heat of their struggle young Hart – driving with skill and conviction way beyond his years on his Goodwood debut – clipped the chicane, earning a 5s penalty. That minor indiscretion became irrelevant when the Cobra's Ford V8 ran out of water and its head gasket fried. There was a small underbonnet fire as Oliver peeled into the pits, but his brilliant effort was rewarded with the Rolex Driver of the Meeting watch, to the approval of his peers.

Moments after the leading Cobra fell, Oliver Bryant – who had recovered well after co-driver Smith's adventure – pulled off at Lavant with coil failure, ending an energetic battle with Andy Wolfe (in for Gans in Jason Wright's car) and hopes of that elusive TT retrospective win for another year. Now a clear second, Wolfe's



team's smiles broadened when, with time for five more laps, Ward's penalty was confirmed. Shedden crossed the line 18.1s ahead of the Cobra, thus ceding victory to it.

Ward was philosophical. "There was no intent with Andrew," he said, having found Smith to apologise. "I was on the gas and Andrew lifted. There was nothing I could do, but we accept the penalty."

After a strong early stint from Ludovic Caron, in which the Frenchman briefly led as others pitted, compatriot Nicolas Minassian completed the podium in another Cobra. Fourth fell to the TVR Griffith of Mikes Whitaker and Jordan. A slow stop, due to a carburettor problem, gave Jordan much to do in the car that defeated Gans/Wolfe at March's 75th Members' Meeting. Among the quickest in the late stages, Jordan overcame the unique Lister-Jaguar coupe of Fred Wakeman/Patrick Blakeney-Edwards for fourth.

A lap down, 2012 World Touring Car champion Rob Huff stormed to sixth in the ex-Dick Protheroe CUT 7 E-type fixed-head coupe started by owner Richard Meins. Five seconds later Harris, finishing Gary Pearson's Ferrari, flashed over the line with Shaun Lynn (Cobra) and Chris Beighton (in the Sunbeam Lister Tiger that triple BTCC champion Matt Neal had warned was short of brakes at handover) on his tail.

Friday night's Kinrara Trophy, for pre-'63 GTs, was a visual and aural feast as dusk became darkness. Eight magnificent sharp-sounding V12-engined Ferrari 250 GT Berlinettas were among the 27 starters, but none could emulate the successes of a Goodwood TT era dominated by Prancing Horsemen Stirling Moss (SWBs), Innes Ireland and Graham Hill (GTOs). Barking straight-six Jaguars commanded the roost on a wet track, E-types filling the top seven places after a full-course yellow to retrieve Martin Hunt's AC Cobra, which had got away from him at Madgwick.

Poleman Huff, giving another Meins E-type its first run, and Nigel Greensall made the early running, but neither had made their pitstops when the safety car came out. That handed the advantage to Phil Keen, who had already taken over the Demon Tweaks >>

Above left: Meaden and Jordan Sr put on an epic display in second St Mary's encounter. Top: Cobra duo of Wolfe and Gans took a surprise TT win. Above: Ward (left) wasn't happy after he and Shedden missed out on E-type hat-trick

BRITAIN'S BREAKOUT REMEMBERED



THE 1957 FORMULA 1 SEASON WAS PIVOTAL IN BRITAIN'S RISE to prominence within the sport as bearings magnate Tony Vandervell's Vanwall marque finally got onto terms with Italian grandees Ferrari and Maserati. Juan Manuel Fangio won his fifth and final title in a 250F, but Stirling Moss and Vanwall won three of the seven world championship grands prix, preparing the ground for the green cars to win the inaugural constructors' crown the following year.

With emphasis on the historic British GP at Aintree, the 1957 season was recalled at Goodwood with machines representing the major players, albeit emerging from a charismatic Nurburgring pit-garage diorama. Moss led the early stages of the July race in his Vanwall, only to suffer a misfire. Tony Brooks, recovering from his Aston Martin Le Mans crash injuries, thus handed his car over to Stirling, who resumed ninth.

"Vanwall VW11 was driven, poignantly, by Brooks"

Setting fastest lap a second quicker than his pole time, Moss picked off Fangio and Luigi Musso and was soon fourth, still over 40 seconds behind leader Jean Behra's Maserati with a third of the 90-lap race to go. He was still closing when Behra's clutch

disintegrated and pursuer Mike Hawthorn (Ferrari) picked up a puncture on the debris. Moss passed team-mate Stuart Lewis-Evans to move to the front and came home to record the first world championship success by a British car. After Fangio's extraordinary comeback victory in the German GP, Moss and Vanwall dominated Pescara's and Monza's season closers.

Two rarely seen Vanwalls – one static with the short Monaco nose and VW11 driven poignantly by Brooks, 85, on Sunday (above) – starred in Goodwood's celebration. Three 250Fs from the British GP, including Fangio's Nurburgring winner (the yellow-nosed '2529' driven by Jackie Stewart on Sunday), joined the cavalcade, alongside Lancia-Ferrari, Connaught and Moss's 1958 Argentinian GP winning Cooper-Climax T43 game-changer, like VW11 from the Collier Collection in the US. Although not at Aintree in 1957, Gary Pearson's BRM P25, in which Jo Bonnier scored the Owen Organisation's first world championship victory in the '59 Dutch GP at Zandvoort, shared the fun.



roadster from Jon Minshaw. Le Mans legend Tom Kristensen (who had taken over the Big Cat started by Gregor Fisker before the safety car's appearance) chased, but Keen always looked out of reach. Ollie Bryant/Martin O'Connell were third, while best of the Ferraris was that of Christophe van Riet/Alain de Cadenet in eighth.

Back in 1950s mode, the St Mary's Trophy saloon race provided two more thrillers. Saturday's star-studded opener was led early on by Andy Jordan's Austin A40. But once clear of the pack, Stippler (Jaguar Mk1) closed him down and snatched the lead. They were still together when engine gremlins stopped Jordan's A40, thus Stippler crossed the line well clear of Jason Plato's Austin A95, which had a left-front puncture.

In one of the dogfights of the weekend, Michael Caine trumped Huff in a fabulous A40 duel. There was déjà vu when Kristensen manhandled Bill Shepherd's Ford Thunderbird, which went nowhere in practice, to fifth but, unlike 2015 when he emerged triumphant in Alan Mann Racing's Fairlane Thunderbolt, the exhaust dropped and TK retired.

An overnight A40 engine change enabled Mike Jordan to take up P2 for Sunday's race, but after another epic he had to give best to poleman Richard Meaden's lustier Alfa Romeo Giulietta Ti, in which Steve Soper was sixth the previous day. Meaden's two saves at Fordwater were awesome, and he bounced back to win by a second. With John Young unable to start the Stippler Jaguar, Nick Naismith finished fifth behind the Jags of Grant Williams and Justin Law. Combined with Plato's Saturday result, that was enough to land the aggregate prize in the cappuccino-hued A95 in which Young and John Fitzpatrick won in 2008.

Feisty Lola Mk1 newcomer Ben Adams bagged the Madgwick Cup sportcar pole in the black BR-32 with which Goodwood stalwart Dickie le Strange Metcalfe won the final race on closing day in July 1966. Like Billy Bellinger in Keith Ahlers's Mk1 prototype – which marque founder Eric Broadley rolled here in '58 – Adams spun as only Dion Kremer (Lotus 17) lived with poleman Miles Griffiths in Philip Walker's Lotus 11. Kremer boldly popped past Griffiths but overshot Madgwick, whereupon he settled for second. Canadian Ian Dalglish, driving his 17 like never before, piped the resurgent Adams by 0.058s, with Bellinger fifth ahead of John Clark's Cooper Bobtail.

Griffiths planted Walker's Lotus 16 – one of five in the field – on pole for Sunday's Richmond Trophy front-engined GP car race, but a broken gearbox mount ended the versatile Midlander's chance of a third Revival race crown. Griffiths opened a 5s lead before trouble struck, forcing retirement. That left 2016 victor Julian Bronson ahead but, with a misfire hobbling his Scarab's Offenhauser engine over 8000rpm, he couldn't keep Tony Wood's TecMec behind. Spaniard Joaquin Folch was a force in his 16 before he backed off with gear-selection issues. Geraint Owen hustled his ex-Fred Agabashian Kurtis-Offy to a superb fourth, winning the 'Race of Two Worlds' subplot with Rod Jolley (Lister-Jaguar 'Monzanapolis').

Oil down from the green-flag lap had made the track in Saturday's Goodwood Trophy set parlously difficult. Heinz Bachman (ERA R9B) tripped up first, at Lavant, but leader Paddins Dowling (in Charles McCabe's R5B 'Remus', six times a Revival



LAT IMAGES

Stretton defeated multiple Glover Trophy winner Middlehurst in the wet in Lotus 24

winner with Ludo Lindsay) was first of the quick boys to hit it. As the blue ex-Bira car spun Mark Gillies, shadowing the Irishman in R3A, was powerless to avoid it. Both old warhorses sustained chassis damage. "I did what you are supposed to do [when faced with a spinning car], aiming for where I first saw it, but poor old Paddins stopped," sighed five-time race winner Gillies.

Gareth Burnett thus hustled ahead in David Baldock's Alta, which exhibited massive understeer and became a sitting duck for ERA men Michael Gans (ex-Richard Seaman R1B) and David Morris (in Dowling's ex-Peter Whitehead R10B). Gans kept his cool in "exceedingly slippery" conditions to land his first Revival victory as 2016 winner Calum Lockie coaxed Sean Danaher's Maserati 6CM back from seventh to third with an engine problem. Perennially unlucky Duncan Ricketts replaced ERA GP1's Zoller blower post-practice and rose to fourth before clonking the barrier.

Chris Ward's weekend woes had started in the Freddie March Trophy when scrutineers noticed that the dampers on JD Classics' ex-Cyril Wick Cooper-Jaguar were not per its technical passport. Ward charged from the back to win on the road, facing fine resistance from Rob Hall in the Peter Collins/Pat Griffith 1952 Goodwood Nine Hours-winning Aston Martin DB3. Lipstick from kissing the chicane earned a 5s penalty though, thus the black Aston inherited victory, to owner Martin Melling's elation. Richard Woolmer (HWM-Cadillac) won a marvellous duel with Steve Baultbee Brooks (DB3S) for bronze, ahead of John Young who started beside Ward and howled Nigel Webb's Jaguar C-type up to fifth.

Showery going favoured the Ford GT40s in Saturday's Whitsun Trophy prototype race, for which top qualifier Mike Jordan (in another Walker entry) was banished to the back, also for a damper discrepancy. That defused the anticipated scrap with Ward who – following a safety car interlude while Roland Lewis's bent Hamill was moved in the dip after St Mary's – passed early leader Nick Padmore, who survived a series of grassy spins towards Woodcote





in Chris Stahl's yellow GT40. "I lifted the clutch up too quickly after changing down and locked the wheels," said the outright historic lap record holder, wide-eyed. Mike Whitaker led the pursuit in the best of the Lola T70 Spydars as Jordan growled to fourth.

Entertainer Patrick Blakeney-Edwards and his pendulous Frazer Nash saloon were quickest by 7.155s in wet practice for the Brooklands Trophy pre-war race, but were never going to match that on a dry Sunday morning. A carb linkage problem forced a stop anyway, whereupon Thomas Kern's shrieking supercharged Mercedes-Benz and the Alfa Romeo Monzas of Niklas Halusa and Christopher Mann – his art deco-reliveried car blowing a smokescreen as an oil breather anointed its exhaust – took turns ahead, with Mark Gillies (Aston Martin) in attendance. When Mann saw the black flag Halusa beat Gillies and Kern to the chequer.

For the third time in seven years the Glover Trophy 1500cc F1 racers were in the eye of a Sunday afternoon storm. Last year's winner Nick Fennell (Lotus 25) aquaplaned into the belting at Fordwater, and Martin Stretton's precision in hillclimber Malcolm Thorne's more compliant spaceframe 24 denied Andy Middlehurst a sixth win in John Bowers's Classic Team Lotus 25 after a patient pursuit. Septuagenarian Richard Attwood (BRM P261) skated through the Lavant gravel but recovered to fourth behind Sam Wilson, who made Alan Baillie's Lotus 24 walk on water.

Having had practice postponed from Friday evening to a glorious Saturday morning, the Sussex Trophy sports car runners were greeted with another monsoon in the event's finale. Stretching to see over the Leventis family's NART Ferrari 246 Dino's tall screen, Sam Hancock did a sensational job in beating Ollie Bryant (Lotus 15), who led the first half from pole. James Cottingham (Tojeiro-Jaguar) was a lonely third, ahead of P2 qualifier David Hart in the quickest Lister. All eyes, though, were on Julian Majzub, whose bravado in the terrifying Sadler-Chevrolet knew no bounds en route to seventh, an effort that typified the event. >>

Padmore leads the early stages of the Whitsun Trophy, but Ward's black GT40 is getting ready to pounce

SCOTTISH SALTIRE CELEBRATION



Stewart leads the parade in 1957 Le Mans winner

SIXTY YEARS AFTER ITS SECOND SUCCESSIVE LE MANS VICTORY with Jaguar D-types in 1957, talismanic Scottish privateer Ecurie Ecosse's incredible achievements were celebrated at Goodwood with an array of cars and stars.

Founded by David Murray, galvanising various Scottish racers into one team, the Edinburgh squad quickly became a winner with Jaguar XK120s and C-types, but its most famous successes came at the Le Mans 24 Hours. After two of the three works D-types were involved in an early crash in 1956, Ecosse's Ninian Sanderson and Ron Flockhart saved the day by defeating Aston Martin.

Jaguar withdrew from international sportscar racing for 1957, with Ecosse buying the cars, and the D-type's finest moment came in private hands. Against works efforts from Maserati, Ferrari and Aston, Jaguars finished 1-2-3-4-6, Ecosse leading the way with a one-two for Flockhart/Ivor Bueb and Sanderson/John Lawrence.

“It didn't hit me until later that the D-type was so special”

All three 1957 Le Mans podium cars (a French entry finished third) were at Goodwood, with many other machines tracing Ecosse's history, but the highlight was the return of Ron Gaudion.

Arriving from his native Australia in his mid-twenties, Gaudion landed a job at Jaguar. He helped build the first 10 D-types and ran Bueb and Mike Hawthorn to victory at LM in 1955. He moved to Ecosse at the end of the year, therefore was involved in all three D-type wins in the 24 Hours.

Back at Goodwood for the first time since the period (he returned home in 1958), Gaudion was one of the 20th Revival's true stars. "It didn't hit me until two or three years later that the D-type was so special," he said. "The difference between the factory and private teams was that at the works you had what you needed – a new engine or gearbox. At a private team you had to rebuild, but the D-type was so reliable it didn't need much maintenance."

After the D-type, Ecurie Ecosse continued to play a major role in motorsport, helping to launch the career of Jackie Stewart, who eagerly took part in the demo. Motorsport history nut and three-time Indianapolis 500 winner Dario Franchitti did too, achieving an ambition on Saturday by driving EE's iconic Commer team transporter (below), reputed to be worth around £2million.





LAT IMAGES

ALFA ROMEO 8C 2600 MONZA (BROOKLANDS TROPHY)

An homage to celebrated Frenchwoman Helle Nice, whose ill-fated sister car wore the two-tone blue battledress, Christopher Mann's formerly red 1931 Monza had been reliveried for a week, having lain dormant pending an engine rebuild. The oil-breather issue was sorted post-race; indeed Mann drove the car back to London on Sunday!



BUCKLER DD1 (MADGWICK CUP)

Spaceframe chassis specialist Derek Buckler built road-going sports racing cars to order in Reading from 1947 until the early '60s. This DD1 was raced by Adrian Liddell at Goodwood in '55, then sold to New Zealand, where the company had a subsidiary. Driving for owner Chris Jacques, Jaguar XK champion Rob Newall finished 16th in the Madgwick Cup on its return to the Sussex track.



ELVA 300 (CHICHESTER CUP)

Built at Rye, East Sussex, Frank Nichols's mongoose-like Formula Junior 300 model redefined 'low' in 1962. Chassis 001 was raced in the US by SCCA champion, Elva Courier graduate and future great Mark Donohue. Last raced in '72, Nick Grewal's car arrived untested but Andrew Hibberd qualified third in the wet. The combo ran as high as second in the Chichester Cup race before the Ford engine cut out.



LOTUS 11 (MADGWICK CUP)

Racing for the first time since Detroit's Peter Thom won in it in 1969, British Lotus fanatic Nick Fennell's very original '56 Eleven was supplied to JC Kilburn through US dealer Jay Chamberlain, who raced an F1 Lotus 18 at Goodwood in '62. Rookie Matt Spitzley, its subsequent owner, went on to compete in Formula Atlantic in the UK and co-founded the Docking-Spitzley team at Silverstone.

ROACH WINS JUNIOR SCHOOL PLAYGROUND BRAWL

ROBBED BY POINTS FAILURE while dominating last year's front-engined Formula Junior rotation in the Alexis Mk2, Stuart Roach laid the ghosts of past Chichester Cup failures to rest when he landed the FJ season's most coveted gold.

Debuting a 1961 Alexis-Ford Mk3 acquired in crashed and dilapidated state having last raced in '73 – as an FF1600 – the Hampshireman repelled Peter de la Roche to win an extraordinary race, the finest drum-braked contest in Revival history.

"We finished the car at 10 on Thursday morning, so it hadn't turned a wheel," said Roach. "On Wednesday evening we discovered that we couldn't get enough fuel in one tank, so recommissioned another overnight. We're the ultimate last-minute racers! The engine was a bag of old bits I threw together from the Alexis Mk4's, which blew on



the warm-up lap two disc-braked races ago [in 2011] when I was also on pole!

"I love the rain, but was surprised to get pole. New tyres don't scrub in the wet, which is why [P3 qualifier] Andrew Hibberd – who had not driven the Elva 300 either – and I went hell for leather on the green-flag lap, to get a feel for them."

Roach built a 2.3-second lead over Hibberd and de la Roche (with an 1100cc BMC A-series engine in his Californian-built BMC Mk2 again) in three laps. But after divebombing Hibberd in a brilliant move to retake second, after which the Elva went off and spun, de la Roche reeled in the leader.

Hibberd's engine cut out

and Andrew Wilkinson's fast Lynx ran out of fuel, and de la Roche drafted past Roach to lead briefly. The pivotal moment came when the leaders, flat-out down the Lavant Straight, lapped Peter Knofel (Emeryson) and Crispian Besley (Cooper) approaching Woodcote.

"When, with Peter up my chuff, Crispian moved over,

it was hit him or take to the grass and puff it out," said Roach. The audience roared over the engines and pitwall personnel watching the big screen gasped as Roach arrowed down the greensward, then collectively exhaled as the orange car came back on in a lairy oversteery slide. "I looked over my shoulder and couldn't believe I was still leading [de la Roche went between the lapped duo]," added Roach.

"My oil pressure was dropping, but the puffs of smoke weren't from the exhaust but oil dripping onto it. I went to Goodwood with no expectations other than to compete, so to win was beyond my wildest dreams."

De la Roche was a gallant runner-up, 1.3s adrift, ahead of Pete Morton in father Alex's UK-made but Australian-inspired Ausper and German Ivo Goeckmann (Jolus).

RESULTS

RAC TT CELEBRATION: CLOSED-COCKPIT GT CARS IN THE SPIRIT OF THE GOODWOOD TT RACES 1963-64 (41 LAPS)

1 Michael Gans/Andy Wolfe (AC Cobra); 2 Chris Ward/Gordon Shedden (Jaguar E-type) +11.897s; 3 Ludovic Caron/Nicolas Minassian (Shelby Cobra); 4 Mike Whitaker/Mike Jordan (TVR Griffith 400); 5 Fred Wakeman/Patrick Blakeney-Edwards (Lister-Jaguar coupe); 6 Richard Meins/Rob Huff (Jaguar E-type FHC); 7 Gary Person/Chris Harris (Ferrari 250LM); 8 Andrew Haddon/Shawn Lynn (AC Cobra); 9 Matt Neal/Chris Beighton (Sunbeam Lister Tiger); 10 Wolfgang Friedrichs/Simon Hadfield (Aston Martin Project 212). **Fastest lap** Ward 1m25.799s (99.86mph). **Pole** Ward (Shedden set time). **Starters** 29.

KINRARA TROPHY: CLOSED-COCKPIT GT CARS IN THE SPIRIT OF THE GOODWOOD TT RACES 1960-62 (26 LAPS) 1 Jon Minshaw/Justin Keen (Jaguar E-type); 2 Gregor Fiskens/Tom Kristensen (E-type) +11.292s; 3 Oliver Bryant/Martin O'Connell (E-type FHC); 4 Tony Wood/Will Nuthall (E-type); 5 Andrew Smith/James Cottingham (E-type); 6 Rob Huff/Richard Meins (E-type FHC); 7 John & Jack Young (E-type FHC); 8 Christophe van Riet/Alain de Cadenet (Ferrari 250 GT SWB); 9 David Franklin/Frank Stippler (250 GT SWB); 10 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB4 GT). **FL** Huff 1m49.079s (78.55mph). **P** Kristensen. **S** 27.

ST MARY'S TROPHY: SALOON CARS 1950-59

(16+17 LAPS) 1 Jason Plato/Nick Naismith (Austin A95 Westminster); 2 Steve Soper/Richard Meaden (Alfa Romeo Giulietta Ti) +8.273s; 3 Anthony Reid/Justin Law (Jaguar Mk1); 4 Mat Jackson/Dave Devine (Riley 1.5); 5 Rob Huff/Richard Meins (Austin A40); 6 Michael Caine/Rob Myers (A40).

SATURDAY 1 Frank Stippler (Jaguar Mk1); 2 Plato +18.572s; 3 Caine; 4 Huff; 5 Reid; 6 Soper. **FL** Stippler 1m34.597s (90.57mph) **record.** **P** Andrew Jordan (A40). **S** 29. **SUNDAY 1 Meaden;** 2 Mike Jordan (A40) +1.167s; 3 Grant Williams (Mk1); 4 Law; 5 Naismith; 6 Richard Butterfield (Mk1). **FL** Williams 1m36.455s (88.83mph). **P** Meaden. **S** 28.

MADGWICK CUP: SPORTS PROTOTYPES UNDER TWO LITRES 1955-60 (14 LAPS)

1 Miles Griffiths (Lotus-Climax 11); 2 Dion Kremer (Lotus-Climax 17) +14.389s; 3 Ian Dalglish (Lotus-Climax 17); 4 Ben Adams (Lola-Climax Mk1); 5 Billy Bellinger (Lola-Climax Mk1 Prototype); 6 John Clark (Cooper-Climax T39 'Bobtail'). **FL** Kremer 1m27.867s (97.49mph). **P** Adams. **S** 28.

RICHMOND TROPHY: FRONT-ENGINE GRAND PRIX CARS & FORMULE LIBRE 1952-60 (14 LAPS) 1 Tony Wood (TecMec-Maserati F415); 2 Julian Bronson (Scarab-Offenhauser) +0.919s; 3 Joaquin Folch-Rusinol (Lotus-Climax 16); 4 Geraint Owen (Kurtis-Offenhauser); 5 Eddie McGuire (Scarab-Offenhauser); 6 Simon Diffey (Connaught B-type). **FL** Miles Griffiths

(Lotus-Climax 16) 1m24.856s (100.97mph). **P** Griffiths. **S** 28.

GOODWOOD TROPHY: GP CARS & VOITURETTES TO 1951 (12 LAPS)

1 Michael Gans (ERA R1B); 2 David Morris (ERA R10B) +2.352s; 3 Calum Lockie (Maserati 6CM); 4 Gareth Burnett (Alta 2-litre); 5 Tom Dark (Bugatti T73C); 6 Josef-Otto Rettenmaier (Maserati 8CL). **FL** Burnett 1m39.037s (86.51mph). **P** Paddins Dowling (ERA R5B 'Remus'). **S** 29.

FREDDIE MARCH MEMORIAL TROPHY: SPORTS RACING CARS IN THE SPIRIT OF THE GOODWOOD NINE-HOUR RACES 1952-55 (11 LAPS) 1 Rob Hall (Aston Martin DB3);

2 Chris Ward (Cooper-Jaguar T33); 3 Richard Woolmer (HWM-Cadillac); 4 Steve Boulton Brooks (Aston Martin DB3S); 5 John Young (Jaguar C-type); 6 Gregor Fiskens (C-type). **FL** Ward 1m45.685s (81.07mph). **P** Hall. **S** 25.

WHITSUN TROPHY: UNLIMITED CAPACITY SPORTS PROTOTYPES TO 1966 (13 LAPS)

1 Chris Ward (Ford GT40); 2 Nick Padmore (GT40) +4.900s; 3 Mike Whitaker (Lola-Chevrollet T70 Mk2); 4 Mike Jordan (GT40); 5 Stuart Hall (GT40); 6 Chris Wilson (GT40). **FL** Ward 1m51.108s (77.11mph). **P** Padmore. **S** 29.

BROOKLANDS TROPHY: SPORTS CARS IN THE SPIRIT OF PRE-1939 ENDURANCE RACES (12 LAPS) 1 Niklas Halusa (Alfa Romeo 8C 2300 MM); 2 Mark Gillies (Aston Martin Brooklands) +8.780s; 3 Thomas Kern

(Mercedes-Benz 710 SSKL); 4 Ben Collings (Bentley Speed Model); 5 Theo Hunt (Frazer Nash TT Replica); 6 Marcus Black (Talbot-Lago T23). **FL** Christopher Mann (Alfa Romeo 8C 2600 Monza) 1m45.348s (81.33mph). **P** Patrick Blakeney-Edwards (Frazer Nash Saloon 'The Owl'). **S** 29.

GLOVER TROPHY: 1.5-LITRE GRAND PRIX CARS 1961-65 (11 LAPS) 1 Martin Stretton (Lotus-BRM 24);

2 Andy Middlehurst (Lotus-Climax 25) +1.245s; 3 Sam Wilson (Lotus-BRM 24); 4 Richard Attwood (BRM P261); 5 Andy Willis (Lotus-Climax 21); 6 James King (Brabham-Climax BT7). **FL** Wilson 1m50.850s (77.28mph). **P** Middlehurst. **S** 29.

SUSSEX TROPHY: WORLD CHAMPIONSHIP SPORTS CARS 1955-60 (14 LAPS)

1 Sam Hancock (Ferrari 246S Dino); 2 Oliver Bryant (Lotus-Climax 15) +6.357s; 3 James Cottingham (Tojeiro-Jaguar); 4 David Hart (Lister-Jaguar Costin); 5 Edward Jones (Lotus-Climax 15); 6 Gary Pearson (Jaguar D-type). **FL** Hancock 1m49.414s (78.31mph). **P** Bryant. **S** 27.

CHICHESTER CUP: REAR-ENGINE DRUM-BRAKED FORMULA JUNIOR 1958-62 (14 LAPS) 1 Stuart Roach (Alexis-Ford Mk3);

2 Peter de la Roche (BMC-BMC Mk2) +1.285s; 3 Pete Morton (Ausper-Ford T3); 4 Ivo Goeckmann (Jolus-Ford); 5 James Hicks (Caravelle-Ford Mk3); 6 John Chisholm (Gemini-Ford Mk3A). **FL** Roach 1m28.123s (97.23mph). **P** Roach. **S** 30.



EDITION SPECIALE GRATUITE

L'EQUIPE

LE CHROTIBH **Elans** DU SPORT

UNANIME 13 JUIN 1932

BATAILLES ÉMOUVANTES ET MEURTRIÈRES DÈS LE DÉPART
DES VINGTIÈMES 24 HEURES DU MANS

SENSATIONNEL! Manzon et Behra

AVEC L'ÉTONNANTE GORDINI

résistent à un départ ultra-rapide et mènent
à 160 km. de moyenne... devant le TALBOT de Levegh-Marchand
et deux MERCEDES menaçantes

Ascani abandonné après avoir porté le record du tour à 173 km à l'heure

MARCHAL

POUR VOS ANTIBROUILLARDS 840-11-630 EXIGEZ BIEN LA POMME CHROMÉE LIGNE MARCHAL

McGuire and the T23S are regulars at the Goodwood Revival

The greatest Le Mans car you've never heard of

Jaguar's C-type is the most famous sports car from the early 1950s, but there was a clever French design that almost embarrassed it three times

By Kevin Turner, Editor

[@KRT917](#)

Many great sports cars have become legends at Le Mans. Even some of the heroic failures, such as the Toyota GT-One, have gained iconic status. But there are a few star performers that have not received the recognition they deserve, and one of

them raced at the Goodwood Revival last weekend.

The Gordini T23S looks quite innocuous, not unlike some of the small-engined French entries that battled for the Index of Performance at Le Mans in the 1950s. But this 2.3-litre machine was nearly a giant-slayer. And it has a grand prix history too.

Built in 1949, chassis 19GCS was shown at the Paris Motor Show and competed at the Le Mans 24 Hours three times. Andre Simon/Aldo Gordini and Georges Monneret/Pierre Veyron raced (and retired) the car in 1500cc form in 1950 and '51, but in '52 it

was uprated to 2.3-litre six-cylinder specification, along with two sister cars.

At the Monaco GP, run for sports cars that year, Frenchman Robert Manzon was entered in chassis 16GCS on the new T23S's

debut. Manzon was a good driver, but not a great one, yet he overtook rising star Stirling Moss's Jaguar C-type to lead the race. He then hit oil dropped by Reg Parnell's Aston Martin at Ste Devote, spun and hit the stricken Aston. Chassis 19GCS thus became the only T23S at Le Mans two weeks later.

Any thoughts that the small Gordini had merely performed well at Monaco due to the track's tight nature were dispelled on the high-speed Le Mans circuit. The Jaguar C-type – winner the previous year and already on its way to becoming one of the great sports cars – itself had a capacity disadvantage to some of the Ferrari and Talbot-Lago entries and punched above its weight thanks to its aerodynamic design (and later disc brakes). But even more impressive was the Gordini.

Manzon soon moved into the lead, in a field that also included the works Mercedes team. After four hours, the remarkable machine – the smallest of the leading runners – was a lap clear and led the Index of Performance. "Setting a remarkable pace and appearing quite happy about it, the little blue car

continued to scream round and round," said *Autocar's* report. "No other car could touch it; in the early stages it had caught and passed Moss's Jaguar on level terms."

The underfunded French entry was not expected to last, but Manzon and Jean Behra were still leading at one-third distance (at an average speed of 101mph), with the fastest of the Mercedes 300 SLs (Karl Kling/Hans Klenk) having retired instead with a defective dynamo. Thanks to a late redesign (see panel, p27), all the Jaguars were already out, as was Alberto Ascari's rapid Ferrari and two of the 5.4-litre Cunninghams.

Pierre Levegh's Talbot and the two remaining Mercedes were the best part of two laps behind the diminutive #34 car when the Gordini finally succumbed to failure of its Dunlop front brakes. Soloist Levegh also had Mercedes beaten when he famously retired in the final hour.

A week later, 19GCS reappeared with a two-litre Formula 2 engine for the Belgian Grand Prix. The world championship was run for F2 cars, so the 'single-seater' streamliner was

eligible for the Spa event. It finished eighth in the hands of Johnny Claes.

A 2.3-litre powerplant was then put back in so that Manzon could contest the Reims GP for sports cars. The Gordini took pole – a remarkable

5.3 seconds faster than Moss – and was pulling away quickly in the race before a stub-axle broke and Manzon crashed (hitting an electricity pylon and plunging Reims into darkness for several hours), leaving the C-type to win and score the first victory for a car fitted with disc brakes.

The T23S wasn't raced again in period and Amedee Gordini succumbed to his omnipresent financial travails in 1957, whereupon Renault employed him and acquired the rights to his name. Gordini became to Renault what Cooper became to the Mini, initially as the factory-tuned models. For many years Renault F1 engines carried the name Gordini on the cam covers.

Gordini kept 19GCS until 1972, when it passed to prolific French collector Serge Pozzoli, from whose family Irishman Eddie McGuire acquired it in 2002.

"All my life I'd read about Gordini and how incredible the cars were, even though I'd never seen one," says the 68-year-old, who didn't start racing until he was 51. "Amedee Gordini was a total mechanical genius and I'm a big fan. >>

"I'd read about how incredible Gordinis were, but I'd never seen one"



The Gordini led for hours at Le Mans in 1952...

“The Gordini was very sophisticated and miles more efficient than a Merc or C-type”

“I always like to plough my own furrow, and to get invited to the big historic events it’s always about the car. I did my research and decided I wanted a six-cylinder car.”

Only 19 open Gordini sportscars (with various engine configurations) were built and just 16 survived period competition. Most found their way into museums, so tracking one down should have been difficult.

“I asked one enthusiast friend in France and he’d never even seen a Gordini sportscar, then I called another and he had one,” recalls McGuire. “And he was willing to sell it. I found it in two phone calls – it was meant to be! What I didn’t realise at the time is that this is the only six-cylinder Gordini in private hands.”

The body had already been restored by Classic Auto and McGuire had Spencer Longland strip the car down and rebuild it for racing. The Gordini emerged – in its first competition since 1952 – at the Vintage Sports-Car Club’s Pomeroy Trophy in 2004, where McGuire was astonished to be approached by a spectator from the Reims race.

Notably, Le Mans winner Romain Dumas drove it in the Freddie March Trophy at the 2012 Goodwood Revival (retired) and the Gordini qualified on pole for the ’15 George Abecassis Trophy at Silverstone with Chris Ward at the wheel. McGuire/Ward finished fourth in the race.

That performance backed up what McGuire already believed: that in the right hands the 670kg car can still take on the Big Guns. “In period the Gordini had a power-to-weight ratio of 250bhp/ton with driver and fuel, miles more efficient than a Mercedes, C-type or Aston Martin DB3S,” explains McGuire, who drove it at Goodwood.

“The engine’s an all-alloy, hemi-head, with triple side-draft Weber carburetors, dry sump and – very unusually for the period – it’s oversquare. It was very sophisticated for its time. It’ll rev to 7000rpm and it’s got good torque; it’s like a modern engine.”

Well-engineered too. McGuire reckons the car is now producing only about 10bhp more than the 188bhp quoted in period, whereas gains with other engines, such as Jaguar’s XK unit, can be measured in three digits.

The Gordini’s five-speed all-synchromesh gearbox and limited-slip differential also made it advanced for the 1950s, helping to explain why it was so much more competitive than it looks on paper. As does its shape.

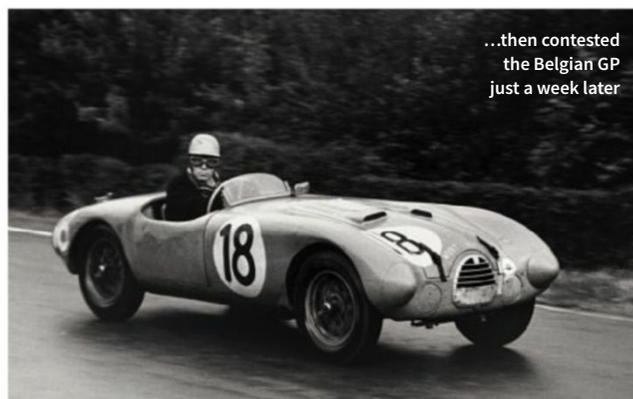
“I did the Le Mans support race one year and at that stage it was only producing around 160bhp and I had a self-imposed 6500rpm limit,” explains McGuire. “It easily cruised up to 145mph. It’s extremely aerodynamic and it’s one of the fastest Freddie March Trophy cars down the Lavant Straight at Goodwood. It’s a mighty thing.”

McGuire drove the car in five to six events per year initially, before cutting back. It lost a wheel in practice for the Freddie March Memorial Trophy last weekend, but McGuire managed to get it repaired and came home 19th in the race.

“It’s a very expensive car to run because it’s so sophisticated,” he explains. “It needs constant fettling. But it’s been invited to every Revival since 2003, which is a record, and it’s been to every Monaco Historique since ’04. It has served me very well.

“But it’s tricky to drive, it’s quirky. I can drive a Cooper-Bristol OK, but you need to be a more skilled driver to get the best out of the Gordini. The car could still be at the front.”

McGuire is clearly a fan and it’s hard to disagree. The Gordini T23S didn’t win any races, but it surely deserves its place as one of the very best heroic failures in endurance racing history. ❁



...then contested the Belgian GP just a week later





HOW TO LOSE THE LE MANS 24 HOURS WITH A LEGEND

JAGUAR ARRIVED AT LE MANS in 1952 off the back of its first success the year before, but broke the golden rule of not making car changes immediately before the 24 Hours. The British team overestimated the potential of the new Mercedes 300 SL and rushed through bodywork changes to improve straightline speed.

The cars were quick but the modifications led to chronic overheating problems, and all three works C-types were out before the four-hour mark.

“The German re-entry into

racing had most of the teams unconsciously petrified,” said *Road & Track*. “As was proved later, last year’s C could have given the Mercs a fair run, but this was unknown at the time.”

Jaguar’s fears were compounded by Stirling Moss’s experience on the Mille Miglia the month before. His C-type had been overtaken by Karl Kling’s Mercedes on the Ravenna Straight, and he told Jaguar co-founder William Lyons that he “must have more speed for Le Mans”. That attitude was backed up further when Robert Manzon outran

Moss at Monaco in the Gordini.

Jaguar thus decided to take the plans for its 1953 body and build them immediately. The result was a car with a sleeker nose, longer tail and, crucially, an inclined radiator core and rear-mounted header tank. There was little time to test the new configuration.

Overheating problems became obvious in practice, particularly worrying given the stipulated 28 laps that had to be covered between fuel, water and oil top-ups. Two cars had standard vertical radiators and integral header tanks fitted,

with modifications to match, but the air intake itself remained unchanged.

Come the race, Moss (above) got as high as second before hitting trouble. The cars of Ian Stewart/Peter Whitehead and Tony Rolt/Duncan Hamilton started to slow before the end of the first hour. Those cars retired with head-gasket failures, while Moss’s C-type had oil-system problems that eventually led to engine failure.

“An object lesson on the evils of preparation and modification too hasty and too late in the day,” said *Autocar*.

Having been outpaced by Gordini, Jaguar and Pierre Levegh’s Talbot-Lago, Mercedes’ disciplined approach therefore resulted in a one-two. “The palm of victory goes more often to the designer who avoids foolishness than to the one who shows the greatest ingenuity,” concluded *The Motor’s* Laurence Pomeroy.

The streamlined C-type bodies were not seen again and Jaguar bounced back with a dominant 1-2-4 showing in 1953, underlining the rashness of the previous year’s decision.

TORO ROSSO

Racing in Red Bull's shadow

It's on the verge of a switch to Honda power from Renault. But what's the ethos behind F1's genuine junior team?

By Lawrence Barretto, F1 Correspondent

[@lawrobarretto](#)



When Red Bull magnate Dietrich Mateschitz agreed a deal at Spa in 2005 to buy Minardi, it signalled the end of one of Formula 1's most famous names. But the team's ethos, to give talent a first step on the F1 ladder, would live on.

Mateschitz wanted the squad, rebranded Scuderia Toro Rosso, to fulfil that function. It would act as a 'B team', a place for Red Bull to school drivers from its junior programme. If they delivered, a chance at its senior, better-funded squad Red Bull Racing could become a reality.

Toro Rosso made its debut in 2006 and over the course of the next 12 seasons has run 11 drivers: Vitantonio Liuzzi, Scott Speed, Sebastian Vettel, Sebastien Bourdais, Jaime Alguersuari, Sebastian Buemi, Daniel Ricciardo, Jean-Eric Vergne, Daniil Kvyat, Max Verstappen and Carlos Sainz Jr.

Four of them – Vettel, Ricciardo, Kvyat and Verstappen – have been promoted. That's around a 36% hit rate. Between them those drivers have achieved 44 wins, and one of them four world titles, for the Red Bull senior team.

"The target of Toro Rosso has been and still is to educate young drivers," says team principal Franz Tost. "We must not forget when Dietrich Mateschitz bought the Minardi team, he said we must educate the young Red Bull drivers. Nothing has changed from this philosophy, which means if there is a young driver coming up and we at Red Bull think he has the ability to become a successful F1 driver, then his first step will be at Toro Rosso."

While acting as a vehicle for another team's success could in theory hamper its own progress, Tost is insistent that this can have a positive impact on Toro Rosso's results, as he feels

the juniors will be hungry to succeed.

"I remember back when Sebastian Vettel came to us, there was a belief that maybe we would drop back," says Tost. "Initially we did, but at the end we improved the performance of the team by far. Remember his victory at Monza in 2008?"

"You must see how it develops. We have to do the best to give the driver, whoever it will be, all the ingredients to show their talent, and at the end get someone to fit Red Bull. There is never a limit to success. The team should not be in eighth, ninth, 10th. If we take a driver on board it must be a highly skilled driver and with a highly skilled driver you will always have success."

Over the course of 12 seasons, Toro Rosso has undergone some dramatic changes. In 2006 it ran a modified Red Bull from the previous season, with a restricted Cosworth V10 engine, a concession made to allow less-well-funded teams to run that power unit rather than sourcing a supply of the V8s required by the new regulations.

It made do with the facility used by Minardi, which was spread over several buildings at Faenza. The following year it was given year-old Ferrari engines as it took over the contract Red Bull ended when it switched to Renault. But a year later it made a breakthrough, as Vettel clinched the team's maiden pole position and victory at Monza, and helped it finish sixth in the constructors' championship – a position it has yet to better.

Then it took a step back. It was 10th in 2009 and shuffled between eighth and ninth in the standings for four seasons until '13. During that time it became a full constructor, forced into building its own chassis after the rules banned customer cars.

But behind the scenes, from the summer of 2012, changes were afoot. >>





Liuzzi steps from his STR01 after spinning out of the 2006 Turkish GP

First was the signing off on the budget to improve its ageing base at Faenza. The new headquarters – now with 90% of its facility under the same roof and on the same site – became fully operational in August '15. Only the race bay and paint shop are in separate buildings, with the old factory being used as storage for old race cars and show cars. The team finally had a facility that matched its competitive ambitions.

“Things have completely changed since the start,” says Tost. “We started with cars from Red Bull. It worked fantastically until they changed the regulations. We had to design everything from our side, which meant we had to build our infrastructure from the ground up.”

To drive that change, Tost recruited highly rated James Key as technical director at the end of 2012. Key joined from Sauber, having had experience at Jordan and Force India, and replaced Giorgio Ascanelli. At the time, Tost said his appointment would “start a new chapter in the history of Toro Rosso.”

Together Tost and Key restructured the technical team, creating a foundation on which to build. “The team is completely different to when I joined,” says Key. “It was having a bit of a struggle. The shape of the team meant there was a lot of emphasis on car build and design. There is nothing wrong with that, but it was a bit to the detriment of the performance and development areas. That was an easy and obvious step to make. Since doing that, the team has grown. It has gelled well.”

Tost isn't surprised by Toro Rosso's turnaround in fortunes. Across 2014-16, it has finished seventh in the constructors' championship each year and is currently sixth, 15 points adrift of Williams. There was a feeling inside the paddock that the chassis from the past couple of seasons was top-five quality, but operationally there was room for improvement, and that the year-old Ferrari engine it had last season held it back. Tost feels the team needed the time in which to grow, something Red Bull has allowed, and its gradual rise is testament to that.

“We essentially started nearly from zero and then there were a couple of changes from the personnel side, and always when you have new people coming in it takes time for everything to work together,” he says. “In the last few years everything has been going in the correct direction and all the different departments have clear leadership.”

Toro Rosso faces an unusual challenge in that its operations



Tost, Mateschitz and Vettel celebrate Monza '08 victory

For 2017 Toro Rosso has a set target of fifth in constructors' points



are split across two countries. While its main HQ is in Italy, there's another facility in the UK. Bicester houses the aero department and the windtunnel. Red Bull's base, including its Red Bull Technology arm, is close by in Milton Keynes. Getting those sites to work in harmony has been a challenge.

“The team, spread across two countries with two different languages, is now much closer than we could have imagined,” says Key. “It is a massive achievement to make that work on a day-to-day basis. It takes a lot of patience and good communication.”

This year the team has made a step up and is in contention to finish a best-ever fifth in the constructors' championship. “It began to click two or two and a half years ago when we were at a size and had the level of experience to begin to draw it together,” adds Key. “For this change in regulations, we've continued in that way. I think everyone in the team appreciates what they are supposed to be doing. We have another step to make to get it to 100%, where it needs to be. But we've come a long way.”

The mentality at Toro Rosso has also changed. Being known as the junior squad, Red Bull's B-team, has had a negative impact on some of the staff. But Key believes a combination of improved results, a fresh perspective from new personnel, and strong leadership have changed all that.

“The ambition and expectation of the team has increased a lot,” he says. “When I started, it wasn't really clear where we were supposed to be. The feeling was we couldn't go much beyond P8 or P9 as we were too small. Changing that thinking takes time. In 2014, we began to show consistently better >>



LAT IMAGES



How can Toro Rosso close the gap to the front?

AFTER COMPLETING STAGE ONE OF ITS project to establish itself in Formula 1, Toro Rosso achieved stage two with a new factory and a cohesive team of personnel. It has since made a solid start with the new aerodynamic regulations introduced for this season and is in the unusual position of having a stable driver line-up, although Carlos Sainz's expected move to Renault is set to change that.

But becoming a regular midfield team is one thing, running consistently at the top of that pack and perhaps challenging the frontrunners on occasion is quite another. So how does it plan to make that step given that its budget is only a third of the size of the leading teams?

"You have faith in diminishing returns eventually," says James Key (below, left). "It normally takes three years for things to mature, so you know where the diminishing returns

come from. We use the quickest cars as our benchmark. With these new rules, we know it's possible to go that fast. Whether we can ever get there as a smaller team

without our own engine etc is a different question, but that's where a car can be so we try to pick apart what we believe the performance of these cars is. That sets you an ambitious target and from there you try to identify where your weaknesses are and address them first. You've got to be aware of what you're trying to achieve."

Key admits that Toro Rosso has weaknesses on the aerodynamics side this year and believes the team knows what many of them are. But he concedes it's not as simple as just fixing them straight away. "We know some of our weaknesses from an aero point of view are difficult to solve," he says. "We know when we solve them, we'll find a good step from that. We know we have some mechanical parts we're missing and it's a case of getting them

on the car and getting them to work, and when they are there there'll be some lap time, so some of it is just working through the process."

Since linking back up with Renault for 2017, Toro Rosso has worked more closely with sister team Red Bull, which uses the same power unit. The teams have shared technology before, such as gearbox internals and the driver simulator, but there has been more potential for cooperation that in turn has helped cut costs and drive performance, for 2017 anyway.

"The collaboration is increasing," says Key. "We expect to increase it next year with the second season of the regulations. We work well in areas where we can collaborate. We're working through that and seeing what more we can do."

The relationship works in both

directions, but Key admits that it is "predominantly from Red Bull" as it is the bigger team.

"When we've come across a common problem, that's not a listed

part, it can go both ways," he says. "On the gearbox, we had some designs last year that Red Bull were interested to incorporate this year."

Only when and if Toro Rosso challenges Red Bull on a consistent basis will the strength of that collaboration be tested.

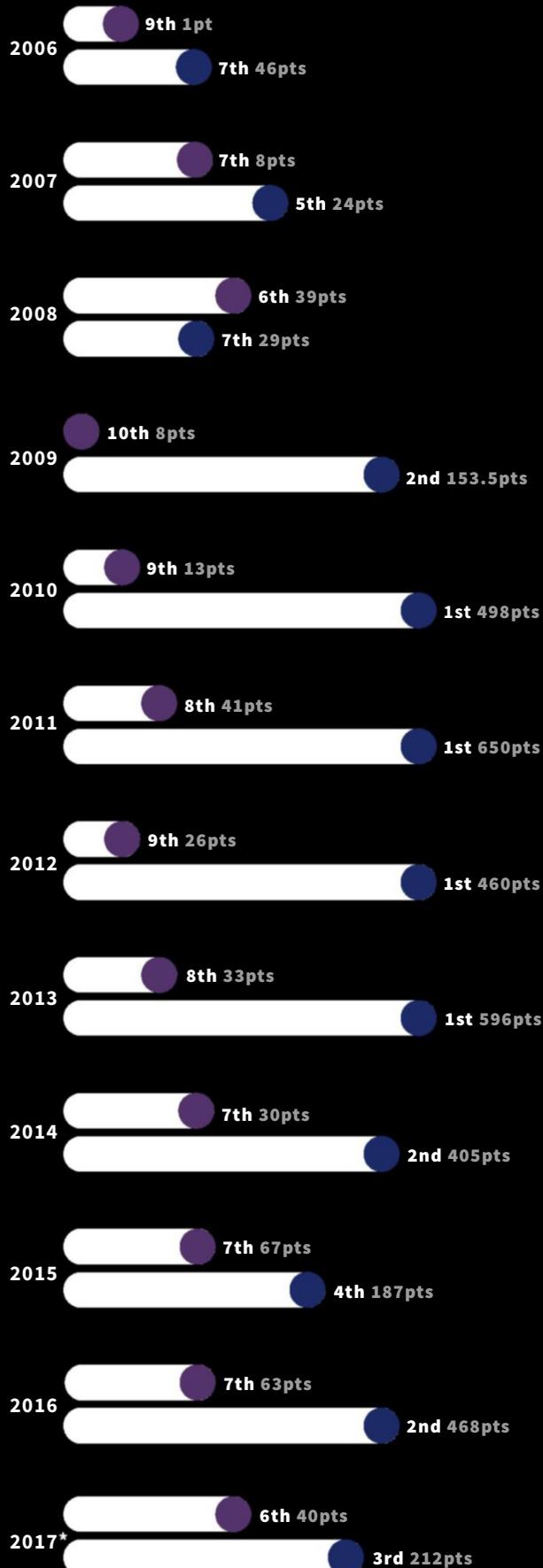
One of the most crucial changes is the atmosphere within the technical team since it was reshaped. There is a freedom for staff to pitch ideas, explore new avenues and talk openly about the direction of technical development.

"It is open, creative and unpolitical cooperation," says Franz Tost (below, right). "It means every engineer can come up with ideas and together we decide if it will deliver an improvement that provides a lap-time gain."

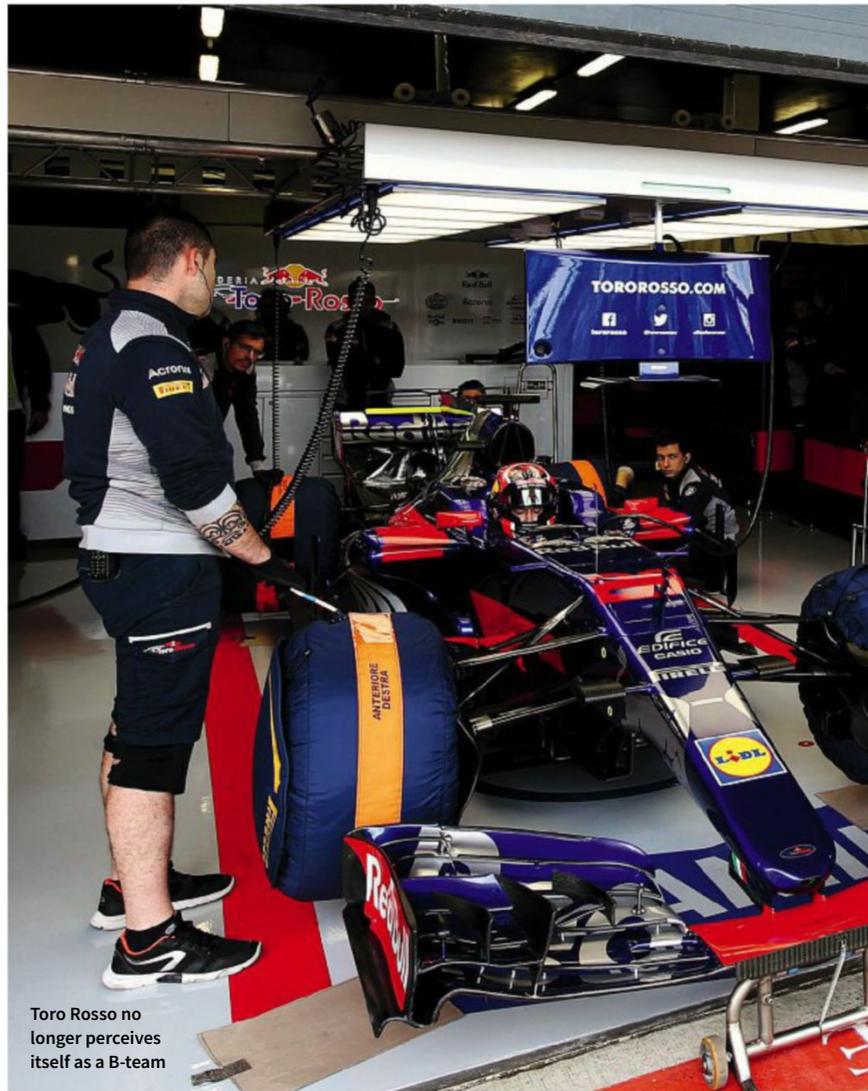
"The quickest cars are our benchmark. That sets you an ambitious target"



● TORO ROSSO v RED BULL ●



*After 13 races



Toro Rosso no longer perceives itself as a B-team

performance. Then '15 and '16, other than the tail end of '16, it became better again. The belief began to sink in."

There has been progress elsewhere too. Correlation between CFD and windtunnel data and lap time on the track – something that is particularly crucial this year given the change in regulations – has been strong.

Sainz and Kvyat have also spoken about how the team has developed its understanding of the tyres, with the progress since they joined clear to see. The consistency in the driver line-up also means that Toro Rosso has not had to spend time bedding drivers in, so has been in a position to start the season on a stronger footing.

And the team has a current-spec engine this year, albeit a Renault, which is third in the pecking order but the latest generation all the same. "Renault is improving the performance and the reliability," says Tost. "They have not delivered very big upgrades, but there have been consistent small modifications. I think the biggest step will come next year."

Key, talking recently before the Honda 2018 talks advanced, adds: "Renault have improved massively since we worked with them in 2015; they've got a plan. They are working hard on the reliability in line with performance. They are getting their priorities right for a long-term plan."

Toro Rosso feels it is capable of scoring big results. That just hasn't happened so far this year because a series of mechanical and operational problems, plus clashes on-track, have meant too many points have remained on the table. But it says a lot that the team is frustrated with being sixth despite the fact that such a result would equal its best-ever finish.

"If you looked to three or four years ago it would be, 'Wow, we're in the top six,'" says Key. "But now we're not where we want



Above: stable driver line-up this year is a fillip; below: challenging Red Bull "is not forbidden", says Tost

to be. We've been frustrated over the past few years, where we haven't been able to pull it together for reasons under our control and reasons outside of our control. We feel we've had a very competitive chassis over the past two years but we've been disadvantaged by other issues, not just related to engines. The disappointment of not being closer to the top five has been around for a couple of seasons now, but this year is a good opportunity to achieve that."

Toro Rosso has a budget of around £100 million, which isn't far off that of Williams and Force India, but around half of what Red Bull gets to spend. Though Force India has got the legs on it so far this season – it's 73 points ahead in the constructors' championship – Toro Rosso remains in the mix to meet its target of fifth.

"Currently fifth position in the constructors' championship

is the most realistic place because Force India is quite ahead of us now and they have a very strong package, from the car side, from the engine side and from the driver side," says Tost. "Therefore if we finish in fifth position I'm more than happy."

Key agrees that's what the team should be aiming for, not only this season but consistently over the next few years: "Given half a chance, it can be a regular top-five team. If you look at the past couple of years, we had a chassis capable of doing that but we had engine issues, we had driver changes, we had the things that interrupted the process of building year on year. This year we're 15 points outside of the top

"You can be successful in F1 with a lower budget. We can do a proper job"

five, but we've had a few issues to deal with. I know we can do it given the right level of stability."

But can the team go higher than fifth and really challenge Red Bull? Vettel gave Toro Rosso its first win in its 49th start when he triumphed in Italy 2008. Impressively, it achieved the feat before the senior team, and that was key in helping Toro Rosso finish ahead of Red Bull in the constructors' standings that year.

That was the first and only time it's happened. And while the Red Bull bosses don't want to hold back Toro Rosso's progress, they will be keen to ensure it doesn't happen again.

"It is not forbidden," insists Tost of the possibility of Toro

Rosso closing the gap to the frontrunners. "Going forward there is no limit. Force India shows with a lower budget you can also be successful in Formula 1. Toro Rosso shows it because our budget is smaller than

other teams and we can do a proper job."

Toro Rosso's progress and ambition are admirable, with the possible Honda engine deal potentially a disaster or a big opportunity. But the requirement to run young drivers is a hurdle, as is its budget. And then there is Red Bull's desire to ensure that Toro Rosso does not beat its senior team...

Those obstacles will likely keep it in Red Bull's shadow for as long as the team exists. But that won't stop Toro Rosso trying to escape and become a regular top-five constructor. Given its limitations, that isn't bad at all, particularly if it helps to groom more world champions. ✨

HELP PICK THE NEXT STAR!

This is your opportunity to nominate the driver you feel should have the chance to fight for the 2017 McLaren Autosport BRDC Award.

The Award aims to find Britain's most promising young driver, and 2009 world champion Jenson

Button is just one illustrious winner of this prestigious accolade, while 2016 victor Lando Norris starred in his prize F1 test in Hungary.

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



THE PRIZE



Prizes for the 2017 McLaren Autosport BRDC Award winner include a McLaren F1 test, time on McLaren's Driver In Loop Simulator, a place on McLaren's driver fitness programme and full BRDC membership.



WHO IS ELIGIBLE?

DRIVERS MUST

- ✓ Have been at least 16 years old and under 24 on March 1 2017.
- ✓ Be a British citizen.
- ✓ Have competed primarily in a single-seater championship below FIA-spec Formula 3 and not in any higher or equivalent category during the current calendar year.
- ✓ Note: occasional outings in FIA-spec F3 or GP3 do not exclude drivers if their focus has been lower categories. Former Award winners are ineligible.

CATEGORIES TO CONSIDER

FORMULA RENAULT 2.0



BRDC BRITISH FORMULA 3



EUROFORMULA OPEN



FORMULA 4



POSSIBLE NOMINEES

- Enaam AHMED
- James PULL
- Jamie CAROLINE
- Alex QUINN
- Jamie CHADWICK
- Harrison SCOTT
- Max FEWTRELL
- Toby SOWERY
- Ben HINGELEY
- Dan TICKTUM
- Omar ISMAIL
- Harry WEBB



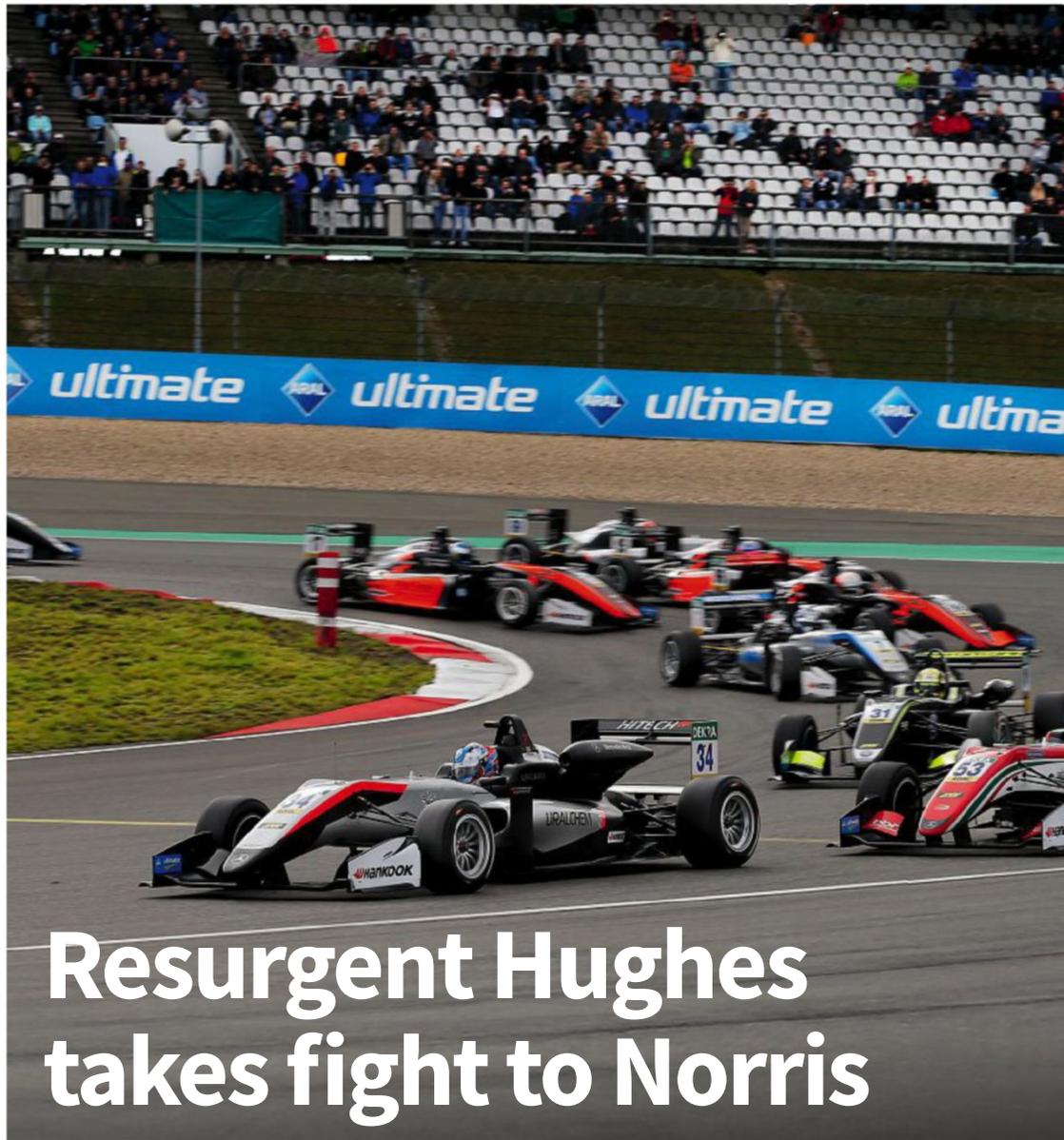
HOW TO NOMINATE

YOU CAN ONLY NOMINATE BY EMAIL

EMAIL maba.nominations@autosport.com

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

TERMS & CONDITIONS It only takes one nomination for a driver to be considered. Further votes are not counted. Closing date: Midday, Friday September 22 2017.



Resurgent Hughes takes fight to Norris

**FORMULA 3 EUROPEAN CHAMPIONSHIP
NÜRBURGRING (D)
SEPTEMBER 9-10
ROUND 8/10**

ROUND HE CAME, THE CARS ON A LAP from the assembly area to the pitlane a few minutes before first qualifying began. The Nürburgring was wet, but not torrential wet, and the front of the Formula 3 European Championship queue was controlled by the safety car. But a lot of them hung back to get some speed up. Approaching the Turns 6/7 esses, the fast turns that lead onto the back straight to the chicane, Lando Norris jinked over onto the Astroturf, checking the grip there, getting a squirm on, the car wriggling like hell through Turn 6. He was the only one to do that.

For all his preparation, backing and resources, Norris is an incredibly clever driver and doesn't miss a trick. How much was that little grip-checking exercise worth? Maybe not much, but 25 minutes later he was sitting on top of the pile on pole. By 0.907 seconds.

Norris went on to win that race, sailing away in similarly wet-but-not-too-wet conditions, his Carlin Dallara-Volkswagen finishing 17 and a half seconds clear. A monster margin at this level, and a resounding display of his ability.

But when it was truly horribly wet, and when it was dry, Norris had a stiff opponent in the

form of Jake Hughes. After finishing a distant second to Norris in race one, it was the 'Banzai Brummie' who topped second qualifying in truly awful conditions in his Hitech GP Dallara-Mercedes. In the dry of Sunday, he scored a win – narrowly defeating Norris – and a second, narrowly beaten by Norris. Between Norris and the long-underrated Hughes, they locked out the top two positions in every race, and they were the class acts of the weekend.

The other driver to get in among them – in qualifying and early in the races – was Callum Iloft. And that in itself was perhaps equally impressive, because Prema Powerteam had one of those rare weekends where it just couldn't sort its cars out. Last weekend the team couldn't get any grip, even in the dry. And, as Maximilian Gunther – a close title rival to Norris before the weekend – slithered helplessly to mediocre results, team-mate Iloft planted himself in the top three on the grid for all three races, including pole for the finale.

The races were a different matter. Hughes mashed the throttle too early at the start of the wet opener, and the wheelspin cost him second to Iloft, but he repassed him on lap two and floated off after Norris. Iloft, meanwhile, lost out in a thoroughly entertaining scrap for third with Joey Mawson – who is always good when conditions are iffy – and Tadasuke Makino, although regained fourth when Makino was

AT A GLANCE

RACE 1

- 1 Norris Carlin
- 2 Hughes Hitech
- 3 Mawson VAR

RACE 2

- 1 Hughes Hitech
- 2 Norris Carlin
- 3 Ilott Prema

RACE 3

- 1 Norris Carlin
- 2 Hughes Hitech
- 3 Aron Hitech

 P47 RESULTS



Hughes leads Ilott and Norris at race-two start



Norris is now well clear in the points race after another stellar weekend



How close? Mazepin, hit by Fenestraz, almost wiped out Ilott in R1

penalised for his etiquette under the first of two full-course yellows.

Any chance of Hughes keeping with Norris had disappeared when he understeered off at Turn 5 after the first VSC: "I had no tyre temperature". And even Norris got away with an error at Turn 2 where he ran off the road. The margin of victory was perhaps a mite flattered by Hughes losing time under the second FCY of the race, but this was still utter domination.

In race two, Norris battled his way past Ilott on the third lap and set off after Hughes, and had the gap below a second with two laps to go. "The car for the first half of the race was just awesome," said Hughes.

"When Lando got into P2 we were probably equal for a while, but in the last few laps my tyres fell off a cliff. I saw this black-and-yellow car coming and thought, 'He just doesn't leave me alone!'"

"Jake's pace was good – if anything he was a bit faster," agreed Norris. "By the end I struggled with tyres but I closed the gap. He didn't make any significant mistakes and did a good job."

Ilott held off the impressive Makino – the Hitech-run Honda junior's wrist now back to "70 to 80%" after breaking it at the Norisring in July – but reckoned his rear tyres were gone within

"I got a pretty good restart... Actually, it was really bad!"

two laps. "In [dry] practice we weren't quick, so we changed a lot [went back to a base set-up] and it's still the same – I don't really know what's happening," said Ilott. Did he have any ideas what might be the solution for race three? "If I did I'd be the best race engineer in the world!"

It wasn't so bad for Ilott in the finale, but that's only because the front was as grippless as the rear. "The car was easier to drive but I just didn't have the pace," he said. From pole, he led the race,

which went immediately under the safety car. On the restart, the rear end flicked out at the last corner, allowing the poor-restarting Norris a run into Turn 1. "I got a pretty good restart..." Norris began to say. "Actually, I got a really bad restart! Jake was almost alongside me at

the chicane, but he got a big oversteer and that meant I was free not to defend."

Next came the weekend's flashpoint of controversy. Norris fainted outside at Turns 1 and 2, before getting a neat cutback to demote Ilott at Turn 3. But Ilott stuck his nose inside at Turn 4, Norris keeping his foot in and running way wide to keep ahead. Ilott wasn't impressed, but the stewards let it go. The following lap he lost out to Hitech pair Hughes and Ralf Aron, and was consigned to a run to fourth.

Just as Norris had to him earlier, Hughes closed the gap and there was pressure by the end of the race on what Hughes described as "Hitech's best weekend so far". To be fair, Hughes had been knocking on the door of that maiden win for a long time, but appalling luck – taken out in incidents that were not his fault with Norris, Ilott and Gunther – ruined his middle-season. "It's just been one of those years," he said. "Finally we've had the pace, nailed it, no incidents, and this is what you get."

Aron too showed Hitech's form, and even threatened Hughes early in the race. A puncture in race one from contact with Mawson had caused a spin for Aron at the chicane, also ruining Gunther's race. And then Aron messed up Turn 1 in the crucial final two laps of second qualifying. He was truly on Norris's and Hughes's pace in the finale, but the ever-laconic Estonian, who lost ground with a grassy moment at Turn 5, remarked: "It was so difficult to do anything unless the guy makes a mistake, and that guy was me – and I was behind!"

With Joel Eriksson also struggling for grip all weekend and labouring to minor points positions, the scores from the title rivals at Nurburgring read Norris 68, Ilott 39, Eriksson 7, Gunther 6. Norris is now 73 points ahead, and only needs to be 75 in front come close of play at the Red Bull Ring to be crowned champion.

MARCUS SIMMONS



Auer, shower, power... then sour

DTM
NURBURGRING (D)
SEPTEMBER 9-10
ROUND 7/9

MERCEDES DOMINATED THE RESULTS at the Nürburgring last weekend, but it was a bittersweet event for the boys from Stuttgart. Paul di Resta slowed with just over a lap to go to allow the marque's main title contender, Lucas Auer, to take victory in the opening race and narrow the points gap to Audi's series leader Mattias Ekstrom to just one. But a costly mistake by Auer on Sunday left Ekstrom with an advantage of nine points, and allowed Robert Wickens to narrowly fend off di Resta in a thriller.

It was a weekend on which BMW threw away a strong chance of a win on Saturday. Due to the performance-balancing rules, the M4s were running 15kg lighter than the Mercs in both races, and 25kg below the portly Audis. But an ill-timed heavy shower of rain scuppered BMW's chances in the opener.

Augusto Farfus had sprinted away to a large lead in Saturday's race on a wet track but, with the surface drying out, all six BMWs were switched to slicks at

their pitstops – Farfus was the last to stop, and at this point the rain had just started falling again in earnest. It was an unfathomable example of putting all your eggs in one meteorologically optimistic basket, and left them all struggling.

Auer, di Resta and Wickens had all chased Farfus early on, and each stopped later, taking on wet-weather Hankooks. A slip-up from Auer, when he ran wide at Turn 3, cost him time to di Resta, but the Scot was in cooperative mood when it mattered and allowed Auer through by slowing on the run to the chicane and leaving the door open for the Austrian.

With Ekstrom another caught out by stopping early and finishing outside the points, that allowed Auer to make serious inroads. The other main Audi title contender, Rene Rast, finished fifth behind Maro Engel, but crucially was assigned the blame for a collision with the Merc man. With this being his third such offence this season, he was given a grid penalty for Sunday's race that would consign him to starting last.

Rast was therefore called in for his pitstop at the end of lap one, but lost 10 seconds during the tyre change, and he couldn't battle back into the points.

Wickens (left) and Auer (right) were winners, as strategy cost Farfus (centre) victory for BMW

With the laden Audi of Ekstrom down in 13th on the grid, this was Auer's golden opportunity to leap into the lead of the DTM standings. Di Resta was leading, with Marco Wittmann's BMW defending second from Auer, when the pink Merc hit the kerb at Turn 4 and looped into a spin, dropping down the field. After this, Wittmann slashed the gap to di Resta and took the lead with an incisive manoeuvre on lap 15, the duo then pitting together.

Di Resta lost some time in his stop, while Wittmann lost sufficient ground on cold tyres to be zapped by Wickens – who had stopped three laps earlier – into Turn 1 one lap after rejoining. Then Wittmann fought back, and the contact between them as the two-time champion tried to retake the lead resulted in wounds to both cars. "My car was damaged and I had some graining on the front tyres," said Wittmann. "My steering wasn't straight anymore and some flicks were missing," pointed out Wickens.

Di Resta made an easy pass on Wittmann with five laps to go, and slashed the gap to Wickens so that they finished nose to tail – a thrilling fight free from stage-management owing to neither really being in title contention. Wittmann is though, so it was no surprise that BMW late-stopper Bruno Spengler dutifully slotted in behind him after gobbling the gap rapidly, with no threat from behind.

Behind Engel, Ekstrom did a superb job with a long run in his Audi, as did stablemate Jamie Green. After their late stops, Ekstrom passed Green on the penultimate lap for a couple of extra points for sixth. The Swede has played the season beautifully and, even without a victory, would deserve the crown.

MARCUS SIMMONS

AT A GLANCE

RACE 1

- 1 Auer Mercedes
- 2 di Resta Mercedes
- 3 Wickens Mercedes

RACE 2

- 1 Wickens Mercedes
- 2 di Resta Mercedes
- 3 Wittmann BMW

→ P47 RESULTS



Di Resta fought for lead with Wittmann in Sunday's race

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KARTING STARS TO WATCH



TAYLOR BARNARD

Currently in a commanding lead of both the Little Green Man Cadet and the MSA British Cadet Kart Championships, Barnard's carving out quite a name for himself in the world of karting. So far, the unbeaten Barnard has won all seven races in the LGM championship and, in August, Barnard won his second Kartmasters Grand Prix in the IAME Cadet class, the first Cadet racer to win it twice, having done



so in 2015. Barnard's looking at a change of scene for next season, and fancies a move away from karting to "race any kind of car" in 2018. Currently, he's looking to test some Ginetta Junior machinery, although mother Amy admits that they're keeping their options open. Barnard's not short of ambition, and wants to make it in Formula 1 once he's made his way through the junior categories.

www.facebook.com/taylorbarnardracing



CALLUM BRADSHAW

On the back of winning the CIK-FIA Karting Academy Trophy, 16-year-old Bradshaw has been competing with the CRG factory team. He has finished his first season in the OK class of the CIK-FIA European Championship, although had to miss the round at Fernando Alonso's circuit thanks to clashing exams. He's also done a few rounds in the senior X30 class of the Little Green Man championship – in which he



finished second overall last year – adding to an already busy schedule. Next season, Bradshaw's returning to European shores, once again with CRG, and is hoping for a chance at the title with a full season and a year's experience in hand. With a refreshing air of realism, he's keen on making a career out of tin-tops, and wants to become a professional racer in GT categories once he's done with karting.

<http://callumbradshaw.com>

www.facebook.com/cjbracing



ALEX DUNNE

Dunne is racing in the British Cadet Championship, and recently enjoyed his "best weekend" at Larkhall in Scotland – "I won the first heat, had a little crash in the second, but then I won both finals". The Irishman is also contesting the Little Green Man series – he's currently second in the standings. Next year, Dunne's looking at stepping up to LGM's Junior X30 category, as well as keeping



an eye on a seat in a CIK-FIA OK-J series. Like most young karters, the youngster wants to be in Formula 1, with Red Bull among his preferred teams to race for. Failing that, emigrating Down Under for a crack at Australia's Supercars Championship is something he'd consider doing – there's a lot to be said for the roar of a V8 and the close racing in the spectacular tin-top category!

www.facebook.com/alexdunderacing

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



MARK KIMBER

As the reigning Junior MAX world champion, Kimber needs little introducing on an international stage. The 15-year-old's karting CV is a catalogue of success, including an early Kartmasters Grand Prix title in Honda Cadets and vice-champion in the Rotax Junior European series last year. A championship-leading OK Senior campaign in Super One and race-winning effort in Senior X30 in Europe show he has risen to the



challenge of stepping up to senior racing. "The grids are really big, and there are a lot more drivers who are more experienced," he says. "I didn't expect to be this good, it's definitely tougher." Kimber clinched the OK Senior title in Britain last weekend, which landed him a ticket to the world finals. In the future, "I want to be racing GT cars, or something like that, to earn money from racing – heading towards Le Mans".

www.driverdb.com/drivers/mark-kimber

WATCH

#AUTOSPORT POSTER IN PARTNERSHIP WITH



GEORGI DIMITROV

“The fastest Bulgarian ever”, 12-year-old Dimitrov is the Mini X30 pacesetter in the Little Green Man Championship, but arguably even better is his race-winning campaign in the Junior X30 class on the continent. His season started late because he was too young to race in the Genk opener. He started on pole for his Salbris debut but a first-corner off, caused by an attack from rogue birds, set the tone for a difficult



race, but he bounced back by winning at Wackersdorf. As he can drop his non-participation at Genk, he is in title contention heading into the Castelletto finale in Italy. “I thought I was going to be a normal kid, it’s absolutely amazing,” Dimitrov says of the life he’s lived since moving to Britain when he was just six years old. “I’d love to be in F1, but in a couple of years be in F4, gaining experience and developing my driving.”

www.georgi-dimitrov.com

www.facebook.com/GeorgiDimitrovRacing



MAXWELL DODDS

Dodds is currently dovetailing his duties in two British series – the Super 1 Series and the Little Green Man Championship. It is Super 1’s British Cadet Championship where he’s gunning for his main honours. Dodds is eyeing a second-place finish overall in the series with Tony Kart machinery, as some struggles, including a couple of penalties, have left him a little disappointed with his progress in LGM’s Cadet category,



in which Dodds currently sits eighth overall in the standings. In the future, the calm and strategic Dodds has his eye on a career in sportscars, and is looking to travel the world racing high-performance machinery. Although he’s adamant that he would never turn down a chance to race in Formula 1 – “that would be very cool”, he says – he’s very much taken with the idea of racing prototypes at Le Mans.

<http://maxwelldoddsracing.com>

www.facebook.com/maxwelldoddsracing



HARRY THOMPSON

Assured and mature for someone just 13 years old, this OK and X30 Junior racer has undertaken a packed 2017 schedule comprising a British campaign with Fusion Motorsport and a European programme with Ricky Flynn Motorsport. In his first year at junior level, Thompson remains in contention for the Little Green Man Junior X30 title, finished second in the European OK Junior Championship, third in the WSK



Super Masters Series, was OK Junior champion, and is gearing up for the World Championships. “It definitely wasn’t easy coming from cadets,” he admits. “We thought it’d be difficult but I would learn more quickly”. Thompson’s focus is “on the worlds and Little Green Man”, but asked if he wants a dream Formula 1 opportunity, he simply says: “Single-seaters is what I would love, but I would be over the moon with just a career.”

www.facebook.com/harrythompsonkarting



FREDDIE SLATER

The racing bug bites hardest when you’re young – so when Freddie Slater started driving at four years old in a Bambino kart, his chances of getting hooked were pretty good. What was less of a guarantee was his rapid rate of progress. Slater’s CV is short in duration but already packs some stand-out moments. Take your pick: Bambino ‘O’ Plate winner, runner-up in a SuperKarts USA Supernationals in Las Vegas,



multiple podiums in his first year of Super 1 and Little Green Man cadet racing in 2017. It’s no surprise, given Freddie mixed it right at the front of an IAME cadet race at Rowrah, featuring the leading drivers in Britain, at eight years old. Freddie is eyeing an eventual moving into international karting, then a Ginetta Junior graduation and his “ultimate goal” of racing in Formula 1.

www.freddieslater.com

www.facebook.com/freddie.slater.racing



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Larson wins, playoff spots settled

NASCAR CUP
RICHMOND (USA)
SEPTEMBER 9
ROUND 26/36

KYLE LARSON PICKED UP HIS FOURTH WIN of the season in a mad dash to the finish. A late-race caution had sent the race into overtime, with Larson in moving up to first thanks to a remarkable pitstop by his Ganassi Racing team during the yellow flag period.

At the restart, Larson got a great jump on Martin Truex Jr, who had led a race-high 198 laps, and as the field came through Turn 1 on lap 403, Denny Hamlin clipped Truex and sent his car into the wall. That allowed Larson to escape and he held off Joey Logano at the line.

Ryan Newman, Kurt Busch and Hamlin, completed the top five, while Dale Earnhardt Jr finished 13th and therefore misses out on a playoff spot in his final season.

JIM UTTER

RESULTS

1 Kyle Larson (Chevrolet SS) 404 laps in 3h02m52s; 2 Joey Logano (Ford Fusion); 3 Ryan Newman (Chevy); 4 Kurt Busch (Ford); 5 Denny Hamlin (Toyota Camry); 6 Erik Jones (Toyota); 7 Daniel Suarez (Toyota); 8 Jimmie Johnson (Chevy); 9 Kyle Busch (Toyota); 10 Chase Elliott (Chevy). **Playoff qualifying 1 Martin Truex Jr 2053;** 2 Larson 2033; 3 Kyle Busch 2029; 4 Brad Keselowski 2019; 5 Johnson 2017; 6 Kevin Harvick 2015; 7 Hamlin 2013; 8 Ricky Stenhouse Jr 2010; 9 Ryan Blaney 2008; 10 Elliott 2006; 11 Newman 2005; 12 Kurt Busch 2005; 13 Kasey Kahne 2005; 14 Austin Dillon 2005; 15 Matt Kenseth 2005; 16 Jamie McMurray 2003.

Gasly moves into title contention

SUPERFORMULA
AUTOPOLIS (J)
SEPTEMBER 10
ROUND 5/7

RED BULL JUNIOR DRIVER PIERRE GASLY made it two Super Formula wins in succession for Team Mugen after getting a strategy boost on the unproven soft tyres.

The Frenchman started from fifth and made a great start to leap to second and follow polesitter Tomoki Nojiri early on. Gasly managed his soft tyres – a new compound introduced at the previous round at Motegi – well before pitting around half-distance to change to the mediums.

After all the cars had come in to change tyres, Gasly was clear in the lead as Nojiri, who had been

going slower on his older mediums, collided with Kamui Kobayashi and had to stop again for repairs.

Gasly was followed home by Team Le Mans team-mates Felix Rosenqvist and Kazuya Oshima, who both pitted in the early stages. They both maintained good fuel consumption and managed their tyres to the end of the race.

Hiroaki Ishiura and Yuji Kunimoto finished fourth and fifth, with the former adding five points to his championship tally. Kazuki Nakajima came home sixth.

Triple Le Mans 24 Hours winner Andre Lotterer had started fourth but made a bad start as his clutch slipped. The German driver then touched Naoki Yamamoto and others at the first corner, with the contact bending his left-front suspension and he had to return to the pits to retire. Narain Karthikeyan was another driver caught up in first corner chaos and he too had to retire as a result.

Gasly's win adds another 10 points to his championship haul, and the 2016 GP2 champion is now just 5.5 points behind Ishiura in the standings with two rounds remaining.

JIRO TAKAHASI

RESULTS

1 Pierre Gasly (Dallara-Honda) 54 laps in 1h24m28.619s; 2 Felix Rosenqvist (D-Toyota) +1.558s; 3 Kazuya Oshima (D-T); 4 Hiroaki Ishiura (D-T); 5 Yuji Kunimoto (D-T); 6 Kazuki Nakajima (D-T). **Points 1 Ishiura 30.5;** 2 Gasly 25; 3 Rosenqvist 24.5; 4 Andre Lotterer 20; 5 Nakajima 16; 6 Sekiguchi 15.



Gasly is the top Honda-powered driver

RED BULL CONTENT POOL

IN BRIEF

JAPANESE FORMULA 3

Sho Tsuboi scored two Japanese Formula 3 wins at Autopolis last Sunday, where he started from pole position in both races. The Team TOM's driver claimed the full 12 points in race one but Mitsunori Takaboshi took one point for the fastest lap in race two. Tsuboi's wins were his fifth and sixth in succession and he is now 19 points behind championship leader Takaboshi.

ITALIAN FORMULA 4

Marcus Armstrong took a win and third place at Imola, which had vastly contrasting weather across the weekend. Armstrong, who now has a 17-point standings lead with two rounds remaining, won race one from pole in the Saturday sun. Job Van Uitert, second in the championship, then won races two and three, which took place in wet and damp conditions respectively on Sunday.

NASCAR XFINITY

Brad Keselowski passed Kyle Busch with 16 of the 250 laps remaining and held on to win at Richmond, which was the first second-tier series race that featured the cars running new composite body panels. The win was the 36th of Keselowski's career in the NASCAR Sprint Cup support championship, as Ty Dillon, Daniel Hemric and Elliott Sadler rounded out the top five.

BRAZILIAN STOCK CARS

It all started perfectly for Thiago Camilo as he beat Daniel Serra to pole position and then took a lights-to-flag win over his title rival and Rubens Barrichello. But an over-optimistic move at the start of race two triggered a multiple-car accident that eliminated both Camilo and Serra, as well as several others. Ricardo Zonta subsequently took the second race win ahead of Marcos Gomes and Barrichello.

MOTO2

Dominique Aegerter scored his first Moto2 win in three years in treacherous conditions at Misano. The Swiss rider led home compatriot Thomas Luthi in a brutal race of attrition in which 22 riders crashed, including points leader Franco Morbidelli. Malaysian rider Hafizh Syahrin completed the podium in a distant third, while Alex Marquez didn't make the start after fracturing his hip in a nasty practice crash.

MOTO3

Romano Fenati delivered a wet-weather masterclass to score his second Moto3 victory of the season by 28.6 seconds at Misano. The Italian rode away from the field after taking the lead early on, with championship leader Joan Mir settling for second place ahead of Fabio Di Giannantonio. Mir's nearest rival in the points heading into the race, Aron Canet, was one of many crashers, as only 15 of the 31 starters reached the finish.

Marquez leaves it late to seal wet win

MOTOGP
MISANO (RSM)
SEPTEMBER 10
ROUND 13/18

AND THEN THERE WERE THREE. Valentino Rossi's enforced absence from his home MotoGP race ruled him out of this year's title battle before the Misano weekend began, and a gripping wet-weather encounter last Sunday set up a thrilling five-race showdown between a trio of worthy protagonists.

It's a tantalising prospect as we enter the closing stages of what has been a mesmerising 2017 campaign so far, especially as Marc Marquez and Andrea Dovizioso find themselves tied on points at the head of the table, with Maverick Vinales also still well in contention.

Marquez's fourth win of the season was certainly his hardest-earned, as Pramac Ducati rider Danilo Petrucci spent much of the race looking set for a first ever MotoGP win, once surprise early leader Jorge Lorenzo crashed out on lap seven of 28.

But, just as at Assen, the likeable Italian missed out, as Marquez timed his attack to perfection – slipping past Petrucci at Turn 1 on the final lap and pulling out a gap of 1.192 seconds by the finish, much to the dismay of the partisan crowd.

Erstwhile points leader Dovizioso followed the leading pair home in third, albeit 10s adrift at the flag as he opted to play it safe and bank more valuable points on a day when he didn't have the confidence to go for victory in the wet.

Petrucci admitted post-race that the thought of surrendering second to Ducati stablemate Dovizioso had crossed his mind, but he concluded that such a move would've given MotoGP a "bad image". Had he done so, it would have given Dovizioso a four-point edge over Marquez;

instead, the pair are level on 199 points, with Marquez ahead on countback.

Dovizioso's factory Ducati team-mate Lorenzo was the star of the early laps, making a spectacular getaway from fifth on the grid to vault into the lead and then posting a succession of hot laps to pull out a 3s buffer over the chasing pack.

But the Spaniard's impressive run ended abruptly with a dramatic highside at Turn 6 at quarter-distance, which was the result of him losing concentration while trying to adjust his Desmosedici's electronic mapping. A valuable opportunity to score that elusive first win in Ducati colours was squandered, but at least it now seems a case of 'when' rather than 'if'.

Over at Yamaha, Vinales faced the unusual situation of being the Japanese marque's only factory representative after it took the decision not to replace Rossi for his home race when the Italian was sidelined by the broken leg he sustained in a motocross crash.

One unexpected benefit of this was that Vinales had the prototype 2018 chassis – which he had put to good use last time out at Silverstone, where he finished a fighting second – available for both of his bikes (had Rossi been there, they would have had one each).

Vinales explained on Friday that the new frame, which he tested at Misano prior to racing it at Silverstone, made him feel more "relaxed", and on Saturday he converted that improved feeling into his first pole position since Mugello back in June.

But it was a different story once the rain arrived on Sunday – and after a poor start dropped the Spaniard almost immediately from first to fourth, he never really looked like recovering.

He appeared to have a race-long scrap for fifth with Cal Crutchlow on his hands until the British rider crashed on the same lap as Lorenzo, which paved



Marquez (above) risked a last-lap pass to take an extra five points in the title fight, before Zarco (right) was forced to push his bike for the final point

the way for Vinales to claim fourth and stay within 16 points of title rivals Marquez and Dovizioso in the standings.

Completing the top five was Ducati wildcard Michele Pirro, while Jack Miller made good use of the tricky conditions to take sixth aboard the Marc VDS Honda, which was the Australian's equal-best result of the year.

In the absence of Rossi, the biggest cheers at Misano were reserved for Tech3 Yamaha's Johann Zarco, albeit not for the reason the Frenchman might have liked.

Zarco was on course for a distant seventh place, having struggled with his bike's electronics in the wet, when the year-old M1 began to run out of fuel midway around the final lap. By Turn 14 he was cruising, and at the final corner he had come to a halt.

That was followed by the surreal sight of Zarco hopping off his stricken bike and pushing it down the length of the start/finish straight, willed on by the spectators in the main grandstand. In that time, he plummeted from seventh down to 15th, a solitary point coming as scant reward for such a heroic display.

One place ahead of Zarco at the finish was Dani Pedrosa in what must be considered one of the most diabolical performances in the works-Honda rider's 11-year premier class career.

Lorenzo's early lead did not last, as he crashed out while trying to change his bike's electronic mapping system





Petrucci (left) nearly gave his place to Dovizioso

RESULTS ROUND 13/18, MISANO, SEPT 10 (28 LAPS – 73.526 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (E)	Honda	50m41.565s
2	Danilo Petrucci (I)	Pramac Ducati	+1.192s
3	Andrea Dovizioso (I)	Ducati	+11.706s
4	Maverick Vinales (E)	Yamaha	+16.559s
5	Michele Pirro (I)	Ducati	+19.499s
6	Jack Miller (AUS)	MarcVDSHonda	+24.882s
7	Scott Redding (GB)	Pramac Ducati	+33.872s
8	Alex Rins (E)	Suzuki	+34.662s
9	Jonas Folger (D)	Tech3Yamaha	+54.082s
10	Bradley Smith (GB)	KTM	+57.964s
11	Pol Espargaro (E)	KTM	+1m00.440s
12	Alvaro Bautista (E)	AsparDucati	+1m17.356s
13	Cal Crutchlow (GB)	LCRHonda	+1m35.588s
14	Dani Pedrosa (E)	Honda	+1m38.857s
15	Johann Zarco (F)	Tech3Yamaha	+2m02.212s
16	Loris Baz (F)	AvintiaDucati	-1lap
17	Karel Abraham (CZ)	AsparDucati	-1lap
R	Tito Rabat (F)	MarcVDSHonda	19laps-accident
R	Andrea Iannone (I)	Suzuki	16laps-arm pump
R	Sam Lowes (GB)	Aprilia	15laps-accident
R	Aleix Espargaro (E)	Aprilia	13laps-accident
R	Hector Barbera (E)	AvintiaDucati	11laps-accident
R	Jorge Lorenzo (E)	Ducati	6laps-accident

Winner's average speed 87.025mph

Fastest lap Marquez 1m47.069s, 88.291mph.

QUALIFYING 2

1 Vinales 1m32.439s; 2 Dovizioso 1m32.601s; 3 Marquez 1m32.636s; 4 Crutchlow 1m32.768s; 5 Lorenzo 1m32.792s; 6 Zarco 1m32.885s; 7 Pedrosa 1m32.992s; 8 Petrucci 1m32.997s; 9 A Espargaro 1m33.149s; 10 Bautista 1m33.417s; 11 Pirro 1m33.491s; 12 Abraham 1m34.374s.

QUALIFYING 1

1 Bautista 1m33.563s; 2 Abraham 1m33.786s; 3 Barbera 1m33.920s; 4 Miller 1m33.933s; 5 Baz 1m33.946s; 6 Folger 1m33.987s; 7 P Espargaro 1m34.080s; 8 Rabat 1m34.095s; 9 Redding 1m34.132s; 10 Rins 1m34.138s; 11 Iannone 1m34.148s; 12 Smith 1m34.507s; 13 Lowes 1m35.659s.

RIDERS' CHAMPIONSHIP

1 Marquez 199; 2 Dovizioso 199; 3 Vinales 183; 4 Rossi 157; 5 Pedrosa 150; 6 Zarco 110; 7 Petrucci 95; 8 Crutchlow 92; 9 Lorenzo 90; 10 Folger 84; 11 Bautista 62; 12 Redding 54; 13 Miller 53; 14 A Espargaro 43; 15 Baz 39; 16 Iannone 33; 17 P Espargaro 31; 18 Abraham 28; 19 Rins 27; 20 Rabat 27; 21 Barbera 23; 22 Pirro 18; 23 Smith 14; 24 Kallio 6; 25 Lowes 2; 26 Guintoli 1.

MANUFACTURERS' CHAMPIONSHIP

1 Honda 249; 2 Yamaha 244; 3 Ducati 232; 4 Suzuki 60; 5 Aprilia 45; 6 KTM 40.



Starting from seventh on the grid, last year's Misano winner (albeit in completely opposite conditions) dropped like a stone through the order in the early laps, to the point where he was 22nd after just five laps, circulating at some five seconds a lap off the pace.

While Pedrosa did recover some places through attrition, he embarrassingly found himself passed by Crutchlow only 12 laps after the LCR rider's crash, and was on course for just a single point before Zarco's misfortune elevated him to 14th at the finish line.

After arriving at the Italian race 35 points adrift of previous sole points

leader Dovizioso, Pedrosa now lies 49 behind the top spot, with the Spaniard's chances of a first MotoGP title now hanging by a thread.

By contrast, Marquez, Dovizioso and Vinales all remain very much in the frame, with the equivalent of a third-place finish separating the trio, and there are 125 points left to be won over the course of the remaining five rounds.

Many will wish that Rossi could still take part in the fight, too, but his absence ought not to detract from what is set to be an exciting endgame to this most unpredictable of MotoGP seasons.

JAMIE KLEIN

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RESULTS ROUND-UP

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 8/10, NURBURGRING (D), SEPTEMBER 9-10

RACE 1 (20 LAPS – 45.099 MILES)

1	Lando Norris (GB) <i>Carlin</i> · Dallara-Volkswagen F317	35m11.010s
2	Jake Hughes (GB) <i>Hitech GP</i> · Dallara-Mercedes F315	+17.562s
3	Joey Mawson (AUS) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+35.435s
4	Callum Iloft (GB) <i>Prema Powerteam</i> · Dallara-Mercedes F314	+36.251s
5	Ferdinand Habsburg (A) <i>Carlin</i> · Dallara-Volkswagen F315	+37.242s
6	Jehan Daruvala (IND) <i>Carlin</i> · Dallara-Volkswagen F315	+38.271s
7	Tadasuke Makino (J) <i>Hitech GP</i> · Dallara-Mercedes F317	+40.990s
8	Mick Schumacher (D) <i>Prema Powerteam</i> · Dallara-Mercedes F317	+44.750s
9	Guan Yu Zhou (PRC) <i>Prema Powerteam</i> · Dallara-Mercedes F315	+45.424s
10	Joel Eriksson (S) <i>Motopark</i> · Dallara-Volkswagen F315	+50.510s
11	Max Defourny (B) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F317	+53.189s
12	Harrison Newey (GB) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	+1m08.616s
13	Maximilian Gunther (D) <i>Prema Powerteam</i> · Dallara-Mercedes F316	+1m19.653s
14	Ralf Aron (EST) <i>Hitech GP</i> · Dallara-Mercedes F316	+1m21.256s
15	Sacha Fenestraz (F) <i>Carlin</i> · Dallara-Volkswagen F312	+1m25.437s
16	Marino Sato (J) <i>Motopark</i> · Dallara-Volkswagen F314	+1m36.636s
17	Keyvan Andres Soori (D) <i>Motopark</i> · Dallara-Volkswagen F317	-1 lap
18	Petru Florescu (RO) <i>Motopark</i> · Dallara-Volkswagen F315	-1 lap
19	Ameya Vaidyanathan (IND) <i>Carlin</i> · Dallara-Volkswagen F312	-1 lap
R	Pedro Piquet (BR) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F317	12 laps-accident
R	Nikita Mazepin (RUS) <i>Hitech GP</i> · Dallara-Mercedes F316	2 laps-accident
R	David Beckmann (D) <i>Motopark</i> · Dallara-Volkswagen F316	1 lap-accident

Winner's average speed 76.909mph.

Fastest lap Defourny 1m36.824s, 83.841mph.

QUALIFYING 1

1 Norris 1m35.601s; 2 Hughes 1m36.508s; 3 Iloft 1m36.535s; 4 Fenestraz 1m36.813s; 5 Gunther 1m36.904s; 6 Aron 1m37.052s; 7 Daruvala 1m37.070s; 8 Mawson 1m37.133s; 9 Mazepin 1m37.200s; 10 Makino 1m37.233s; 11 Defourny 1m37.494s; 12 Eriksson 1m37.533s; 13 Habsburg 1m37.742s; 14 Zhou 1m37.981s; 15 Piquet 1m37.982s; 16 Schumacher 1m38.050s; 17 Florescu 1m38.361s; 18 Beckmann 1m39.359s; 19 Sato 1m39.529s; 20 Newey 1m39.961s; 21 Vaidyanathan 1m40.135s; 22 Andres Soori 1m43.003s.

RACE 2 (26 LAPS – 58.629 MILES)

1 Hughes 35m37.113s; 2 Norris +0.539s; 3 Iloft +12.767s; 4 Makino +13.814s; 5 Aron +15.205s; 6 Habsburg +16.196s; 7 Mawson +26.790s; 8 Newey +33.639s; 9 Eriksson +36.104s; 10 Daruvala +37.452s; 11 Gunther +40.309s; 12 Fenestraz +41.728s; 13 Zhou +44.965s; 14 Schumacher +45.722s; 15 Beckmann +47.342s; 16 Mazepin +47.919s; 17 Piquet +48.108s; 18 Defourny +49.647s; 19 Andres Soori +54.836s; 20 Florescu +59.408s; 21 Vaidyanathan +59.874s; R Sato 2 laps-accident.

Winner's average speed 98.761mph.

Fastest lap Hughes 1m21.377s, 99.755mph.

QUALIFYING 2

1 Hughes 1m37.002s; 2 Iloft 1m37.312s; 3 Norris 1m37.445s; 4 Makino 1m37.502s; 5 Habsburg 1m37.539s; 6 Aron 1m37.710s; 7 Zhou 1m37.735s; 8 Mawson 1m37.777s; 9 Defourny 1m37.805s; 10 Newey 1m38.060s; 11 Mazepin 1m38.121s; 12 Daruvala 1m38.221s; 13 Fenestraz 1m38.238s; 14 Sato 1m38.634s; 15 Gunther 1m38.696s; 16 Piquet 1m38.889s; 17 Eriksson 1m39.047s; 18 Beckmann 1m40.100s; 19 Vaidyanathan 1m40.223s; 20 Schumacher 1m40.302s; 21 Andres Soori 1m40.712s; 22 Florescu 1m40.769s.

RACE 3 (25 LAPS – 56.374 MILES)

1 Norris 35m44.949s; 2 Hughes +0.794s; 3 Aron +2.197s; 4 Iloft +5.225s; 5 Daruvala +8.658s; 6 Newey +19.698s; 7 Gunther +20.361s; 8 Eriksson +20.851s; 9 Defourny +24.961s; 10 Fenestraz +28.384s; 11 Schumacher +38.289s; 12 Sato +38.842s; 13 Piquet +40.555s; 14 Andres Soori +41.713s; 15 Beckmann +44.823s; 16 Mazepin +46.123s; 17 Florescu +48.471s; 18 Vaidyanathan +49.209s; 19 Makino +1m02.943s; 20 Mawson 22 laps-accident damage; R Zhou 0 laps-accident; R Habsburg 0 laps-accident.

Winner's average speed 94.615mph.

Fastest lap Norris 1m21.866s, 99.160mph.

GRID FOR RACE 3

1 Iloft; 2 Norris; 3 Hughes; 4 Aron; 5 Zhou; 6 Habsburg; 7 Makino; 8 Mawson; 9 Defourny; 10 Daruvala; 11 Newey; 12 Mazepin; 13 Fenestraz; 14 Gunther; 15 Piquet; 16 Eriksson; 17 Sato; 18 Beckmann; 19 Vaidyanathan; 20 Schumacher; 21 Andres Soori; 22 Florescu.

CHAMPIONSHIP

1 Norris 381; 2 Gunther 308; 3 Eriksson 265; 4 Iloft 260; 5 Hughes 193; 6 Daruvala 159; 7 Habsburg 149; 8 Zhou 117; 9 Aron 110; 10 Newey 106.

DTM

ROUND 7/9, NURBURGRING (D), SEPTEMBER 9-10

RACE 1 (33 LAPS – 74.414 MILES)

1	Lucas Auer (A) <i>HWA</i> · Mercedes C63	54m12.443s
2	Paul di Resta (GB) <i>HWA</i> · Mercedes C63	+0.794s
3	Robert Wickens (CDN) <i>HWA</i> · Mercedes C63	+1.568s
4	Maro Engel (D) <i>HWA</i> · Mercedes C63	+5.344s
5	Rene Rast (D) <i>Team Rosberg</i> · Audi RS5	+9.758s
6	Jamie Green (GB) <i>Team Rosberg</i> · Audi RS5	+24.531s
7	Edoardo Mortara (I) <i>HWA</i> · Mercedes C63	+31.593s
8	Augusto Farfus (BR) <i>RMG</i> · BMW M4	+49.335s
9	Marco Wittmann (D) <i>RMG</i> · BMW M4	+56.886s
10	Gary Paffett (GB) <i>HWA</i> · Mercedes C63	+59.072s
11	Nico Muller (CH) <i>Team Abt</i> · Audi RS5	+1m01.058s
12	Timo Glock (D) <i>RMR</i> · BMW M4	+1m12.977s
13	Bruno Spengler (CDN) <i>RBM</i> · BMW M4	+1m27.191s
14	Mike Rockenfeller (D) <i>Team Phoenix</i> · Audi RS5	+1m28.308s
15	Mattias Ekstrom (S) <i>Team Abt</i> · Audi RS5	-1 lap
16	Tom Blomqvist (GB) <i>RMR</i> · BMW M4	-1 lap
17	Maxime Martin (B) <i>RBM</i> · BMW M4	-1 lap
18	Loic Duval (F) <i>Team Phoenix</i> · Audi RS5	-1 lap

Winner's average speed 82.365mph.

Fastest lap Muller 1m31.420s, 88.797mph.

QUALIFYING 1 1 Auer 1m25.968s; 2 Wittmann 1m26.067s; 3 Wickens 1m26.378s; 4 Farfus 1m26.484s; 5 di Resta 1m26.912s; 6 Blomqvist 1m27.044s; 7 Rast 1m27.062s; 8 Glock 1m27.191s; 9 Engel 1m27.270s; 10 Martin 1m27.446s; 11 Ekstrom 1m27.682s; 12 Rockenfeller 1m27.760s; 13 Paffett 1m27.842s; 14 Green 1m28.112s; 15 Spengler 1m28.206s; 16 Mortara 1m28.338s; 17 Muller 1m28.625s; 18 Duval 1m29.274s*.

RACE 2 (40 LAPS – 90.198 MILES)

1 Wickens 56m49.795s; 2 di Resta +0.362s; 3 Wittmann +7.589s; 4 Spengler +7.955s; 5 Engel +15.995s; 6 Ekstrom +20.549s; 7 Green +22.887s; 8 Glock +40.196s; 9 Farfus +40.307s; 10 Blomqvist +41.818s; 11 Martin +42.033s; 12 Rast +43.624s; 13 Auer +47.351s; 14 Paffett +48.758s; 15 Duval +59.428s; 16 Mortara +1m19.821s; 17 Rockenfeller +1m27.978s; R Muller 29 laps-accident damage.

Winner's average speed 95.229mph.

Fastest lap Rast 1m22.308s, 98.627mph.

QUALIFYING 2 1 Wittmann 1m20.936s; 2 di Resta 1m21.052s; 3 Wickens 1m21.121s; 4 Auer 1m21.128s; 5 Blomqvist 1m21.135s; 6 Glock 1m21.226s; 7 Farfus 1m21.321s; 8 Paffett 1m21.331s; 9 Spengler 1m21.346s; 10 Mortara 1m21.351s; 11 Green 1m21.486s; 12 Martin 1m21.512s; 13 Ekstrom 1m21.584s; 14 Engel 1m21.742s; 15 Rockenfeller 1m21.829s; 16 Muller 1m22.237s; 17 Duval 1m22.284s; 18 Rast 1m21.561s* = grid penalty.

CHAMPIONSHIP

1 Ekstrom 136; 2 Auer 127; 3 Rast 124; 4 Wittmann 115; 5 Green 113; 6 Rockenfeller 110; 7 Glock 108; 8 Martin 102; 9 Wickens 100; 10 di Resta 97.



Ekstrom had his advantage slashed by five

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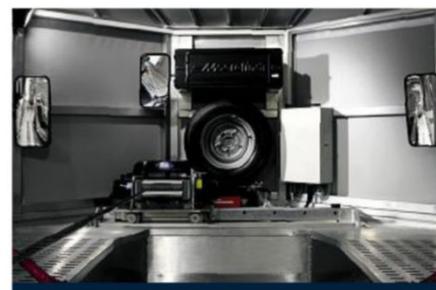
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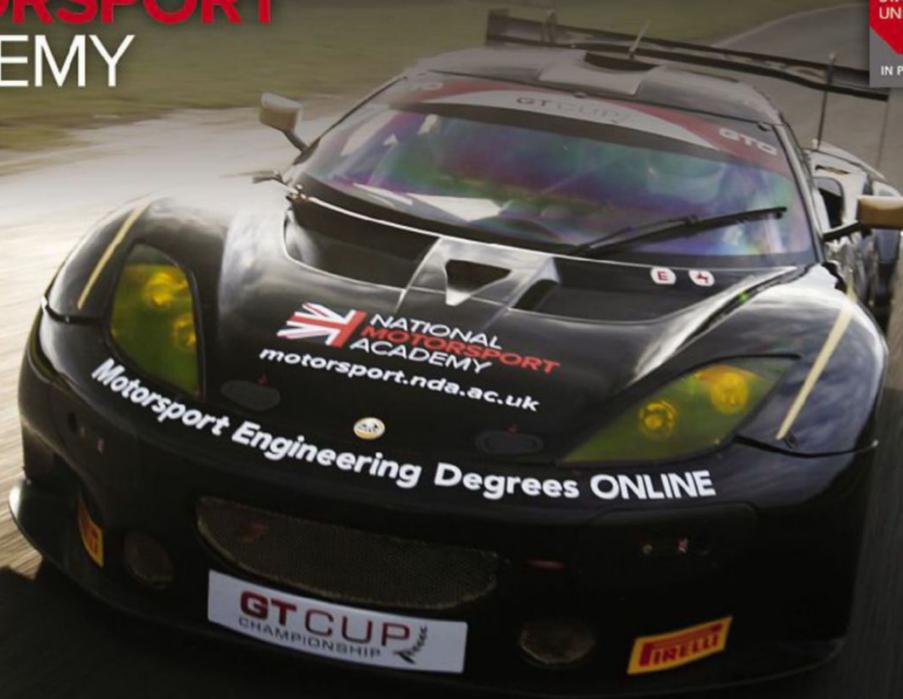
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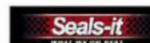


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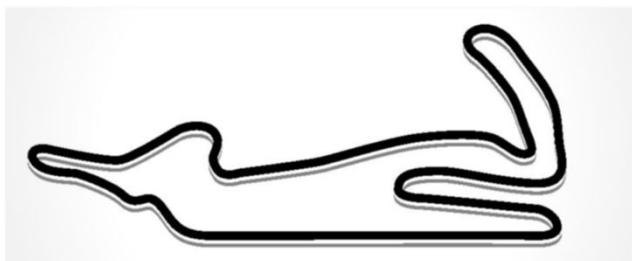
New £29m circuit for Northern Ireland

A £29MILLION PROJECT TO BUILD a new track in Northern Ireland has been granted planning permission by Mid Ulster District Council.

The Lake Torrent circuit is set to be built on a former clay pit site in Coalisland, 40 minutes from Belfast. It is hoped by its management team that the 2.23-mile, 12-turn track will attract major series such as the British Touring Car Championship and World Superbikes.

Driven International – the company also working on Silverstone’s new rallycross track – is responsible for the design of the privately funded circuit, which is due to be completed in the spring of 2019.

“We’ve been working on this for the last year,” Driven managing director Ben Willshire told Autosport. “It’s gone under



the radar a bit, but Manna Developments [the company behind the circuit] wanted to wait until they had all the planning in place before going too public. It’s going to be the first real international-level racing circuit in Northern Ireland.

“It’s a former quarry, so we’ve been quite fortunate in being able to shape the topography of the track and it’s

Plans feature high-speed corners and more technical sections

very undulating, with 30 metres of elevation changes over the circuit.

“We’re trying to keep it like a traditional European circuit, and we’ve got a mix of high-speed corners and technical sequences. The next step will be to integrate some feedback from the FIA and [motorcycling governing body] FIM on the track – they suggested some minor tweaks.”

Planning permission was granted at a council meeting last week, after just seven objections to its construction were registered. Noise restrictions will limit the venue to only 12 days of racing per year, with a maximum of four Saturday-and-Sunday meetings allowed.

Lake Torrent will be the third track in Northern Ireland, alongside Kirkistown and the rarely used Bishops court venue.

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MOTORSPORTS ASSOCIATION

No retrospective halo fitting

RETROSPECTIVE FITTING OF A HALO DEVICE IS unlikely at national level, and any similar safety devices would need to be incorporated into future cockpit tub designs, according to the Motor Sports Association's technical director.

John Ryan, vice-president of the FIA's single-seater commission under former Ferrari team principal Stefano Domenicali, claims the halo is "not just a simple bolt on" and changes would need to be made to the cars for it to be considered nationally in the UK.

"You need to make sure the mountings are appropriate, so in the case of halo we need to make sure that the tub, the actual survival cell, is strong enough in the areas it's mounted to, to take the loads [of impact]," he said.

"It is no good to have a structure [like the halo] that's strong enough to take excessive loads unless

the mounting points are sufficiently strong too.

"It would be difficult to retro-fit to most cars, but it's something that does need to be researched and I understand that the FIA is reviewing it."

Formula 1 and Formula 2 will introduce the cockpit protection next year, while Formula 3 is set to adopt it for 2019, with the primary purpose of the design to deflect wheels and other debris from coming into contact with a driver's head. "It is also intended by the FIA to introduce halo to the next generation of F4 cars," added Ryan.

He believes that although the halo could reach certain areas of national motorsport, the MSA is relying on the research of the FIA as to whether it will use the technology in the future: "The MSA is working very closely with the FIA to determine the appropriateness and timetable for any introduction to national racing in the UK."

TURBOTINTOPS

CSCC TURBO SALOON SERIES FOR 2018

THE CLASSIC SPORTS CAR Club will launch a new series next season catering for forced-induction saloon cars, which will also include a category for hybrid-powered racers.

The new Turbo Tin Tops class will be open to any production-based front-wheel-drive saloon car with a forced-induction engine – whether turbo, supercharger or hybrid battery – and will run across four classes split by engine capacity.

While the cars must remain in road production dimensions, certain modifications will be allowed. The standard engine block and head must remain, but tuning and induction modification is free, as is front and rear aerodynamics.

Manufacturer specials, such as the SEAT Cupra Cup race cars, will not be allowed.

"We've had this concept since about 2014 and now we feel the time is right to offer it to our members," said CSCC director David Smitheram. "There are no major manufacturers out there that now produce a naturally aspirated hot hatchback, so the trend is very much towards turbo and hybrid cars. This series reflects the influx of those types of cars into UK club racing."

Eight rounds are planned, but for events where the entry is insufficient for a standalone grid the Turbo Tin Tops can run with the New Millennium pack.

EUROFORMULA OPEN

Euroformula Open set for national influx – Ahmed

BRITISH F3 CHAMPION ENAAM AHMED believes Euroformula Open is set for its "strongest grid ever" in 2018 as drivers use it to prepare for a new International F3 series, which launches a year later.

The current FIA European F3 and GP3 are set to merge into International F3 on the F1 support package for 2019 with a new car, making a season of European F3 less relevant in 2018.

Euroformula Open runs the same

chassis as European F3 but with spec-Toyota engines, and doesn't have testing restrictions like European F3. It also runs a similar calendar of tracks around Europe and all of the GP3 circuits apart from the Red Bull Ring.

"It's [Euroformula Open] great as I would get to learn the tracks, and it's roughly half the budget of European F3," said Ahmed. "There are a lot of drivers that I know who are considering it.

I think next year will be the strongest grid Euroformula Open has ever seen, purely because of the situation F3 is in."

- Ahmed joined the Club Autosport Podcast in association with *Motorsport News* this week to talk all things single-seaters, which you can listen to here: autosport.com/national/news/131743/podcast-club-special-with-enaam-ahmed



WALKER

SUPERTOURING

Historic club to run Super Touring

THE HISTORIC SPORTS CAR CLUB will take over the race management and administration of the Super Touring Car Challenge for 2018 while series founders, headed by Dave Jarman and Jonny Westbrook, focus on promotion of the series.

The Super Touring Car Challenge is home to the two-litre Super Touring cars of the 1990s and pre-'90 Group A cars, while a new class was added this season for pre-2006 FIA S2000 and invited British Touring cars.

“Over the years the workload involved with the admin of the series has increased to a point that promotion and marketing of the series is suffering,” said Jarman.

“I felt that the only place for the series to go was with the club that has been with us all the way.”

The HSCC’s Grahame White said: “It is a very good development for the series and we’re working on a high-profile calendar for 2018.”

IN BRIEF



WALKER

RED FLAG FOR TOO MANY CARS

The Classic and Sports Car Club’s Open Series was red-flagged last weekend, when officials realised the maximum grid size had been exceeded – after four laps. “Grid limits are 40 [42 took to the track] and that’s set by the MSA,” said the CSCC’s Hugo Holder. “It [exceeding the grid size] shouldn’t happen.”

LIGAMENT DAMAGE WON’T STOP HUGHES

Alice Hughes shrugged off ligament damage at Cadwell Park last weekend to extend her Mighty Mini series lead with one meeting remaining. The injury came when Hughes slipped in a pothole at the side of the circuit after radiator damage sent her car into the barriers and she retired. Despite a torn ligament in her lower left leg, Hughes recovered from 14th to fourth in race two.

SHOOTOUT PLACES RUNNING OUT

Only a few spaces remain in the shootout for a fully funded season in the Radical SR1 Cup next year. The shootout – with a prize worth £45,000 – has already received entries from drivers currently competing in a range of different cars including Ginettas, Renault Clios, historics and Caterhams.

BMW 330 GRIDS COULD STAND ALONE IN '18

The BMW 330 Challenge could become a standalone grid in 2018, after spending its inaugural season aligned with the Super Cooper Cup and the M3 Cup. “If we can provide it with a sensible calendar next year, do some promotion and make some adjustments, it can find its place,” said Giles Groombridge, competitions manager at the 750 Motor Club.

SIMAC TAKES HSCC’S F2 SERIES WIN

Frenchman Robert Simac has been announced as provisional champion in the HSCC Historic Formula 2 FIA-sanctioned International Series ahead of the final two races of the season at Dijon in early October. Simac, who retired from work recently, clinched a fifth straight crown with his ex-Jean-Pierre Jaussaud March 712 during the Oulton Park Gold Cup (pictured, car #1).



WALKER

CASTLE COMBE FORMULA FORD

Fisher cleared of engine illegality

CASTLE COMBE FORMULA Ford Championship leader Josh Fisher has had his engine approved after title rival Michael Moyers lodged a protest questioning its legality.

Fisher has taken four wins from seven races this year aboard his Van Diemen JL14

at the Wiltshire circuit, but had been waiting to hear if the Barnett engine he was using was deemed legal after Moyers protested last month.

“I take it as a compliment he thought I was cheating,” said Fisher, who leads reigning champion Roger Orgee in the standings by

15 points. Moyers is a further six points back in third with one round remaining.

“Wayne Poole [team owner] has done a great job with the engine and we’ve been really quick all year.”

The two title rivals clashed at the last meeting for the second time this season, with both retiring.

A protest by Wayne Poole Racing was lodged against Moyers’ chassis prior to the race but was not successful.

Moyers said: “The atmosphere has changed, it’s getting nasty and is horrible. His team don’t talk to us and I just think it’s unnecessary.”



Points leader Fisher was cleared

READ

BRITISH F4

JHR driver Dyson will move to F4

JHR GINETTA JUNIOR RACER HARRY Dyson will switch to British Formula 4 with the team for the rest of the year after securing a place on the BMR Academy programme.

The 15-year-old was a race winner in Junior earlier this season but has now decided to make the switch to single-seaters for the remainder of 2017. JHR’s other Ginetta drivers have moved to different teams following the squad’s suspension from all Ginetta series.

Dyson did not compete at Rockingham last

month because he was too young to race in F4, but took part in the Friday test day and will now complete the rest of the season.

“It’s been a difficult year but I feel very lucky to be joining the BMR Academy as the next step in my development,” said Dyson.

JHR team boss Steve Hunter said: “He’s done a very good job. He had only one set of tyres all day [in the official F4 test at Silverstone last week] and his times were very respectable considering that.”

FIA MASTERS HISTORIC F1

Ferrer dies after Formula 1 crash

FRENCH RACER DAVID FERRER HAS DIED from injuries sustained in a crash at the Zandvoort Historic Grand Prix.

Ferrer, 62, crashed his March 701 in the FIA Masters Historic Formula 1 race at the Dutch circuit's fast right-handed Arie Luyendijk corner on September 2 and needed to be resuscitated at the scene before he was airlifted to a specialist trauma hospital in Amsterdam.

The FIA confirmed his passing in a statement on Wednesday, September 6. It read: "The FIA regrets to advise that the driver David Ferrer has unfortunately succumbed to injuries sustained in the incident at Zandvoort.

"The FIA extends its sincerest condolences to the family and friends of Mr Ferrer at this difficult time."

The race was not restarted following his crash.

The Zandvoort Circuit also released a statement: "Management and staff of Circuit Zandvoort and organisers of the Historic Grand Prix, received the news that French driver, David Ferrer, has passed away in hospital, aged 62.

"We extend our sincere condolences to David Ferrer's family and friends."

GOODWOOD REVIVAL

Issues for Watts and Silver Hawk

FORMER TOURING CAR DRIVER PATRICK Watts entered a Studebaker Silver Hawk in the St Mary's Trophy, but suffered myriad issues.

Watts plans to drive the car in Historic Racing Drivers' Club events and raced the car for the first time at Goodwood.

After an axle failure in testing – "it looked like an explosion" – the car was repaired in time for qualifying, only for the clutch to break.

Watts started ninth but retired after three laps with head gasket failure and co-driver Malcolm Harrison didn't get to race on Sunday.

"We won't take it out until next year," said Watts. "I'll take it testing and it'll do the HRDC and Goodwood."



Pescarolo that finished third at Le Mans will race

MASTERS ENDURANCE LEGENDS

Masters race to have 24-car grid

AN AUDI R8 AND THE PESCAROLO THAT finished third at the 2007 Le Mans 24 Hours will be on the grid for this weekend's inaugural Masters Endurance Legends race at Spa.

They will be part of a 24-car grid for the event open to LMP prototype and GT machinery covering the years 2000-2011.

The 40-minute race on Saturday is planned as a precursor to a full series of five or six double-headers in 2018.

The Audi will be raced by owner Travis Engen, who is a regular in US historic sportscar events.

The car, which will be run with assistance from the British Damax team, is chassis #606 that was built up with spares carried by the factory Champion team during 2006.

The Pescarolo-Judd 01 is owned by Ligier boss Jacques Nicolet and has been restored by his OAK Racing operation. OAK will run

the car for Matthieu Lahaye.

Series director Nicolas Minassian, who will be reunited with a 2011 Peugeot 908 LMP1 turbodiesel for the event, said: "To get such an impressive grid with so many iconic cars for our first race is amazing.

"There are a helluva lot of people interested – we have had enquiries from 160 car owners so far."

Chamberlain Synergy, which is running the Peugeot, will also field a Creation CA07 powered by the wide-angle Judd-built AIM engine.

Martin Short will return in one of the Dallara-Judd LMPs he raced in period with Rollcentre.

GTs on the entry include a Prodrive-built Ferrari 550 Maranello to be raced by Steve Zacchia, who drove the cars in period, a Ferrari 575 GTC and a Chrysler Viper GTS-R.

MORGAN CHALLENGE

Paterson endures torrid weekend

ELLIOT PATERSON ENDURED A DISASTROUS weekend during the Classic Sports Car Club's meeting at Donington Park last weekend after badly damaging two Morgans in separate incidents.

A sudden half-shaft failure caused the left-rear wheel to come off his ARV6 in the opening Morgan Challenge race, pitching him into a spin through the high-speed Craner Curves.

His bad luck was then compounded when the Morgan +8 that he was sharing with his

father, Russell, burst into flames during the Future Classics race.

"I was struggling to slow down into the final chicane and couldn't get it into gear. I came through the chicane, accelerated and something went clang. The whole car erupted into flames," said Elliot, who escaped without injury. "I've never been on fire before so that was probably the scariest of the two incidents.

"Every time I come to Donington Park something goes wrong."



Magical miscellany at Goodwood

By Marcus Pye, the voice of club racing

[@autosport](#)

THE 20TH GOODWOOD REVIVAL MEETING IS confined to history now, but again the old motor circuit delivered some magnificent racing, wet or dry. While not pro-am in the truest sense, as I thought was the original intention, both legs of the St Mary's Trophy for saloon cars were world class. Watched live worldwide on streaming channels and drawing huge numbers on Goodwood's website, the Michael Caine/Rob Huff and Mike Jordan/Richard Meaden duels will entertain enthusiasts for years to come.

The event was meticulously planned, with former Jaguar factory mechanic Ron Gaudion – who worked on the Le Mans 24 Hours-winning D-types, 1955-57 – returning to Goodwood after 60 years to preside over the Ecurie Ecosse tributes. His memories, and those of Tony Brooks, from the cockpit of Vanwall VW11 in Sunday's celebration of his extraordinary 1957 British GP victory with Stirling Moss at Aintree, were warmly received by eventgoers.

The fashion and lifestyle sides of this wonderful event – enthusiastically explored by TV presenters Zoe Hardman and Bryn Lucas – were lifted to a new level by the Mastercard-backed Emporium feature.

Competitors noticed significant changes at this year's event. Stricter eligibility scrutineering – aimed principally at tightening up the drift away from documented period specifications in the quest for performance – saw Chris Ward (Cooper-Jaguar) and Mike Jordan (Ford GT40, car prepared externally) obliged to start from the back of the grid in the Freddy March and Whitsun Trophy races respectively because the specifications of their cars did not match those detailed on

their FIA Historic Technical Passports.

There was also unprecedented focus on avoidable contact and pitstop infringements, with a more even-handed application of penalties for transgressors. Superstars, professionals and weekend warriors alike sign up to and must abide by the same rules of conduct – published in the MSA Blue Book – thus should expect equal treatment. Five-second impositions for scraping the chicane, installed in 1952 but somewhat heftier in recent seasons, may have irked some but seemed fair.

In an attempt to rein in speeds in the Whitsun Trophy sports-prototype showcase, car/driver combos that have lapped under 1m20s – the period record held jointly by Jim Clark and Jackie Stewart in BRM and Lotus respectively stands at 1m20.4s – were not invited this season. Traditionally such a pace is set by the best drivers in Lolas and McLarens – now forced into slower Ford GT40s – but these are the aces who rarely crash... Everybody loves a GT40 but, with the risk of it becoming a one-make race, hopefully the mix will be stirred up from time to time to present a different treat for spectators?

This year's Rolex Driver of the Meeting was its youngest competitor, 18-year-old Dutchman Oliver Hart, whose speed in father David's Cobra in the RAC TT Celebration was astonishing. I first met Oliver, looking like a modern Mike Hawthorn with his shock of blond hair, at Zandvoort last year, but it was at Spa a fortnight later in the DHG team's green Shelby Cobra Daytona Coupe where his talents blew many away and gave no less a Cobra handler than Oliver Bryant a hard time. This weekend he's in the 25th Six Hours... 🌟



SPA HERO ATTWOOD RETURNS

Spa sportscar hero Richard Attwood returns to the track this weekend to race Porsche Cars GB's 928 in a capacity HSCC field. Twice a Belgian GP starter, Attwood finished third in the 1967 1000Km with Lucien Bianchi (Ferrari 412P) and sixth in 1970 with Hans Herrmann in the Porsche 917 in which they would win Le Mans.



SHAW FORMULA JUNIOR AT THE GLEN

Scot Mark Shaw scored two convincing Formula Junior World Tour wins at Watkins Glen last weekend in his ex-Denny Hulme Brabham BT6. The period F3 and F3000 driver was chased by David Clubine (Lotus 22) and Australian Marty Bullock (Lotus 27). Brits Chris Drake (Elva 300) and Ray Mallock (U2 Mk2) won their classes.



WILSON REPEATS IN BAILLIE'S 24

Formula Junior ace Sam Wilson's superb third place in Sunday's Glover Trophy F1 race with fastest lap in Alan Baillie's Lotus-BRM 24 P3 repeated the owner's result in the first Revival Meeting of 1998. The chassis was converted by Maxperenco Products' founders into the first FF1600 Dulon (LD1) in '68.



Evans survives late scare for victory

MATTY EVANS SURVIVED A LATE victory-jeopardising mistake at a rain-hit Donington Park to take victory in the New Millennium round.

In the dying moments, it looked as though Evans had thrown it away when he braked too late into the final chicane and was forced to use the run-off. But, on the last lap, fellow BMW M3 E46 runner Piers Reid was caught out by the greasy track and took to the grass at the Old Hairpin, dropping to second.

Dan Williamson managed to break the spell of reliability troubles in his 7.4-litre Corvette for Swinging Sixties Group 2 honours, ahead of Malcolm Johnson. His Lotus Europa was powerless to resist the 570bhp Chevrolet in drying conditions.

Even with a 30-second penalty for an unsafe release, on track Group 1 winner Sam Polley only dropped to second behind the similar Mini Cooper of Clive Tonge and Vaughn Winter. The Minis trounced the third-placed BMW 2002ti of Joel Wykeham and Richard Boughton.

For the first time in its 10-year history Future Classics was split into two grids. Richard Thurbin's four-wheel-drive Lancia Delta Integrale was untouchable with the extra traction in its rain-soaked race. From sixth on the grid Thurbin comprehensively bested the field off the line, going around the outside of Redgate to claim the 1980s race lead.

Porsche 911s took a clean sweep in the 1970s race. Mark Henderson and Steven Wood took advantage of the pitstop success penalty for early leaders Aston and

Tony Blake to win. Tim Bates also profited to take second, ahead of the Blakes.

A sudden mid-race downpour dampened Colin Philpott's challenge for the Jaguar Saloon and GT race win. Along with James Ramm, the perennial XJS drivers and title rivals ran nose to tail prior to the cloudburst, but Ramm was quicker in the slippery conditions. Meanwhile, X300 driver Alasdair McGregor's third place was a worthy "my best race of the year". Ramm completed a Donington double, with Philpott settling for second having been delayed on the first lap when Lawrence Coppock jettisoned his left-rear wheel through the Craner Curves. The final podium step fell to David Howard's XJ12, but McGregor kept the pressure on until the flag.

Russell Paterson won the first Morgan Challenge outing in his +8. His son Elliot looked safe for second until he lost a wheel, without which he could have sealed the class title. That allowed Tony Hirst, also in an ARV6, to take a distant second. With both Patersons absent following a dramatic fire in Senior's car, it was left to Roger Whitehouse to thump his +8 to victory ahead of another superb second for Hirst.

Peter Ratcliff wisely heeded his wife's advice and returned to race his Caterham C400 for the first time this year. It proved to be sound intuition as he passed the Caterham CSR of Gary Bate for the Open Series win with two laps to go. In the second race, Kirk Armitage took a lights-to-flag win in his BMW M3 E36.

Evans (blue BMW M3) and Reid (43) battled for victory at a wet Donington Park

Early Special Saloons and Modsports leader Andy Southcott's potent MG Midget retired at the Old Hairpin when "something snapped in the bowels of the engine". That allowed son Chris Southcott to inherit the lead, winning from the cannibalised Honda CRX of Thomas Carey. Southcott Jr claimed victory in race two, despite starting the last race of the season from the pitlane following last-minute repairs to his Midget's starter motor.

Richard Chamberlain's supremacy in the first half of the Modern Classics race was undone when team-mate Aidan Farrell was delayed at the pitstop, avoiding an unsafe release in their Porsche 993 Cup RSR. From there, David Marcussen controlled events in his BMW M3 Evo E36 to win. Luke Johnson was untouchable in the Puma Cup.

The chequered flag was brought out early in the Caterham-dominated Magnificent Sevens race when Christian Pittard's over-optimistic move on the brakes into the final chicane left him rear-ending Simon Lanyon. It also called time on Nicholas Grindrod's late race pace, which allowed him to cut Rich Webb's lead from 13s to just 3s, with Webb ultimately taking the spoils.

Tin Top bragging rights went to ninth-starting Lee Williams, who made storming first-lap progress in his Honda Civic when the pre-race rain shower caught much of the field by surprise.

MATT KEW

RESULTS

NEW MILLENNIUM (18 LAPS) 1 Mathew Evans (BMW M3 E46); 2 Piers Reid (BMW M3 E46) +3.297s; 3 Mark Smith/Jamie Moulton-Smith (BMW M3 Evo E36); 4 Dominic Malone (BMW M3 Evo E36); 5 Jamie Sturges (SEAT Leon Eurocup); 6 Lee Frost (BMW M3 Evo E36). **Class winners** Sturges; Paul Tough/Alastair Mowat (BMW E46 M3); Nigel Ainge/Danny Cassar (Honda Integra Type R); Charanjiv Singh Khara (Mini Cooper S); Kevin Bird/Charles Hyde-Andrews-Bird (Renault Megane); Simon Hands (Lotus Exige S1); Jasver Sapra/Balginder Sidhu (BMW M3 E92). **Fastest lap** Evans 1m29.901s (79.24mph). **Pole** Evans. **Starters** 23.

SWINGING SIXTIES GROUP 2 (25 LAPS)

1 Daniel Williamson (Chevrolet Corvette); 2 Malcolm Johnson (Lotus Europa) +19.868s; 3 Iain Daniels/Ben Gough (Marcos three-litre); 4 Martin Sledmore (Ford Mustang); 5 Stephen Bond (Lotus Elan 26R); 6 Mark Campbell (Triumph TR5). **CW** Johnson; Daniels/Gough. **FL** Williamson 1m23.629s (85.19mph).

P Williamson. S 20. GROUP 1 (19 LAPS)

1 Clive Tonge/Vaughn Winter (Mini Cooper S); 2 Sam Polley (Mini Cooper S) +29.492s; 3 Joel Wykeham/Richard Boughton (BMW 2002ti); 4 Ian Everett (BMW 1502); 5 Simon Dawson (Mini Cooper S); 6 Tim Cairns (Austin Healey Frogeye Sprite). **CW** Boughton/Wykeham; John Wreghitt/Simon Tinkler (MGB Roadster); Stephen Kirton/Michael Wade (Ford Anglia 105E). **FL** David Moorhouse (Austin Mini) 1m40.421s (70.94mph). **P** Ian Whitt/Abigail Whitt (MG Midget). **S** 30.

FUTURE CLASSICS 1970S (29 LAPS) 1 Mark

Henderson/Steven Wood (Porsche 911 RS); 2 Tim Bates (Porsche 911 SC) +11.237s; 3 Aston Blake/Tony Blake (Porsche 911 RSR); 4 Martyn Adams (Triumph TR7); 5 Thomas Gray/Robin Gray (Pontiac Trans AM); 6 Geoff Beale (Talbot Sunbeam Lotus). **CW** Bates; Stephen Cripps (Ford Escort RS2000). **FL** Blake/Blake 1m19.153s (90.01mph). **P** Blake/Blake. **S** 17.

1980S (9 LAPS) 1 Richard Thurbin (Lancia Delta Integrale); 2 Tim Bates (Porsche 911 SC) +21.716s; 3 Mark Chilton (Porsche 928 S4); 4 Aston Blake/Tony Waddington (Porsche 944 S2); 5 Sam Smith (Mazda MX5 Mk1); 6 Tony Blake (Porsche 911 RSR). **CW** Bates; Smith. **FL** Thurbin 1m39.846s (71.35mph). **P** Chilton. **S** 23.

JAGUAR SALOON AND GT CHAMPIONSHIP (14 LAPS) 1 James Ramm (XJS);

2 Colin Philpott (XJS) +15.288s; 3 Alasdair McGregor (X300); 4 Lawrence Coppock (XJS); 5 Adam Powderham (XJR); 6 David Howard (XJ12). **CW** McGregor; Coppock; Thomas Barclay (XJS). **FL** Philpott 1m22.092s (86.78mph). **P** Ramm. **S** 24.

RACE 2 (12 LAPS) 1 Ramm; 2 Philpott +2.143s; 3 Howard; 4 McGregor; 5 Patrick Doyle (XJS); 6 Rodney Frost (XJS). **CW** Howard; McGregor; Michael Holt (XJ40). **FL** Philpott 1m21.814s (87.08mph). **P** Ramm. **S** 23.

MORGAN CHALLENGE (BOTH 15 LAPS)

1 Russell Paterson (+8); 2 Tony Hirst (ARV6) +15.189s; 3 Roger Whiteside (+8); 4 Dominic House (Roadster Lightweight); 5 Simon Orebi Gann (ARV6); 6 Andrew Thompson (ARV6). **CW** Hirst; Alexander Laidlaw (Roadster); Philip St Clair Tisdall (+8); Kelvin Laidlaw (+8); Brett

Syndercombe (4/4). **FL** Paterson 1m18.431s (90.83mph). **P** Paterson. **S** 21.

RACE 2 1 Whiteside; 2 Hirst +0.316s; 3 House; 4 Orebi Gann; 5 Thompson; 6 Simon Baines (Roadster). **CW** Hirst; A Laidlaw; Syndercombe; St Clair Tisdall; K Laidlaw. **FL** Whiteside 1m20.389s (88.62mph). **P** Hirst. **S** 17.

OPEN SERIES (8 LAPS) 1 Peter Ratcliff

(Caterham C400); 2 Gary Bate (Caterham CSR) +7.281s; 3 Christian Pittard (CSR); 4 Mathew Evans (BMW M3 E46); 5 Jonathan Mitchell (Caterham CSR); 6 Tim Davis (Caterham C400). **CW** Evans; Davis; Ryan Edmonds (Ariel Atom); Steven Grove (Lotus Elise S1); David Rowe (Caterham Supersport); Douglas Simmen (BMW M3 E36); Michael Oakes (Honda Civic). **FL** Ratcliff 1m13.250s (97.26mph). **P** Bate. **S** 40.

RACE 2 (14 LAPS) 1 Kirk Armitage (BMW M3

E36); 2 Lee Frost (BMW M3 Evo E36) +13.801s; 3 Edmonds; 4 Lucky Khara (BMW M3 E92); 5 Jonathan Evans (Porsche Boxster S); 6 Richard Chamberlain (Lotus Elise). **CW** Frost; Edmonds; Simon Khara (Mini Cooper S); Dave Wilkinson (Peugeot 205 GTI). **FL** Frost 1m18.822s (90.38mph). **P** Chamberlain. **S** 15.

SPECIAL SALOONS AND MODSPORTS (BOTH

12 LAPS) 1 Chris Southcott (MG Modsport);

2 Thomas Carey (Honda CRX) +0.272s; 3 Danny Morris (Peugeot 309 GTI); 4 Clive Anderson (BMW E30); 5 Paul Connell (Ford Sierra RS500); 6 Craig Percy (Morris Minor). **CW** Carey; Morris; Neil Claxton (Suzuki SC100). **FL** Carey 1m14.278s (95.91mph). **P** Andy Southcott (MG Modsport). **S** 13.

RACE 2 1 C Southcott; 2 Wayne Crabtree (Ford Escort BDT) +3.238s. 3 Ricky Parker-Morris (Peugeot 309 GTI); 4 Carey; 5 Claxton; Percy. **CW** Crabtree; Carey; Claxton. **FL** C Southcott 1m13.542s (96.87mph). **P** Carey. **S** 12.

MODERN CLASSICS AND PUMA CUP

(29 LAPS) 1 David Marcussen (BMW M3 Evo

E36); 2 Paul Livesey (Porsche 968 CS) +31.682s; 3 Michael Russell (BMW M3 Evo E36); 4 Richard Thurbin (Lancia Delta HF Integrale); 5 Nicholas Olson (Lotus Esprit S3); 6 Tim Bates (Porsche 911 SC). **CW** Livesey; Olson; John Binczyk (Lotus Elise S1); Luke Johnson (Ford Puma). **FL** Richard Chamberlain/Aidan Farrell (Porsche 993 Cup RSR) 1m18.011s (91.32mph). **P** Chamberlain/Farrell. **S** 36.

MAGNIFICENT SEVENS (24 LAPS) 1 Rich Webb (Caterham 7 Blackbird); 2 Nicholas Grindrod (R300) +2.712s; 3 Jonathan Mitchell (CSR); 4 Gary Bate (CSR); 5 Tim Davis (C400); 6 Martin Addison/Bill Addison (R400).

CW Grindrod; Davis; Carl Nairn (420R); Alex Jordan/David Rowe (Supersport); Stephen Storey (Blackbird); William Redman (C400); Matthew Gibbon (Tracksport); Nik Aveyard/Robert Sinclair (Raw Striker). **FL** Bate 1m13.593s (96.81mph). **P** Webb. **S** 32.

TIN TOPS (29 LAPS) 1 Lee Williams (Honda

Civic Type R); 2 Paul Mensley (Ford Fiesta ST) +13.265s; 3 Russell Hird (Honda Integra Type R); 4 Tom Mensley (Renault Clio 172); 5 Colin Simpson/Steven Simpson (Peugeot 206 RC); 6 Ryan Colvey (Renault Clio 172).

CW P Mensley; T Mensley; Lewis Williams (Ford Fiesta XR2); Lisa Selby/Toby Harris (Ford Puma); John Baker/Chris Olive (Honda Integra DC2). **FL** Simpson/Simpson 1m19.779s (89.30mph). **P** P Mensley. **S** 33.

ROCKINGHAM

750MC SEPTEMBER 9-10

Scott wins to wrap up Classic Stock Hatch title

LEE SCOTT SEALED THE CLASSIC STOCK HATCH Championship with victory in the opening race at Rockingham, surviving a four-wide moment to lead out of the Deene hairpin.

In race two, Scott (Ford Fiesta XR2i) took a podium and Andrew Thorpe in his Citroen AX GTi the win. Title rival and polesitter Matt Rozier (Peugeot 205 GTI) dropped out of the running with a fuel-pump problem in both races.

Paul Jarvis secured the overall Hot Hatch championship with two Class C second places in his Citroen Saxo VTR. His nearest rival Alistair Camp (Ford Fiesta ST) snatched the overall race lead on the final lap having slipstreamed Ben Rushworth (Honda Integra DC2) on the oval and dived up the inside of Neil Martin (Honda Civic) at Deene. Rushworth bounced back with the race-two victory.

Ian Allee moved a step ahead of Locost championship rival Ben Powney, who was absent for the first race. Allee, though, was reduced to a fourth-place finish as an intermittent misfire left him vulnerable on the high-speed oval section. Jack Coveney took the win. Allee recovered to win in race two in a battle against Louis Wall as Powney raced from last to seventh.

Ali Bray took a hit in the MX-5 standings after overshooting Deene while under pressure from title rival Ben Short, who went on to win. Bray recovered to fourth. Guest entrants Sam Smith and Michael Comber dominated race two, but their use of Hankook tyres instead of Davantis rendered them ineligible for points. Paul Bateman took his first MX-5 win ahead of Short and Bray.

Carl Shield inherited an M3 Cup win after Simon Walker-Hansell was given a 15-second penalty for exceeding track limits. Championship leader Adam Shepherd was second, and won race two after both Walker-Hansell and Shield went off at Deene. Lewis Carter won in the 330 Challenge class, but was roughed up in race two by contact with Matt Maxted. Carter recovered to finish second behind David Drinkwater.

The Formula Vee racers met poor conditions, which points leader Ben Miloudi (Storm GKBM 2015) left on top of despite losing his nosecone against Graham Gant's WEV FV01. Title rival Adam Macaulay followed Miloudi home to second in his Sheane FVEE, before race two was cancelled due to adverse weather conditions.

Billy Albone clinched the RGB title with two wins in his Spire GT3, followed home by Scott Mittell (Mittell MC53) as a fuel-injector leak in race two ended Mittell's title hopes.

With the Class A cars struggling for traction in the wet, Class B's Steve Hewson (Peugeot 205 GTI) won ahead of Petteri Jokinen's Mini Cooper S and Matt Faizey's Porsche 968 in the Roadsports race.

Paul Cook/Wayne Lewis won the Armed Forces Race Challenge in their BMW E46 M3, with Daniel Smith in his Ford Fiesta victorious in the handicap event.

Christian Pederson (Austin 7) overcame a last-lap gearbox problem to win the Historic 750 Formula race.

CHRIS STEVENS

➔ P70 FULL RESULTS



KNOCKHILL

SMRC SEPTEMBER 10

Martin seals Scottish Formula Ford 1600 crown

SECOND POSITION IN THE opening encounter and a victory – inherited from Kenneth Cowie – in race two was enough for Ross Martin to clinch the Scottish Formula Ford 1600 title with a round to spare.

Arriving in Fife with a 68-point advantage over nearest rival Seb Melrose, Martin knew he only needed to finish ahead of his Graham Brunton Racing Ray team-mate to secure the championship. “What a season!” Martin said. “I was so close to the title before race two; I just needed to make sure of the points and not fight too much.”

Cowie took on-the-road honours in the second race with his Ray, but was given a five-second penalty for avoidable contact with polesitter Jordan Gronkowski’s Van Diemen under braking for the final corner with a handful of laps remaining.

Gronkowski had taken his first victory of 2017 with a lights-to-flag display in race one. Cowie managed to leapfrog Martin off the line, but fell back as Martin got ahead of him.

For his part Melrose struggled to match the pace of the leaders all weekend and was consigned to a pair of fourth positions, setting up a fight for the championship runner-up spot with Cowie at next month’s finale.

Last-lap overtakes were the order of the day for brothers Kyle and Chris Reid during the first two Mini Cooper Cup races. Kyle struck late to snatch victory from polesitter Ian Munro in an opening encounter that was twice interrupted by the safety car. Chris superbly wrestled the lead from his sibling at Butchers to win an entertaining race two.

The third race was red-flagged after an oil spill caused a four-car

pile-up at the exit of the chicane. Mark Geraghty was awarded victory ahead of Hannah Chapman to narrow the gap to championship leader Morgan Murray to 12 points. Robbie Dalgleish also remains in contention following a hat-trick of third places.

Kenneth McKell took both Scottish Saloons & Sportscars races in his Mitsubishi Lancer E8, beating the BMW M3 of Paul Brydon after cruising to the opening-race victory. McKell was given a sterner test at the beginning of race two by the fast-starting Brydon, but eventually sped to a 19s victory. Oliver Mortimer took a stunning third overall in his Mini Cooper R53, while Thomson McIntyre (Subaru), Gary Wait (Sierra) and Andrew Paterson (BMW) also claimed class wins on the day.

After securing the Scottish Fiesta Championship title with victory in race one, Wayne Macaulay made it a clean sweep in the second, beating Kyle Reid. Kristian Leith took XR2 honours.

Ivor Greenwood backed up his opening Legends race win to edge race-two victor and reigning champion John Paterson by just 0.009s in a thrilling final, in which Stewart Black spun out of the lead at Clark’s on the final lap.

Raymond Boyd (Porsche 911) claimed a brace of Classic victories, beating John Kinmond’s Rover 3500. Alastair Baptye clinched the championship with fifth place in race one in his Fiat X1/9.

Liam McGill won both Scottish BMW races.

STEPHEN BRUNSDON

[→ P71 FULL RESULTS](#)



Marzorati wins

THE INAUGURAL RENAULT UK CLIO CUP Junior season may have endured a difficult start to life amid postponements and a sparse entry list, but two hard-fought races underlined its promise, with car-racing novice Max Marzorati and Junior Saloons title contender Ethan Hammerton sharing the spoils at Snetterton.

Jack Young was denied the first pole position of the series having exceeded track limits, but inherited the lead when Team Pyro’s Lorcan Hanafin made a poor getaway in the first race. After dropping to fifth, Hanafin recovered ground with passes on Marzorati and Gus Burton, before dispatching Young and Hammerton with a robust dive to the inside at Wilson hairpin.

Hammerton was turned sideways as a result, forcing him into retirement, and Hanafin would later be excluded from second place. On the road, Marzorati had relieved him of the race lead into Agostini to become the championship’s maiden race victor – in his first-ever car race.

Marzorati’s inexperience perhaps showed in the second contest, after he stalled from fourth on the grid. But his pace in catching the rear of the pack demonstrated the competitive nature of the field. Hammerton registered victory in race two, fending off pressure from Young and managing the changeable circuit conditions caused by the late onset of rain.

Renault’s UK championship manager, Will Fewkes, regarded the opening weekend as a success. “I’m absolutely thrilled,” he said.



Renault UK Clio Cup Junior series kicked off with a win for Marzorati

RESULTS

RENAULT UK CLIO CUP JUNIOR (9 LAPS) 1 Max Marzorati; 2 Louis Doyle +0.763s; 3 Connor Grady; 4 Gustav Burton; 5 Jack Young; no other finishers **Fastest lap** Marzorati 2m20.027s (76.32mph). **Pole** Lorcan Hanafin. **Starters** 7. **RACE 2 (7 LAPS) 1 Ethan Hammerton;** 2 Young +2.441s; 3 Grady; 4 Burton; 5 Hanafin; 6 Doyle. **FL** Hammerton 2m20.476s (76.08mph). **P** Young. **S** 7.

BRITISH TRUCK RACING CHAMPIONSHIP DIVISION 1 (3 LAPS) 1 Ryan Smith (MAN); 2 Shane Brereton (MAN) +5.539s; 3 David Jenkins (MAN); 4 Stuart Oliver (Volvo); 5 Oly Janes (Buggyra Freightliner); 6 Simon Reid (IVECO Stralis). **FL** Smith 2m52.535s (61.94mph). **P** Smith. **S** 11. **RACE 2 (6 LAPS) 1 Richard Collett (MAN);** 2 Brereton +27.176s; 3 Smith; 4 S Oliver; 5 Jenkins; 6 Mat Summerfield (MAN). **FL** Reid 2m34.284s (69.27mph). **P** Luke Taylor (MAN). **S** 11. **RACE 3 (7 LAPS) 1 Summerfield;** 2 S Oliver +20.483s; 3 Smith; 4 Janes; 5 Collett; 6 Michael Oliver (Scania). **FL** Summerfield 2m27.342s (72.53mph). **P** M Oliver. **S** 7.

BRITISH TRUCK RACING CHAMPIONSHIP DIVISION 2 (6 LAPS) 1 Mika Mäkinen (Sisu SL250); 2 Simon Cole (Mercedes) +8.012s; 3 Tony Smith (Sisu SL250); 4 Adam Bint (Volvo); 5 Steve Powell (ERF); 6 Paul Rivett (MAN). **FL** Mäkinen 2m36.145s (68.44mph). **P** Mäkinen. **S** 14. **RACE 2 (5 LAPS) 1 Luke Garrett (MAN);** 2 Sami Ojanen (IVECO Stralis) +6.485s; 3 John Bowler (Foden); 4 Brad Smith (DAF); 5 Mäkinen; 6 Rivett. **FL** Mäkinen 3m02.770s (58.47mph). **P** Jim Bennett (Seddon Atkinson). **S** 14. **RACE 3 (6 LAPS) 1 Mäkinen;** 2 Rivett +3.700s; 3 Ojanen; 4 Bowler; 5 Joanne Eason (Foden Alpha); 6 Powell. **FL** Mäkinen 2m36.471s (68.30mph). **P** Eason. **S** 13. **RACE 4 (7 LAPS) 1 Mäkinen;** 2 T Smith +9.155s; 3 Bowler; 4 B Smith; 5 Garrett; 6 Andrew Lovenbury (MAN). **FL** Mäkinen 2m35.503s (68.73mph). **P** Simon Cole (Mercedes). **S** 13.

CATERHAM SIGMA/SIGMAX (8 LAPS) 1 Samuel Wilson; 2 James Russell +3.413s; 3 Jamie Ellwood; 4 Tristan Judge; 5 Oliver Gibson; 6 Brett Ray. **CW** Ian Anderson. **FL** Wilson 2m37.083s (68.04mph). **P** Judge. **S** 27. **RACE 2 (10 LAPS) 1 Ellwood;** 2 Gibson +2.249s; 3 Russell; 4 Wilson; 5 Mark Johnson; 6 Harry Cramer. **CW** Jon Harmer. **FL** Johnson 2m11.448s (81.31mph). **P** Gibson. **S** 25.

CATERHAM MEGA/SUPERCUP/CLASSIC (6 LAPS) 1 Luke Cooper; 2 Glenn Burtenshaw +0.378s; 3 Christopher Rayment; 4 Declan Dolan; 5 Christopher Benfield; 6 Kevin Barrett. **CW** Barry White; Marc Noaro. **FL** Burtenshaw 2m16.549s (78.27mph). **P** Burtenshaw. **S** 30. **RACE 2 (9 LAPS) 1 Cooper;** 2 Burtenshaw +0.574s; 3 Dolan; 4 Toby Briant; 5 Rayment; 6 Benfield. **CW** Briant; Graeme Smith. **FL** Cooper 2m13.171s (80.25mph). **P** Cooper. **S** 30.

LEGENDS (6 LAPS) 1 Stephen Whitelegg; 2 Robert King +4.264s; 3 Jack Parker; 4 John Mickel; 5 Paul Simmons; 6 Gary Whitelegg. **FL** S Whitelegg 2m16.132s (78.51mph). **P** Ben Power. **S** 18. **RACE 2 (6 LAPS) 1 Mickel;** 2 S Whitelegg +0.875s; 3 Miles Rudman; 4 Parker; 5 Power; 6 Simmons. **FL** S Whitelegg 2m16.259s (78.43mph). **P** Mickel. **S** 18. **RACE 3 (8 LAPS) 1 Sean Smith;** 2 S Whitelegg +2.636s; 3 Jean-Michel Poncelet; 4 Sebastien Kluydens; 5 G Whitelegg; 6 Mickel. **FL** Parker 2m44.555s (64.95mph). **P** Kluydens. **S** 19. **RACE 4 (6 LAPS) 1 Mickel;** 2 S Whitelegg +0.376s; 3 Rudman; 4 Power; 5 Simmons; 6 Nathan Anthony. **FL** Mickel 2m18.323s (77.26mph). **P** Anthony. **S** 19. **RACE 5 (6 LAPS) 1 Mickel;** 2 Rudman +0.088s; 3 Power; 4 King; 5 Kluydens; 6 Simmons. **FL** S Whitelegg 2m17.376s (77.80mph). **P** G Whitelegg. **S** 19. **RACE 6 (5 LAPS) 1 Power;** 2 S Whitelegg +4.435s; 3 Mickel; 4 Kluydens; 5 Poncelet; 6 Simmons. **FL** Power 2m42.443s (65.79mph). **P** Mick Mercer. **S** 18.

PICKUPS CHAMPIONSHIP (12 LAPS) 1 Paul Tompkins; 2 Scott Bourne +8.039s; 3 Mark Willis; 4 Mel Collins; 5 Lee Rogers; 6 Michael Smith. **FL** Collins 2m09.924s (82.26mph). **P** Willis. **S** 15. **RACE 2 (10 LAPS) 1 Bourne;** 2 Collins +1.728s; 3 Willis; 4 Lea Wood; 5 Dean Tompkins; 6 Rogers. **FL** Bourne 2m12.137s (80.88mph). **P** Wood. **S** 14.

on the opening lap of the first Mega contest, and from then on was never headed. Glenn Burtenshaw successfully fought off Chris Rayment and championship leader Declan Dolan for second. Cooper would win the second race from pole, again fighting off Burtenshaw and Dolan.

Super championship leader Andy Molsom was forced out of the first race by the same intermittent electrical issues that have plagued him since Croft. He would recover to second in class in race two, with Barry White and Toby Briant sharing the class wins. In Classics, Graeme Smith won on his 400th race start, with Marc Noaro having taken the honours in the opener.

A hat-trick of UK Legends victories reversed John Mickel's misfortune at Donington Park and handed him the reins in the championship fight once again. Stephen Whitelegg timed his late charge perfectly in the opener to register a victory, and he narrowly missed out on denying Sean Smith in the third race. Long-time championship leader Ben Power battled through mechanical maladies all weekend, as well as a puncture, before rounding out the six-race bill with a win. The victory keeps him in the title hunt, but on the back foot with two meetings to run.

Paul Tompkins and Scott Bourne both registered wins in the Pickups, Tompkins making his first visit to the top step this season. Bourne retains his slender championship lead.

DAMIAN MEADEN

inaugural Clio Junior race

“The racing has been close and competitive and I think we’ve shown that we’ve produced a competitive car to put into the UK market.”

Ryan Smith is poised to retain his British Truck Racing Championship crown after adding a ninth victory of the season and a further two podium finishes to his tally in his MAN, setting himself up to claim the title next time out at Pembrey. Ricky Collett inherited a popular victory in race two – his first since the summer of 2015 – when Simon Reid (IVECO) pulled off at Palmer with a blown front-crankshaft oil seal. Mat Summerfield took his third win of the season, by a margin of over 20 seconds, in the third race. The final Division 1 race was cancelled due to congestion in the timetable caused by earlier red-flag stoppages.

Mika Mäkinen is equally assured of clinching the Division 2 crown in South Wales, continuing his season-defining dominance with three wins in his Sisu SL250. Paul Rivett, a regular fixture in the flagship UK Clios series, took a podium on his debut track-racing weekend, finishing second to Mäkinen in the third race in a MAN.

Four Caterham Graduates contests produced some frenetic action and the 2017 champion. In SigMax, Sam Wilson and Jamie Ellwood split the victories. Jon Harmer sealed the Sigma title in the opening race, despite losing control and making contact with the barriers on the Bentley Straight. In drier conditions Harmer was imperious in race two, taking another class victory.

Luke Cooper climbed to the lead from seventh



BRANDS HATCH
MSVR SEPTEMBER 9-10

HAWKINS

Brands brace for dominant Dittmann

CHRIS DITTMANN DOMINATED ON his return to F3 Cup at Brands Hatch, winning both outings in a performance reminiscent of his drives at Snetterton in May. The F3 team boss was untouchable from pole in race one, as Robbie Watts, despite the intervention of the safety car mid-race, could not get near him.

Cian Carey completed the podium, while title protagonists Jacopo Sebastiani and Shane Kelly both hit trouble. Sebastiani fought back to seventh having been unable to avoid Stuart Wiltshire on the opening lap. Wiltshire was eased off the circuit by Wade Eastwood and, as he rejoined, clipped championship leader Sebastiani into a spin. Kelly could have bettered his fourth-place finish, if not for the poor getaway that left him with much to do.

Dittmann led from lights to flag in race two to complete a convincing brace, as Eastwood and Watts finished second and third respectively. This time it was Sebastiani's turn to bog down at the start and, while he initially dropped to sixth behind Kelly, he was fourth by the red-flag stoppage. Kelly finished sixth to force the championship to the final round at Oulton Park but, with 52 points separating him from Sebastiani and a maximum of 65 available, the final outcome now seems a formality.

Contrasting performances from Ward Sluys and Bas Schouten cost the pair victory in race one of the Dutch Supercar Challenge as Koen Bogaerts and Pieter van Soelen prevailed. Schouten pulled his

BMW M4 Silhouette away from the similar car of van Soelen and into an unassailable lead at the start but, after the driver changes and in wet conditions, Sluys struggled. This allowed the chasing BMW in the hands of Bogaerts to catch and pass for the lead before a late safety car confirmed the result.

Bogaerts and van Soelen couldn't stop Roger Grouwels taking a superb wet-weather victory in race two with his Porsche 991. Schouten battled with Bogaerts, and both cars traded the lead early on before taking their mandatory stops midway through. Sluys emerged ahead of van Soelen but, with the heavens opening, the leaders had to stop again for wets and Sluys found himself out of contention after he was handed a drive-through penalty for pitlane speeding. The BMW M3 of brothers Ronald and Luuk van Loon was now leading — the pair had come in early to fix bodywork damage and fitted wets, gambling on rain. Grouwels was by now in second with van Soelen struggling in third. The Porsche caught the van Loon BMW and took the lead two laps from the end.

Oliver Barker left Brands with a substantial Radical Challenge championship lead following a brace of victories and contrasting fortunes for title rival Jack Lang. With only four points separating them coming into the weekend, it was Lang who held the advantage after race one, in which he scored an excellent win from pole. Barker could only finish 10th after he was spun

Chris Dittmann (74) departed Brands Hatch with both F3 Cup victories

at Paddock Bend on the opening lap, but he hit back in race two, storming into the lead from fourth at the start and controlling the pace to the flag. Double points were on offer in a wet race three and, with Lang eager to profit, he instead aquaplaned into retirement at Clearways while leading. This left the way clear for Barker to complete his double and take a huge lead into the final round at Snetterton.

Mark Sumpter delivered the perfect weekend in the Porsche Club Championship with two pole positions and both victories. He won the first outing with ease from the similar 996 of Craig Wilkins, who defended extremely well in keeping Michael Price behind in third. Race two was a carbon copy of the first, Sumpter easily completing the double in the wet to close the championship deficit to Mark McAleer.

Darren Goes finished first in the Trackday Trophy after fighting through from fifth on the grid. A late safety car and a conveniently timed mandatory stop meant the SEAT driver finished over a minute ahead of Caterham crew Callum McDougall and Ben Simonds.

Rod Birley just held off fellow Escort man Malcolm Wise to win the Tin Tops and Modified Saloons race from pole, and Michael Gibbins (MCR) capitalised on Tom Stoten's spin to win the Sports 2000 race. Nick Atkins and Ross Curnow (Lotus Elan) lapped the entire Classic K field to win.

JAKE JONES

RESULTS

F3 CUP (13 LAPS) 1 Chris Dittmann (Dallara F312);

2 Robbie Watts (Dallara F308) +6.824s; 3 Cian Carey (Dallara F311); 4 Shane Kelly (Dallara F308); 5 Daryl Jones (Dallara F308); 6 Gino Ussi (Dallara F312). **Fastest lap** Dittmann 1m20.037s (109.44mph). **Pole** Dittmann. **Starters** 14.

RACE 2 (8 LAPS) 1 Dittmann; 2 Wade Eastwood (Dallara F311) +0.434s; 3 Watts; 4 Jacopo Sebastiani (Dallara F311); 5 Stuart Wiltshire (Dallara F308); 6 Kelly. **FL** Dittmann 1m20.426s (108.91mph). **P** Dittmann. **S** 14.

SUPERCARS (31 LAPS) 1 Koen Bogaerts/Pieter van

Soelen (BMW M4); 2 Ward Sluys/Bas Schouten (BMW M4) +1.408s; 3 Roger Grouwels (Porsche 911 GT3); 4 Ruud Olij (BMW E92 M3); 5 Ollie Taylor (BMW E90); 6 Ronald van Loon/Luuk van Loon (BMW E46 M3). **Class winners** Olij; Taylor.

FL Schouten 1m40.583s (87.09mph). **P** Dan McKay/Euan McKay (Porsche 991 GT3 Cup). **S** 23. **RACE 2 (34 LAPS) 1 R Grouwels;** 2 Bogaerts/van Soelen +2.634s; 3 van Loon/van Loon; 4 Dennis de Borst/Martin de Kleijn (SEAT Sport Leon); 5 Edward Grouwels (Porsche 991 GT3 Cup); 6 Sluys/Schouten. **CW** van Loon/van Loon; Taylor. **FL** Schouten 1m30.547s (96.74mph). **P** Bogaerts/van Soelen. **S** 22.

RADICAL CHALLENGE (10 LAPS) 1 Jack Lang;

2 Jack Manchester +1.180s; 3 Dominik Jackson; 4 John Macleod; 5 Brian Murphy; 6 Richard Baxter. **FL** Lang 1m27.515s (100.09mph). **P** Lang. **S** 27. **RACE 2 (13 LAPS) 1 Oliver Barker;** 2 Jackson +0.440s; 3 Manchester; 4 Murphy; 5 Lang; 6 Macleod. **FL** Lang 1m26.498s (101.27mph). **P** Manchester. **S** 25. **RACE 3 (13 LAPS) 1 Barker;** 2 Mark Crader +20.216s; 3 John Caudwell/Stuart Moseley; 4 Steve Burgess; 5 Sam Moores; 6 Barry Liversidge. **FL** Jackson 1m35.992s (91.25mph). **P** Lang. **S** 25.

PORSCHE CLUB (15 LAPS) 1 Mark Sumpter (996);

2 Craig Wilkins (996) +7.011s; 3 Michael Price (996); 4 Richard Higgins (996); 5 Gary Duckman (Cayman); 6 Simon Clark (Boxster). **CW** Jake McAleer (Boxster). **FL** Sumpter 1m38.873s (88.59mph). **P** Sumpter. **S** 18. **RACE 2 (14 LAPS) 1 Sumpter;** 2 Kevin Harrison (996) +9.256s; 3 Wilkins; 4 Duckman; 5 Clark; 6 Mark McAleer (996). **CW** J McAleer. **FL** Sumpter 1m47.135s (81.76mph). **P** Sumpter. **S** 18.

MSVT TRACKDAY (15 LAPS) 1 Darren Goes (SEAT Leon

Cup); 2 Callum McDougall/Ben Simonds (Caterham 1400) +1m15.436s; 3 Simon Clark (Porsche Boxster); 4 Ryan Steel (Citroen Saxo); 5 David Gardner/Chris Mills (BMW M3); 6 Gary Burstow (BMW 328i). **CW** McDougall/Simonds; Burstow; Simon Reed (Mini JCW); Hugh Gurney (BMW M3); John Cooper/Alastair Kellett (Ford Fiesta). **FL** McDougall/Simonds 1m43.063s (84.99mph). **P** McDougall/Simonds. **S** 42.

TIN TOPS AND MODIFIED SALOONS (11 LAPS) 1 Rod

Birley (Ford Escort); 2 Malcolm Wise (Ford Escort) +0.217s; 3 Paul Adams (Ford Focus); 4 Matthew Turner (BMW E46); 5 Sean Fairweather (Ford Sierra); 6 David Cowan (BMW M3). **CW** Adams; Turner; Fairweather; Riku Garner (Renault Clio); Ken Angell (BMW E36). **FL** Wise 1m39.764s (87.80mph). **P** Birley. **S** 23.

SPORTS 2000 (27 LAPS) 1 Michael Gibbins (MCR);

2 Paul Trayhurn/Tony Halliwell (Gunn TS11) +7.288s; 3 Giles Billingsley (MCR); 4 Nick Bacon (Gunn TS11); 5 Keith Mizen (MCR); 6 Roger Donnan (MCR). **CW** Trayhurn/Halliwell; Joshua Law (Shrike P15); Glenn Dudley (Lola T87/90); Jonathan Loader (Tiga SC80); Paul Moffatt (Carbir). **FL** Tom Stoten (Gunn TS11) 1m32.247s (94.96mph). **P** Stoten. **S** 22.

CLASSIC K SERIES (26 LAPS) 1 Nick Atkins/Ross Curnow

(Lotus Elan); 2 John Spiers (TVR Griffith) -1 lap; 3 Brian Lambert (MGB Roadster); 4 Chris Blewett (Ginetta G12); 5 Frank Slevin/Paul Mullen (Ford Falcon Sprint); 6 Richard Longdon/Rory Longdon (Austin Mini). **CW** Spiers; Lambert; Longdon/Longdon; Thomas Pead (BMW 1600); Joe Allenby-Byrne (Ford Cortina); Keith Waters (Porsche 911); Steve Chapman (Triumph TR4). **FL** Curnow 1m56.241s (75.35mph).



OULTON PARK
BRSCC SEPTEMBER 9

Byrne leads
Smith in post-'89
Formula Fords

Byrne profits from rivals' crash

TITLE RIVALS JOSH SMITH AND MATT Round-Garrido came to blows while scrapping for the lead with Jake Byrne in the Post-'89 Formula Ford Championship round at Oulton Park.

Round-Garrido chose Lodge as the place to snatch second from Smith in the final race, but the title contenders made contact and both were forced out with wishbone damage. While Round-Garrido was frustrated as his Medina Sport had been performing well, he joked that there was only "about £30 worth of damage". But Firman driver Smith, who now trails Luciano Carvalho in the championship, summed up the clash as "unnecessary". The incident gifted Ray ace Byrne his second win of the day – he had beaten Smith in race one, which finished behind the safety car.

It had been a day of intermittent showers, creating changing track conditions and unpredictable racing through to the final chequered flag. This was most highlighted in the first of four Northern Formula Ford races. "You're always experimenting in conditions like this," said Pre-'90 race one winner Jaap Blijleven. "The grip was challenging, it was so greasy." The Dutchman admitted that although he had the misfortune of being the first man into Old Hall on the unpredictable surface, he was also lucky as his Reynard cockpit was free of any spray. Despite Blijleven's cautiousness, it was a comfortable victory ahead of Chris Hodgen in his Van Diemen, who summed his race up as "wet and lonely". Blijleven went on to take the race-two victory, all but confirming his status as Pre-'90 champion.

Jason Clegg admitted he'd been complacent behind the wheel of his Tuscan in the first of three TVR Challenge races, and hadn't expected the sudden charge of winner and fellow Tuscan driver Darren Smith. "I hadn't really been checking my mirrors and suddenly

he'd got by me. I couldn't really push too hard with the weather like this," he explained. Before Clegg could compose himself and try to fight back, a late-race downpour forced him to focus on not making any risky moves and saving his car for the remainder of the day.

That decision paid off in race two, where he was the victor. But another downpour in race three warranted another cautious drive from Clegg, who came home in seventh. Dean Cook took the win in his Griffith.

The micro-sports-prototypes of the Irish Global GT Lights were also on display. Championship leader Peter Drennan took the first two races, but the hat-trick narrowly eluded him. Despite persistent attacks from Chris James and Conor Farrell, Drennan managed to escape the critical tow in the first two races, but it wasn't to be in race three. The orange car of Mark Braden latched on to the tow at the beginning of the final lap and managed to hold off Drennan in a photo finish.

Andy Baylie and Simon Hill shared a win apiece in the combined grid of Mk5 and Mk2 Golfs. In the Welsh Sports and Saloons Championship, Ford Sierra Cosworth driver Jason Davies failed to make it a clean sweep after struggling in the wet race two. He finished ninth, 27 seconds behind winner Dave Harvey in his Stuart Taylor Locosaki.

DOM D'ANGELILLO

➔ P71 FULL RESULTS



Clegg admitted
complacency
in TVRs



Armstrong (8) pushed winner Medeiros (1) hard

READ

CADWELL PARK
BARC SEPTEMBER 9-10

Medeiros holds off Armstrong

AYRTON SENNA DESCRIBED Cadwell Park as one of his favourite UK tracks when racing similar machinery during the 1980s, but fellow Brazilian Adriano Medeiros felt less complimentary after being denied Classic Formula Ford victory on the final lap of race one.

The polesitter could not shake off a rapid Douglas Crosbie, who showed the nose of his Van Diemen on numerous occasions at the Mountain section. It took a bold lunge around the outside at the same point for Crosbie to snatch a maiden victory on the final lap, both drivers briefly banging wheels.

"It was good, hard racing — that's what we come to do," said Crosbie, handing the car over to his father, Paul, for the second race.

Apologising to his team on Saturday, Medeiros was celebrating the next day. Adjustments to his Van Diemen added confidence, but he was initially left pondering his luck after Mark Turner's crash wiped out a 15-second lead over title rival Mark Armstrong.

Armstrong usurped double podium finisher Nigel Lingwood on the restart and swiftly stole Medeiros's lead, but the reigning champion ended his "most eventful seven minutes ever" victorious thanks to a brave attack around the outside at Coppice, despite right-rear suspension damage.

Owen Edgley claimed his first Mighty Minis victory on a trying weekend for title contenders. Radiator damage for Alice Hughes sent her skating off at Hall in race one, title rival Damien Harrington also meeting the barriers after hitting the fluid. A subsequent fall climbing the barriers left Hughes with ligament damage. After fighting the pain during a sublime race-two charge from 14th to fourth, she said: "I'm hobbling, but leading the championship!"

Harrington's 'Cadwell jinx' struck again with CV joint failure in race two, which was won by Edgley ahead of Mick Grover. Lee Poolman had taken victory in race one after passing Peter Bonas, who he would collide with in race two.

Scott Kendall continued his charge towards the Super Mighty Minis crown with his ninth win of the season. Kendall shared wins with Adrian Tuckley, who batted off every attack thrown at him in a restarted second race. Tuckley charged from the back of the grid to lead the opener, but ultimately lost out to a brave Kendall swoop around the outside at Coppice.

Chris Davison used a safety-car interruption to his advantage in the four-hour Citroen C1 Challenge contest. A fortuitously timed pitstop handed him and teammates Aaron Bailey and Jacques Jensen a one-lap lead, allowing a comfortable win ahead of an intense battle for second. Will Rayson looked to have grabbed the place in the final 20 minutes, but slid wide at Mansfield and handed Paul Roddison bragging rights.

Roddison and Andrew Stacey timed their best laps perfectly during the pitstops to run away with Sunday's two-hour race, beating Declan McDonnell and Joe Wiggin, who suffered gearbox problems.

Phil Walker had to stomach a late MGOC championship defeat in a drag race to the line. Alan Forster inflicted that heartache, having fought from sixth to second, snatching victory from his fellow MG ZR driver with a better exit from Barn corner. Walker had trailed home Mark Baker's MGF in the opening race, but Baker would spin out of contention on the first lap of Sunday's thrash.

DAN MASON

➔ FULL RESULTS

RESULTS

ROCKINGHAM 750MC

CLASSIC STOCK HATCH (3 LAPS)

1 Lee Scott (Ford Fiesta XR2i); 2 Matthew Stubington (Peugeot 205 GTi) +1.96s; 3 Andy Philpotts (Ford Fiesta XR2i); 4 Edward Cooper (Vauxhall Nova GSi); 5 Andrew Thorpe (Citroen AX GTi); 6 Martyn Fowdrey (Ford Fiesta XR2). **Fastest lap** Scott 2m03.69s (59.67mph). **Pole** Matt Rozier (Peugeot 205 GTi). **Starters** 19.

RACE 2 (7 LAPS) 1 Thorpe; 2 Stubington +2.71s; 3 Scott; 4 Cooper; 5 Stewart Place (Peugeot 205 GTi); 6 Philpotts. **FL** Thorpe 1m49.98s (67.10mph). **P** Stubington. **S** 19.

HOT HATCH (BOTH 9 LAPS)

1 Alistair Camp (Ford Fiesta ST); 2 Ben Rushworth (Honda Integra DC2) +0.53s; 3 Neal Martin (Honda Civic); 4 Will Ashmore (Honda Civic VTI); 5 Philip Wright (Renault Clio 182); 6 Leon Shepherd (Ford Fiesta ST). **Class winners** Shepherd; Adam Read (BMW Compact). **FL** Martin 1m39.75s (73.98mph). **P** Martin. **S** 20.

RACE 2 1 Rushworth; 2 Camp +0.36s; 3 Martin; 4 Ashmore; 5 Matthew Howarth (Vauxhall Astra GSi); 6 Shepherd. **CW** Shepherd; Read. **FL** Camp 1m40.16s (73.68mph). **P** Camp. **S** 19.

LOCOST (5 LAPS) 1 Jack Coveney; 2 Louis Wall +0.53s; 3 Martin West; 4 Ian Allee; 5 Steve Paddock; 6 Tim Penstone-Smith. **FL** Wall 1m49.08s (67.66mph). **P** Wall. **S** 33.

RACE 2 (8 LAPS) 1 Allee; 2 Wall +0.47s; 3 West; 4 Coveney; 5 Lee Emm; 6 Paddock. **FL** Allee 1m49.99s (67.10mph). **P** Wall. **S** 24.

MX-5 (BOTH 10 LAPS) 1 Ben Short; 2 Paul Bateman +0.51s; 3 Michael Comber; 4 Ali Bray; 5 Tom Smith; 6 Ian Tomlinson. **FL** Short 1m48.57s (67.97mph). **P** Short. **S** 14.

RACE 2 1 Sam Smith; 2 Comber +0.73s; 3 Bateman; 4 Short; 5 Bray; 6 T Smith. **FL** Comber 1m48.76s (67.86mph). **P** Short. **S** 14.

M3 CUP/330 CHALLENGE/SUPER

COOPER CUP (BOTH 12 LAPS)

1 Carl Shield (BMW M3); 2 Adam Shepherd (M3) +1.46s; 3 Paul Cook (M3); 4 David Whitmore (M3); 5 Simon Walker-Hansell (M3); 6 Wayne Lewis (M3). **CW** Lewis Carter (BMW 330); Martin Reynolds (Mini Cooper S). **FL** Walker-Hansell 1m38.18s (75.17mph). **P** Shepherd. **S** 20.

RACE 2 1 Shepherd; 2 Whitmore +12.32s; 3 Cook; 4 Walker-Hansell; 5 Lewis; 6 Shield. **CW** David Drinkwater (330); Reynolds. **FL** Shepherd 1m38.42s (74.98mph). **P** Walker-Hansell. **S** 18.

FORMULA VEE (4 LAPS) 1 Ben

Miloudi (Storm GKBM 2015); 2 Adam Macaulay (Sheane FVEE) +0.19s; 3 Craig Pollard (Bears GAC); 4 Ian Jordan (Sheane Jordan); 5 James Harridge (Maverick Vee); 6 Steve Ough (AHS Dominator SDV). **CW** Harridge. **FL** Harridge 2m06.37s (58.40mph). **P** Macaulay. **S** 25.

RGB (BOTH 10 LAPS) 1 Billy Albone

(Spire GT3); 2 Scott Mittell (Mittell MC53) +3.90s; 3 John Cutmore (Spire GT3); 4 Tim Gray (Spire GT-F); 5 Paul Rogers (Contour RGB09); 6 Tim Hoverd (Sabre t2a). **CW** Gray. **FL** Mittell 1m30.21s (81.81mph). **P** Albone. **S** 12. **RACE 2 1 Albone;** 2 Cutmore +1.06s; 3 Richard Webb (Spire GT-F); 4 Rogers; 5 Hoverd; 6 Colin Chapman (BDN S3). **CW** Webb. **FL** Albone 1m31.07s (81.04mph). **P** Albone. **S** 13.

ROADSPORTS (21 LAPS) 1 Steve

Hewson (Peugeot 106 GTi); 2 Petteri Jokinen (Mini Cooper S) +23.23s; 3 Matt Faizey (Porsche 968); 4 Imran Khan (BMW E36 328i); 5 Lewis Carter (BMW 330); 6 Neal Martin (Honda Civic). **CW** Jokinen; Paul Cook/Wayne Lewis (BMW E46 M3); Adam Chafer (Peugeot 206 GTi). **FL** Tim Gray (BMW E46 M3) 1m39.80s (73.95mph). **P** Gray/Mark Betts. **S** 25.

ARMED FORCES RACE CHALLENGE

(26 LAPS) 1 Paul Cook/Wayne Lewis (BMW E46 M3); 2 Will Ashmore (Honda Civic VTI) +7.03s; 3 Andy Ebdon (Caterham Seven 310R); 4 Matty Taylor (BMW Compact);



Woodhead got it wrong at Rockingham

JONES

ROUND-UP

5 Ed Fuller (Tiger Super 6); 6 Ed McKean (BMW 325i). **CW** Ashmore; McKean. **FL** Cook/Lewis 1m40.73s (73.27mph). **P** Cook/Lewis. **S** 30.

HANDICAP RACE (11 LAPS) 1 Daniel Smith (Ford Fiesta); 2 Fuller +17.59s; 3 Ebdon; 4 Cook; 5 Lewis; 6 Basil Rawlinson (Mazda MX-5 Mk1). **FL** Lewis 1m48.68s (67.91mph). **S** 24.

HISTORIC 750 FORMULA (6 LAPS) 1 Christian Pederson (Austin 7); 2 Gregan Thruston (Rawson Special) +9.28s; 3 Lyndon Thruston (Historic 750 DNC); 4 Nigel Howard (HCS Mk2); 5 Trefor Slatter (Centaur Mk11); 6 Ben Myall (Gerrel Mk1). **CW** Ian Grant (Austin 7 Pigsty Special). **FL** Pederson 1m52.87s (65.38mph). **P** Pederson. **S** 17.

KNOCKHILL SMRC

SCOTTISH FORMULA FORD (BOTH 12 LAPS) 1 Jordan Gronkowski

(Van Diemen JL012K); 2 Ross Martin (Ray GR17) +6.725s; 3 Kenneth Cowie (Ray GR09); 4 Sebastian Melrose (Ray GR14); 5 Neil Broome (Ray GR17); 6 Michael MacPherson (Ray GR14). **CW** Martin. **FL** Cowie 1m02.431s (73.05mph). **P** Gronkowski. **S** 8.

RACE 2 1 Martin; 2 Gronkowski +0.900s; 3 Cowie; 4 Melrose; 5 Broome; 6 MacPherson. **FL** Cowie 1m02.386s (73.11mph). **P** Gronkowski. **S** 8.

MINI COOPER CUP (12 LAPS) 1 Kyle Reid;

2 Ian Munro +0.656s; 3 Robbie Dalgleish; 4 Dominic Wheatley; 5 Chris Reid; 6 Morgan Murray. **CW** Wheatley. **FL** C Reid 1m08.338s (66.74mph). **P** Munro. **S** 24.

RACE 2 (9 LAPS) 1 C Reid;

2 K Reid +0.938s; 3 Dalgleish; 4 Munro; 5 Wheatley; 6 Mark Geraghty. **CW** Wheatley. **FL** C Reid 1m07.510s (67.56mph). **P** K Reid. **S** 24.

RACE 3 (9 LAPS) 1 Gareth;

2 Hannah Chapman +0.536s; 3 Dalgleish; 4 K Reid; 5 Michael Courts; 6 C Reid. **FL** John Duncan 1m08.625s (66.46mph). **P** Courts. **S** 24.

SCOTTISH SALOONS & SPORTSCARS (BOTH 12 LAPS)

1 Kenneth McKell (Mitsubishi Lancer E8); 2 Paul Brydon (BMW M3) +5.601s; 3 Gary Wait (Ford Sierra Cosworth); 4 Oliver Mortimer (Mini Cooper R53); 5 Thomson McIntyre (Subaru Impreza); 6 William Robson (Ford Focus RS). **CW** Brydon; Wait; Mortimer; McIntyre; Andrew Paterson (BMW E36 318i). **FL** McKell 56.839s (80.24mph). **P** Brydon. **S** 9.

RACE 2 1 McKell;

2 Brydon +19.592s; 3 Mortimer; 4 McIntyre; 5 Paul Wilson (Mini Cooper R53); 6 Robson. **CW** Brydon; Mortimer; McIntyre; Paterson. **FL** McKell 56.483s (80.75mph). **P** McKell. **S** 8.

SCOTTISH FIESTA CHAMPIONSHIP (BOTH 12 LAPS) 1 Wayne Macaulay

(ST); 2 Kyle Reid (ST) +2.408s; 3

Steven Gray (ST); 4 Peter Cruickshank (ST); 5 Russell Morgan (ST); 6 Nicholas Forsyth (ST). **CW** Kristian Leith (XR2). **FL** Reid 1m05.640s (69.48mph). **P** Reid. **S** 12.

RACE 2 1 Macaulay; 2 Reid +2.981s; 3 Gray; 4 Cruickshank; 5 Morgan; 6 Forsyth. **CW** Leith. **FL** Macaulay 1m06.766s (68.31mph). **P** Macaulay. **S** 12.

SCOTTISH LEGENDS (8 LAPS) 1 Ivor Greenwood; 2 David Hunter +1.462s; 3 John Paterson; 4 Ryan McLeish; 5 Stewart Black; 6 Jordan Hodgson. **FL** Paterson 1m08.146s (66.93mph). **P** Hunter. **S** 13.

RACE 2 (8 LAPS) 1 Paterson;

2 Greenwood +1.871s; 3 Hunter; 4 McLeish; 5 Black; 6 Steven McGill. **FL** Greenwood 1m08.198s (66.88mph). **P** Paterson. **S** 13.

RACE 3 (10 LAPS) 1 Greenwood;

2 Paterson +0.009s; 3 Hunter; 4 McLeish; 5 Michael Paxton; 6 Ross McCulloch. **FL** Greenwood 1m08.202s (66.87mph). **P** Paxton. **S** 13.

SCOTTISH CLASSICS (12 LAPS)

1 Raymond Boyd (Porsche 911); 2 John Kinmond (Rover 3500) +6.559s; 3 Harry Simpson (Ginetta G4R); 4 Bruce Mitchell (Lotus Europa TC); 5 Alastair Baptie (Fiat X1/9); 6 Mario Ferrari (Alfa Sprint Trofeo). **CW** Kinmond; Simpson; Mitchell; Baptie. **FL** Boyd 1m04.913s (70.26mph). **P** Boyd. **S** 7.

RACE 2 (14 LAPS) 1 Boyd;

2 Kinmond +8.926s; 3 Simpson; 4 Mitchell; 5 Ferrari; 6 William Conway (Mini Clubman). **CW** Kinmond; Simpson; Mitchell; Ferrari. **FL** Boyd 1m04.343s (70.88mph). **P** Boyd. **S** 7.

SCOTTISH BMWs (14 LAPS) 1 Liam McGill;

2 Ally Smith +2.319s; 3 Gary Clark; 4 David McNaughton; 5 Lee Elrick; 6 Cliff Harper. **FL** McGill 1m08.611s (66.47mph). **P** McGill. **S** 15.

RACE 2 (12 LAPS) 1 McGill; 2 Smith +0.111s; 3 McNaughton; 4 Clark; 5 Harper; 6 Elrick. **FL** Smith 1m08.694s (66.39mph). **P** McGill. **S** 14.

OULTON PARK BRSCC

NORTHERN FORMULA FORD 1600

- POST-'89 (8 LAPS) 1 Jake Byrne (Ray GR13); 2 Josh Smith (Firman RFR16) +0.545s; 3 Luciano Carvalho (Van Diemen RF05); 4 Matt Round-Garrido (Media Sport JL17); 5 Jack Wolfenden (Firman RFR17); 6 Tom McArthur (Van Diemen LA10). **CW** Andrew Thomas (Van Diemen RF91). **FL** Smith 2m05.747s (77.06mph). **P** Byrne. **S** 12.

RACE 2 (9 LAPS) 1 Byrne;

2 T McArthur +1.677s; 3 Carvalho; 4 Wolfenden; 5 Hamish McAllister (Mygale 2011); 6 Neil McArthur (Van Diemen LA10). **CW** Thomas. **FL** T McArthur 1m50.827s (87.44mph). **P** Byrne. **S** 12.

NORTHERN FORMULA FORD 1600



Poolman smoked his Mini to a Mighty victory

- PRE-'90 (9 LAPS) 1 Jaap Blijleven

(Reynard 88FF); 2 Chris Hodgen (Van Diemen RF89) +19.761s; 3 Brian Soule (Van Diemen RF88); 4 Christopher Stones (Van Diemen RF88); 5 Ian Wolfenden (Reynard 88FF); 6 Ray Smith (Van Diemen RF88). **CW** Bruce Evans (Reynard 84FF). **FL** Blijleven 2m11.021s (73.96mph). **P** Blijleven. **S** 14.

RACE 2 (11 LAPS) 1 Blijleven;

2 Stones +13.671s; 3 Hodgen; 4 Wolfenden; 5 Smith; 6 Soule. **CW** Evans. **FL** Blijleven 1m51.935s (86.57mph). **P** Blijleven. **S** 14.

TVR CHALLENGE (10 LAPS)

1 Darren Smith (Tuscan); 2 Jason Clegg (Tuscan) +11.893s; 3 Mike Luck (Chimaera); 4 Andy Race (Griffith); 5 Alan Jones (Sagaris); 6 Matthew Holben (Tuscan). **CW** Luck; Jones; Chris Livesey (Grantura). **FL** Smith 2m07.343s (76.10mph). **P** Clegg. **S** 12.

RACE 2 (10 LAPS) 1 Clegg;

2 Race +0.619s; 3 Dean Cook (Griffith); 4 Holben; 5 Christopher Ridge (Cerbera); 6 Livesey. **CW** Race; Ridge; Livesey. **FL** Race 1m58.332s (81.89mph). **P** Smith. **S** 10.

RACE 3 (9 LAPS) 1 Cook;

2 Jones +3.424s; 3 Race; 4 Oliver Holland (Tasmin); 5 Luck; 6 Livesey. **CW** Jones; Livesey; Ridge. **FL** Jones 2m07.114s (76.24mph). **P** Clegg. **S** 9.

GLOBAL GT LIGHTS (7 LAPS)

1 Peter Drennan; 2 Chris James +5.828s; 3 Conor Farrell; 4 James Thompson; 5 Mark Braden; 6 Ivor Millar. **FL** Drennan 2m08.894s (75.18mph). **P** Drennan. **S** 9.

RACE 2 (8 LAPS) 1 Drennan;

2 Farrell +2.002s; 3 James; 4 Braden; 5 Richard Finlay; 6 Michael Conway. **FL** Drennan 1m52.234s (86.34mph). **P** Drennan. **S** 10.

RACE 3 (7 LAPS) 1 Braden;

2 Drennan +0.119s; 3 Anthony Thompson; 4 Miller; 5 Conway; no other finishers. **FL** Drennan 2m07.448s (76.04mph). **P** Drennan. **S** 9.

GTI MK2 & MK5 SERIES (9 LAPS)

1 Andy Baylie; 2 John Mawdsley +6.675s; 3 Simon Hill; 4 James Colbourne; 5 Martyn Walsh;

6 Andy Hance. **CW** Tim Hartland (Mk2). **FL** Baylie 2m12.730s (73.01mph). **P** Baylie. **S** 16.

RACE 2 (8 LAPS) 1 Hill;

+0.405s; 3 Walsh; 4 Colbourne; 5 Baylie; 6 Paul Blackburn. **CW** Dan Gibbs (Mk2). **FL** Baylie 2m00.071s (80.71mph). **P** Baylie. **S** 17.

WELSH SPORTS AND SALOONS (7 LAPS) 1 Jason Davies (Ford

Sierra Cosworth); 2 Dave Harvey (Stuart Taylor Locosaki) +9.915s; 3 Stephen Hall (Audi TT); 4 Chris Everill (Ginetta G50); 5 Fabio Luffarelli (VW Corrado); 6 Reuben Taylor (Peugeot 206CC). **CW** Harvey; Everill; F Luffarelli; Tyrone Luffarelli (Peugeot 106 GTI); Dave Scaramanga (VW Scirocco); Darren Hockley (Honda Civic); Alan Smith (Ford Ka); Verity Banks (MG ZR). **FL** Davies 1m54.096s (84.93mph). **P** Davies. **S** 28.

RACE 2 (3 LAPS) 1 Harvey;

2 Taylor +14.170s; 3 Hall; 4 Grantly Woodhatch (VW Corrado); 5 Nick Crompton (Mitsubishi Evo); 6 Everill. **CW** Crompton; Everill; T Luffarelli; Scaramanga; Daryl Radford (Honda Civic); Gareth Haycock (VW Golf); Smith; Melissa Luffarelli (Mini Saloon). **FL** Davies 2m09.336s (74.93mph). **P** Davies. **S** 28.

CADWELL PARK BARC

CLASSIC FF1600 (BOTH 11 LAPS)

1 Douglas Crosbie (Van Diemen RF80); 2 Adriano Medeiros (Van Diemen RF80) +1.354s; 3 Nigel Lingwood (Van Diemen RF80); 4 Mark Armstrong (Van Diemen RF80); 5 Kevin Mansell (Crossle 32F); 6 Steve Pearce (Van Diemen RF81). **FL** Medeiros 1m34.953s (82.91mph). **P** Medeiros. **S** 13.

RACE 2 1 Medeiros;

2 Armstrong +0.334s; 3 Lingwood; 4 Mansell; 5 Pearce; 6 Graham Terry (Van Diemen RF80). **FL** Medeiros 1m35.298s (82.61mph). **P** Medeiros. **S** 12.

MIGHTY MINIS (BOTH 10 LAPS)

1 Lee Poolman; 2 Peter Bonas +1.130s; 3 Owen Edgley; 4 Stuart Coombs; 5 Daniel Heywood; 6 Paul

Ogborn. **FL** Bonas 1m58.324s (66.53mph). **P** Bonas. **S** 15.

RACE 2 1 Edgley;

2 Mick Grover +0.649s; 3 Ogborn; 4 Alice Hughes; 5 Coombs; 6 Simon Tuckley. **FL** Hughes 1m59.467s (65.90mph). **P** Tuckley. **S** 15.

SUPER MIGHTY MINIS (11 LAPS)

1 Scott Kendall; 2 Adrian Tuckley +0.457s; 3 Paul Inch; 4 Alex Comis; 5 Mark Ditchburn; 6 Steven Rideout. **FL** Tuckley 1m50.227s (71.42mph). **P** Kendall. **S** 7.

RACE 2 (6 LAPS) 1 Tuckley;

2 Kendall +1.187s; 3 Comis; 4 Inch; 5 Ditchburn; 6 Connor O'Brien. **FL** Kendall 1m51.331s (70.71mph). **P** O'Brien. **S** 7.

CITROEN C1 CHALLENGE (113 LAPS) 1 Chris Davison/Aaron

Bailey/Jacques Jensen; 2 Andrew Stacey/Grant Hatfield/Paul Roddison -1 lap; 3 Neil Garner/Peter Fisk/Will Rayson; 4 Mark Theaker/Craig Deakin/Steve Atkinson/Nick Dougill; 5 James Matthews/Frank Claydon; 6 Robin Welsh/Jonathan Cool/James Macintyre-Ure/Paul Dickinson.

FL Ian Payne/Mark Benson/Richard

Bernard 1m59.508s (65.88mph). **P** Stacey/Hatfield/Roddison. **S** 14.

RACE 2 (58 LAPS) 1 Stacey/

Roddison; 2 Joe Wiggan/Declan McDonnell +1m07.579s; 3 Atkinson/Deakin/Dougill; 4 Macintyre-Ure/Dickinson/Welsh/Cool; 5 Caryl Wills/Paul Rowland/Ben Anderson; 6 Matthews/Claydon. **FL** Andy Balfour/Eddy Timperley/Seb Fisher 2m00.226s (65.48mph). **P** Stacey/Roddison. **S** 14.

MGOC CHAMPIONSHIP (BOTH 11 LAPS) 1 Mark Baker (F);

2 Simon Kendrick (F VVC) +3.760s; 3 Phil Walker (ZR); 4 Alan Forster (ZR 160); 5 Paul Wisbey (F VVC); 6 Nick Golhar (ZR). **CW** Walker; William van Vuuren (B Roadster). **FL** Kendrick 1m47.893s (72.97mph). **P** Walker. **S** 15.

RACE 2 1 Forster;

2 Walker +0.196s; 3 Kendrick; 4 Golhar; 5 Stuart Philips (ZR); 6 Philip Espinasse (F). **CW** Kendrick; van Vuuren. **FL** Forster 1m46.693s (73.79mph). **P** Walker. **S** 15.

Battle of the Ardennes

It's the 25th Spa Six Hours this weekend. Here's how it became a highlight of the historic season

By Marcus Pye, Special Contributor

From a potentially ruinous inaugural Spa Six Hours in 1993, with just 35 cars, genial Belgians Alain Defalle and Vincent Collard – already running the Liege-Rome-Liege rally retrospectives under Motor Classic – have nurtured the event into the world's greatest historic endurance race for pre-1966 cars. This weekend, organiser Roadbook's landmark 25th edition brings 300 competitors to Francorchamps for the feature race of what for many is the unmissable event of the season.

"The first one lost a lot of money," says Defalle. "We were paying it back for five years."

What turned it round? "Two unique things. First, the Spa circuit. It's like a lady, very attractive. Second, the attitude of the management is different. Since the beginning Vincent and I have tried to look after the drivers, cope with their problems and seek solutions with the Royal Automobile Club Belgium's help. They are our customers. Ultimately they decide if they are coming back. Many have returned for more than 20 years."

That the entry is full months ahead speaks volumes. The opportunity to tackle Belgium's sensational high-speed 4,352-mile grand prix circuit, beloved among F1 drivers and using parts of the terrifying original, has lured players from Australia, Japan, New Zealand, South Africa and the United States, as well as every corner of Europe.

Briton Jeremy Hall was among the first to be recruited to the Six Hours team. "Alain rang me in 1993 and said, 'Will you scrutineer the event?' That arrangement continued until three or four years ago," recalls Hall.

"The best bit about the early days was that if a pre-'66 car failed technical scrutineering, it was put into the Eau Rouge Trophy section with later cars. So everybody still got a race and went away happy. Alain didn't budget for spectators initially, so for the first few years it was free to get in. Then it got bigger."

What began as an afternoon race has evolved into an extraordinary test of driver and machine, starting in daylight on

Saturday and finishing in pitch darkness at 2155. The blackout curtain is sometimes drawn over this densely forested pocket of the Ardennes early, for stair-rod-like rain is not uncommon. When the precipitation falls, tactics change. Survival is everything.

The dynamic of the field has changed radically. While a Ford GT40, crewed by Jean 'Beurlys' Bleton's team, first won in 1994, the 4.7-litre prototypes (increasingly continuation cars built to FIA Historic Technical Passport spec) have ruled since 2011, with the likes of GT ace Ralf Kelleners and four-time victor Martin Stretton up. This year an unprecedented 17 head the 117 entries.

Americans Jason Wright and Michael Gans, with British engineer Andy Wolfe, defend their title against 2015 victors Roger Wills/James Littlejohn, with Stretton – who co-drove Diogo Ferrao's very original P/1022 in '14 – and double winner Shaun Lynn renewing his partnership with Andrew Haddon in P/1025. Ten years after he led an all-Dutch team to gold in a Shelby Mustang, Hans Hugenholtz is in a GT40 this time.

But the stakes are increasing. Ten-time GP winner Gerhard Berger started from pole position last September (courtesy of Richard Meaden) but the car retired early. Meaden returns with Martin O'Connell – the quickest historic racer of all? – and FIA Masters F1 champion Nick Padmore in the Grant Tromans-owned GT40. Audi pro Frank Stippler and Chris Ward/Andrew Robertson Smith saddle others.

It's not all about the iconic machines though. David Hart (another from the Mustang trio in 2007), Goodwood star son Oliver and Nicky Pastorelli are in the DHG Shelby Cobra Daytona Coupe evocation that flew in a shorter enduro last year. Three-time winners Jon and Jason Minshaw are in separate Jaguar E-types, facing John Clark's omnipresent challenger, O'Connell and Andrew Kirkaldy in Sandy Watson's example and the low-drag coupe of Julian Thomas/Calum Lockie.

Michael Schryver – a double winner when his Chevron B6 was admitted – is among the Lotus Elan posse and, inevitably, a reliable MGB will excel in the final classification. Look to MG Motorsport's Tom Smith who, having notched his 100th sprint-race win in his 'works' car, rejoins Dutchmen Sjoerd Peereboom and Jasper Izaks. Schryver's co-driver Simon Hadfield, who leads Roadbook's roll of honour with five wins, shares the 2005-winning Aston Martin Project 214 clone with owner Wolfgang Friedrichs and Michael Mallock.

For Hadfield the Six Hours' magic starts with the people behind it: "Alain and Vincent's positivity is the difference. It may not be the most HTP-compliant event, but the opportunity to have a no-holds-barred six-hour race on that circuit is incredible.

"I liked it in the 1990s when there was gravel all round the track and you couldn't make a mistake. Now it's been F1-ised with big runoff areas it's not as aggressive. You can get away with running wide at Pouhon and elsewhere. But no matter where you finish – I've had great races when I haven't won – the sensation of getting out of the car at the end and saying to the team, 'We've done it,' is very special." ❦



Ford GT40 is now the car to have if you want to set the pace

PICTURES BY BLOXHAM





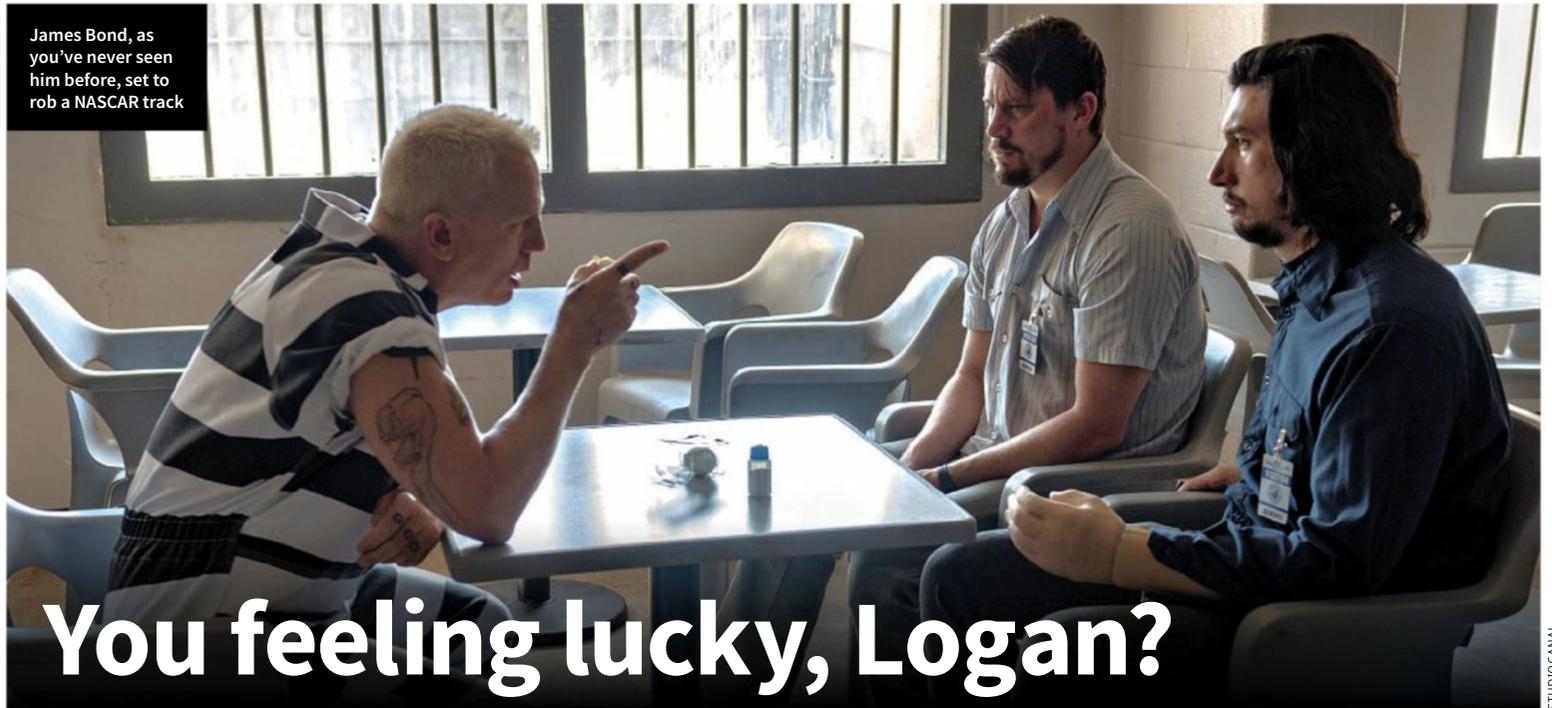
SPA SIX HOURS WINNERS 1993-2016

YEAR	DRIVERS	CAR
1993	Rajmund Hoeppermans/Helmut Reis	Lotus Elan
1994	Jean Blaton/Willy Braillard/Pierre Dieudonne	Ford GT40
1995	Joe Ward/Chris Conoley/Barrie Williams	TVR Griffith
1996	Joe Ward/Chris Conoley	TVR Griffith
1997	Michael Schryver/Simon Hadfield	Chevron B6 CH-DBE-2
1998	Michael Schryver/Simon Hadfield	Chevron B6 CH-DBE-2
1999	Paul Chateaux/Pierre-Alain France	Attila-Chevrolet Mk7*
2000	Allen Lloyd/Gerry Wainwright	Ford GT40 P/1002 'FEL 1C'
2001	John Bendall/Peter Hardman/James Shead	AC Cobra
2002	Jon and Jason Minshaw/Martin Stretton	Jaguar E-type
2003	Christian Glaesel/Aaron Hsu	Ford GT40 P/1023
2004	Jon Shipman/Mark Hales	Crossle 9S 6630
2005	Wolfgang Friedrichs/David Clark/Simon Hadfield	Aston Martin 'DP214'
2006	Shaun Lynn/Dean Lanzante	Ford GT40 P/1025
2007	Hans Hugenholtz/Rene Herzog/David Hart	Shelby Mustang GT350
2008	Jon and Jason Minshaw/Martin Stretton	Jaguar E-type
2009	Shaun Lynn/Andrew Haddon	Ford GT40 P/1025
2010	Jon and Jason Minshaw/Martin Stretton	Jaguar E-type
2011	Christian Glaesel/Ralf Kelleners	Ford GT40 P/1023
2012	Simon Hadfield/Leo Voyazides	Ford GT40 P/1005
2013	Simon Hadfield/Leo Voyazides	Ford GT40 P/1005
2014	Martin Stretton/Diogo Ferrao	Ford GT40 P/1022
2015	Roger Wills/James Littlejohn	Ford GT40 (c)
2016	Jason Wright/Michael Gans/Andy Wolfe	Ford GT40 (c)

*separate prototype classification: Chateaux/France finished one lap clear of Ray Bellm/Simon de Lautour/Jeremy Agace (Bizzarrini GT)

WHAT'S ON

James Bond, as you've never seen him before, set to rob a NASCAR track



You feeling lucky, Logan?

‘CHARLOTTE MOTOR SPEEDWAY: Those three little words uttered in a deep Southern drawl prick up the ears in *Logan Lucky*'s trailer, but this isn't simply another NASCAR film. There are no cheese-laden Tom-Cruise-in-*Days-of-Thunder* one-liners, but it's still one hell of a thrill ride with a plenty of unexpected turns.

Set in Boone County, West Virginia, *Logan Lucky* focuses on the ironically unfortunate Logan brothers: Jimmy Logan (Channing Tatum) and Clyde Logan (Adam Driver). Now if you're thinking ‘how can they be brothers?’ I initially thought the same, but their on-screen chemistry is absolutely outstanding.

Clyde, who wears a prosthetic hand after losing his in the Iraq War, is a local bar owner, while brother Jimmy is a laid-off miner who worked in the depths of the infield at the Speedway to repair dangerous sinkholes. You could say he's West Virginia's very own answer to Del Boy, but there are no convoluted schemes to sell inflatable dolls and there's not a three-wheeled van in sight.

Jimmy's got a simple-yet-complex get rich quick plan — rob Charlotte Motor Speedway during the Coca Cola 600. Using his insider knowledge, he's undoubtedly the ‘brains’ behind the heist.

To succeed, the brothers need to enlist



STUDIOCANAL

the help of convicted safecracker and aptly named Joe Bang (Daniel Craig). The Logans and Bang make an unlikely trio, and I can't deny that seeing James Bond, *Star Wars*' baddie Kylo Ren and stripper Magic Mike plotting a heist was distracting at first, but their faultless portrayals quickly suck you in.

As it's a heist movie I won't give any more of the plot away but will say: if you're hoping to see a multitude of NASCAR action similar to *Days of Thunder*, you'll probably be disappointed.

There are special cameos from Jeff Gordon, Ryan Blaney, Brad Keselowski, Carl Edwards, Kyle Busch, Joey Logano and Kyle Larson, but you'll have to keep your eyes peeled as only Gordon appears as himself. To a regular viewer

Seth MacFarlane (left) and Sebastian Stan as Max Chilblain and Dayton White deliver the film's largest laughs

these cameos will go unnoticed, but to a motorsport fan it becomes a game of NASCAR ‘Where's Wally’, which added a nice authentic touch.

Away from the leading characters, Max Chilblain (Seth MacFarlane), the arrogant owner of ‘Love Handle Enterprises’, and Dayton White (Sebastian Stan) a fictional NASCAR driver, provide some of the film's biggest laughs. White is sponsored by Chilblain's energy drink company, but, of course, he doesn't use or even like the product. Cue several *Talladega Nights*-esque skits.

So, how to sum up *Logan Lucky* in one phrase? Well, I think an unnamed character in the film describes it best — it's ‘Ocean's 7/11’. If you add a scoop of *Ocean's Eleven* and *Talladega Nights*, with a dash of *Smokey and the Bandit* and blend it all, you'd get *Logan Lucky*.

In truth, it really shouldn't be any good. The Logan brothers don't look like they're related, the basis of the heist is sketchy at best and James Bond is a Southern convict! But, like so many crazy ideas, it just works.

You may not get the NASCAR fix that the trailer so tantalizingly promised, but you'll be too embroiled in the journey and too heavily invested in the characters to care. Oh, and like any good NASCAR race ‘it ain't over 'til it's over’.

AARON ROOK

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HOT ON THE WEB THIS WEEK

 **YouTube** FERRARI GTO'S COSTLY CRUNCH

Search for Rare Ferrari 250 GTO/64 crashes at Revival
 This 1964 Ferrari 250 GTO/64 had already set fastest time in qualifying for the RAC TT at Goodwood in the hands of Frank Stippler when co-driver Andy Newall lost control in traffic and hit the tyre wall. Kudos to commentator Marcus Pye for his 'air brake' gag – which, of course, is taken literally below the line...

INTERNATIONAL MOTORSPORT

SINGAPORE GRAND PRIX FORMULA 1 WORLD CHAMPIONSHIP

Rd 14/20
 Marina Bay, Singapore
 September 17
TV Live Channel 4,
 Sunday 1235. Sky Sports
 F1, Sunday 1230. Radio
 BBC Radio 5 Live, Sunday
 1300. **Highlights** Sky
 Sports F1, Sunday 1900

WORLD ENDURANCE

Rd 6/9
 Austin, Texas, USA
 September 16
TV Live Motorsport.tv,
 Saturday 1745. Eurosport 1,
 Saturday 1750

WORLD SERIES FORMULA V8 3.5

Rd 8/9
 Austin, Texas, USA
 September 15-16
TV Live BT Sport 2,
 Friday 2215. **Delayed** BT
 Sport 3, Saturday 1545

INDYCAR SERIES

Rd 16/16
 Sonoma, California, USA
 September 17
TV Live BT Sport ESPN,
 Sunday 2330

BLANCPAIN GT SPRINT CUP

Rd 5/5
 Nurburgring, Germany
 September 16-17
TV Live BT Sport ESPN,
 Sunday 1345

SANDOWN 500

Australian Supercars
Rd 10/14
 Sandown, Victoria,
 Australia
 September 17

NASCAR CUP

Rd 27/36
 Chicagoland, Illinois, USA
 September 17
TV Live Premier Sports,
 Sunday 1930

WORLD RALLYCROSS

Rd 10/12
 Birknieki, Latvia
 September 16-17
TV Delayed Motorsport.
 tv, Sunday 1700

SCANDINAVIAN TOURING CARS

Rd 7/7
 Mantorp Park, Sweden
 September 16

ADAC GT MASTERS

Rd 6/7
 Sachsenring, Germany
 September 16-17

NEXT WEEK

ON SALE THURSDAY

SINGAPORE GRAND PRIX

The biggest stories from the Marina Bay circuit title fight



EUROPEAN RALLY CHAMPIONSHIP

Rd 7/8
 Rally of Rome, Italy
 September 15-17

EUROPEAN TOURING CARS

Rd 5/6
 Zolder, Belgium
 September 17



UK MOTORSPORT

RALLY ISLE OF MAN

September 14-17
 British Rally
 Championship

SILVERSTONE TOCA

September 16-17
 BTCC meeting: BTCC,
 F4, Carrera Cup, Renault
 Clio, Ginetta GT4,
 Ginetta Junior
TV Live ITV4,
 Sunday 1100

DONINGTON PARK MSVR

September 16-17
 LMP3 Cup, GT Cup,
 Monoposto, Mini
 Challenge, Production
 BMW, Racing Saloons

CROFT BRSCC

September 16-17
 Mazda MX-5, Fiesta, Fiesta
 Junior, Northern Sports/
 Saloons, Cockshoot Cup

ROCKINGHAM BRSCC

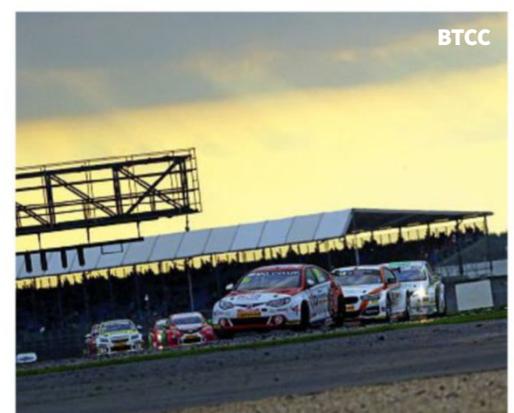
September 16-17
 Porsche Club, F1000,
 Caterham 420R, Caterham
 310R, Caterham 270R,
 Caterham Supersport,
 Caterham Roadsport,
 Caterham Academy,
 BMW Compact

SNETTERTON VSCC

September 17
 Vintage and Pre-War races

MONDELLO PARK LEINSTER TROPHY

September 16-17
 Supercars, Formula Vee,
 Formula Sheane, Stryker
 Sportscars, Touring Cars,
 SEAT, Historic Racing Cars,
 Ginettas, Future Classics,
 Fiesta Zetec, Fiesta ST







FROM THE ARCHIVE

Colin McRae and Derek Ringer dominated the 1996 Sanremo Rally, but the pair would split at the end of the season after a troubled defence of their '95 world title. Pictures like this make you realise the talent we lost when McRae died 10 years ago this week.

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INTRODUCING

GABRIEL AUBRY

FRENAULT EURO CUP ACE ON CHANGING HIS APPROACH TO GET AHEAD

After a period of under-representation at motorsport's top table, France has recently enjoyed something of a renaissance as Romain Grosjean and Esteban Ocon wave the Tricolore in Formula 1. Among the next generation of emerging French talent is Gabriel Aubry, who is currently racing in Formula Renault 2.0.

The 19-year-old is in his sophomore year in both the Eurocup and NEC championships, and fell in love with the competitive aspect of motorsport in karts, despite serving a "pretty tough" final year in Italy in 2014.

After returning home, Aubry raced in the French Formula 4 Championship for the next season, where he competed for the title against current Eurocup points leader Sacha Fenestraz, ultimately finishing third overall.

He moved up to FRenault 2.0 the following year, joining the successful Tech 1 team, which took Pierre Gasly to the Eurocup title in 2013. Despite lining up on row two for the Motorland Aragon opener, a mechanical issue crushed Aubry's hopes of a lightning start to 2016, and it all went downhill from there.

"The whole season was up and down," he says. "I lost a lot of confidence during the year. I felt it wasn't my performance that I had to work on, but my mindset – how to put it together and how to feel more confident."

Identifying his weak spot, Aubry took inspiration from Grosjean, who started seeing a sports psychologist after his first-lap incidents during the 2012 F1 campaign.

Aubry enlisted the aid of the same psychologist, and he credits that support for his far more consistent year in the Eurocup so far and the fact that he is enjoying a more successful 2017 season overall. His highlights include two wins at the Hungaroring and a dominant performance over the NEC's Monza weekend.

"[There] was that click that makes you say, 'Woah, something happened,'" Aubry explains. "It all changed in a matter of months, but we still have a lot of work to do. I'm still the same, I'm driving, but I've changed the way I'm coming to the races – I'm less stressed."

JAKE BOXALL-LEGGE AND BEN ANDERSON



CV

- Age** 19
- 2017** 5th Formula Renault 2.0 Eurocup *2 wins*, 3rd NEC *2 wins*
- 2016** 12th Formula Renault 2.0 Eurocup, 18th NEC
- 2015** 3rd F4 France *1 win*
- 2014** 10th CIK-FIA Euro KF, 30th CIK-FIA World KF
- 2013** 20th CIK-FIA KF-Junior Super Cup, 20th CIK-FIA Euro KF3
- 2012** 20th CIK-FIA Euro KF3

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