

**F1 ALL THE DRAMA FROM A BIZARRE MALAYSIAN GP**

 **AUTOSPORT**

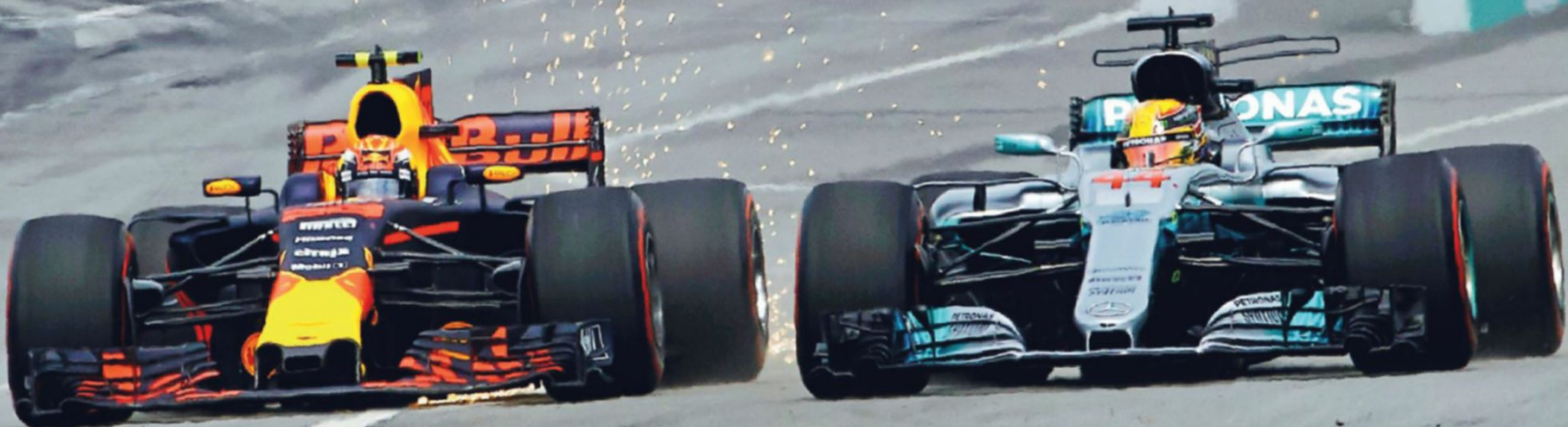
# MAX ATTACK!

**“I took extra risk because Lewis is fighting for the title”**

■ **How Verstappen stole victory**

■ **Why fast Ferrari lost more points**

■ **What's going wrong at Merc**



**SUTTON DOES IT FOR SUBARU**

**NEW BTCC CHAMPION CROWNED AT BRANDS**





# 1 SERIES, 2 TITLES.

## A WINNING COMBINATION.

BMW & West Surrey Racing are BTCC Manufacturers' & Constructors' Champions.  
And Team BMW are BTCC Teams' Champions.  
All won in the BMW 125i M Sport.







**The Ultimate  
Driving Machine**





**DOMINATION  
IS IN OUR DNA.**



**ARE YOU DRIVER ENOUGH?™**

**THE OFFICIAL TYRE CONQUEROR OF THE DAKAR RALLY**

It doesn't matter when – or where.  
Earn the title 'Driver Enough' when you drive on our tyres.

**#DriverEnough** [BFGoodrich.co.uk](http://BFGoodrich.co.uk)







# Verstappen stars as Ferrari fumbles again

**ONCE MORE, FERRARI SHOT ITSELF IN THE FOOT, BUT** this time it wasn't Lewis Hamilton who capitalised, or at least won.

Max Verstappen's Malaysian Grand Prix success, his second Formula 1 victory, was well taken and was surely well deserved after the trying season he has had with reliability woes. Red Bull's pace suggests it could be a real factor in the closing races of 2017 and, perhaps more importantly, become a proper championship challenger next season.

Before then, though, Ferrari needs to stop missing its target. Mercedes has been on poor form over the past couple of races with its difficult Wo8, but Hamilton has taken a win and a second. Partly that is thanks to his own virtuosity – he has been hard to fault since the summer break – but Ferrari's problems have played into his hands. In Singapore it was driver-induced; in Malaysia it was poor reliability.

One big positive for Ferrari is that its upgrades appear to be working better than those of Mercedes. Since being thrashed at Silverstone in July, Ferrari's race pace has been as quick or quicker than the Silver Arrows everywhere except at Monza for the Italian GP.

This weekend's Japanese GP will be crucial. Hamilton always goes well at Austin, scene of the United States GP later in the month, and if Mercedes power is going to show anywhere in the title run-in it will surely be in Mexico a week later. Sebastian Vettel really needs to avoid the pitfalls at Suzuka to start eating into the 34-point deficit to Hamilton.



**KEVIN TURNER EDITOR**

kevin.turner@autosport.com

@KRT917



**COVER IMAGES**

Etherington, Ebrey/LAT

## COVER STORY

**22** Malaysian Grand Prix report and analysis

## PIT+PADDOCK

- 6** Fifth Column: Nigel Roebuck
- 8** Penske joins early as IMSA booms
- 10** New faces in Formula E test
- 12** Row over FIA man's F1 switch
- 14** Can Super GT cars save the DTM?
- 17** In the paddock: Gary Anderson
- 19** Feedback: your letters

## REPORTS AND FEATURES

- 40** BTCC: Sutton takes the title at Brands
- 48** IndyCar: how Newgarden was crowned

## RACE CENTRE

- 54** Blancpain Endurance; NASCAR Cup; Euroformula Open; World Rallycross

## CLUB AUTOSPORT

- 69** McLaren Autosport BRDC finalists revealed
- 70** Michelin deal could boost UK LMP3
- 72** New historic series for pre-1963 GTs
- 73** Humble Pye: the voice of club racing
- 74** National reports: Brands Hatch; Donington; Snetterton; Rockingham; Cadwell Park
- 82** The story behind the success of Equipe GTS










## FINISHING STRAIGHT

- 86** What's on this week
- 88** From the archive: 1968 Mexican GP
- 90** Top five Raikkonen radio rants

## AUTOSPORT SUBSCRIPTION OFFER

- 84** Sign up and get six issues for £6

# FIND US ON

-  [autosport.com](http://autosport.com)
-  [twitter.com/autosport](https://twitter.com/autosport)
-  [facebook.com/autosport](https://facebook.com/autosport)
-  [instagram.com/autosportdotcom/](https://instagram.com/autosportdotcom/)
-  [youtube.com/AUTOSPORTdotcom](https://youtube.com/AUTOSPORTdotcom)
-  the Apple App Store
-  [digitalmagazine.autosport.com](http://digitalmagazine.autosport.com)
-  Apple News
-  Google Play



# NIGEL ROEBUCK

## Sepang's final flourish

The Malaysian track's last grand prix served up its fair share of drama, and a still contrition-free Sebastian Vettel showed his mild side

[@autosport](#)

**PERHAPS BECAUSE THIS WAS THE LAST TIME** around, the race-day crowd at Sepang – put at 56,000 – was respectable enough, and many lamented that it hadn't turned out a few years earlier, and thus perhaps safeguarded the future of the Malaysian Grand Prix. In international terms, it's MotoGP only for Sepang from now on, and that's a shame for by common consent this, his first grand prix circuit design, is one of Hermann Tilke's best, a place the drivers always loved, even if not too many were interested in going to watch them. Nor, what's more, was this final race light on drama, and after a lamentable Monza and a humdrum Singapore, that was not unwelcome.

Given that we are into autumn, the focus was naturally on the championship battle, on Lewis Hamilton and – even more – Sebastian Vettel. Although in Singapore the FIA stewards unfathomably declined to apportion blame in the multi-car accident away from the start, most felt that Vettel was to blame, veering his Ferrari towards Max Verstappen and Kimi Raikkonen, both of whom had got away better than he.

Sepang offered both extremes of Sebastian's personality, beginning with a press conference on Thursday at which the Singapore controversy was inevitably revisited – and brushed aside: after all these years we know better

than to expect contrition from Seb. "I don't think it's necessary to discuss it," he said, dismissively. "With things like this happening, what can you do?"

Well, for a start you can try not chopping across the bows of other cars.

"Everyone was trying to do his start, and it ended up pretty bad for all three of us."

All four, actually, for as well as Verstappen, Raikkonen and himself, Vettel's move also accounted for Fernando Alonso at the first corner.

**“Seb shook the hand of every mechanic. Not everyone does this”**

"It's part of racing," he went on. "These things happen, not much you can do, so therefore not much point in trying to look at them again and again. It's better if your time and energy are spent looking forward."

So there it was, done and dusted – and in one respect, at least, what Sebastian said was irrefutable: unpalatable as some may find it, it is part of racing in the modern era. There was a time when Giuseppe Farina, the sport's first world champion, pulled stunts like that, and was condemned for it, as Stirling Moss will tell you.

"Farina was a great driver, but he was completely ruthless, and did some terrible things – at a time when racing was bloody dangerous, anyway. I only ever came across two or three drivers like that, but now it's the norm – partly,



Vettel charm of old was evident through Sepang weekend



Sepang will be missed from F1 calendar



I suppose, because it's so safe these days. For all I admired Senna, I never put him with people like Fangio or Clark because he did things on the track that would never even cross their minds. Ethics still have a value, I think."

Sad to say, Stirl, these are views that would be laughed out of a Grand Prix Drivers' Association meeting in 2017. Curious perhaps, for a body obsessed with safety, but there you are.

Once the disingenuous remarks at the press conference were out of the way, for the balance of the weekend we got the other side of Vettel, and that – in light of what the fates had in store for him – was remarkable. In Sepang, as in Singapore, the Ferrari was clearly superior to the Mercedes through practice, and Sebastian looked a shoo-in for pole position.

In the event, though, a problem on Saturday morning meant that the mechanics had to set to an engine change, which in the old days would have taken 45 minutes, but now, in the hybrid era, requires more than four hours. In the sapping humidity they toiled away, but although they somehow had the job done in time for qualifying, it was all for nought, as Vettel discovered on his out-lap: he would start from the back of the grid, with his championship rival on pole.

Given the volcanic rages of which Sebastian is capable, one might perhaps have expected an eruption now, but there was not a hint of it. As he radioed the team to say he had no power, his voice was calm and measured, and in subsequent interviews he was resolutely genial. Before

leaving he went to shake the hand of every mechanic – some of them from Raikkonen's side of the garage – who had pitched in on the engine change. It might surprise you, but not everyone does this.

Come race morning Vettel's mood hadn't changed. Still there was the smile, the lightness of manner we took for granted in Seb's earlier days, and clearly he was relishing the prospect of a no-holds-barred charge in what was the fastest car in the race. It would, though, be helpful to have a safety car or two, and to have Raikkonen, second on the grid, take some points from Hamilton.

In the event, Vettel got no help from anywhere, for remarkably there was never the need for a safety car, and his team-mate's Ferrari was pushed off the grid, also with an engine problem.

Seb drove a beautiful race, up to 13th by the end of the first lap, to fourth by the chequered flag, and he was cheered to learn that Hamilton hadn't won, that he had lost only six further points to him. You could say that Lewis was driving with one eye on the championship, not about to take any risks, but you could also say that in race conditions the Red Bull was plain quicker, and Verstappen, with a frustrating season to put behind him, was not to be denied.

The credentials of Max, 20 last weekend, were established long ago, but if unquestionably he leads the next generation, down the road he won't have it easy, with such as Carlos Sainz, Stoffel Vandoorne, Esteban Ocon, Pierre Gasly, Antonio Giovinazzi, and Charles Leclerc snapping at him. Too bad they won't be doing it at Sepang. ✎





IMSA SPORTSCAR

## As Penske joins in early,

WHILE THE WORLD ENDURANCE Championship is mired in a troubled period, its US equivalent – the IMSA SportsCar Championship – is thriving. This weekend’s season closer could hardly be more befitting of the term ‘grand finale’: Lexus, Acura, Audi, Ferrari, Lamborghini, Porsche, Mercedes, BMW, Aston Martin, Corvette, Ford, Cadillac and Nissan are mainstream car brands represented on track for Petit Le Mans at Road Atlanta. And, to add extra spice, Team Penske will run an ORECA-Gibson for IndyCar stars Helio Castroneves, Juan Pablo Montoya and Simon Pagenaud in preparation for its return to sportscars next year with a pair of Acura ARX-05s.

All appears to be going so well, five years after it was announced that the American Le Mans Series and the Grand Am Sports Car Series would unify. It’s remarkable considering mergers often leave as many casualties as the civil war that precedes them.

“We firmly believe the merger worked because it was a true merger – not an acquisition where one mindset continued and the other got left behind,” says IMSA president Scott Atherton. “That made the merger itself incredibly difficult and it brought many of us almost to breaking point. But as we sit here today, we’d say the juice was worth the squeeze.

“We moved forward with the best people and best practices from each organisation. We blended the best events from each calendar into one

schedule. And then all these factors were wrapped in the unmatched resources and capabilities that are available through being part of a bigger organisation – NASCAR. Early on there was a lot of fear and speculation over that, but we have maintained our autonomy, our brand, our culture, and we haven’t been influenced by a NASCAR approach to racing, which admittedly is different.”

“So I credit Jim France for having the vision in the first place of bringing the two entities together. Then Ed Bennett and myself, Simon Hodgson, David Pettit – the core management team – stood strong. And the economics of the championship are also healthy. WeatherTech is a long-term title sponsor, we have a five-year commitment from Fox as our media partner, a 10-year commitment from Rolex, Michelin are coming on board in 2019... And so now we have a situation in North American sportscar racing where we’re working from a five-year strategic plan in some areas, and up to 10 years in others.”

The adoption of FIA GT3 regulations for IMSA’s GT Daytona class and the continued use of ACO specs for the GT Le Mans class have formed an essential bedrock for the series – there are nine manufacturers represented at the lower level, five in the ‘works-team’ class of GTLM. But what must make WEC rulemakers envious is the fact that even the top class in IMSA has blossomed, by combining the new Daytona Prototype international (DPI) cars with LMP2. Yes, Mazda had to duck out temporarily





# IMSA is booming

this season as its RT24-P fell short of the class standard, but it will return next year teamed with the famed Joest Racing, and will compete with Penske-run Acuras, ESM Nissans, the Cadillacs of Action Express Racing and Wayne Taylor Racing, and a variety of ORECA-Gibsons and Ligier-Gibsons run by top teams.

But how is IMSA planning to allay the inevitable worries over manufacturer entries and big-league teams pushing aside the so-called privateers running a Gibson-powered ORECA or Ligier?

“Because the best-performing LMP2 has been, is, and will continue to be the benchmark by which all other Prototypes are measured,” says Atherton. “A manufacturer can spend whatever it wishes on its DPi car, but if it moves the car out of the box that has been defined, [Balance of Performance] adjustments will be made to bring it back in line. The on-track product has never been better because I believe Simon Hodgson and Geoff Carter, despite their thankless task, have our BoP absolutely nailed.”

BoP has long been a contentious subject, but there’s no question that its existence has allowed 6.2-litre V8 Cadillacs, 3.8-litre V6 turbo Nissans and two-litre four-cylinder turbo Mazdas to fight on a level playing field. That’s

important when those engines are crucial to marketing efforts.

Says Atherton: “We knew from past experience that in order for a manufacturer to compete at this level, there has to be street car relevance, technology developed on the race track that can be applied to assembly-line cars. Most manufacturers also wanted their cars to have some design cues that make a reference to their road cars, but to have that within a cost-capped environment. So the manufacturers aren’t starting their design from a clean screen: they’re using one of four platforms that already exist [Dallara, Ligier, ORECA or Riley] and working solely on a bodykit. Now that’s not inexpensive, but compared with the alternative it’s tremendous value. And so next year we’ll have Cadillacs, Mazdas, Acuras, Nissans – they look different, they sound different and they’re based on those standardised LMP2 chassis.”

If the route was sometimes painful and complex, the clarity of IMSA’s purpose has seen theory become practice, concepts become reality, and manufacturers have responded, big time. At a time when many other series are seeing shrinkage, stasis or – at best – glacial growth, IMSA is booming.

**DAVID MALSHER**

## Q&A

### RYAN HUNTER-REAY INDY STAR AT PETIT LE MANS



**You’ll be driving with points leaders Ricky and Jordan Taylor in their Cadillac. How does it compare with the old-era Daytona Prototypes?**

I did about 20 laps at Road Atlanta, and it was a great car to drive. It’s very responsive compared with the DPs – and you can feel the added aero effect and the reduced weight. The cockpit’s a lot smaller too, so putting all six-foot-two of me in there was a process of trial and error, but we got it all sorted out eventually.

**Will your stints be more tiring because of that increased downforce and higher g-loads?**

I’m coming from IndyCars with manufacturer aerokits and no power-steering, so it’s less physical than what I’m used to. I was just surprised at how busy it is – it requires a lot of steering inputs. But anyway, I’m really happy to be back with Wayne Taylor’s team. We’ve finished on the podium together at Daytona, and there are three or four ex-Andretti Autosport guys there, two of whom worked on my car when we won the Indy 500.

**Given the team’s results this year, do you think you stand a good chance of winning?**

I think so, yeah. They got five wins at the start of the year, and then the last three races they took pole so they’re definitely fast enough. From a distance I keep an eye on the ongoing soap opera that is Balance of Performance, but you really don’t know what you’ve got until you get to the track. It’s my understanding that the rev range the Cadillacs have now is very restricted compared with what they had at the start of the year but, like I say, the speed that the car’s shown would suggest we can go there, win the race, take the North American Endurance Championship [for the four enduro rounds on IMSA’s schedule] and the ultimate IMSA title.

**DAVID MALSHER**





## Q&A

ALLAN McNISH  
NEW AUDI TEAM PRINCIPAL



### **i** New role! How does it feel?

It's quite cool considering Audi thinks you're the right man for the job. It's racing with a group of people you like and trust. I don't think it's too different to being a driver in some ways. You've got to find a direction to go in, bang

your fists on the table, accept you didn't do it correctly. It's not a bad education.

### **Will you be a middle man between the Formula E drivers and the team?**

It's a big factor. Drivers run on emotion; engineers principally run on numbers. Sometimes there's a disconnect. I've been around motorsport a long time. I know the ups and downs. I enjoy working with the drivers, that's what I know and they probably make more of a difference in Formula E than other categories.

### **How has Audi impacted the team structure?**

It's additional support at the circuit and more behind-the-scenes engineering. It's headed by Audi, but Schaeffler are still the technical partner. It's tricky because you've got to keep the key ingredients as much as you can. The drivers are one of them, and the way Abt has been consistently able to get the car that hasn't had the [works] support of some of the others to succeed.

### **Will Audi's LMP1 experience be an advantage?**

Oh, no question. This is the first time Audi has been in fully electric mode, but since 2002 they've been working on hybrids. There's a lot of experience there and it's one of the things we'll be calling on.

SCOTT MITCHELL

## FORMULAE

# Close times, new faces and new wall

FORMULA E PRE-SEASON TESTING has started in incredibly close fashion at Valencia, as a controversial temporary chicane and the race for the final seats on the grid drew significant attention.

By the time Autosport went to print three of the six sessions at the Spanish circuit had been completed, but comparing the times from the first two days was made meaningless by a tweak to the circuit layout.

Ahead of the first day of running, a chicane was inserted three-quarters of the way down the main straight to reduce the speed entering Turn 1 and make the layout more like FE's usual city-centre venues. The chicane was made by staggering two concrete blocks, with tyres placed in front of them, which Sebastien Buemi labelled "dangerous".

It created a high-speed approach to a heavy braking zone and DS Virgin driver Sam Bird caused a red flag by crashing there in the afternoon. FE decided to add another chicane earlier on the start/finish straight to lower the entry speed for the second chicane.

This was a sensible solution to a problem that probably could have been avoided. And it also means that Oliver Turvey's Monday-topping lap time will stand as the fastest of the test, regardless of what happens on the final day of running today (Thursday).

The NIO driver posted a 1m18.565s in the afternoon session in Spain to head a close sextet. Turvey's time was 0.012 seconds quicker than Renault e.dams' Sebastien Buemi, with Audi's reigning champion Lucas di Grassi just 0.002s

further back in third. Felix Rosenqvist also lapped within a tenth of Turvey, while Bird and di Grassi's team-mate Daniel Abt completed the leading half-dozen, 0.13s behind.

The second chicane added three seconds to the lap, and Buemi topped Tuesday morning's running on a 1m21.890s. Rosenqvist and Bird were both within a tenth of that, reaffirming a belief in the paddock that the fourth and final season with the first-generation FE car will be extremely close as the powertrain designs converge.

FE newcomers Edoardo Mortara, Andre Lotterer and James Rossiter all caused stoppages on the opening day. Rossiter and Mortara are vying for a race seat at Venturi, while Porsche LMP1 driver Lotterer is acclimatising to the Techeetah team. They did not complete qualifying sims across the first three sessions.

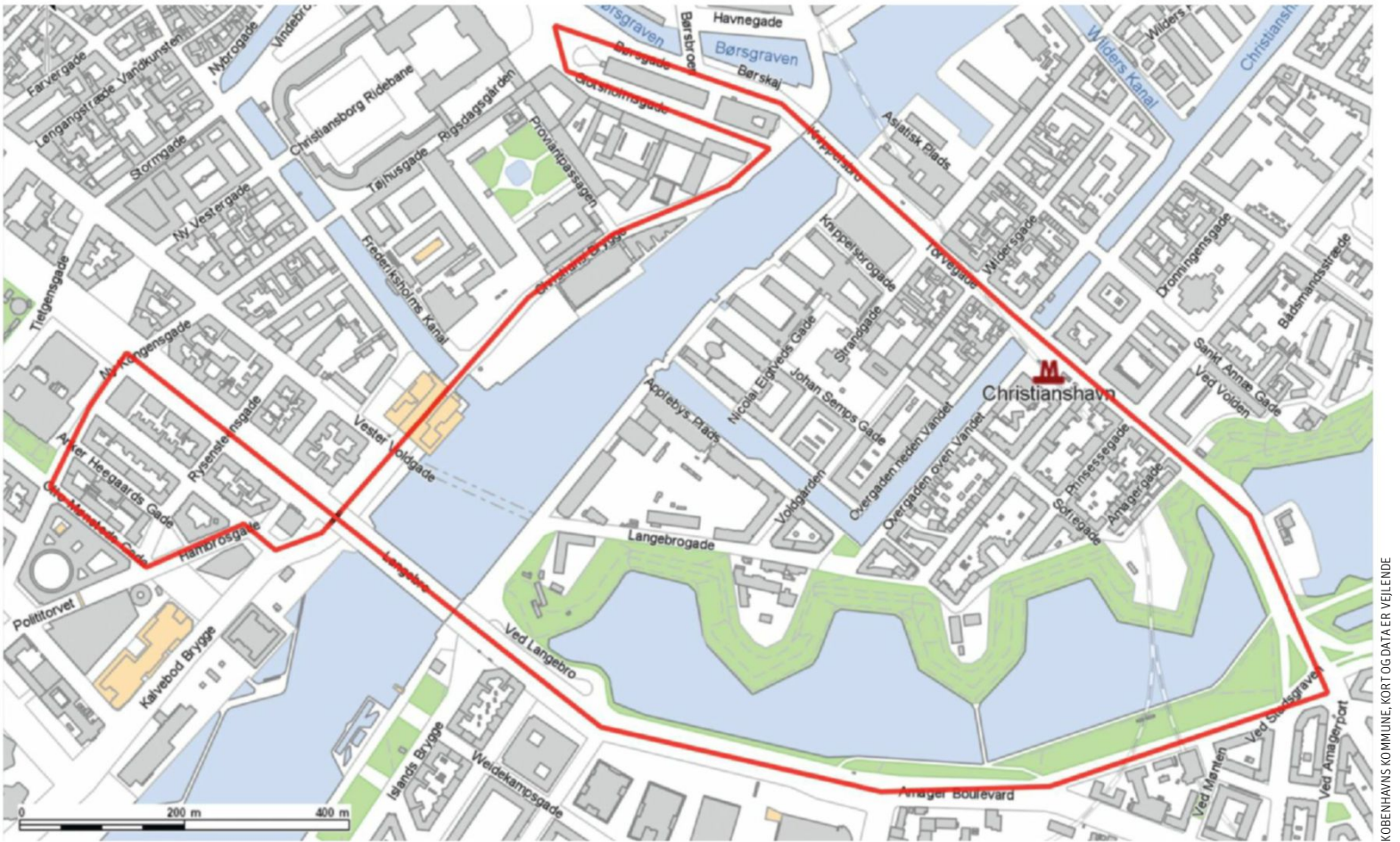
Alexander Sims and Tom Blomqvist are seeking to partner Antonio Felix da Costa at Andretti, and both had hit the track by Tuesday lunchtime. Turvey's new NIO team-mate Luca Filippi and Neel Jani (Dragon) are also appearing in official FE running for the first time this week, while Daniel Juncadella was due to drive for Mahindra on Thursday as the team evaluates him for a reserve-driver role.

Outside of the official sessions, Champ Car race winner Patrick Carpentier and ex-Formula 1 driver Rio Haryanto completed short tests in FE's privately run Spark SRT\_01E car on the opening two days.

SCOTT MITCHELL







**DANISH GRAND PRIX** Plans have been revealed for a Copenhagen street circuit, tipped for inclusion in the 2020 Formula 1 calendar. The track, which has been designed with the help of Danish ex-F1 driver Jan Magnussen (Kevin's dad) and circuit architect Hermann Tilke, would run through the centre of the Danish capital, crossing two major bridges and looping back on itself via a figure-of-eight section. The circuit has been described as 'Baku-like' thanks to its long straights and Magnussen reckoned it would be "one of the most spectacular in F1". An F1 spokesman said this was one of "a number of proposals from race promoters keen to host an F1 GP".

## FORMULAE

# Halo could cause delays for next-gen racers

THE INTRODUCTION OF AN F1-STYLE halo cockpit-protection device means Formula E manufacturers face a delay of up to two months before they can test their next-generation cars.

FE powertrain manufacturers had expected to receive the Spark-built 2018-19 car at the start of January, but they are still waiting for the halo design to be finalised. This is delaying the final stages of the design of their motor/gearbox/inverter packages, and teams are hoping the homologation deadline for their 2018-19 powertrains will be extended from the August 1 deadline.

While the addition of the safety device has been welcomed by the series, it has caused multiple complications.

It is understood that the 10 FE teams combined to fund a seven-figure development programme and the halo has increased that by more than half. The addition of the halo has also upped the weight of the car, for which the chassis supplier had already been tasked with

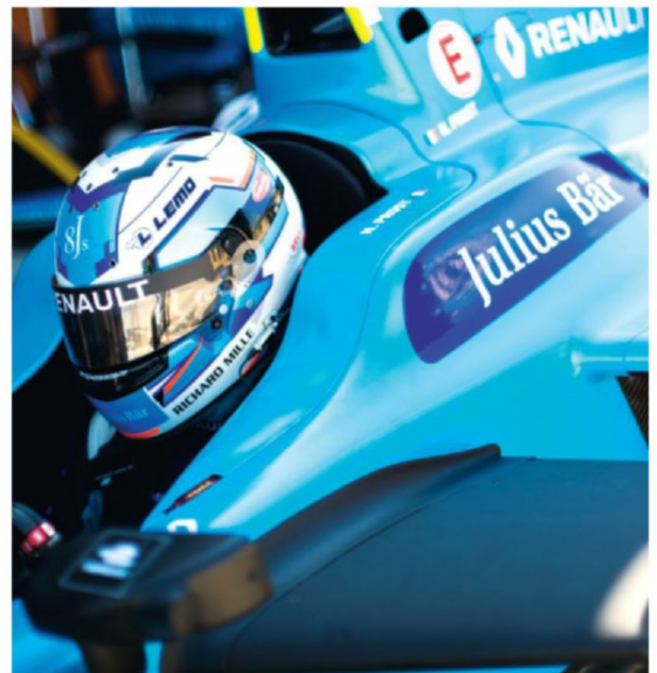
40kg of weight-saving to accommodate a heavier battery. That means the 2018-19 car will likely surpass the 888kg weight of the series' inaugural design, and teams are facing added pressure to reduce weight in their powertrains to cope.

Despite the frustrations, teams are understood to be happy with the progress with the 2018-19 car. It ran for the first time last month, reportedly without any problems. Audi motorsport boss Dieter Gass told Autosport: "It's the same with everybody. As long as everybody gets the car at the same time, you just have to get on with it and fix it."

The FIA has taken the 2018-19 project under its wing because of the significance of the new car's introduction – it will be the first to have to complete a full race distance, with mid-race car swaps being scrapped after the coming campaign.

Its new look is expected to be unveiled early next year, and will include a physical revealing at the Geneva Motor Show.

SCOTT MITCHELL







BEROUD / VSA

## BLANCPAIN GT

## RATEL LIMITS PRO ENTRY TO PREVENT GT IMPLOSION

STEPHANE RATEL SAYS he has learnt his lessons from history. That's why the number of pro class cars allowed in the Endurance Cup segment of the Blancpain GT Series will be capped from next season.

The full-season pro entry will be limited to 26, because, he insists, the series is unsustainable without a healthy amateur element within its ranks. The lessons Ratel learnt in the original incarnation of the FIA GT Championship in 1997-98 and the FIA GT1 World Championship in 2010-12 prove that. The stars of both shone brightly before rapidly fading.

"I've been down the route of an all-pro championship on two occasions in the past and I know it doesn't work," he said. "When we started the championship [as the Blancpain Endurance Series in 2011] we had 10 or 11 pro cars, now we have 30. If we continue this way, we could have 36 cars next year and no pro-am cars."

The move appears to have support in the BGTS paddock.

Nissan global motorsport director Mike Carcamo said: "This is a customer racing series so the plan makes perfect sense; Stephane is right to keep a balance."

Barwell Motorsport

boss Mark Lemmer, whose Lamborghini team has been a frontrunner in the pro-am class this year, explained that Ratel was "correct to try to protect the amateurs".

Ratel stressed that extra pro cars would be allowed for the Spa 24 Hours BGTS enduro, the blue-riband round that comes with double points, and the six-hour Paul Ricard 1000Km that teams use as a warm-up.

The limit on the number of pro cars will go hand in hand with other changes to reinforce the position of the amateurs in the series. These include the introduction of a Silver Cup for crews containing three silver-rated drivers. Ratel believes that this will encourage more young drivers to jump off the single-seater ladder and switch to GT racing.

The grid will be formed on the basis of an aggregate of the times of the three drivers in each car across the trio of 15-minute qualifying sessions. Pro-am line-ups will have to include a minimum of two bronze-rated drivers.

The format of the sister BGTS Sprint Cup will also be revised. Full points will be awarded for both races and the grid for each will be determined by separate qualifying sessions.

GARY WATKINS

## FORMULA 1

# Row over FIA man's switch

Fears that F1's technical 'policeman' could take ideas to Renault due to short gardening leave

**F**ormula 1's latest big controversy has been fired up over the departure last week of Marcin Budkowski from his role as the head of the FIA's F1 technical department in preparation for an expected move to the Renault team.

In the wake of last weekend's Malaysian Grand Prix, it emerged that the top six teams have written to FIA president Jean Todt and F1 CEO Chase Carey to express concerns. Up to his resignation, Budkowski remained privy to inside information from all teams, including future R&D ideas, which are typically submitted to the FIA for approval.

Rivals were alarmed to learn from the FIA's Charlie Whiting that the former Ferrari and McLaren aerodynamicist is only on three months' gardening leave, which means that he can start in his new job at the end of 2017 and potentially make a significant contribution to next year's car.

The subject was discussed by an informal gathering of the six Strategy Group teams in Malaysia, attended by Toto Wolff (Mercedes), Christian Horner (Red Bull), Maurizio Arrivabene (Ferrari), Eric Boullier (McLaren), Paddy Lowe (Williams) and Bob Fernley (Force India). By coincidence Renault is not currently a member of the Strategy Group.

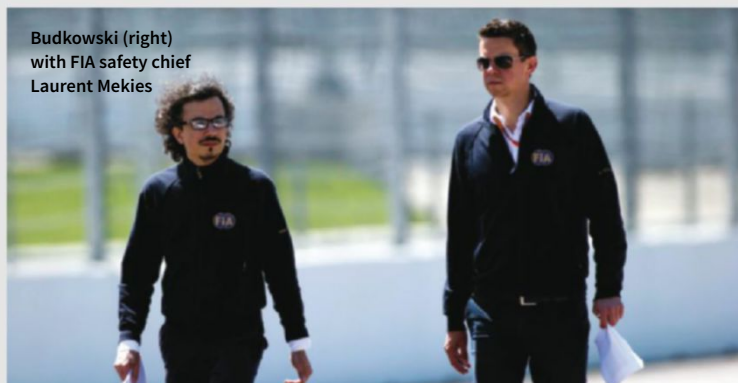
The letter that resulted from the meeting says that the teams want to discuss the implications of the Budkowski case, and suggests that there should be new protocols for FIA and F1/Liberty staff members, with a much longer gap before they can take on a role with a team. Liberty is included because it now has a strong representation of technical personnel working on new regulations, people who may one day return to teams.

"I wish Marcin well, he's a good guy," Toto Wolff told Autosport. "If he can move back to a team and make a career, I wouldn't want to stand in his way. But as an FIA official if you make rules and issue technical directives you cannot negotiate a deal to join a team and, within three months, join them. There might be a potential conflict of interests, which I'm not saying he has in any way abused, but there should be some kind of ethical policy that we all follow. There needs to be a certain delay, I guess."

Although there have been suggestions that the focus is now on protocols for the future, rather than a specific attempt to delay Budkowski's arrival at Renault, Bob Fernley indicated that the latter was still being discussed.

"It's quite clear that he's going to Renault, so there is a threat there," said Fernley. "It doesn't affect Force India quite as much as it obviously affects people like Mercedes, Ferrari and Red Bull. But it still affects us, and there are still things that we're doing. The process in the past has been to go to the FIA and say, 'This is what we're thinking of doing, how does it sit from your side?' And we get a very unbiased and clear direction on it. The difficulty is that if you can't rely on that, then you're going to take more chances."

ADAM COOPER



Budkowski (right) with FIA safety chief Laurent Mekies

LAT IMAGES





WORLD RALLY CHAMPIONSHIP

# Mikkelsen: Hyundai deal will provide title shot

WORLD RALLY CHAMPIONSHIP STAR

Andreas Mikkelsen says his new deal to drive for Hyundai marks the start of a new chapter in his career – and one the Norwegian is determined will include the world title.

Mikkelsen was the biggest loser when Volkswagen walked away from the WRC at the end of last season. His team-mates Sebastien Ogier and Jari-Matti Latvala signed for M-Sport and Toyota respectively, with the Finn's Yaris WRC move being the hardest for Mikkelsen to take – he was

reportedly just a day away from clinching the deal.

Now Mikkelsen – who has contested WRC rounds in a factory Skoda Fabia R5 and Citroen C3 WRC this year – has put all of that behind him and is focused on challenging for next year's title.

Mikkelsen told Autosport: "When I signed for Volkswagen all those years ago, I signed as a junior driver who wanted to prove himself. I did that. Now I sign with Hyundai to win the world championship – this is what I want and this team has given me the chance to go out and do it. It's

like starting the second half of my career."

Mikkelsen confessed the Hyundai deal came close earlier in the season, just after he drove the i20 Coupe WRC for the first time in April. "Around [Rally of] Portugal time I came close to signing with Hyundai, when they wanted to run four cars, but then it was difficult for them to get the budget sorted and it went away again," he said. "We talked again later in the year and after Germany [the most recent round] things moved quickly. Citroen wanted me, but it wasn't possible for them to make it happen so soon as Hyundai."

Mikkelsen wasn't the only driver announcement made by the South Korean firm last week, with Jari Huttunen confirmed as part of the team's driver-development programme. Huttunen edged Emil Bergkvist, Gus Greensmith, Karl Kruuda, Pepe Lopez, Pierre-Louis Loubet, Rene Mandel and Kalle Rovanpera to rally an i20 R5 in WRC2 in 2018.

DAVID EVANS

WORLD RALLY CHAMPIONSHIP

# How Rally GB has turned around its entry crisis

THIS MONTH'S RALLY GB HAS ATTRACTED the biggest entry since the event moved north to its Deeside base.

A 77-car international field will be supported by as many as 83 entries on the two-day National Rally, ensuring a capacity 160-car field for the October 26–29 event.

Demand for Britain's round of the world championship had plummeted, with just 31 cars entering the final event to start out of Cardiff in 2012. Low entries on long-haul rallies such as Mexico and Australia are nothing new, but that number shocked the organisers of an event that pulled in as many as 250 cars at the height of its popularity as a WRC round in 1975. The move to North Wales and the return to a more traditional November date – the 2012 event had run two months earlier in September – had an immediate impact and the numbers have been much stronger in recent years (see graph on right).

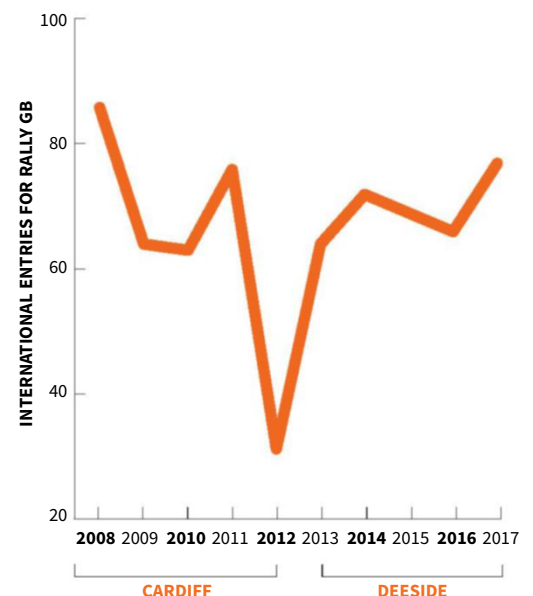
The inclusion of non-homologated cars for

this season means rally fans will be treated to the spectacle of a Ford Escort Mk2 on Britain's round of the world championship for the first time since 1985. Two of the Blue Oval's most popular rally car ever will start.

Among the manufacturer WRC entries, Citroen has confirmed that Kris Meeke and Craig Breen will be joined in a third C3 WRC by Khalid Al Qassimi. Hyundai will run four cars for Thierry Neuville, Andreas Mikkelsen, Hayden Paddon and Dani Sordo as it chases the drivers' and manufacturers' titles.

Hyundai team principal Michel Nandan said: "Thierry scored a podium last year, something Andreas achieved in 2015, so we know their potential there. Hayden has finished strongly in this event previously, so it will be the perfect occasion for him to return to form. Dani, meanwhile, as a previous podium scorer in Wales, will give us a solid benchmark in the fourth car."

DAVID EVANS





DTM

## SUPER GT CARS TO GET HOCKENHEIM DEMO RUNS

IT'S ALMOST AS IF THE Japanese are coming to save the DTM – or try to anyway.

Last week's confirmation that Lexus and Nissan sporting arm NISMO are sending Super GT cars to be demonstrated at next week's Hockenheim DTM finale is a glimpse into the future the German series' bosses are hoping for. As is a reciprocal visit for Audi and BMW DTM machinery to next month's climax of the Super GT season at Motegi.

In the wake of Mercedes' shock announcement in July that it would withdraw from the DTM at the end of 2018, the series has undergone a lot of soul-searching. Now, finally, the anticipated move to two-litre, four-cylinder turbo engines – in line with Super GT – has been confirmed for '19. Furthermore, Audi and BMW have confirmed development of engines to the new rules.

The Lexus LC500 and NISMO GT-R will run for 30 minutes in a test on the Friday at Hockenheim, before 15-minute race-speed runs on the Saturday and Sunday, and the hope is that one of Super GT's three manufacturers (Honda is the other) can be tempted to the DTM to mitigate the loss of Mercedes.

DTM chief Gerhard Berger hailed the news as “a strong sign for the future of the DTM”, while his Super GT equivalent Masaaki Bandoh described it as “proof of the close relationship between Super GT and the DTM”.

Crucially, the DTM is also working on containing costs so that works-assisted private teams can join in 2019 to run alongside the factory squads.

MARCUS SIMMONS




**OBITUARY**

## John Nicholson 1941-2017

A ONE-TIME GRAND PRIX STARTER AND FAMED ENGINE builder, John Nicholson has died at the age of 75.

The New Zealander was best known for founding Nicholson-McLaren engines, one of the premier suppliers of Cosworth DFVs. His products powered Emerson Fittipaldi and James Hunt to Formula 1 titles in 1974 and '76. Although he never had the finance or time with which to pursue a driving career at the top level, he showed considerable ability in the lower ranks, beating many future stars.

A former powerboat racer, Auckland-born Nicholson in 1969 became part of the wave of Antipodeans who headed to England in search of a future in motorsport. His reputation as an engine builder in New Zealand earned him a job offer from Bruce McLaren, for whom

he worked on Can-Am and Formula 5000 programmes. Having established himself in the UK he restarted his racing career and, using his own BDA engines, Nicholson won Formula Atlantic titles in 1973 and '74 in Lyncar chassis. The '74 season also featured the Lyncar 006 F1 car he commissioned from Slater. He finished sixth in the International Trophy, but failed to qualify for the British Grand Prix. In '75, however, he made the grip for the GP and was classified 17th (above). As his driving career wound down, he returned to powerboat racing and won multiple British titles.

Nicholson-McLaren dropped out of F1 in the 1980s, but continued its success with Cosworth engines in F3000, Group C2, hillclimbs, Historic F1 and GP Masters.

ADAM COOPER



SOUTHEASTASIAN F4

## No finishers in bizarre F4 Sepang

IT WAS LIKE PETER USTINOV'S *The Grand Prix of Gibraltar*: a race at a grand prix with no finishers.

The South East Asian Formula 4 Championship kicked off its second season with a prestige event supporting the Malaysian GP, but due to Romain Grosjean's drain-enforced crash in Friday practice the timetable was revised so that two of the F4 races ran back to back on Saturday.

The nine centrally-run cars were fuelled supposedly for the two races, but started running dry in the final three laps. That left only Thai Kane Shepherd running, before his car conked out on the final lap behind the safety car, which had been called because of the stricken race machines.

Series chairman Peter Thompson said: “I apologise unreservedly. With races two and three back-to-back and

without the possibility to top up, we filled the cars for both races before the start of race two. However we miscalculated the requirements. As we are a one-team championship all the drivers were affected.”

Daniel Frost was declared winner of the race on countback, although three-time winner Daniel Cao was crowned as event champion.

MARCUS SIMMONS



## IN THE HEADLINES

### CHINA SWAPS WITH BAHRAIN

The Chinese and Bahrain grands prix have swapped dates on the 2018 Formula 1 calendar. Chinese organisers were keen to avoid a national holiday, so the Shanghai race has moved back to April 15, with Bahrain moving up to April 8 to host the second round. Shanghai has also agreed a new three-year contract, meaning the Chinese GP will take place there until at least 2020.

### ROSSITER STANDS IN FOR ELECTRIC LYNN

British sportscar ace James Rossiter will replace Alex Lynn with LMP2 squad G-Drive Racing for next week's World Endurance round at Fuji, alongside Pierre Thiriet and Roman Rusinov. Lynn's new Formula E deal with DS Virgin Racing means he has clashing commitments. It is Rossiter's first race in the WEC since the Spa 6 Hours in May, when he was with the ByKolles LMP1 team.

### DAVIDSON BACK IN THE TOYOTA SADDLE

Toyota WEC star Anthony Davidson returns to the squad for Fuji after missing the most recent round at Austin for what was described as personal reasons. Also in the WEC, V8 Stock Car points leader Daniel Serra will not return to the Aston Martin line-up, meaning Darren Turner and Jonny Adam will drive as a duo in GTE Pro. American Mike Hedlund replaces Michael Wainwright in the Gulf Racing GTE Am Porsche for Fuji.

### BINDER RETURNS TO THE F2 GRID

World Series Formula V8 3.5 racer Rene Binder returns to the Formula 2/GP2 field at Jerez this weekend. The Austrian, who made 73 starts when the series was known as GP2, replaces Roberto Merhi at Rapax for a one-off at the Spanish circuit alongside Louis Deletraz.

### SETTE CAMARA BACK IN F3 FOR MACAU

F2 race winner Sergio Sette Camara will return to Formula 3 for next month's Macau Grand Prix with Motopark. The Brazilian set fastest lap as a Macau rookie in 2015 with the German team, then finished third last year after switching to Carlin for the race. Motopark's other confirmed driver so far for the event is its current F3 European Championship ace Joel Eriksson.

### ROVANPERA PASSES HIS DRIVING TEST

Teenaged Finnish rallying sensation Kalle Rovanpera has booked his World Rally Championship debut on Rally GB – by passing his driving test (below) on Monday. The Finn – son of former WRC ace Harri – turned 17 last Sunday and, because Finnish driving testers don't work weekends, he had to wait a day to take the test. Rovanpera will compete in Britain and at the season-closing Rally Australia in an M-Sport-run Ford Fiesta R5.

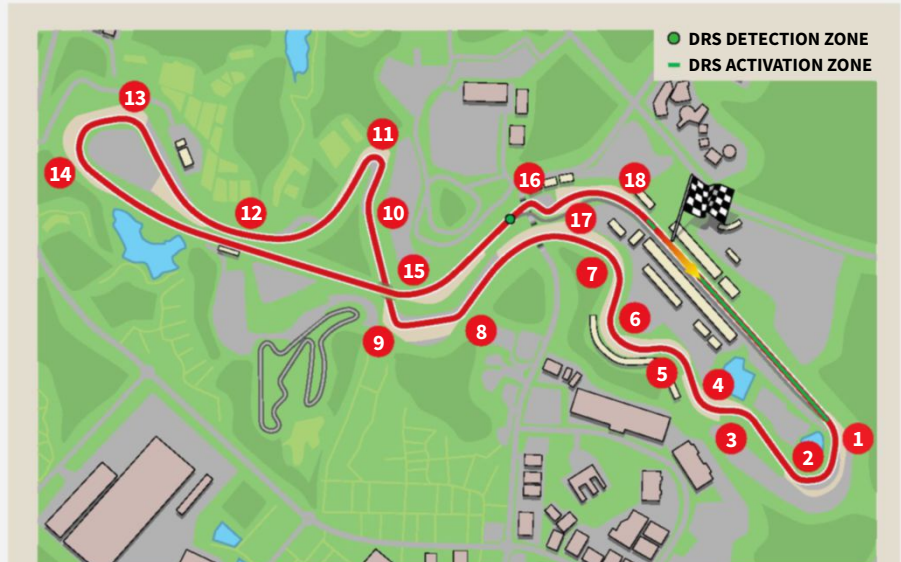


NESTE RALLY FINLAND

## F1 PREVIEW

# Japanese Grand Prix

## October 6-8



## SUZUKA

LENGTH 3.608 miles NUMBER OF LAPS 53

2016 POLE POSITION Nico Rosberg 1m30.647s

POLE LAP RECORD Felipe Massa 1m29.599s (2006)

RACE LAP RECORD Kimi Raikkonen 1m31.540s (2005)



### TYRE ALLOCATION



### UK START TIMES

#### LIVE ON SKY SPORTS F1

##### FRIDAY

FP1 0200 FP2 0600

##### SATURDAY

FP3 0400 QUALIFYING 0700

##### SUNDAY

RACE 0600

BBC RADIO 5 LIVE 0530

HIGHLIGHTS ON CHANNEL 4

RACE SUNDAY 1500

### PREVIOUS WINNERS

2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Sebastian Vettel	Red Bull
2011	Jenson Button	McLaren
2010	Sebastian Vettel	Red Bull
2009	Sebastian Vettel	Red Bull
2008	Fernando Alonso	Renault
2007	Lewis Hamilton	McLaren

### THEMES TO WATCH

#### FERRARI FIGHTBACK

After two races in which it had the car to win but couldn't even get a top-three finish, Ferrari has to hit back at Suzuka to keep Vettel's title hopes alive.

#### DECISIVE TITLE BLOW?

If Vettel doesn't reduce the gap to Hamilton to 28 points or less, the Briton can finish second to the German in the last four races and still be champion.

#### RED BULL RUN

Verstappen's victory in Malaysia showed how strong the Red Bull chassis is. Suzuka is an aero circuit, so the team could be in with a shout of another win.





# Thank You

Khaled Al Mudhaf Racing team wishes to thank Nielsen Racing for the support and professionalism in assisting us with our first race entry in the LMP3 Cup

We also Congratulate the Ecurie Ecosse team being crowned as 2017 LMP3 Cup Champions

we would also like to extend our thanks to Bute Motorsport for a successful inaugural LMP3 season

[www.khaledalmudhaf.com](http://www.khaledalmudhaf.com)

 /khaledalmudhafacing

 @khaledalmudhaf







# Own worst enemy

Ferrari will regret dropping the ball at two grands prix in a row, especially now that Red Bull appears to have rediscovered its mojo

By Gary Anderson, Technical Correspondent

[@autosport](#)

**MALAYSIA WAS AN OWN GOAL FOR FERRARI, THE** second in two weeks. It was similar to Singapore, in that Ferrari had the car – or even the cars – to win the race, but tripped over itself.

First, Sebastian Vettel's problem at the end of FP3 forced a change of V6 engine and MGU-H, and after that rush he hit a turbo problem in Q1 and started last. Ferrari's best hope of victory was then Kimi Raikkonen, who was struck by a suspected turbo problem on the formation lap.

Bad luck, you may say. But nothing happens for no reason. Might the problems that cost Vettel and Raikkonen their shots at victory in Malaysia not have happened had Ferrari bitten the bullet and accepted that grid penalties for extra power units were inevitable, and accepted grid penalties at a strategic race such as the Belgian Grand Prix?

Hindsight is always 20/20, but you do need to adjust your plan as the season progresses. Sometimes to prevent a bigger hit you have to accept a small one.

At a time when Ferrari needs both cars to score big points, this is a major blow. Vettel drove a brilliant race to fourth, but he was still behind Hamilton. It's not good enough, and means he's now 34 points down with 125 to play for.

The mantra 'to finish first, first you have to finish' is one that always rings true in motorsport. Vettel could have and probably should have won both races and could now be as much as 20 points ahead.

You could say this is down to good luck for Mercedes and bad luck for Ferrari. But I've never believed in luck, because you make your own. In these two races, Ferrari as a team and Vettel as a driver showed they had made some pretty poor decisions. Winning the championship is still possible, but it's now a very small chance and Ferrari has probably thrown it away.

The problem with Ferrari is that you never really know who makes the decisions or how some of them come about. Head honcho Sergio Marchionne is far from diplomatic and puts unnecessary pressure on the team via the media, which can create a situation where decisions are not team or engineering based – they are more politically motivated.

Red Bull could have a major influence on the outcome of the drivers' championship. When the team gets the best set-up to suit the car's strengths, it's a rocketship. In Malaysia, Max Verstappen proved that by passing Hamilton on his way to victory.

Once ahead, he drove off into the distance. Yes, the Ferraris weren't there, but I believe Verstappen had the pace to compete with them if they were in the mix. He takes no prisoners and has shown how willing he is to get his elbows out in battle – and team-mate Daniel Ricciardo is the same. So it's a shame Red Bull didn't start the season more strongly because both drivers could have contributed to a great fight for the title.

Mercedes has completed 1752 racing laps this year. That's second to Force India, which has managed one more lap. But Ferrari is down in fourth, with 1537 laps completed.

Red Bull is last of the 10 teams, with just 1254. Even if the car had been quicker, the reliability – for Verstappen in particular – would have prevented Red Bull being a threat for the title.

Hamilton has completed more laps than any other driver, while Verstappen is the worst ranked of those who have contested the whole season. He's even below Fernando Alonso, who skipped the Monaco GP and couldn't start in Russia!

When looking at the championship battle, the interesting thing that came out of Malaysia is that the upgrades Ferrari

and Red Bull brought worked, but those Mercedes tried didn't. That might be the one source of encouragement for Ferrari, seeing that the might of Mercedes can trip up with its development direction.

Hamilton still managed to drag a lap out of the car to get a great pole position, but Valtteri Bottas is someone I thought would be giving him a hard time by this stage of the season.

There were also some strange incidents during the weekend. The one between Vettel and Lance Stroll on the slowing-down lap was extremely unusual and the Ferrari driver, as always, was quick to apportion blame.

Yes, Stroll should have seen him. But it was probably the last thing the Williams driver was expecting. Overtaking on the slowing-down lap can be dangerous for drivers and marshals, so perhaps it's time the FIA makes it simple and says no overtaking in this situation.

Next weekend, F1 heads to Suzuka – a classic, fast, sweeping circuit that sorts the men from the boys. Honda will probably have a special package for Alonso and Stoffel Vandoorne, but it's the big battle between Mercedes, Ferrari and Red Bull that I'm looking forward to.

Right now, I have no idea which will come out on top (and surely Ferrari won't give another present to its rivals). Great, isn't it? 🍀

**“Ferrari needs both cars to score big points, so this is a major blow”**





# ALGARVE CLASSIC FESTIVAL

27-29 OCTOBER 2017

11 CATEGORIES - 18 RACES



INFOTICKET: +351 282 405 600 | [tickets@autodromodoalgarve.com](mailto:tickets@autodromodoalgarve.com) • [algarveclassicfestival.com](http://algarveclassicfestival.com)



Cofinanciado por:





# FEEDBACK

## One-make F3 is not the way forward

'F3 goes one-make, but is that such a bad thing?' (Autosport, September 28). Answer: a resounding yes.

This category was built on multiple chassis and engine manufacturers competing against one another, which not only gave the drivers, but also the engineers, a fantastic grounding, helping them immensely when they went further up the racing ladder.

I know Dallara has been the predominant chassis manufacturer in recent history, but there was always the opportunity for other manufacturers to enter, as well as engine suppliers. It seems the easy route these days is to make any single-seater championship go one-make to 'contain costs'.

But why in the motorsport world, with some of the brightest engineers in any industry, no-one can come up with rules that allow multiple chassis and engine manufacturers to compete against one another in a cost-controlled manner (and I include F2 and the F4



championships in this as well) and still keep the variety. It just seems very short-sighted to go one-make, when all it needs is to get people together and give it some proper detailed thought.

**Michael Skeet**  
 Lordswood, Southampton

*How about a TCR-based single-seater series? – ed*

### Record-breaking Max

It had to happen, and happen to Verstappen. He has now broken a 57-year-old F1 record, which has stood to Bruce McLaren since February 1960. He was 22 years and 161 days old when he took his second world championship win in Argentina. Amazingly, this was equalled by Lewis Hamilton on June 17 2007. Now it's been blitzed by two years and 160 days. Congratulations to Max.

This was a great result for F1 all round.  
**Brian Harvey**  
 Tean, Staffordshire

Four constructors battled at the front in the 1991 British Formula 3 Championship

### Stroll on, Sebastian

I was sad to see Lance Stroll being blamed for hitting Sebastian Vettel's Ferrari after the finish of the Malaysian Grand Prix. Two accidents to the left of Vettel in consecutive GPs does suggest that the four-time world champion should undergo a full visual field examination by his optician as soon as possible.

Like many others, I was surprised to see Sebastian pull to the left across the front of the Williams after crossing the finish line. I was amazed he had escaped a penalty for the Singapore start debacle. In both cases he was quick to put the blame on others!

Should Max V be tempted to join one of the top two teams next year, I trust he will choose Ferrari. The thought of him and Lewis fighting it out next year is truly mouth watering!

**(Dr) Hugh Chalmers**  
 Balerno, Edinburgh

### Seeing red in Malaysia

Yet again several examples of the red car (Ferrari) disregarding the rules: Vettel not paying attention on the slowing-down lap; removing the steering wheel; hitching a ride on the sidepod of Pascal Wehrlein's Sauber.

Perhaps, if all the other teams painted their cars the same shade of red as Ferrari, penalties would be waived.

**David Kirkwood**  
 By email

## HAVE YOUR SAY, GET IN TOUCH

**Autosport editorial**  
 Autosport Media UK Ltd  
 1 Eton Street  
 Richmond  
 TW9 1AG

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

  
**Twitter**  
 twitter.com/  
 autosport

  
**Facebook**  
 facebook.com/  
 autosport





# THE HERO FACTORY

That's how Mazda US motorsports head John Doonan describes the Mazda Road To Indy. And it's going from strength to strength for 2018

**Y**ou could say that the last piece of the Mazda Road To Indy's jigsaw is now in place to take it into a bright new era. A brand-new Pro Mazda car – the Tatuus PM-18 – is currently being delivered to teams to make its competition debut next spring, replacing the trusty old chassis and slotting in between the Indy Lights Dallara IL-15 and the USF2000 Tatuus USF-17. From 2018, therefore, all three rungs of the MRTI ladder will feature state-of-the-art racing cars for wannabe heroes of the Verizon IndyCar Series.

It's the latest step for an open-wheel meritocracy, developed since the 2010 season, that is unprecedented anywhere in the world. If you win the MRTI Scholarship Shootout, you earn \$200,000 towards your USF2000 budget; if you claim the USF2000 title, that's \$325,000 for Pro Mazda; victory in the Pro Mazda series brings you \$790,000 for Indy Lights; and the Indy Lights champion scoops a scholarship valued at \$1 million to move into IndyCar with three guaranteed races, including the Indianapolis 500. Josef Newgarden, the 2011 Indy Lights title winner, has just become the first MRTI graduate to be crowned as IndyCar champion. Small wonder that John Doonan, director of motorsports for Mazda North American Operations, is proud.

"I've been a fan of the sport since I was a little

boy," says Doonan, "and the top champions are my heroes. We're in the business of making dreams come true as well as being a hero factory. Our goal is the next generation of drivers being led by people like Josef, James Hinchcliffe, Spencer Pigot – to have one reach the championship is a huge validation of what we've done."

While Doonan and Mazda have long been motivated by schemes to help talent reach the top, so too has open-wheel veteran Dan Andersen, whose Andersen Promotions operates all three steps of the MRTI ladder. Andersen is happy with progress in the three years since Indy Lights adopted the new Dallara, is proud of the new USF2000 Tatuus after its first season of competition, and is excited about his new baby: the Pro Mazda Tatuus.

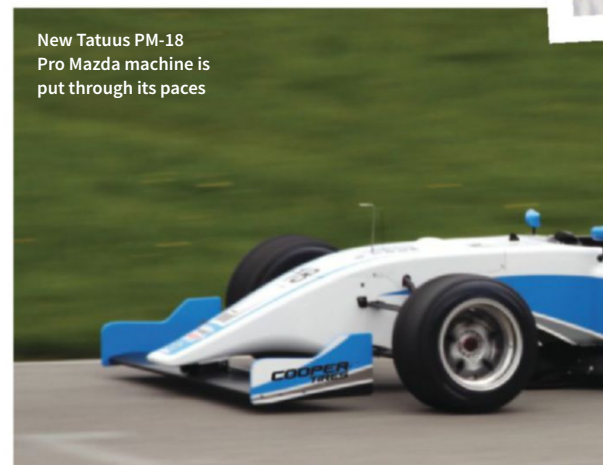
"The Tatuus race car company built us a beautiful USF2000 car," enthuses Andersen. "It's a massive step up and we've been breaking track records all year long in addition to bringing modern technology into it. It has all the bells and whistles a modern car should have, but it has very little aero downforce, so it teaches drivers what we want them to learn: driving a race car in competition."

Both the USF2000 and Pro Mazda cars share their genes with the FIA Formula 4 Tatuus, which has revolutionised the lower levels of open-wheel racing in continental Europe since 2014 and has also revitalised British Formula 3, in modified form, since

2016. "We've used the Tatuus Formula 4 tub and reinforced it with a double bulkhead, making it safer," explains Andersen. "We took some F4 suspension components but enhanced the uprights, not only because we run on ovals but because our road and street circuits are not as smooth as the tracks in Europe."

With the new Pro Mazda machine pushing out 275bhp from its two-litre engine, Andersen describes it as "a Formula 4 car on steroids! Both the USF2000 and Pro Mazda are designed to the same basic

New Tatuus PM-18 Pro Mazda machine is put through its paces





# ENSURING PARITY

ANDERSEN PROMOTIONS TOOK STEPS IN 2017 to ensure complete engine parity between the 450bhp, two-litre, turbocharged four-cylinder powerplants used in Indy Lights. Any competitor was allowed to have their engine shipped to UK-based builder Advanced Engine Research for dyno analysis, for a \$5000 fee, which would be returned – and a new motor given – if it turned out to be down on power. Only one of

the seven tested was found to have a shortfall.

As well as that, steps have been taken to provide ongoing parity. “We’ve added torque sensors onto the input shafts so that we have complete parity race to race,” says Dan Andersen. “We’ve changed the alternator and improved the cooling on the turbo units. This is not an easy engine spec, but we’re very comfortable that we have a minuscule range of power.”

Indy Lights is going strong three years into life of Dallara IL-15



ALL PICS: INDIANAPOLIS MOTOR SPEEDWAY/ILC PHOTOGRAPHY



The hopefuls in USF2000 (main pic) are all aiming to follow in the footsteps of new Indy Lights champion Kyle Kaiser (below)



platform – the same tub, suspension, brakes and uprights. But we’ve added aero flaps to the front wing for the Pro Mazda, a bigger rear wing, full diffuser rather than half-diffuser, and bigger wheels and tyres. What we want drivers to learn at this level is how aero changes affect the handling, with more horsepower.”

All this, along with Indy Lights, races exclusively on the IndyCar race weekends. “Since the beginning it’s been our intention to give a complete package for development,” says Doonan. “We give the drivers a place to bring corporate partners to show the value of the Verizon IndyCar Series.” And it’s not only those at the tracks who can watch MRTI action: each race has worldwide streaming and dedicated broadcast channels including Xbox One, or you can use the MRTI TV App. “The streaming is a component of helping these young drivers get noticed,” adds Doonan. “We’re not just talking to ourselves! Our expansion to Apple TV and Xbox is our way to break through the glass ceiling and reach a broader audience, to show why IndyCar and MRTI matters. These platforms are critical and reach an even higher investment for the Mazda brand.”

Racing with IndyCar means the drivers benefit from running under IndyCar race control and the security of the Holmatro Safety Team. “We have every aspect of IndyCar working on the three levels of MRTI,” says Andersen. “Our overall race director Tony Cotman – in my opinion the best bar none –

oversees Indy Lights directly, and the others indirectly. And the Holmatro team are amazing: they’re on the scene before a car stops spinning.”

Off-track, the MRTI Summit Program helps drivers too. “The commercial side of our sport has become so critical for success,” asserts Doonan. “We have PR professionals helping, fitness and nutrition experts, veteran IndyCar drivers come and talk about oval racing, James Hinchcliffe teaches them about social media. It’s our goal to put the resources into helping drivers to become the most rounded package they can be.”

In short, MRTI is a system that works, with new champions Kyle Kaiser (Indy Lights), Victor Franzoni (Pro Mazda) and Oliver Askew (USF2000) the latest to step to the next level, and the newest intake of hopefuls beginning their official-test programmes with the Chris Griffis Memorial Test at Indianapolis on October 21-22.

“Kyle has been in our programme a number of years,” says Andersen, “and we’ve seen a new maturity this year. He’ll do well, and it’ll be fun to see him going into IndyCar. Victor is a great story: he had no budget and he’d boot-strapped himself out. Credit to Ricardo Juncos: he gave Victor a chance, and if he hadn’t won that scholarship he’d be done racing. Oliver is a story too: how do you beat such a deep field with such little experience? He’ll be fun to watch in Pro Mazda.”







# How Verstappen stole the Malaysian GP

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







Verstappen flings his Red Bull inside Hamilton for the lead

**THE FINAL MALAYSIAN GRAND PRIX WAS BIZARRE IN SO MANY WAYS: AN** underpowered Red Bull winning on a track with many full-throttle sections; Mercedes struggling badly on a circuit that features enough high-speed corners and straights to ordinarily suit its strengths; and Ferrari dropping yet more points in the world championship thanks to freak engine failures on a weekend where it undoubtedly had the fastest car.

That the race finished with Sebastian Vettel's Ferrari stranded on the track with its left-rear corner folded over the top of the car, after a collision on the slowing-down lap, somehow encapsulated the strangeness of Formula 1's final race in Malaysia.

First to Mercedes, which should have been back on form with F1 returning to a more conventional circuit, following the street fighting of Singapore a fortnight earlier, when Lewis Hamilton opportunistically stole a race he had no business winning.

But Mercedes was way off colour at the Sepang circuit. And even though Hamilton managed to qualify on pole, he openly admitted he was fortunate to do so, and knew he'd be in for a real slog in the race. Hamilton so often finds something special in Q3, as he did here, but nevertheless the W08 was not handling well, and not looking after its tyres either. Mercedes brought aerodynamic upgrades to its car for this weekend, but was more than 2.5 seconds off the pace in the wet in first practice, and 1.4s (and slower than Fernando Alonso's McLaren-Honda) in the dry in FP2.

The team reverted to a previous aerodynamic configuration on Hamilton's car for Saturday, while keeping the new parts on team-mate Valtteri Bottas's version, but still the picture was mixed. Bottas was only four tenths off the pace in FP3 and fastest

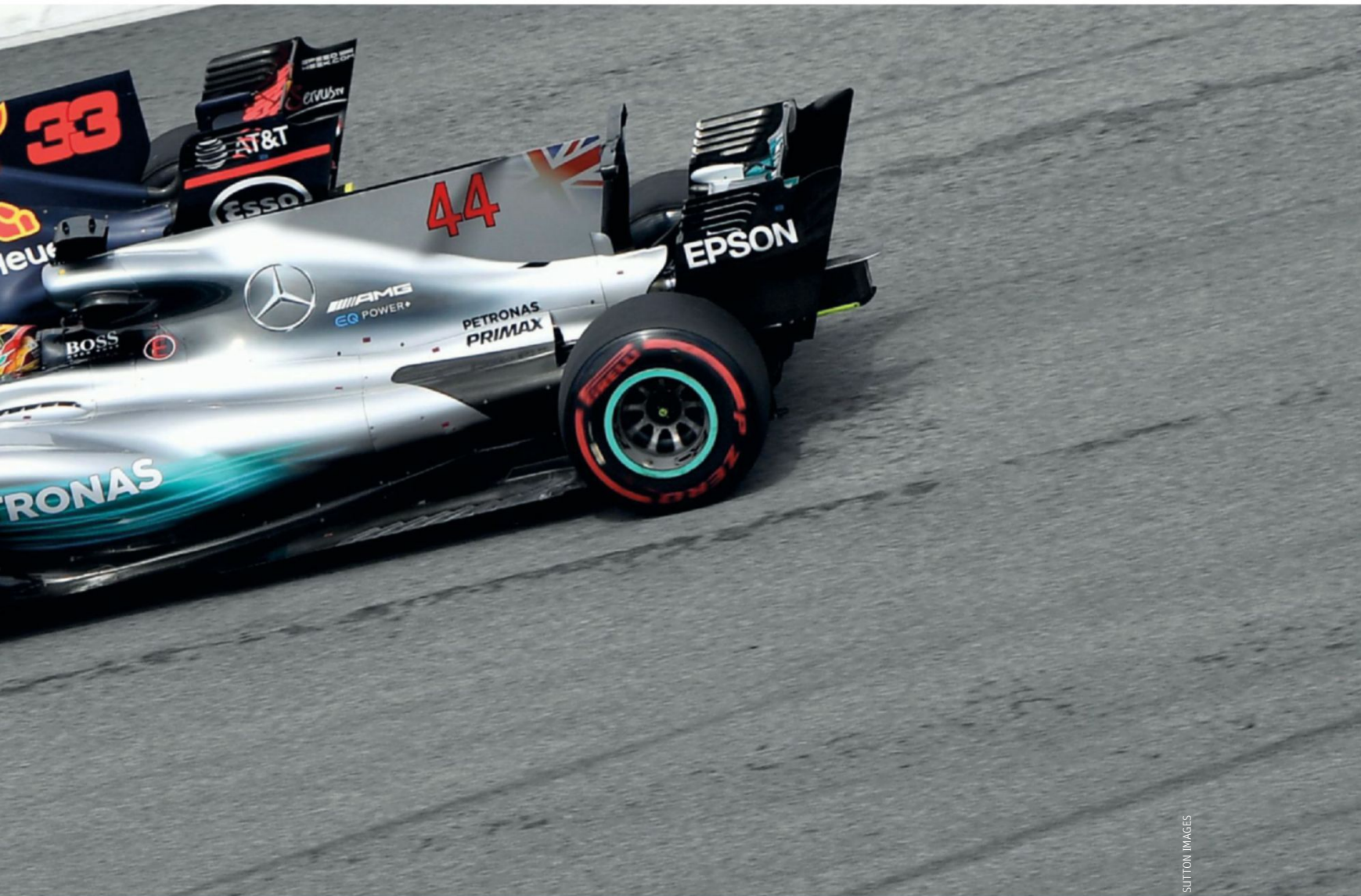
of all in Q2, but could get no more from the car and qualified down in fifth. Hamilton was more than six tenths off the pace in FP3, but right on it in Q3, though his heroics would not have been enough for pole without a mess-up from Kimi Raikkonen at the vital moment.

The trend of struggle continued throughout the race too, which Mercedes team boss Toto Wolff described as a "very painful Sunday". Amid Mercedes' woe, Ferrari should have scored a comfortable one-two result, and got its championship challenge back on track after the nightmare of Singapore. But engine trouble consigned Vettel to the back of the grid before he'd even had the chance to set a time in qualifying, then denied Raikkonen the opportunity to take up his starting position on the front row.

Into the breach stepped Red Bull, which looked stonkingly quick when the cars first turned wheels in the wet in FP1, in touch over one lap in the dry, and super-consistent over longer runs. The Renault engine still can't compete with Mercedes and Ferrari at the business end of qualifying, but there is convergence in race trim, and the RB13 has gradually become a truly potent chassis, perhaps now the best on the grid.

With Ferrari nowhere to be seen at the front, it was down to Red Bull to carry the fight to a struggling Mercedes. To begin with,





SUTTON IMAGES



LAT IMAGES

As Hamilton led at the start, Bottas almost made it a Merc one-two

it looked as though Mercedes might romp away with this race, as Hamilton scampered away from pole and Bottas came charging around the outside of both Red Bulls as the pack swept into Turn 1 for the first time. But Bottas could not make his move stick. Verstappen hung on around the outside line through Turn 2, went back past the Mercedes on its inside through Turn 3, then got his elbows out to keep Bottas behind through Turns 4 and 5.

Having repelled Bottas successfully, Verstappen could unleash his Red Bull and charge after Hamilton. By the end of the third lap, Verstappen was close enough to have a go and he flung his car down the inside of the Mercedes as they braked for Turn 1.

Hamilton initially moved to cover the inside line on the approach, but thought better of putting up too much of a fight, considering Verstappen was both prodigiously fast and prepared

to take an “extra risk” since he isn’t in title contention.

“I was having some de-rates [of the ERS], which enabled him to get closer, [but] even if I’d closed the door on that one lap he would have got me on another,” Hamilton said, “because they had over half a second in pace. Some laps it was eight tenths of a second.

“I’m naturally questioning myself about [whether] I should have closed the door, but I think, overall, the long-game approach I took is the right one, because there was no need to battle with Verstappen, who was much quicker, and risk colliding with him and not finishing the race.”

Regardless of Hamilton’s added difficulties with his car’s deployment of recovered energy in those early stages, it quickly became apparent that Mercedes’ earlier weekend woes had carried through to the grand prix itself. >>



Once in front, Verstappen would soon drive away from Hamilton



LAT IMAGES

Verstappen dropped Hamilton at a rate of more than half a second per lap, building a lead of nine seconds by lap 18 of 56, which he then maintained until the pitstops.

Bottas fared even worse than Hamilton, losing third place to the second Red Bull of Daniel Ricciardo under braking for Turn 4 on lap nine, after a side-by-side battle through the Turn 1/2/3 complex, then falling away from Verstappen's leading Red Bull at over a second per lap through the first stint.

"For me the main issue was struggling more with the front end, which hasn't really been the case this year," explained Bottas, who also suggested Mercedes' efforts to understand the problems were hampered by having to remove sensors to save weight after Friday practice.

"But now in mid corner it's losing a lot of front end. It is tricky to get the car turned – overheating the front-left tyre, also four-wheel sliding in high-speed corners. That has been the case for me all weekend, and I have been only running the new [aero] package. The mechanical car set-up wasn't that different between the cars. The only difference was the aero package. In the race, if I tried to go quicker, I just slid more, and struggled more with the tyre temps. It's definitely not nice and you can see on the lap times."

Bottas suggested Mercedes' Sepang woes have thrown up "even bigger" questions than those posed by its early-season problems with peaky performance on the ultra-soft tyre, which led to difficult races in Russia and Monaco. It seems a combination of problems with Mercedes' high-downforce aero package –

**“It’s tricky to get the car turned. If I tried to go quicker, I just slid more”**

something that has been a consistent weakness all season for the team – and a dislike for the high ambient temperatures prevalent in Malaysia played a major part in this latest setback.

"I guess there are more problems that come together and cause the lack of performance," said Wolff. "One of them is certainly very high ambient temperatures, and specific circuit characteristics. Kuala Lumpur is not so different; you cannot compare it to Singapore or Monaco, but there is still a lot of low-speed, there are still some very high temperatures, and this is a little bit of a pattern. If you were to name the one [unfavourable] circuit that comes straight after Singapore, Monaco and Hungary, it would be Kuala Lumpur."

A bit of Hamilton magic harnessed to the old aero package was enough to limit the damage here, but the way Bottas struggled on the new one – even allowing for his personal driving deficit to Hamilton – must be a

serious concern for Mercedes, which clearly couldn't unlock whatever potential the windtunnel said should be there.

Wolff was quick to remind people that the Wo8 leads both championships, so is by no means "a lame duck", but it was certainly infirm enough here to allow Red Bull to beat Mercedes on merit in the dry for the first time in the V6-hybrid-turbo era.

Wolff was certainly right that Mercedes "underperformed" in Malaysia, but that should take nothing away from Red Bull, which has worked hard to correct its own early-season problems and is now reaping rewards from what has become a very potent chassis, particularly since the RB13 was updated heavily before Hungary.





Verstappen caught the Mercedes drivers impressively in the late stages of that Hungaroring race, and Ricciardo beat both Raikkonen and Bottas to finish third at Spa, then charged brilliantly from the back of the grid to fourth at Monza.

Spa and Monza are places where Red Bull must trim its downforce levels to mitigate the losses from the Renault engine. The same was true at Sepang. Red Bull ran less wing than Mercedes and Ferrari, but still retained enough efficient downforce to be quicker than Mercedes in the corners. That potentially affords Red Bull the set-up flexibility to become a real spoiler in the championship fight over the remaining races.

“We were quicker than anticipated, to be honest with you,” said Red Bull boss Christian Horner. “You can see we were running slightly less downforce than the others – we don’t have the >>

Ricciardo (above) dealt with Bottas to secure third place, while Vettel (top) had to race through from the back of the grid

## QUALIFYING



FERRARI SHOULD REALLY HAVE LOCKED OUT THE FRONT ROW of the grid in Malaysia, but a combination of engine problems for Sebastian Vettel, Kimi Raikkonen’s underperformance, and a work of art from Lewis Hamilton in a less competitive car ensured that Mercedes was celebrating against the odds.

Mercedes and Ferrari both brought significant upgrades to their cars for the Sepang circuit but, while Ferrari finished one-two in both dry practice sessions, the potential of the Mercedes W08 remained steadfastly locked away.

After a back-to-back evaluation of old and new set-ups in final practice, Hamilton remained on the previous package, while team-mate Valtteri Bottas ploughed on with the new spec. Hamilton thought about switching back again, but remained on the old set-up, and this worked out well for Lewis, who pipped Raikkonen to pole as Bottas struggled to fifth.

Bottas was actually almost two tenths faster than Hamilton in Q2, but fell away in Q3, struggling particularly through the high-speed middle sector of the lap and overheating his tyres. Bottas’s final three attempts were 30.0s through that section, while Hamilton and Raikkonen were both into the 29.6s on their final runs. The Red Bulls were in the 29.8s.

Toto Wolff

“He manages to cope with a car that is maybe capricious”  
said Bottas, who told TV crews afterwards that he regretted sticking with the upgrade. “I had similar grip to Q2, but not more, which you normally get, which is something I need to understand.” Bottas reckoned the performance differences between the two aero packages were “unclear”, but accepted he also needed to “have a good look in the mirror again” after another Saturday trouncing at the hands of his team-mate.

It must be even harder to process when you know Hamilton can sometimes perform magic. F1’s qualifying king seems to have gone up a gear since dominating the British Grand Prix in July. Hamilton dug deep again to see off Raikkonen’s Ferrari (by just 0.043s) when it really mattered, surprising even himself with a “very nice lap” on the first run in Q3.

“He just drives the car perfectly,” enthused team boss Toto Wolff. “He manages to cope with a car which is maybe capricious.”

But even that shouldn’t have been enough to deny Ferrari here. Raikkonen was faster through the first two sectors of his final Q3 lap, before once again making a mistake at the vital moment.

Had Vettel not been denied a chance to contest the session thanks to an air leak, following an unscheduled engine change after final practice, perhaps the result would have been different.

The Red Bulls slotted neatly into the gap between Raikkonen and Bottas, with Max Verstappen pipping Daniel Ricciardo by half a tenth to qualify third in Vettel’s absence. The RB13 is working really well now, and the team reckoned Verstappen would have been on pole by two or three tenths without an estimated six-tenths deficit to Mercedes on the straights from the Renault engine.





“THE MCLAREN ARRIVES AT A MUCH SLOWER SPEED”

Turns 5-6



THE SEPANG CIRCUIT stretches Formula 1 cars in all directions, thanks to its mix of long straights and low, medium and high-speed cornering challenges that reveal any underlying weaknesses in a chassis.

Turns 5 and 6 are where the high-speed stuff happens, with an abrupt transition from left to right that also tests a car's ability to change direction quickly.

The standout performers through here in final practice are the Red Bull-Renault and the McLaren-Honda. Both look absolutely planted to the road, and consistently so. In

qualifying, the McLaren turns out to be the fastest car of all through this section, but the MCL32 arrives at a much slower speed than other top cars, and also gives away lap time at slow speed.

The RB13 is probably the best chassis in Formula 1 now, once the deficit of its Renault engine is accounted for, but of course F1 is about the full package, and here it's Mercedes and Ferrari leading the way as usual.

Both arrive to Turn 5 visibly quicker than the rest. As ever, the Ferrari just looks a touch more driveable than the Mercedes, which is always



Force India: not as extreme here as the Williams

balancing on a knife-edge of grip. The less capable cars must work harder through the transition to open up the entry to 6 as much as possible. Lance Stroll's Williams takes a noticeably wider entry to carry speed through it, which means a much tighter exit from 5.

Team-mate Felipe Massa follows a similar path, which

suggests the Williams lacks grip in transition. The Force India is along the same lines but nowhere near as extreme.

The Renault doesn't look comfortable through here at all, Nico Hulkenberg and Jolyon Palmer visibly scrubbing off speed to get through safely, while the Renault-powered Toro Rosso looks nervous at the rear.

The problem for Haas and Sauber seems to be a general lack of grip rather than imbalance, though Romain Grosjean reports inconsistent behaviour from corner to corner, making his life even harder.

What he wouldn't give to ride the consistency of that Red Bull...

**BEN ANDERSON**

Vettel caught Bottas and passed him in the pitstop phase







T-wing here. I think that we have found a very good set-up and the drivers have delivered their bit as well.

“The problem with qualifying is we don’t have the high-power modes that our competitors have – I’m sure there is close to half a second in that – but we can see in qualifying there wasn’t a single corner where our car was slower than our opponents.

“When you consider we started off approximately 1.5s off in Melbourne, to have had the best car here this weekend is fantastic. It shows we are on the right path.”

Mercedes simply had no answer as Verstappen drove on to a popular and untroubled second career victory, on the weekend of his 20th birthday. He rebuilt his lead over Hamilton after the stops and simply stroked it home from there.

What will be troubling Mercedes is the pace Ferrari showed here. Vettel looked the favourite for pole during practice, until he was forced into an engine change before qualifying and was struck down by a lack of pressure in the system. Ferrari then fitted a new engine to Vettel’s car following his qualifying problems, happily taking a grid penalty knowing he would start at the back regardless, and Vettel put it to good use by charging up to fourth in the race.

Vettel rose to 12th over the first two laps with relative ease, before spending some time stuck in a “DRS train” behind Alonso’s McLaren-Honda. He eventually cleared that obstacle on lap eight, before rising quickly to sixth as slower cars pitted out of the way.

Mercedes knew Vettel was probably the fastest driver in Malaysia, all things considered, and even warned Hamilton that

## “There wasn’t a corner where our car was slower than our opponents”

Vettel would become a threat later in the race. The Ferrari was nearly 30s off the lead by the end of lap 13, thanks to all that traffic, but lost only seven seconds more over the remaining 43 tours. Vettel overtook Sergio Perez’s Force India for fifth at the first corner at the start of lap 21, cleared the Bottas “road block” in the pits after a brief on-track battle, then used an offset tyre strategy to charge after Ricciardo’s Red Bull in the closing stages.

Vettel made excellent progress using softer tyres to chase down the leading trio, but after getting delayed while lapping Alonso – “he said when he left Ferrari he is a Ferrari fan, today he didn’t act like one” – then seeing a tentative bid for the final podium spot aggressively repelled by Ricciardo at Turn 1, Vettel “ran out of tyres” and fell away over the final laps.

But spirits were generally buoyant at Ferrari. The result was not forthcoming, thanks to what Ferrari suspects is two similar

failures of a supplied carbonfibre part relating to its engine’s air-intake system, but the team was boosted by a successful aerodynamic upgrade to the SF70-H for this race, and insisted it heads into the final five grands prix of the season with “no fear” for its potential to fight Mercedes for the world championship until the bitter end. But this still must go down as a missed opportunity.

This sudden and unexpected unreliability has cost Vettel dearly, and his situation may deteriorate further in Japan should his gearbox prove unsalvageable following a clumsy collision with Lance Stroll’s Williams after the chequered flag. That was a strange way to end Formula 1’s farewell Malaysian Grand Prix... ❄





## FORCE INDIA: TEAMS DRYING GRID SLOTS BROKE RULES

FORCE INDIA CHIEF OPERATING officer Otmar Szafnauer says some rival teams broke the rules by drying their grid slots ahead of the start of the Malaysian GP.

There was a heavy rain shower ahead of the start at Sepang. Although the track dried enough for the field to start on slicks, damp patches remained on the slots closest to the grandstands.

Some teams used handheld dryers to remove moisture from the grid slots, but article 22.3 of the sporting regulations states: "Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface."

Szafnauer said Force India mentioned this to the FIA on the grid and chose not to dry the damp starting place of Esteban Ocon, but ultimately no action was taken.

"Half the cars on the grid were drying the circuit, which is not allowed, and we didn't," Szafnauer told Autosport. "We actually followed the rules, so when everyone else is drying the circuit they get a much better start than we do on the wet side of the grid."

When asked if the team would raise the issue with race director Charlie Whiting, Szafnauer replied: "We raised it with him already. I haven't talked to Charlie, but some of the other FIA members. They are bewildered by it. I don't know what they are going to do."

"We pointed it out on the grid – you're not allowed to do it. Many cars did it and got a better start because of it."

It is likely that the matter will be raised when the team managers meet at Suzuka ahead of this weekend's Japanese GP.

# Penalty fear for Vettel at Suzuka

SEBASTIAN VETTEL WAS LEFT fearing a "bad surprise" as Ferrari assessed his gearbox for damage ahead of this weekend's Japanese Grand Prix. But he did escape punishment for taking his steering wheel with him after his post-race collision with Lance Stroll's Williams in Malaysia.

The two made contact as Vettel was driving around the outside of Stroll, who was moving off line to pick up chunks of spent rubber on his tyres on the slowing-down lap. Stroll's car escaped largely unscathed, but Vettel's rear suspension was smashed and he lost his left-rear wheel.

The stewards declared neither driver predominantly at fault, while Ferrari sent Vettel's gearbox back to Maranello for an inspection to find out whether it can be saved.

If it is damaged beyond repair, he faces a five-place grid penalty for a new unit, unless Ferrari can convince the FIA this is a case of force majeure.

"We'll check [the gearbox], but

for sure that could be another bad surprise this weekend," said Vettel. "I hope not because it [the incident] was completely unnecessary. I think Lance just didn't look. It's not my fault if somebody decides to pick up rubber and hit my car."

Stroll, who finished eighth for Williams, described the "very strange" incident as "unintentional" on the side of both drivers.

Vettel chose to get a lift back to the pits from the Sauber of Pascal Wehrlein, but decided to take his steering wheel with him, a move he described as "a sort of reflex" because he couldn't persuade it to reattach to his car and thought spectators might take it.

That contravened article 22.5 of the sporting regulations, which states: "A driver who abandons a car must leave it in neutral or with the clutch disengaged, with the ERS shut down and with the steering wheel in place."

Vettel was not censured for this breach, however.



LAT IMAGES

## Ocon: Sainz 'drove straight into me'

ESTEBAN OCON ACCUSED TORO Rosso driver Carlos Sainz Jr of "driving straight into me" during their Malaysian Grand Prix battle.

The pair made contact at Turn 1 just before half-distance, as Ocon tried to pass Sainz for eighth around the outside, and the Force India was pitched into a spin.

Ocon fell to 12th following the incident, but recovered to 10th, while Sainz later retired because

of an engine problem.

"I tried to overtake Carlos and he just locked up and drove straight into me," said Ocon.

Sainz countered by saying Ocon closed the door too early in the move. "I didn't have any more steering and we just collided a bit," said Sainz. "If you are already ahead of me, don't risk closing on me."

Ocon felt his race was already "ruined" well before that clash,

owing to a brush with Felipe Massa on the first lap that punctured a tyre and forced Ocon to pit.

"It was a disastrous race," said Ocon, who said he was "not happy" with what happened at Turn 2, where he got squeezed between team-mate Sergio Perez and Massa.

Perez drove on to finish sixth, despite needing an intravenous drip the night before the race to combat a virus he'd picked up.



LAT IMAGES





## Williams duo leave door open

**WILLIAMS DRIVERS** Felipe Massa and Lance Stroll lost out to McLaren's Stoffel Vandoorne during the Malaysian GP because they were swapping places.

The duo appeared to be fighting for position – Stroll had been running ahead of Massa before their pitstops, but emerged just behind, and was vocal in his displeasure over the team radio. Vandoorne had been in front of both of them, and left the pits just as

they were passing the exit, but seized the opportunity to get his nose ahead.

Williams chief technical office Paddy Lowe said that the drivers were swapping places under instruction rather than squabbling for position.

“Since Lance, who previously had the lead [of the intra-team fight], ended up behind Felipe after the pitstops we felt it was correct to swap the places,” Lowe explained. “Unfortunately, in the execution of that we lost a

position to Vandoorne coming out of the pits.”

Vandoorne described his drive to seventh as “my best drive in Formula 1 up until now,” on a weekend when he outqualified and outraced double world champion team-mate Fernando Alonso.

“When everything falls more or less together, when we extract the most out of the car, great things are possible,” Vandoorne said. “All the effort I’ve been putting in is paying off massively.”

## Bottas facing the toughest moment of his career

**MERCEDES INSISTS IT IS NOT STARTING** to doubt Valtteri Bottas, despite his poor recent form compared with team-mate Lewis Hamilton.

Bottas has struggled since the summer break, and been unable to get as comfortable with the W08’s sensitive characteristics as Hamilton. In Malaysia, Bottas said his lack of confidence in the car has left him facing the most difficult moment of his career.

But Mercedes racing boss Toto Wolff says he can arrest the slide. “Nobody is doubting Valtteri,” said Wolff. “Somebody clever said, ‘Smooth seas don’t make tough sailors.’”

### Q&A

#### VALTTERI BOTTAS



##### **How hard has this bad run of form been to cope with?**

For sure it is difficult. Being honest, it may be the most difficult time of my career so far. I want to be in a good level and I haven’t been doing that for some time for various reasons. I definitely want to turn it around quickly. If I keep doing races like this for long, that isn’t going to be a good thing for anyone.

##### **Are you finding this period stressful?**

Yes, of course. I want to fight for the race win, but if you are one second off the pace then it’s definitely not nice and it’s definitely stressful. I just want to turn it around. Hopefully quickly.

##### **Is there any particular pattern to your discomfort since the summer?**

One thing has been managing the tyres – just by driving, managing the slip, the temperatures. I tend to quite easily overheat the surface of the tyre, and when the bulk temperature of the tyre versus the surface is not close enough then you lose quite a lot of grip. That has been in some places my issue and, after such a bad run of races, it’s pure confidence in the car and trusting your own skills and being 100 per cent comfortable. That makes a massive difference. I just need to get that back, get that feeling of enjoying the driving and letting yourself a bit more loose. It’s a sensitive sport mentally, and you need to be absolutely on it if you want to be the quickest.





# Keeping you On Track.....



## Insurance products available

- ✓ Accident damage On Track
- ✓ Rally damage On Event
- ✓ Storage and transit
- ✓ Liability
- ✓ Personal accident
- ✓ Track day



- ✓ Competitive premiums
- ✓ A-Rated Insurers
- ✓ Fast claim payments
- ✓ Simple quote form
- ✓ Bespoke cover
- ✓ Knowledgeable staff

Complete an online quote request form at

[www.ryanmi.com](http://www.ryanmi.com)

Email us: [info@ryanmi.com](mailto:info@ryanmi.com) Call us: +44 (0)1799 524202

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





## DRAWING BOARD

BY GIORGIO PIOLA

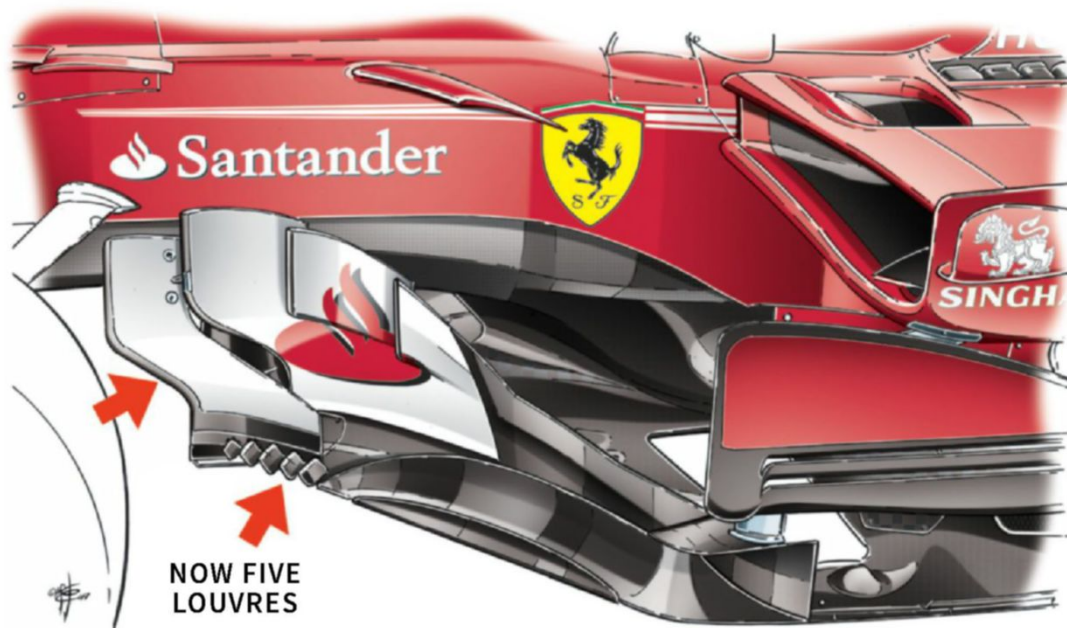
### FERRARI BRINGS A SUBSTANTIAL AERODYNAMIC UPDATE

As part of a raft of aerodynamic developments for Malaysia, Ferrari added lots more detail to its bargeboard area.

The vertical white area now has an extra forward element, and the others have been reprofiled. The two front louvres on the lower black section have now become five, and the large outboard area is now reprofiled and more three-dimensional.

All of this works to pull more mass airflow through from underneath the front of the chassis, improving the front-wing performance and consistency. This extra mass flow is then presented to the leading edge of the underfloor, improving the performance and consistency of the underfloor and diffuser.

The upper surface of that outer three-dimensional horizontal vane also sets up



a vortex that travels along the outer edge of the floor, helping to seal it off, to the benefit of the underfloor.

Ferrari also introduced a more obvious development

in the triple airbox inlet around the rollover bar. This is visually very similar to what Mercedes uses but, inside, the ducting could be doing very different things.

Cooling all components of a current F1 car costs aerodynamic performance – airflow taken for cooling can't be used to generate downforce. These ducts will

cool something that perhaps then allows the rear exit of the bodywork to be closed up, which in turn will help with overall performance.

**GARY ANDERSON**

### VETTEL SOLVES HIS FINGER TROUBLE



**TWO-FINGER DOUBLE CLUTCH**

One of the big changes in regulations for 2017 was that the driver must conduct the start "alone and unaided". Basically, this means the drivers cannot have any different feeling, or visual or audible aid, of how to find the clutch bite point during the start procedure when

they engage the clutch.

Mercedes went to a two-finger double clutch paddle, which meant the driver would release the clutch a certain percentage and then his fingers would in effect lock out. Then he would have to do a different style of finger movement to

release it for the rest of its travel. After optimising the clutch bite point relative to the clutch paddle position the driver felt comfortable with, this system made it much easier for the driver to go to that position more consistently.

From May's Spanish GP onwards, Ferrari more or less copied this for Sebastian Vettel, with a small update for Singapore – which as we all saw didn't exactly improve matters. Kimi Raikkonen has stuck with the 2016 design, a single paddle that probably travels further but doesn't feel so alien to the finger tips in the nature of its movement.

Vettel reverted to the Raikkonen system for the Malaysian Grand Prix.

**GARY ANDERSON**

### MERCEDES' SILVER SPOON GETS LONGER

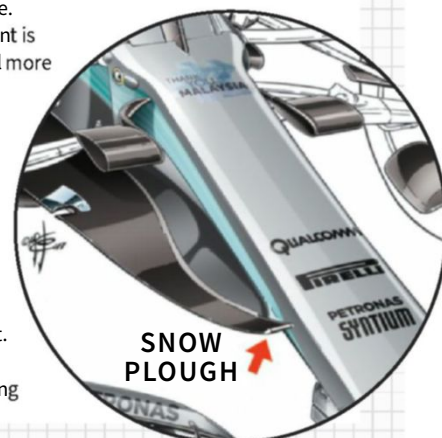
This spoon deflector, or snow plough as some call it, was first introduced at Barcelona. Together with a narrower nose, it's been a feature ever since. For Malaysia it was revised and now extends both further forward and further up the edge of the nose on each side.

This component is there to help pull more airflow through from under the nose and central section of the front wing, and by doing this it can have an effect on the sensitivity of the wing to its height.

The multi-element front wing

could stall very easily at different ride-heights, or create a situation where the airflow doesn't reattach in the same way, either of which will have a detrimental effect on the car's aerodynamic characteristics.

**GARY ANDERSON**



**SNOW PLOUGH**



# **NANKANG** TYRES



## **NS-2R**

- MSA List 1B approved
- **Fast road / Track** - designed for fast road and track day use
- **Available** in 13" to 20" sizes
- **Endurance compound** for grip lap after lap come rain or shine



## **AR-1**

- MSA List 1B approved
- **Race** - designed for the racing driver chasing lap times
- **Available** in 13" to 18" sizes
- **Unique compound** optimised for fast track use





## Palmer blames tailwind and overambition for pair of spins

JOLYON PALMER SAID A TAILWIND caught him by surprise and caused him to spin at Turn 14 during the Malaysian GP.

The Briton was running 12th, just over a second behind Renault team-mate Nico Hulkenberg, when he lost control of the car, dropping a position to the McLaren of Fernando Alonso.

"I think I was quicker [than Hulkenberg]," Palmer told Autosport. "Then I lost it, because I was too close to him. We saw there was a big tailwind, which is affecting you in the tow, and you're in the gust. I lost a lot of aero. I turned in pretty much the same as the other laps and suddenly I had no rear. It really caught me by surprise."

On the next lap Palmer spun at Turn 1, after getting caught out by race leader Max Verstappen pulling in front of him, and spun and hit Kevin Magnussen.

Palmer, who finished one lap down in 15th, admitted his mistake and was glad the stewards chose not to take any action.

"That was an annoying one," said Palmer. "It was ambitious trying to keep Kev behind after I spun once. It was just a mistake. I only touched him when I spun. I'm pleased the stewards didn't do anything."



## Haas in compensation talks after Grosjean drain shunt

HAAS TEAM PRINCIPAL GUNTHER STEINER is in talks with Malaysian Grand Prix officials regarding compensation for damage incurred by Romain Grosjean's Haas in second practice.

Grosjean spun at 170mph and had a 17g impact with the barriers, after his right-rear tyre was destroyed when he ran over a drain cover dislodged by Valtteri Bottas's Mercedes at Turn 13.

The Frenchman, who walked away uninjured, called for action to make sure such incidents do not happen again, while Steiner said it was "unacceptable" and "not up to standards".

The FIA believes a welding failure led to the drain

becoming dislodged, with circuit engineers forced to look at every drain that did not have bolts in place and strengthen them ahead of final practice.

Steiner met with Sepang International Circuit chief executive Dato' Razlan Razali ahead of the race to discuss the incident and request compensation for the damage. The floor and front wing, which was brand new, were damaged beyond repair, with the total bill estimated at around £500,000 — a significant amount for a small team such as Haas.

Circuit officials are discussing the situation internally, and further talks with Haas are expected to take place ahead of this weekend's Japanese GP.

## Toro Rosso seat gave Gasly back pain

PIERRE GASLY SUFFERED back pain throughout his Formula 1 race debut in the Malaysian GP because of an uncomfortable seating position.

Gasly replaced Daniil Kvyat in Red Bull's junior team for the Sepang race and finished 14th.

The Frenchman, who joined

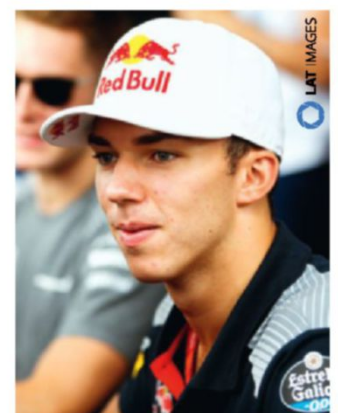
the Red Bull programme in 2014 and is the reigning GP2 champion, said his seat was moving around a lot during the race.

He will stay in the car for next weekend's Japanese GP, alongside Carlos Sainz Jr, and will have a new seat in

readiness for the weekend.

"With the seat, I'm not supported enough," explained Gasly, who called his F1 debut "better than expected".

"It was moving a lot from lap one, especially [in] high-speed [corners]. It's not ideal for my back. It feels quite painful."





# F1/MALYSIAN GRAND PRIX RESULTS

## STARTING GRID

<b>1</b> Hamilton #44 1m30.076s	<b>2</b> Raikkonen #7 1m30.121s	<b>3</b> Verstappen #33 1m30.541s	<b>4</b> Ricciardo #3 1m30.595s	<b>5</b> Bottas #77 1m30.758s	<b>6</b> Ocon #31 1m31.478s	<b>7</b> Vandoorne #2 1m31.582s	<b>8</b> Hulkenberg #27 1m31.607s	<b>9</b> Perez #11 1m31.658s	<b>10</b> Alonso #14 1m31.704s	<b>11</b> Massa #19 1m32.034s
------------------------------------	------------------------------------	--------------------------------------	------------------------------------	----------------------------------	--------------------------------	------------------------------------	--------------------------------------	---------------------------------	-----------------------------------	----------------------------------

## Race results / 56 laps – 192.885 miles

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	<b>Max Verstappen</b> (NL)	Red Bull-Renault	1h30m01.290s	51	● ● ●	23.652s
2	<b>Lewis Hamilton</b> (GB)	Mercedes	+12.770s	3	● ● ●	23.489s
3	<b>Daniel Ricciardo</b> (AUS)	Red Bull-Renault	+22.519s	2	● ● ●	24.199s
4	<b>Sebastian Vettel</b> (D)	Ferrari	+37.362s		● ● ●	23.695s
5	<b>Valtteri Bottas</b> (FIN)	Mercedes	+56.021s		● ● ●	23.676s
6	<b>Sergio Perez</b> (MEX)	Force India-Mercedes	+1m18.630s		● ● ●	24.314s
7	<b>Stoffel Vandoorne</b> (B)	McLaren-Honda	-1 lap		● ● ●	24.580s
8	<b>Lance Stroll</b> (CDN)	Williams-Mercedes	-1 lap		● ● ●	24.109s
9	<b>Felipe Massa</b> (BR)	Williams-Mercedes	-1 lap		● ● ●	23.791s
10	<b>Esteban Ocon</b> (F)	Force India-Mercedes	-1 lap		● ● ●	24.456s
11	<b>Fernando Alonso</b> (E)	McLaren-Honda	-1 lap		● ● ●	25.798s
12	<b>Kevin Magnussen</b> (DK)	Haas-Ferrari	-1 lap		● ● ●	23.766s
13	<b>Romain Grosjean</b> (F)	Haas-Ferrari	-1 lap		● ● ●	49.331s
14	<b>Pierre Gasly</b> (F)	Toro Rosso-Renault	-1 lap		● ● ●	25.044s
15	<b>Jolyon Palmer</b> (GB)	Renault	-1 lap		● ● ●	25.558s
16	<b>Nico Hulkenberg</b> (D)	Renault	-1 lap		● ● ●	50.586s
17	<b>Pascal Wehrlein</b> (D)	Sauber-Ferrari	-1 lap		● ● ●	25.060s
18	<b>Marcus Ericsson</b> (S)	Sauber-Ferrari	-2 laps		● ● ●	24.719s
R	<b>Carlos Sainz</b> (E)	Toro Rosso-Renault	29 laps-electrical		● ● ●	-
NS	<b>Kimi Raikkonen</b> (FIN)	Ferrari	0 laps-power unit		● ● ●	-

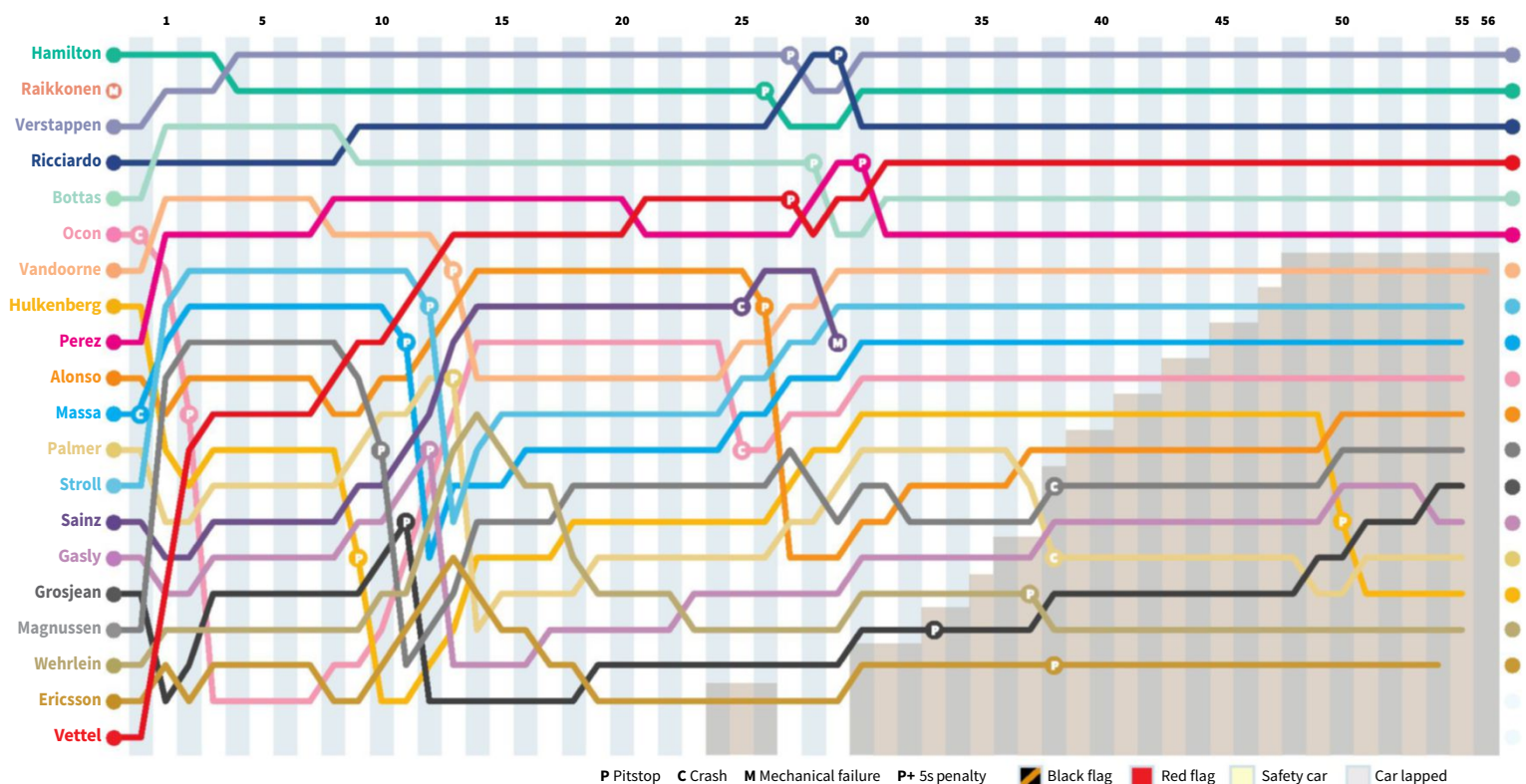
## Fastest laps

POS	DRIVER	TIME	GAP	LAP
1	<b>Vettel</b>	1m34.080s	-	41
2	<b>Hulkenberg</b>	1m34.266s	+0.186s	52
3	<b>Hamilton</b>	1m34.452s	+0.372s	48
4	<b>Verstappen</b>	1m34.467s	+0.387s	50
5	<b>Ricciardo</b>	1m34.770s	+0.690s	55
6	<b>Bottas</b>	1m35.284s	+1.204s	44
7	<b>Perez</b>	1m35.591s	+1.511s	32
8	<b>Grosjean</b>	1m35.796s	+1.716s	49
9	<b>Vandoorne</b>	1m35.931s	+1.851s	49
10	<b>Wehrlein</b>	1m36.395s	+2.315s	53
11	<b>Alonso</b>	1m36.501s	+2.421s	55
12	<b>Stroll</b>	1m36.627s	+2.547s	46
13	<b>Ericsson</b>	1m36.630s	+2.550s	54
14	<b>Massa</b>	1m36.944s	+2.864s	44
15	<b>Ocon</b>	1m37.075s	+2.995s	36
16	<b>Gasly</b>	1m37.170s	+3.090s	45
17	<b>Palmer</b>	1m37.186s	+3.106s	45
18	<b>Magnussen</b>	1m37.192s	+3.112s	46
19	<b>Sainz</b>	1m38.123s	+4.043s	27
20	<b>Raikkonen</b>	no time	-	-

WEATHER Dry, cloudy; air 30C, track 35C. WINNER'S AVERAGE SPEED 128.555mph. FASTEST LAP AVERAGE SPEED 131.795mph. ● New ○ Used ● Ultra-soft ● Super-soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

<b>3</b> This was the third time Raikkonen has failed to start a grand prix, after Belgium 2001 and USA '05	<b>5</b> Hamilton equalled Michael Schumacher's Malaysian GP pole record with his fifth	<b>7</b> Vandoorne matched his best F1 finish in seventh. He started there too – his best grid spot	<b>20</b> Hamilton has scored points in 20 consecutive races, a run that started after his DNF in Malaysia last year	<b>70</b> Hamilton now has 70 pole positions in F1. He's the first driver to reach that mark	<b>73</b> Gasly is the 73rd French driver to start a world championship race	<b>102</b> Verstappen notched up his 100th lap in the lead, the 84th driver to do so
--	--	--	---	---	---	---

## Lap chart / What happened, when





12 Palmer #30  
1m32.100s



14 Sainz #55  
1m32.402s



16 Grosjean #8  
1m33.308s



18 Wehrlein #94  
1m33.483s



20 Vettel #5  
no time



15 Gasly #10  
1m32.558s

17 Magnussen #20  
1m33.434s



19 Ericsson #9  
1m33.970s



### Qualifying 1

POS	DRIVER	TIME
1	Hamilton	1m31.605s
2	Verstappen	1m31.920s
3	Bottas	1m32.254s
4	Raikkonen	1m32.259s
5	Massa	1m32.267s
6	Ricciardo	1m32.416s
7	Ocon	1m32.527s
8	Gasly	1m32.547s
9	Palmer	1m32.576s
10	Hulkenberg	1m32.586s
11	Sainz	1m32.650s
12	Perez	1m32.768s
13	Vandoorne	1m32.838s
14	Stroll	1m33.000s
15	Alonso	1m33.049s
16	Grosjean	1m33.308s
17	Magnussen	1m33.434s
18	Wehrlein	1m33.483s
19	Ericsson	1m33.970s
20	Vettel	no time

### Qualifying 2

POS	DRIVER	TIME
1	Bottas	1m30.803s
2	Raikkonen	1m30.926s
3	Verstappen	1m30.931s
4	Hamilton	1m30.977s
5	Ricciardo	1m31.061s
6	Perez	1m31.484s
7	Ocon	1m31.651s
8	Hulkenberg	1m31.778s
9	Vandoorne	1m31.848s
10	Alonso	1m32.010s
11	Massa	1m32.034s
12	Palmer	1m32.100s
13	Stroll	1m32.307s
14	Sainz	1m32.402s
15	Gasly	1m32.558s

### Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m30.076s
2	Raikkonen	1m30.121s
3	Verstappen	1m30.541s
4	Ricciardo	1m30.595s
5	Bottas	1m30.758s
6	Ocon	1m31.478s
7	Vandoorne	1m31.582s
8	Hulkenberg	1m31.607s
9	Perez	1m31.658s
10	Alonso	1m31.704s

WEATHER Dry, sunny; air 32C, track 48C

### Race briefing

#### FRIDAY PRACTICE

##### SERGEY SIROTKIN

replaced Hulkenberg at Renault

##### SEAN GELAE

replaced Sainz at Toro Rosso

##### CHARLES LECLERC

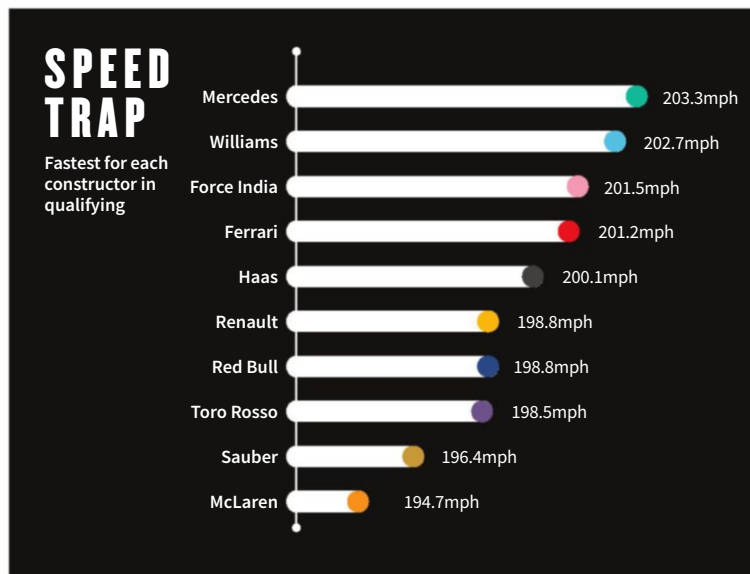
replaced Ericsson at Sauber

##### ANTONIO GIOVINAZZI

replaced Magnussen at Haas

#### GRID PENALTIES

VETTEL 20-place grid penalty for replacement internal-combustion engine, turbocharger and MGU-H



### Free practice 1

POS	DRIVER	TIME
1	Verstappen	1m48.962s
2	Ricciardo	1m49.719s
3	Alonso	1m50.597s
4	Raikkonen	1m50.734s
5	Vettel	1m51.009s
6	Hamilton	1m51.518s
7	Bottas	1m52.007s
8	Stroll	1m52.295s
9	Gasly	1m52.380s
10	Sirotkin	1m53.521s
11	Palmer	1m53.625s
12	Vandoorne	1m53.771s
13	Ocon	1m53.896s
14	Gelael	1m54.610s
15	Perez	1m54.669s
16	Leclerc	1m55.280s
17	Wehrlein	1m55.652s
18	Grosjean	1m56.211s
19	Giovinazzi	1m56.339s
20	Massa	no time

### Free practice 2

POS	DRIVER	TIME
1	Vettel	1m31.261s
2	Raikkonen	1m31.865s
3	Ricciardo	1m32.099s
4	Verstappen	1m32.109s
5	Alonso	1m32.564s
6	Hamilton	1m32.677s
7	Bottas	1m32.720s
8	Perez	1m32.862s
9	Hulkenberg	1m33.060s
10	Ocon	1m33.096s
11	Palmer	1m33.381s
12	Massa	1m33.394s
13	Vandoorne	1m33.673s
14	Stroll	1m33.818s
15	Gasly	1m34.043s
16	Sainz	1m34.104s
17	Grosjean	1m34.118s
18	Magnussen	1m34.343s
19	Wehrlein	1m35.246s
20	Ericsson	1m35.697s

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

### Free practice 3

POS	DRIVER	TIME
1	Raikkonen	1m31.880s
2	Vettel	1m32.042s
3	Ricciardo	1m32.091s
4	Bottas	1m32.329s
5	Hamilton	1m32.539s
6	Verstappen	1m32.579s
7	Perez	1m33.209s
8	Massa	1m33.240s
9	Ocon	1m33.290s
10	Vandoorne	1m33.321s
11	Alonso	1m33.530s
12	Stroll	1m33.538s
13	Magnussen	1m33.787s
14	Hulkenberg	1m33.871s
15	Sainz	1m33.924s
16	Gasly	1m34.206s
17	Palmer	1m34.475s
18	Grosjean	1m34.914s
19	Ericsson	1m34.936s
20	Wehrlein	1m35.045s

WEATHER Dry, sunny; air 31C, track 43C

# SEASON STATS

## Drivers' championship

1	Hamilton	281
2	Vettel	247
3	Bottas	222
4	Ricciardo	177
5	Raikkonen	138
6	Verstappen	93
7	Perez	76
8	Ocon	57
9	Sainz	48
10	Hulkenberg	34
11	Massa	33
12	Stroll	32
13	Grosjean	26
14	Vandoorne	13
15	Magnussen	11
16	Alonso	10
17	Palmer	8
18	Wehrlein	5
19	Kvyat	4
20	Ericsson	0
21	Giovinazzi	0
22	Gasly	0
23	di Resta	0
24	Button	0

## Constructors' championship

1	Mercedes	503
2	Ferrari	385
3	Red Bull	270
4	Force India	133
5	Williams	65
6	Toro Rosso	52
7	Renault	42
8	Haas	37
9	McLaren	23
10	Sauber	5

## Wins

Hamilton	7
Vettel	4
Bottas	2
Ricciardo	1
Verstappen	1

## Fastest laps

Hamilton	7
Vettel	3
Raikkonen	2
Alonso	1
Perez	1
Ricciardo	1

## Pole positions

Hamilton	9
Vettel	3
Bottas	2
Raikkonen	1

## Qualifying battle

HAM	10	5	BOT
RIC	4	11	VER
VET	10	5	RAI
PER	11	4	OCO
STR	2	12	MAS
STR	1	0	DIR
VAN	3	11	ALO
VAN	0	1	BUT
GAS	0	1	SAI
KVY	6	8	SAI
GRO	10	5	MAG
HUL	15	0	PAL
ERI	4	9	WEH
ERI	2	0	GIO



# Low Countries stars

Max Verstappen and Stoffel Vandoorne warrant perfect scores in Malaysia

By Ben Anderson, Grand Prix Editor

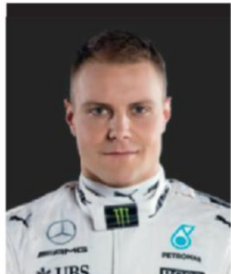
[@BenAndersonAuto](#)

## MERCEDES



### 9 LEWIS HAMILTON

Ordinarily, Hamilton should win when he starts on pole and makes no major mistakes, but he sensibly recognised the bigger picture on a weekend when Mercedes was not on form. Vettel's misfortune made Hamilton's life easier, but to take pole in such a "capricious" car was something a bit special.



### 4 VALTTERI BOTTAS

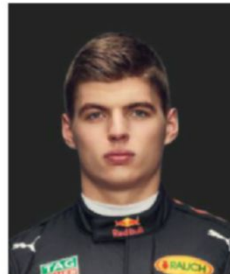
Bottas has hit a serious rough patch of form. He hasn't qualified within half a second of Hamilton for four consecutive races and, although further compromised by the troublesome Mercedes aero update, he knows he is also not making the most of the tools at his disposal. Desperately needs a strong race.

## RED BULL



### 8 DANIEL RICCIARDO

Qualified within 0.06s of his team-mate but was flattered by Verstappen losing time trying to go flat through Turn 6. Ricciardo took a bit too long to clear Bottas in the race, so lost touch with the leaders, but also didn't quite have their pace either. Formidable tyre management helped repel Vettel's late charge.



### 10 MAX VERSTAPPEN

Blisteringly fast in the wet on Friday and got between Raikkonen and Hamilton in Q2. He tried some heroics in Q3, but could do no better with a Renault engine really. Executed his race perfectly – particularly the vital defence of position from Bottas on lap one, and a decisive pass on Hamilton.

## FERRARI



### 8 SEBASTIAN VETTEL

Can't be faulted for Ferrari's engine problems destroying his weekend, and to salvage fourth from the back of the grid was a strong effort. Was a bit tentative racing Bottas and ran out of tyres and willpower after Ricciardo blocked aggressively at Turn 1. Needless crash with Stroll after the flag may also prove very costly.



### 7 KIMI RAIKKONEN

It's become tiresome to see Raikkonen balls-up so often at the crucial moment in Q3. Ferrari had the fastest car in Malaysia, so he would surely have beaten Hamilton to pole with a clean lap. Raikkonen is rated seven out of 10 purely on that effort, as engine problems prevented him racing.

## FORCE INDIA



### 9 SERGIO PEREZ

Perez was struck by a virus during the weekend, so in the circumstances he did a stellar job to finish best of the rest behind the big three teams – the only other driver on the lead lap. Qualified further down the grid than he should have, thanks to a small error in Q3, but recovered superbly in the race.



### 7 ESTEBAN OCON

Ocon looked in good shape after qualifying best of the midfield runners, but always seemed to be in the wrong place at the wrong time in the race. Tangled with Massa – which forced him to the pits and off-strategy on lap one – and Sainz, then got squeezed off racing Massa again near the end. Just a day to forget.

## WILLIAMS



### 7 LANCE STROLL

There was no phase leading up to the race where Stroll looked faster than Massa, and even without traffic he wasn't quick enough to make Q3. The race was stronger, thanks to a good start and careful judgement, and Stroll might have beaten Vandoorne but for an ill-timed place swap with Massa.



### 7 FELIPE MASSA

Massa was the stronger Williams driver here, and probably would have beaten Alonso into Q3 without a "bounce" through Turn 2 that cost vital traction. Seems fair considering the final gap was just 0.024s. Massa picked up damage after tangling with Ocon on lap one. Was consigned to playing rear runner after that.

## McLAREN



### 10 STOFFEL VANDOORNE

This was a truly excellent weekend for Vandoorne, who was faster than Alonso through final practice and qualifying, despite running an older aero specification. He followed that stellar performance with what he called "my best drive in Formula 1" in the race. He was fast, decisive and opportunistic.



### 6 FERNANDO ALONSO

Alonso was faster than Mercedes on Friday in the updated McLaren, but ran into set-up problems on Saturday, so terminal understeer spoiled his qualifying. He struggled in the race too. His start was unusually average, he struggled to pass Magnussen, and his result depended on the Renaults wilting.

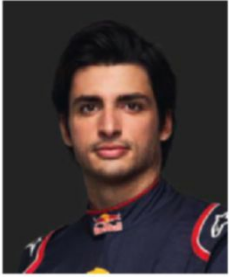




Vandoorne took the best result possible for his car



## TORO ROSSO

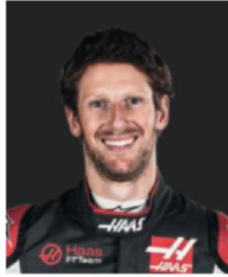


**7 CARLOS SAINZ JR**  
The Toro Rosso doesn't work well through the full range of aero challenges, so points were beyond reach on this track. Sainz was pushed hard by debutant Gasly this weekend, but remained just about ahead. He survived a clumsy collision with Ocon before engine gremlins forced him out.

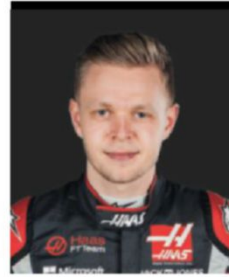


**7 PIERRE GASLY**  
Sainz felt Gasly finally "arrived" in the second run in Q1, and from there Gasly was right behind his team-mate in Q2. Made a circumspect start, lost out to the two-stopping Grosjean and wasted time being lapped, but otherwise this was an accomplished debut from the reigning GP2 champion.

## HAAS

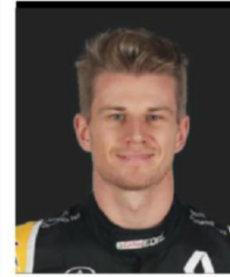


**6 ROMAIN GROSJEAN**  
A messy weekend derailed by a high-speed crash over a drain cover on Friday. It took until the final stint of the race to get the car working decently, so qualifying was below par. He was last at the end of lap one, but switching to a two-stop strategy helped him recover to finish behind Magnussen.

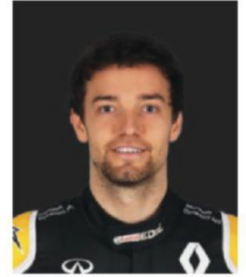


**6 KEVIN MAGNUSSEN**  
Magnussen was slightly slower than Grosjean in qualifying. The race was much better, helped by an excellent start as Magnussen reached the top 10 on lap one. Hung on as best he could, but had no real pace on the soft tyre and faded away amid some close shaves with Alonso and Palmer.

## RENAULT



**7 NICO HULKENBERG**  
Hulkenberg did another solid job in qualifying to make Q3 again and beat a Force India and a McLaren – especially considering the Renault was lacking grip in final practice. Undid that good work with a poor start to the race, but was hanging on to the top 10 until the tyres gave out and required a pitstop.



**5 JOLYON PALMER**  
Palmer was quicker than Hulkenberg in Q1, despite a messy final practice session, but couldn't go with his team-mate again in Q2, struggling with understeer. His race pace was near-enough a match for Hulkenberg's, but Palmer cost himself a likely 11th place with two spins.

## SAUBER



**5 MARCUS ERICSSON**  
A troubling weekend for Ericsson, who usually goes well around the Sepang circuit. Recovered well after sitting out first practice to outpace Wehrlein on Friday, but ended up nearly half a second adrift come qualifying. He was almost six tenths per lap slower in what he called a "poor" race.

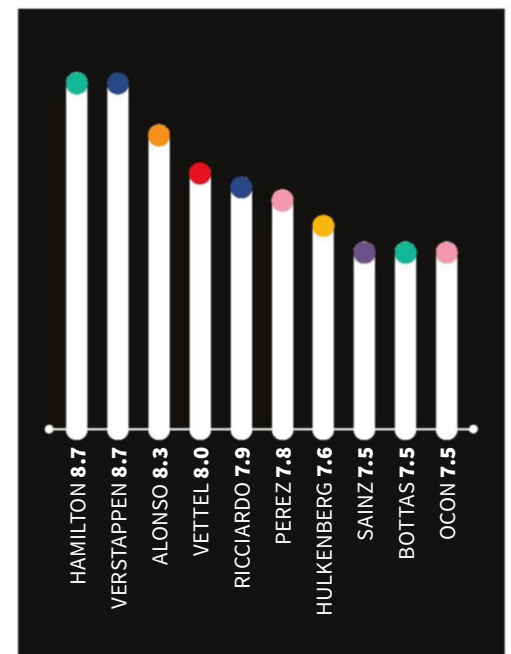


**9 PASCAL WEHRLEIN**  
Wehrlein's Friday was difficult amid brake problems, but he pulled a stellar lap out of the bag in Q1 to fall just fractionally short of beating Magnussen. He drove a strong race too. "Every lap was like a qualifying lap" he reckoned, after trouncing Ericsson and finishing within 10s of the Renaults.



Lewis Hamilton played the long game at Sepang

## TOP 10 AVERAGE RATING





# Sutton holds his nerve in dramatic finale

An inspired win for Turkington in the second race sent the BTCC battle to the wire before the Subaru youngster clinched it at the last gasp

By Jack Cozens, BTCC Correspondent

[@JHCozens](#)







HAWKINS





**A**t lunchtime last Sunday, Ash Sutton's path to the British Touring Car Championship title looked far simpler than it would end up being. A third-place finish with maximum ballast aboard his Subaru Levorg in race one, allied to rival Colin Turkington's failure to rise above 15th in a tricky, greasy affair, left the Team BMR driver with a not insignificant advantage of 24 points – and he'd be 12 places ahead on the grid for race two. That seemed almost insurmountable – Turkington had to outscore his rival by at least three points to take the title fight to a final-race showdown.

Turkington's race-one struggles were rooted in a difficult time all round for the WSR BMW team on the Saturday. After patchy cloud had made way for bright skies for second practice, the dark clouds that gathered (and released their loads) in

time for qualifying appeared to have broken directly above the WSR garage.

Half an hour before the session came the first bit of bad news: Rob Collard had pulled out of the remainder of the weekend. Adamant that he would race, just a fortnight after his huge Silverstone shunt, Collard passed the pre-weekend checks and was cleared to compete. But something wasn't right after first practice, or again after second, and on his second visit to the medical centre he was advised not to continue.

Collard's wellbeing was of paramount importance, but his withdrawal meant one of Turkington's potential rear-gunners was out of commission for Sunday. And things got no better for Turkington, as an electrical issue confined him to the pits at the start of qualifying. WSR worked restlessly to solve the issue and, with two red-flag periods delaying proceedings, returned him to the track with 15 minutes of the half-hour remaining. Turkington knuckled down and chipped away at his fastest time, but in the end it was good enough only for 17th, while a

**Turkington tried everything to defeat Sutton, but came up short despite a stunning R2 win**

surely beaming Sutton slotted into third.

"It was a very difficult session for the whole team," said Turkington. "We found a problem on my car on the very first lap, which forced us back into the pits. We improved the car throughout free practice and qualifying, but the most frustrating thing is there is so much more pace still sitting in it – we just needed a few more laps to release a bit more time."

That pace wasn't immediately forthcoming on Sunday though. Turkington struggled to make up ground in race one, and any gains were restricted to opportunistic overtakes or profiting from other drivers' errors. Having run as high as 12th, Turkington was on course for 13th until the final lap, when he squirmed under braking while trying to fend off Matt Simpson and hit the Honda, with the resulting loss of momentum dropping him between the two Audi S3s of Ollie Jackson and Ant Whorton-Eales to 15th.

But any assumptions that the deal was done by then in Sutton's favour hadn't banked on a subsequent elbows-out





LAT IMAGES

## “The most frustrating thing is there is so much more pace still sitting in the car”

display, atypical to character, from Turkington. With little to lose, the Northern Irishman sliced his way through the field to claim a sensational win with one of the standout performances of the season.

Free of ballast and on the softer option rubber, Turkington clambered his way up to 12th on the opening lap and soon caught the leading train of cars. Rob Austin, Jack Goff and Dave Newsham were all quickly dispatched and Turkington was up to eighth when Senna Proctor ran wide on the Cooper Straight, which left Sutton in his sights.

Perplexingly, Sutton had been outfoxed in the opening laps and, after Matt Neal spotted the opportunity to relegate the

Levorg at Paddock Hill Bend, was on the defensive against Turkington by mid-distance. They stayed in that order for little longer. Although Sutton made it across to cover the inside line on the run to Paddock, he was pushed through the corner by the BMW, before Turkington created just enough room up the inside – via a wild moment with two wheels on the grass up to Druids – to sneak past.

The Power Maxed Racing Vauxhall Astra of Tom Chilton succumbed on the same lap, and passes on Neal, Tom Ingram and Gordon Shedden elevated him to third, before a bold-but-clean lunge past Mat Jackson's Ford left Turkington with only one car to clear. His race-winning pass on race-one »

### ASH SUTTON: IN HIS OWN WORDS

“I WAS REALLY PLEASED WITH THE RESULT OF qualifying to start with. If someone had said I'd start third and Colin would be 17th, I would have bitten their arm off. Yes, Colin gained two places and scored a point, but what we gained meant we extended our lead. It was all looking hunky-dory.

“The soft tyre in race one meant we could just hang in there at the front, [whereas in] race two everyone around me knew what the score was. Even though I was defensive, I had cars coming down the inside of me on the grass. I couldn't afford to be having accidents, so I was having to get out of the way. As soon as they saw that, I was just a sitting duck.

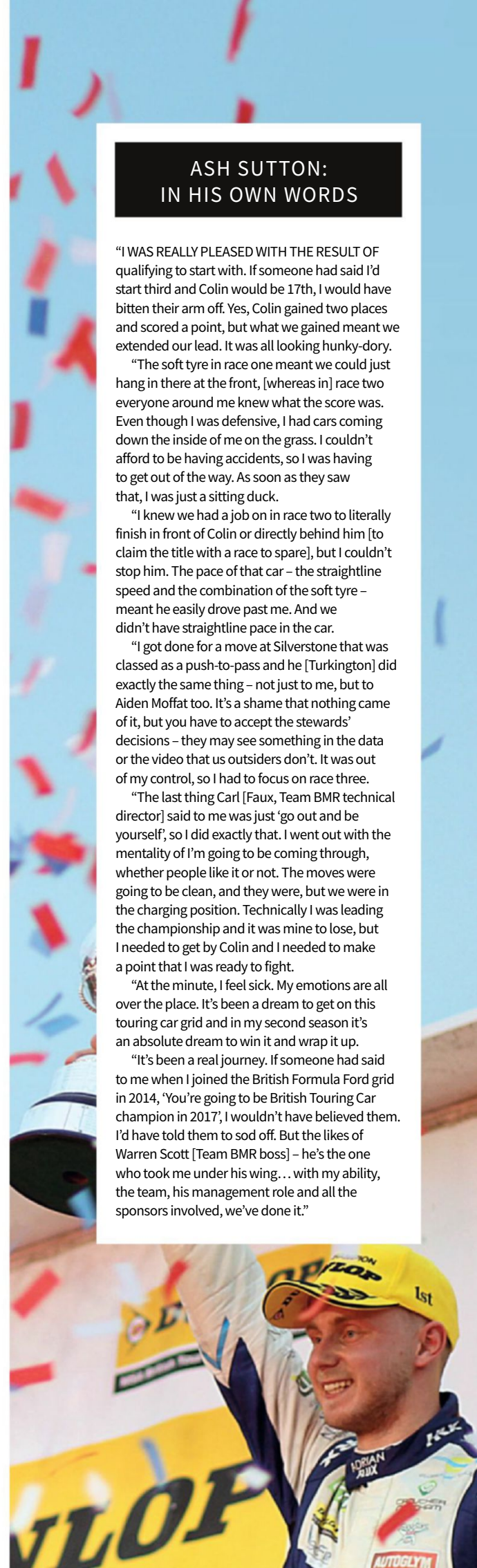
“I knew we had a job on in race two to literally finish in front of Colin or directly behind him [to claim the title with a race to spare], but I couldn't stop him. The pace of that car – the straightline speed and the combination of the soft tyre – meant he easily drove past me. And we didn't have straightline pace in the car.

“I got done for a move at Silverstone that was classed as a push-to-pass and he [Turkington] did exactly the same thing – not just to me, but to Aiden Moffat too. It's a shame that nothing came of it, but you have to accept the stewards' decisions – they may see something in the data or the video that us outsiders don't. It was out of my control, so I had to focus on race three.

“The last thing Carl [Faux, Team BMR technical director] said to me was just 'go out and be yourself', so I did exactly that. I went out with the mentality of I'm going to be coming through, whether people like it or not. The moves were going to be clean, and they were, but we were in the charging position. Technically I was leading the championship and it was mine to lose, but I needed to get by Colin and I needed to make a point that I was ready to fight.

“At the minute, I feel sick. My emotions are all over the place. It's been a dream to get on this touring car grid and in my second season it's an absolute dream to win it and wrap it up.

“It's been a real journey. If someone had said to me when I joined the British Formula Ford grid in 2014, 'You're going to be British Touring Car champion in 2017', I wouldn't have believed them. I'd have told them to sod off. But the likes of Warren Scott [Team BMR boss] – he's the one who took me under his wing... with my ability, the team, his management role and all the sponsors involved, we've done it.”





# THE ULTIMATE GIFT FOR CAR LOVERS

## Drive the **Nürburgring**

GERMANY



### Hot Taxi Laps

Experience the formidable Nürburgring Nord-schleife in the most exciting way possible - at full pace in the hands of an expert driver!

Starting from €259



### Self Drive Experiences

Drive the track, taking on the "Green Hell" for yourself. Are you up to the challenge? The widest range of track rental cars at the 'Ring - visit the experts!

Starting from €129

## F1 Circuit **Spa-Francorchamps**

BELGIUM



### Trackday Experiences

Drive the stunning Belgian Formula One track of Circuit de Spa-Francorchamps in your own car. Our premium trackdays ensure you get the most from your time on track!

Starting from €695



### Supercar Test Drives

Get behind the wheel of a supercar and drive on an F1 circuit - what could be better? Includes full time coaching to get the most from your experience!

Starting from €999



**RSR Nürburg**

Antoniusweg 1a, 53520 Nürburg, GERMANY  
Tel.: +49 2691 931 952 • Fax: +49 2691 931 666  
sales@RSRNurburg.com • www.RSRNurburg.com



Route du Circuit 16, 4970 Francorchamps, BELGIUM  
Tel.: +32 8727 5116 • Tel.: +32 471 78 38 39  
sales@RSRSpa.com • www.RSRSpa.com





victor Aiden Moffat was a brusque one that fired the Mercedes wide after a bump at Paddock. Turkington was clear to race away to victory and, with fastest lap to boot, had cut his deficit to six points in the space of one race. The title was very much back on.

"I've still got the fight," said Turkington, who struggled for words after his fourth victory of the season. "I wasn't expecting to make that much progress but the strategy was really good. I missed out on the soft tyre in race one, but we had them on then with no weight and the 1 Series was blinding. Once you make a few passes, you get a bit of confidence, and I was strong in the right areas and could make the cutback. With the soft tyre I was a bit stronger on the brakes too."

On his move for the lead, Turkington said Moffat was "driving a very defensive car – as he had every right to do. I was just coming with so much more pace [and was] able to brake deeper so the disparity between the performance of the two cars at that stage was quite a bit", although he later added: "It's not my normal way to do things, but today isn't a normal day."

Turkington kept his win – a £500 fine and three penalty points on his licence

was the extent of his punishment – but Sutton was clearly agitated. "Once he [Turkington] got behind me I knew it was going to be the case that he'd get by me at some point," said Sutton, who eventually dropped to 12th. "Obviously the way he did it wasn't on; he kicked up a fuss about me at Silverstone in race two [when Sutton was penalised]. I'm not going to do the same, because I think it's self-explanatory that his driving standard is out there.

"We've got to sit behind him [in race three] and whatever he does I've got to do. But I've got a feeling I'm not just up against one car out there [there were suspicions at BMR that other teams had been cooperating with Turkington's path forward in race two]."

Sutton's task was still simple enough. With the reversed-grid draw putting Turkington back to 10th, only one car

**Moffat won the opener, but here gets shoved out of the lead of race two by Turkington**

**"The way he did it wasn't on; he kicked up a fuss at Silverstone"**

separated the pair in the order. Remain that close to the Bimmer in the race and – a win plus fastest lap for Turkington aside – Sutton would be champion.

With ballast stripped from his car, and his fine pedigree in the now wet conditions, Sutton was well-fancied. It was Turkington who looked the racier when the lights went out, though, and he ended the first lap in fifth, and with Goff between himself and Sutton.

Turkington set about trying to put more cars into that gap immediately, but his bid was to unravel a handful of corners later. As the leaders filtered downhill off Druids, Ingram locked up approaching Graham Hill Bend and tapped Jackson, forcing the Focus wide. Spotting his opportunity, Turkington dived inside Ingram's Toyota but moved back over to the racing line as Jackson rejoined; the pair touched, breaking the right-rear upright on the BMW. Game over. It was the cruellest of blows, and brought the title battle to an anticlimactic end.

"Obviously I'm bitterly disappointed; second place is the worst, it's the hardest position to accept," said Turkington. "But we can be proud of everything we achieved this year as a team. We took the



## INGRAM IS THE 'CHICKEN-SHED' CHAMP

AWAY FROM ASH SUTTON'S OVERALL SUCCESS, BMW's capturing of the teams' and manufacturers' championships made up somewhat for its near-miss with Colin Turkington in the drivers' contest. And there were more honours to hand out come Sunday evening in the form of the Independents' titles, both of which headed over to the Speedworks Motorsport trailer.

With an upgraded Toyota Avensis – which featured revised bodywork and aerodynamics, cooling and damping – at his disposal, Tom Ingram achieved four outright wins (and was the lead Independent on eight occasions) and five more podium finishes over the course of the season.

Two duff rounds at Oulton Park and Croft before the mid-season break effectively put paid to his overall title ambitions, but Ingram remained in mathematical contention for the drivers' championship heading to Brands, and ended up beating three-time champion Gordon Shedden to third overall to add to the Independent drivers' success he secured in race two.

"There were three big things we looked at [before this weekend]: the Independents' title, Independent teams, and third overall – first front-wheel drive overall," said Ingram.

"Considering we're just a little team from up north working out of a chicken shed, it's pretty incredible to see what we've done.

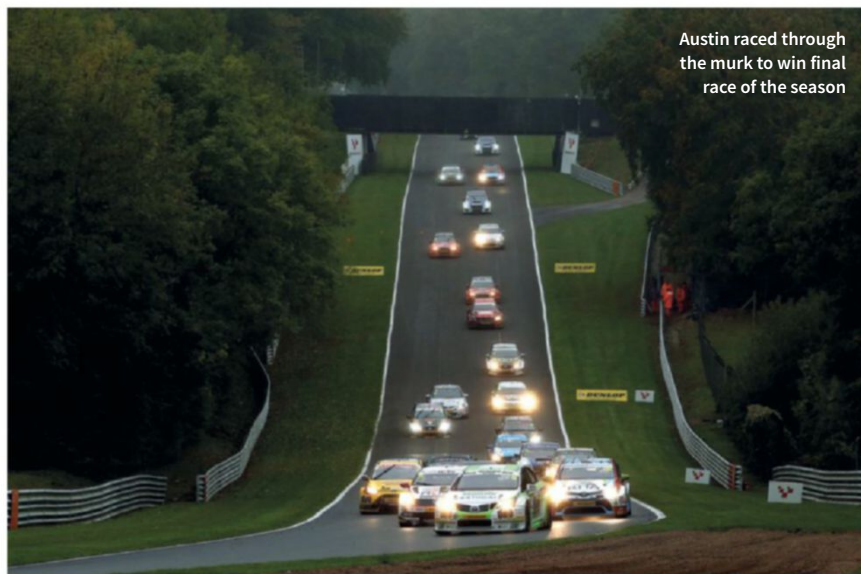
"Everything we've come into the year to try and achieve, we've managed, and it's just incredible to see week-in, week-out we're at the front. That's a really cool thing for a small, underfunded team. I honestly can't look back at any part of this year with regret or that I'm really pissed off about."

The 2017 season marked another year of tangible progress for Ingram. The 24-year-old made his BTCC debut in 2014, finishing 14th overall, and a year later netted his first podium finishes. He ticked off another milestone last year by claiming his first win in the Brands Hatch curtain raiser and added another at Silverstone, but '17 was by far his most impressive campaign yet.

"Year on year you learn more," added Ingram. "You understand what you need from the car, from each weekend and how to get it done. It's an experience thing. I honestly think we've done the best job of anybody out there this year in terms of bringing a car every weekend that's right on the pace, and we've probably done the best job of anybody on this grid to get third."

So what about 2018?

"This year we've come in trying to be in the mix, and next year I think we have to come in with the aspiration of trying to get it done."



Austin raced through the murk to win final race of the season

fight right to the end. After race one, it looked like there was too much to do, but we can take good heart from race two. It was a fantastic race and it was good to go into the final race with a chance. I feel like the wind is knocked out of my sails now but it wasn't for a lack of trying."

With Turkington out of the race, Sutton's points lead was unassailable, and the 23-year-old was afforded a final few laps to try to come to terms with his achievement before crossing the finish line in third.

When judging the validity of his crown, consider this: Sutton had no points on the board after round one, became the first driver to claim a maiden title since Andrew Jordan in 2013 and, in leading BMR's charge, scored far more than double the number of points of team-mate Jason Plato – a man many would argue is the most accomplished driver to have graced the championship. Sutton, it's clear, has bags of talent.

"Working out how to extract the performance from Ash was the difficult thing to do," said Team BMR technical director Carl Faux. "When Colin got away from him [in race two] so quickly his head went down a little bit. He got beaten up by a few of the other cars on track and he made a few mistakes, and that's because he was thinking of the bigger picture.

"Before race three I told him what I thought of him – that he was better than Colin; he's proved it in a wheel-to-wheel battle so far this year, and he hasn't got to prove anything, he's just got to go out there and drive like he does. He's absolutely deserving. I'm going to be biased, but there's not another driver on that grid who's more deserving of the championship than him. But that's for the public to decide really."

Sutton was still trying to process the result on Sunday evening. "I will need a week to work out what this means to me!" he said. "At the minute, I'm sky high. It feels a dream. I had to keep asking the question as to whether Colin was out of the race or not. They told me first and I

said, 'Right, OK, he isn't running.' When the safety car came out and we had a breather, I asked them to confirm, 'Is Colin out of the race?' He was out of the car, and when I heard that I believed them."

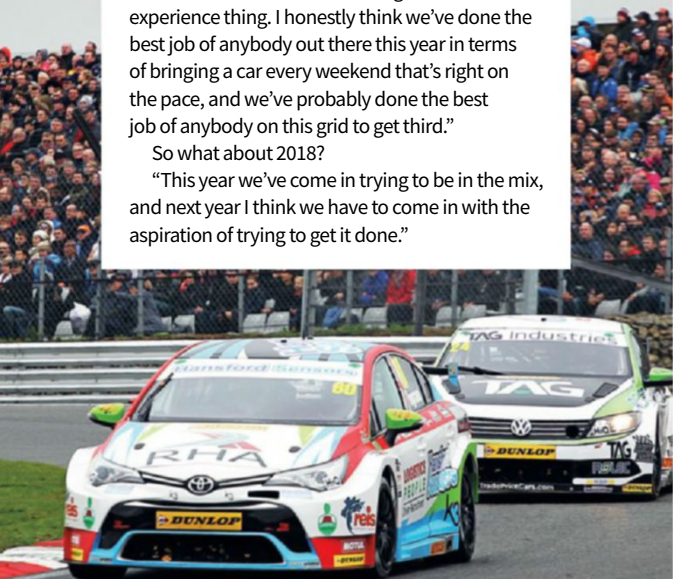
While Sutton's and Turkington's tussle rightfully took centre stage on an entertaining final weekend, for a second event in a row they weren't the leading lights on track.

Moffat's victory in race one cemented his status as one to watch in years to come. Ingram – later crowned Independents champion (see panel, left) – was arguably the faster of the two, but Moffat proved a robust road block at the head of the pack and then carved his way through backmarkers persisting with wet-weather tyres to give himself a margin for error near the end. Then his defence of the race-two lead was faultless before Turkington's kiss.

Almost lost in the blur of Sutton's coronation was Rob Austin's triumph in the finale. Having gamely hung his Handy Motorsport Toyota Avensis around the outside of Mike Epps's Team Hard Volkswagen CC at the start of race three, Austin's bravery went unrewarded as Epps stuck stoutly to the inside line up to Druids. Austin wasted little time analysing that, though, and slipped into the lead on the approach to Surtees.

A safety car on lap three negated the small lead Austin had managed to build, but he blasted clear on the restart and pulled away even after Goff and Sutton had cleared Epps to win by 3.185 seconds. It was a fitting farewell for Handy's venerable Toyota in its final race before the team introduces its Alfa Romeo Giulietta next season.

"I made some silly mistakes today in races one and two, and I wasn't having it in that one," said Austin, who recorded his best points haul over the course of a BTCC season to date. "I lost my gran when we were at Silverstone, and she was my biggest fan. In race three [at Silverstone] a win was on the cards and it got taken away from us, so this is for her." ❄



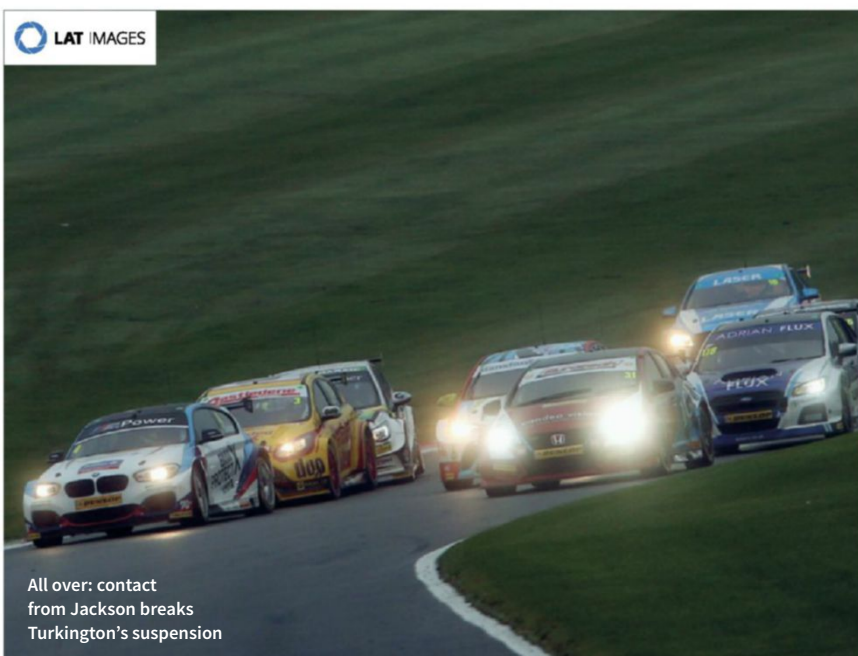
ALL PICS: EBREVI/LAT



**RESULTS** ROUND 10/10, BRANDS HATCH (GB), OCTOBER 1, RACE 1 (15 LAPS – 36.498 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Aiden Moffat (GB)	Laser Tools Racing · Mercedes A-Class	24m10.915s
2	Tom Ingram (GB)	Speedworks Motorsport · Toyota Avensis (48kg)	+0.345s
3	Ash Sutton (GB)	Team BMR · Subaru Levorg (75kg)	+1.499s
4	Mat Jackson (GB)	Motorbase Performance · Ford Focus (9kg)	+14.474s
5	Tom Chilton (GB)	Power Maxed Racing · Vauxhall Astra	+15.802s
6	Senna Proctor (GB)	Power Maxed Racing · Vauxhall Astra	+16.195s
7	Gordon Shedden (GB)	Team Dynamics · Honda Civic Type R (57kg)	+19.140s
8	Dave Newsham (GB)	BTC Norlin Racing · Chevrolet Cruze	+29.547s
9	Rob Austin (GB)	Handy Motorsport · Toyota Avensis	+31.577s
10	Matt Neal (GB)	Team Dynamics · Honda Civic Type R (27kg)	+41.344s
11	Chris Smiley (GB)	BTC Norlin Racing · Chevrolet Cruze	+47.480s
12	Jack Goff (GB)	Eurotech Racing · Honda Civic Type R (33kg)	+47.708s
13	Matt Simpson (GB)	Team Dynamics · Honda Civic Type R	+49.110s
14	Ollie Jackson (GB)	AmD Tuning · Audi S3 Saloon	+50.241s
15	Colin Turkington (GB)	WSR · BMW 125i M Sport (66kg)	+50.667s
16	Ant Whorton-Eales (GB)	AmD Tuning · Audi S3 Saloon	+50.891s
17	Brett Smith (GB)	Eurotech Racing · Honda Civic Type R	+1m05.495s
18	Michael Epps (GB)	Team Hard · Volkswagen CC	+1m08.822s
19	James Cole (GB)	Team BMR · Subaru Levorg	+1m14.046s
20	Stephen Jelley (GB)	Team Parker · Ford Focus	+1m14.698s
21	Martin Depper (GB)	Motorbase Performance · Ford Focus	+1m24.787s
22	Josh Price (GB)	Team BMR · Subaru Levorg	+1m26.364s
23	Aron Taylor-Smith (IRL)	Triple Eight Racing · MG6	+1m38.336s
24	Rory Butcher (GB)	Motorbase Performance · Ford Focus	-1 lap
25	Josh Cook (GB)	Triple Eight Racing · MG6	-1 lap
26	Jake Hill (GB)	Team Hard · Volkswagen CC	-1 lap
27	Andrew Jordan (GB)	WSR · BMW 125i M Sport (21kg)	-1 lap
28	Jason Plato (GB)	Team BMR · Subaru Levorg	-1 lap
29	Stewart Lines (GB)	Team Parker/Maximum · Ford Focus	-1 lap
R	Adam Morgan (GB)	Ciceley Motorsport · Mercedes A-Class (15kg)	2 laps-accident
NS	Rob Collard (GB)	WSR · BMW 125i M Sport (39kg)	injury

**Winner's average speed** 90.56mph. **Fastest lap** Shedden 1m33.715s, 93.47mph.



All over: contact from Jackson breaks Turkington's suspension

**QUALIFYING**

**1 Goff 1m30.802s**; 2 Moffat 1m31.159s; 3 Sutton 1m31.165s; 4 Austin 1m31.261s; 5 Chilton 1m31.283s; 6 Neal 1m31.289s; 7 Ingram 1m31.304s; 8 Hill 1m31.307s; 9 Morgan 1m31.332s; 10 Plato 1m31.345s; 11 Newsham 1m31.414s; 12 Butcher 1m31.417s; 13 Proctor 1m31.455s; 14 Simpson 1m31.501s; 15 M Jackson 1m31.504s; 16 Shedden 1m31.592s; 17 Turkington 1m31.598s; 18 Jordan 1m31.609s; 19 Smiley 1m31.636s; 20 Epps 1m31.673s; 21 Taylor-Smith 1m31.693s; 22 Whorton-Eales 1m31.693s; 23 Cole 1m31.703s; 24 Price 1m32.011s; 25 Jelley 1m32.208s; 26 O Jackson 1m32.231s; 27 Depper 1m32.440s; 28 Lines 1m33.781s; 29 Cook no time; 30 Smith no time; 31 Collard withdrew.

**RACE 2 (15 LAPS – 36.498 MILES)**

**1 Turkington 23m27.896s**; 2 Shedden (27kg) +1.605s; 3 Neal (9kg) +2.246s; 4 M Jackson (48kg) +3.756s; 5 Moffat (75kg) +5.923s; 6 Ingram (66kg) +6.486s; 7 Chilton (39kg) +6.832s; 8 Goff +7.252s; 9 Austin (15kg) +7.584s; 10 Epps +8.001s; 11 Smith +8.563s; 12 Sutton (57kg) +8.691s; 13 Taylor-Smith +8.958s; 14 Proctor (33kg) +11.420s; 15 O Jackson +11.810s; 16 Hill +15.016s; 17 Jordan +15.290s; 18 Whorton-Eales +15.480s; 19 Morgan +15.644s; 20 Simpson +16.411s; 21 Butcher +16.730s; 22 Cole +17.066s; 23 Price +22.090s; 24 Plato +29.816s; 25 Lines +31.169s; 26 Cook +41.809s; 27 Depper +49.980s; 28 Smiley -1 lap; R Newsham (21kg) 8 laps-accident damage; NS Jelley clutch/engine.

**Winner's average speed** 93.32mph.

**Fastest lap** Turkington 1m31.741s, 95.48mph.

**GRID RACE 2**

Decided by result of Race 1.

**RACE 3 (17 LAPS – 41.365 MILES)**

**1 Austin (15kg) 31m25.679s**; 2 Goff (21kg) +3.185s; 3 Sutton +4.741s; 4 Ingram (33kg) +10.965s; 5 Epps (9kg) +13.978s; 6 Shedden (66kg) +15.024s; 7 M Jackson (48kg) +15.330s; 8 Neal (57kg) +16.008s; 9 Morgan +22.924s; 10 Hill +24.538s; 11 Smiley +25.254s; 12 Butcher +27.654s; 13 Jordan +29.191s; 14 Moffat (39kg) +31.374s; 15 Chilton (27kg) +31.757s; 16 O Jackson +31.924s; 17 Newsham +32.385s; 18 Smith +32.540s; 19 Jelley +35.108s; 20 Taylor-Smith +35.319s; 21 Lines +35.649s; 22 Plato +37.243s; 23 Depper +40.577s; 24 Simpson +42.337s; 25 Whorton-Eales +45.225s; 26 Cole +45.749s; R Price 9 laps-brakes; R Cook 7 laps-accident damage; R Proctor 2 laps-spin; R Turkington (75kg) 1 lap-suspension.

**Winner's average speed** 78.97mph.

**Fastest lap** Depper 1m42.610s, 85.37mph.

**GRID RACE 3**

Decided by result of Race 2, with top 10 reversed.

**CHAMPIONSHIP**

**1 Sutton 372**; 2 Turkington 351; 3 Ingram 311; 4 Shedden 309; 5 Collard 256; 6 Goff 245; 7 Neal 243; 8 M Jackson 210; 9 Jordan 203; 10 Morgan 187.



# Newgarden is IndyCar's all-American dream

He's smart, funny, damn quick... and now the Tennessee boy is an IndyCar champion and poster boy after his first season with Team Penske

By David Malsher, IndyCar Correspondent

 @DavidMalsher







Newgarden (2) won his fight with Dixon for the title. Here they battle at Texas Motor Speedway

**I**f there was a worry coming into the 2017 IndyCar Series season, it was over the lack of news or discussion points. There was enough to chew on for the diehard fan – there always is – but what would be the hook, what might move the needle, what would be the thing that might capture the interest of the fair-weather followers of the sport?

Certainly it wouldn't be car aesthetics. A year on from the Helping Hand for Honda, which had done nothing to improve HPD's IndyCar stats in 2016, there was now an aerokit freeze. So at the majority of tracks the cars would continue to look like they were pushing a scale model of the Wright Flyer, towing an IKEA bookshelf unit and – most unhelpful of all – block the most prominent sponsor-logo area with a sharkfin in front of the sidepod.

In terms of drivers, the reigning champion was the talented, equable and studious Simon Pagenaud, who is never going to shift any extra tickets, nor add to IndyCar's TV viewership outside of France. Compatriot Sebastien Bourdais, partnering with his old championship-winning race engineer from Newman/Haas Racing, Craig Hampson, was at Dale Coyne Racing, creating the potential for a heroic underdog story to appeal to aficionados, but another 'Meh! Whatever' for casual viewers.

Even what IndyCar fans might regard as a seismic event – Chip Ganassi Racing switching from Chevrolet to Honda – wouldn't cause extensive tremors. As one engineer from a rival team remarked pre-season: "Ganassi switching sides doesn't make much difference. Look at the stats: between Scott Dixon, Chris Simmons [race engineer] and the rest of Chip's guys, you could put any engine in the back of that #9 and they're fighting for the championship. That's just how strong they are... and that's what we're up against, every year!"

A valid point. So what might be the move that would really get people's attention? For that, you needed to look to Team Penske. Juan Pablo Montoya was gone from the full-time line-up and, whether you regarded him as a Wile E Coyote anti-hero or an impudent, brilliant Roadrunner, he was missed. But in JPM's place came Josef Newgarden, after a five-year IndyCar apprenticeship with 'Sarah Fisher Hartman Carpenter Fisher Hartman Ed Carpenter Racing'. The Hendersonville, Tennessee-born racer responded to this elevation in status in perfect style.

In teaming with Penske incumbents Pagenaud, Helio Castroneves and Will Power, Newgarden was measured against a trio that had amassed two series championships, three Indy 500s and 67 race wins between them. And were he merely a 'good' driver, he might have >>



joined the list of ‘So what?’ elements to the season. But as we knew already, as well as possessing the ready banter of a chat-show host, he’s an excellent driver, and he proved that to the last remaining doubters in 2017. He talked the talk, walked the walk, and ran out the winner.

Yes, two of Newgarden’s victories this year owed something to good fortune, but if you’d witnessed some of his near-misses over the previous three seasons it seemed churlish to begrudge him some karmic justice. Yes, he also made two big mistakes through overambition, but drivers with far more experience of battling for championships made similarly costly misjudgements this year.

OK, Pagnaud didn’t – he completed every lap of the season! But the Frenchman put it all on the line far less frequently than his feisty young team-mate and, had he not charged so well at Sonoma, the 2016 champ would have been the least convincing of Roger Penske’s quartet this year.

Newgarden, on the other hand, was often The Captain’s prize crew member, and displayed incisiveness at some crucial junctures. His outsmarting of Power at Mid-Ohio and mugging of Pagnaud at Gateway led to faultless victories, but he was similarly impressive when pursuing Graham Rahal in Detroit 2, chasing Dixon at Road America, and grabbing his first pole for Penske at Sonoma.

And so in Newgarden – affable, quotable, swashbuckling American star – IndyCar found someone who may move the series’ popularity needle and who, as champion, may also help keep the series in the spotlight for the next few months.

You’d hope that latter ambition may be achieved by IndyCar’s new-for-2018 aerokit, which appears to be living up to its excellent intentions. But, yet again, IndyCar has an achingly long off-season, and filling it with tests of an exciting and thoroughly revised car doesn’t guarantee the series can endlessly surf the current wave of fan enthusiasm. The last few years have shown us that manufacturer >>



**St Petersburg**  
**1 Bourdais**  
**2 Pagnaud**  
**3 Dixon**  
 Power takes pole but flat-spots a tyre at Turn 1, has to pit early, and eventually his engine fails. Hinchcliffe and Dixon duel for the lead until the race order is flipped by a caution for debris. So Bourdais, who started 21st after a qualifying crash, beats Pagnaud to score Dale Coyne Racing’s first win in three years. An annoyed Dixon recovers for third.

**Long Beach**  
**1 Hinchcliffe**  
**2 Bourdais**  
**3 Newgarden**  
 Castroneves falters from pole, allowing Dixon to grab the lead, but his challenge is damaged when he’s pitted early in anticipation of a caution period for a stopped car, and the yellows never come. That leaves Hunter-Reay, Rossi and Hinchcliffe fighting for the win, but the two Andretti Autosport cars expire, leaving Hinch to hold off Bourdais and Newgarden.

**Barber**  
**1 Newgarden**  
**2 Dixon**  
**3 Pagnaud**  
 Power dominates from pole, but a puncture 14 laps from the end drops him outside the top 12, allowing Newgarden his first Penske victory from Dixon, Pagnaud and Castroneves. This race marks the IndyCar debut of Zach Veach, subbing for JR Hildebrand at Ed Carpenter Racing, following JR’s wrist injury from a clash with Aleshin at Long Beach.

**Phoenix**  
**1 Pagnaud**  
**2 Power**  
**3 Hildebrand**  
 A Penske/Chevrolet-dominated race. Polesitter Castroneves leads the first 73 laps, Power’s crew jumps him ahead so he’s up front for the next 59 laps, then a yellow puts Pagnaud into a lead he never loses. The Ganassi cars of Dixon and Kanaan are lapped in fifth and sixth, and Aleshin causes a first-lap shunt that eliminates four cars.

**Indy GP**  
**1 Power**  
**2 Dixon**  
**3 Hunter-Reay**  
 Power tops every session, leads 61 of the 85 laps and wins comfortably. His initial threat is Castroneves, but he loses out to Dixon and Hunter-Reay late on. Newgarden’s pitlane speed limiter fries, so he gets penalised. Montoya makes a comeback and qualifies fifth, ahead of Pagnaud, but cooks his rear tyres and finishes 10th.

**Indy 500**  
**1 Sato**  
**2 Castroneves**  
**3 Jones**  
 Bourdais suffers pelvis-breaking shunt in qualifying; Dixon sets 232mph average for pole but has huge crash on race day. Alonso skips Monaco GP to make his IndyCar debut but, after leading 27 laps, he – like other potential winners Hunter-Reay and Kimball – has his Honda engine fail. Sato beats Castroneves to win by 0.2s after thrilling duel.





Main: joy for Newgarden. Top right: Rahal was awesome in Detroit. Right: Sato won the Indianapolis 500 for Michael Andretti

## Detroit 1

- 1 Rahal
- 2 Dixon
- 3 Hinchcliffe

Rahal takes pole and dominates, only losing the lead during pitstops or as other strategies play out. Dixon, with a broken bone in his left foot from the Indy shunt, works through to second place, ahead of Hinchcliffe. Bourdais's incapacitation sees Coyne hire ex-F1 driver Esteban Gutierrez, who qualifies 19th – ahead of team-mate Ed Jones – but finishes there too.

## Detroit 2

- 1 Rahal
- 2 Newgarden
- 3 Power

Another thoroughly convincing performance from Rahal. Polesitter Sato leads the first stint but struggles to keep his tyres under him, allowing Newgarden and Power to claim second and third, but the 500 winner beats Pagnaud and Dixon to fourth. Despite just one two-lap caution to bunch the field, Gutierrez finishes 14th and on the lead lap.

## Texas

- 1 Power
- 2 Kanaan
- 3 Pagnaud

Kimball takes his first IndyCar pole and leads, but suffers mechanical failure. Tristan Vautier, replacing Gutierrez, also runs at the front, but is one of six demolished in a Kanaan-triggered shunt. Once Power hits the front, his defence looks impregnable except possibly by Dixon, who is punted out by Sato with five to go. Kanaan is second.

## Road America

- 1 Dixon
- 2 Newgarden
- 3 Castroneves

Castroneves leads a Penske 1-2-3-4 in qualifying but is outduelled on race day by Newgarden. But the American then loses out to Dixon on a restart just past half-distance, charges after him hard, but comes up 0.6s short. So the Ganassi driver beats Penske into 2-3-4-5. Kanaan and Rossi clash for a second straight race; this time it's TK in the wall.

## Iowa

- 1 Castroneves
- 2 Hildebrand
- 3 Hunter-Reay

Power leads from pole but, once Castroneves hits the front on lap 20, he dominates, leading 217 of the 300 laps, with his team-mates only fourth, sixth and seventh. Hildebrand scores his second podium of the year, while Hunter-Reay defies Honda's short-oval disadvantage to claim a brilliant third. Gutierrez makes his oval debut and is 13th.

## Toronto

- 1 Newgarden
- 2 Rossi
- 3 Hinchcliffe

Pagnaud scores a stunning pole, but is jumped at the start by Castroneves. When they're caught on track as a caution falls, Newgarden assumes the lead and holds off Rossi, while Pagnaud and Castroneves charge from the back to fifth and eighth. Dixon/Power lap-one clash eliminates Power, and restricts Dixon to 10th at the finish.



tests are so closely guarded that only slivers of real intel and proper anecdote can be tweezed from the needlessly bland generalisations of those involved. Anyone would think that the series' participants wanted this to become a fringe sport with only a cult following.

Mind you, such furtiveness last winter helped Honda spring a surprise this year. With no changes allowed to the manufacturer aerokits for 2017, it was apparent that HPD's priority would be improving the engine to help neutralise its aero deficit on road/street/short-oval courses – to achieve the same amount of downforce as a Chevrolet-equipped car, HPD runners had to carry excess drag, comparatively speaking, and their cars were also more pitch-sensitive. And HPD achieved its aim. Nine of the top 12 qualifiers at the season opener in St Petersburg were Honda-powered.

HPD's new-found pace could be seen elsewhere too, even though short ovals would remain a bugbear. Honda almost scored a 1-2-3-4 at Long Beach, had two cars on the podium in the GP of Indy, took both poles and both wins at Detroit's double-header, produced the low-down torque that was crucial to Dixon jumping Newgarden on the restart at Road America, and dominated the weekend at Watkins Glen.

What Honda didn't have back in May was reliability, and ultimately Chevrolet scored its sixth straight manufacturers' Championship. At GP Indy, Bourdais and Charlie Kimball suffered engine failures. When Indy 500 practice featured blow-ups for rookie Jack Harvey, part-timer Oriol Servia, James Hinchcliffe, Graham Rahal and Bourdais again, Honda folk were worried and crossing their fingers. Make no mistake, the celebrations at Andretti Autosport and HPD following Takuma Sato's thrilling and tear-jerking victory in the 500 were as much a result of relief as jubilation.

Eventually HPD president Art St Cyr was able to reveal only that the failures



were caused by an internal part that had been used for three years and had not previously shown susceptibility to failure, and were the result of "an intermittent processing issue that wouldn't show up in a simulation".

That was of little solace to three Honda drivers who suffered engine failures while contending for victory at Indy. One was 2014 500 winner Ryan Hunter-Reay who, for the second consecutive year, lost a possible repeat triumph through no fault of his own. Another was Kimball who, in his seventh and final year with Ganassi, had clearly plateaued but who always shines at the Brickyard.

And the third was Fernando Alonso, who was so bored with Honda's underperformance in F1 that he skipped the Monaco Grand Prix and came to Indy with the blessing of McLaren, Zak Brown, Honda and Andretti Autosport, for which he drove a fifth car. Alonso appeared happy and behaved like a champ both in and out of the cockpit, qualifying fifth, leading 27 laps and looking like a

**Power leads Pagnaud. Both were in title contention to the end. Bottom right: Alonso starred at the Indy 500**

contender for victory. For one glorious month he was the major IndyCar needle mover, because he tackled the whole project in the right way – with respect, humility, panache and, naturally, aptitude.

If Alonso's brief sojourn was the most surprising of the elements that comprised the 2017 IndyCar season, the rest were more predictable. Dixon, the master of getting the most out of any given car or circumstance, was again a title contender through consistency, after a shaky 2016. Power, the master of sewing his best sectors together to create a brilliant qualifying run, was again on top form but made a couple of crucial race day errors, and caught a couple of unlucky breaks. Pagnaud was polished, Castroneves mercurial, Alexander Rossi impressive, Hunter-Reay and Rahal fast but often unlucky.

It was Newgarden, however, who got the balance right, and became a deserving champion. Now it's up to IndyCar to promote the hell out of him and the series for the next five months. ✨

ROUND BY ROUND

**Mid-Ohio**

- 1 Newgarden**
- 2 Power**
- 3 Rahal**

Power beats Newgarden to pole, but Newgarden dupes the 2014 champ with a start-stop-start use of push-to-pass on lap 13 to grab the lead and pull away to a dominant victory. The only threat comes on a restart, but the wayward Gutierrez acts as a buffer between the two leaders. Newgarden now tops the points table. Rahal takes a fine third on his home track.

**Pocono**

- 1 Power**
- 2 Newgarden**
- 3 Rossi**

Sato takes pole right after seeing team-mate Hunter-Reay suffer a huge shunt, but drops away on race day. Dixon, Rossi, Kanaan and Hunter-Reay are the leading figures for the first three-quarters of the race. But Power – who needs replacements for a collapsed front wing and damaged rear wing – comes from a lap down to grab the lead and hold off Newgarden.

**Gateway**

- 1 Newgarden**
- 2 Dixon**
- 3 Pagnaud**

Power takes sixth pole of the season but spins into wall on opening lap, as Newgarden hits the front. Castroneves's crew pips Newgarden's on lap-102 stop but Helio later blows lead by stalling in pitlane. Pagnaud's crew beats Newgarden's later on, but Newgarden muscles past his team-mate to win and Pagnaud drifts far enough wide to allow Dixon through.

**Watkins Glen**

- 1 Rossi**
- 2 Dixon**
- 3 Hunter-Reay**

Rossi beats Dixon and Newgarden to pole. After a fuel-rig failure obliges an extra stop, an unnecessary yellow allows him to catch back up, hit the front, and hold off Dixon for his first victory since the 2016 Indy 500. Penske cars are set up for threatened rain that never materialises so are draggy and slow; Newgarden crashes in pitlane so finishes 18th.

**Sonoma**

- 1 Pagnaud**
- 2 Newgarden**
- 3 Power**

Despite pressure of Dixon now being only three points behind, Newgarden edges Power for brilliant pole and on race day leads all the three-stop runners, as Power dutifully follows. Pagnaud ambitiously goes for a four-stop strategy and jumps Newgarden to win the race, but Josef takes the title. Dixon does utmost but can't get higher than fourth.





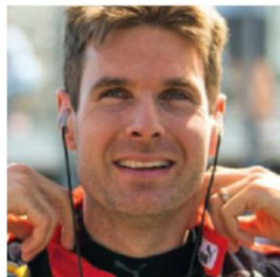
## AUTOSPORT'S TOP 10 DRIVERS



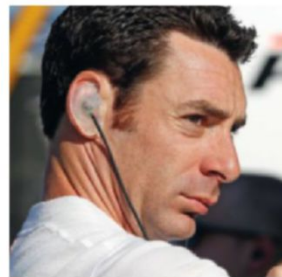
**1 JOSEF NEWGARDEN**  
Everything he promised and more. Two of his wins were lucky as he played himself into 'the Penske way' early on, and he had two silly shunts. He stayed aggressive, outduelled a team-mate or two on several occasions, and deserved to prevail.



**2 SCOTT DIXON**  
With race engineer Chris Simmons he did a remarkable job to 1) learn the Honda aerokit and 2) wring the most from it at most tracks. Despite only one win (there should have been at least two more) his consistency ensured he was in the fight to the end.



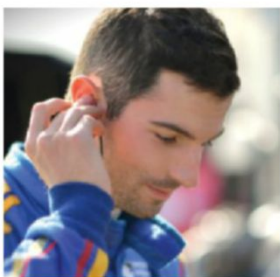
**3 WILL POWER**  
The series' fastest driver suffered four first-lap incidents – two his fault, two not – and getting caught in a multi-car shunt at Indy and losing Barber to a puncture stunted his tally. The 2014 champ scored three fine wins, but it could never be enough.



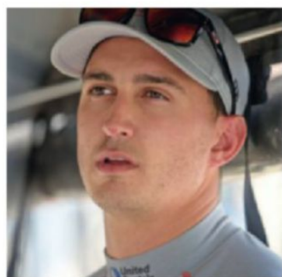
**4 SIMON PAGENAUD**  
Firestone's compound tweaks and early issues with brakes resulted in a slight loss of confidence, so he had an undistinguished year overall. At Long Beach and Toronto he was the fastest, but he needed that flat-out drive at Sonoma to remind us all of his potential.



**5 HELIO CASTRONEVES**  
After six rounds, he led the points. Five races later, he dominated at Iowa Speedway and arrived at Sonoma just 22 points from leader Newgarden. As ever, he had a few days of being fourth best of the Penske quartet, others when he was the best.



**6 ALEXANDER ROSSI**  
Months after missing out on a probable win at Long Beach, he scored five straight top-sixes culminating in victory from pole at Watkins Glen. He's not yet comfortable on short ovals but is gaining on the more experienced drivers almost race by race.



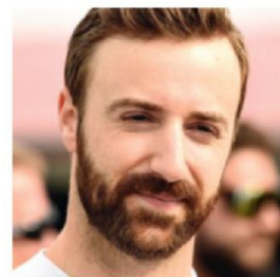
**7 GRAHAM RAHAL**  
For the previous two years, he'd finished the season as top Honda driver. This year he was top Honda driver not called Scott Dixon. Dominated Detroit's double-header, and consistency in the final two thirds of the season cemented sixth in the points.



**8 RYAN HUNTER-REAY**  
For the second straight year (RHR 1) went winless, 2) lost a potential win at Indy through no fault of his own, and 3) scored a hat-trick of thirds. Andretti Autosport made progress but Ryan is aware that team-mate Rossi is becoming a regular match for him.



**9 TAKUMA SATO**  
A brilliant Indy 500 win was the highlight of his career; the shunt at Texas two weeks later embarrassing for a driver in his eighth IndyCar season. But there were fewer inexplicable incidents this year, and Taku often vied to be top Andretti driver in qualifying.



**10 JAMES HINCHCLIFFE**  
Qualified on the first three rows five times in the first eight races and won in Long Beach. But successive team-mates were of limited help, and 'Hinch' and the Schmidt Peterson team struggled in the final third of the season.

### DRIVERS' CHAMPIONSHIP

POS	DRIVER	TEAM	CAR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	PTS
1	Josef Newgarden (USA)	Team Penske	Dallara-Chevrolet	8	3	1	9	11	19	4	2	13	2	6	1	1	2	1	18	2	<b>642</b>
2	Simon Pagenaud (F)	Team Penske	Dallara-Chevrolet	2	5	3	1	4	14	16	5	3	4	7	5	4	4	3	9	1	<b>629</b>
3	Scott Dixon (NZ)	Chip Ganassi Racing	Dallara-Honda	3	4	2	5	2	32	2	6	9	1	8	10	9	6	2	2	4	<b>621</b>
4	Helio Castroneves (BR)	Team Penske	Dallara-Chevrolet	6	9	4	4	5	2	7	9	20	3	1	8	7	7	4	4	5	<b>598</b>
5	Will Power (AUS)	Team Penske	Dallara-Chevrolet	19	13	14	2	1	23	18	3	1	5	4	21	2	1	20	6	3	<b>562</b>
6	Graham Rahal (USA)	Rahal Letterman Lanigan	Dallara-Honda	17	10	13	21	6	12	1	1	4	8	5	9	3	9	12	5	6	<b>522</b>
7	Alexander Rossi (USA)	Andretti Herta Autosport	Dallara-Honda	11	19	5	15	8	7	5	7	22	13	11	2	6	3	6	1	21	<b>494</b>
8	Takuma Sato (J)	Andretti Autosport	Dallara-Honda	5	18	9	16	12	1	8	4	10	19	16	16	5	13	19	19	20	<b>441</b>
9	Ryan Hunter-Reay (USA)	Andretti Autosport	Dallara-Honda	4	17	11	13	3	27	13	17	19	14	3	6	8	8	15	3	8	<b>421</b>
10	Tony Kanaan (BR)	Chip Ganassi Racing	Dallara-Honda	12	15	7	6	20	5	15	10	2	21	9	19	16	5	16	20	16	<b>403</b>

**11** Max Chilton (Chip Ganassi Racing Dallara-Honda) 396; **12** Marco Andretti (Andretti Autosport Dallara-Honda) 388; **13** James Hinchcliffe (Schmidt Peterson Motorsports Dallara-Honda) 376; **14** Ed Jones (Dale Coyne Racing Dallara-Honda) 354; **15** JR Hildebrand (Ed Carpenter Racing Dallara-Chevrolet) 347; **16** Carlos Munoz (AJ Foyt Enterprises Dallara-Chevrolet) 328; **17** Charlie Kimball (Chip Ganassi Racing Dallara-Honda) 327; **18** Conor Daly (AJ Foyt Enterprises Dallara-Chevrolet) 305; **19** Mikhail Aleshin (Schmidt Peterson Motorsports Dallara-Honda) 237; **20** Spencer Pigot (Ed Carpenter Racing/Juncos Racing Dallara-Chevrolet) 218 etc.





## Grasser Lambo crew prevails in tense finale

**BLANCPAIN ENDURANCE CUP**  
**BARCELONA (E)**  
**OCTOBER 1**  
**ROUND 5/5**

WHEN MIRKO BORTOLOTTI QUALIFIED HIS HURACAN GT3 on the front row at Barcelona last weekend, it looked like the Grasser Lamborghini squad would waltz to a pair of Blancpain GT Series drivers' titles. The overall crown was almost a foregone conclusion, and he had put the car 27 places ahead of the Bentley crew that went into the race with a slender points advantage in the Endurance Cup.

Yet Bortolotti and team-mates Christian Engelhart and Andrea Caldarelli had to work harder than expected to secure both pieces of silverware for Lamborghini and its Austrian factory team. Andy Soucek had only qualified the best of the M-Sport Bentley Continental GT3s in a lowly 28th position, yet throughout the first hour it was the Spaniard and team-mates Vincent Abril and Maxime Soulet who had one hand on the Endurance Cup.

Engelhart haemorrhaged positions in the opening exchanges of the three-hour race around the Circuit de Catalunya, flummoxed by a lack of grip. By lap three, he was down in ninth place, nowhere near high enough to overhaul the eight-point deficit to the Bentley boys. Worse still, Abril was on a charge and already up into the top 20.

The Bentley's upward momentum on the leaderboard stalled over the second half of the stint, but an early stop to get Soucek aboard the Continental paid dividends. Combined with a safety car halfway through the opening hour, it meant that Soucek had sight of the Lambo after the pitstops were complete. With the Italian car seventh and the British machine 13th, it was still advantage Bentley. Just.

But the M-Sport drivers' championship challenge quickly unravelled. Caldarelli pulled off a manoeuvre that was as

French Mercedes snatched lead on the final lap



Gearbox trouble put paid to Bentley's race





**RESULTS** BLANCPAIN ENDURANCE CUP ROUND 5/5, BARCELONA (E), OCTOBER 1, 93 LAPS – 269.001 MILES

POS	DRIVERS	TEAM/CAR	TIME
1	Tristan Vautier (F) Felix Serralles (USA) Daniel Juncadella (E)	Auto Sport Promotion · Mercedes-AMG GT3	3h00m24.324s
2	Stuart Leonard (GB) Jake Dennis (GB) Robin Frijns (NL)	WRT · Audi R8 LMS	+0.719s
3	Andrea Caldarelli (I) Christian Engelhart (D) Mirko Bortolotti (I)	GRT Grasser Racing Team · Lamborghini Huracan GT3	+43.183s
4	Jimmy Eriksson (S) Maximilian Buhk (D) Franck Perera (F)	HTP Motorsport · Mercedes-AMG GT3	+47.928s
5	Yelmer Buurman (NL) Adam Christodoulou (GB) Luca Stolz (D)	Black Falcon · Mercedes-AMG GT3	+48.350s
6	Edward Sandstrom (S) Fabian Schiller (D) Dominik Baumann (A)	HTP Motorsport · Mercedes-AMG GT3	+48.756s
7	Michael Meadows (GB) Edoardo Mortara (I) Raffaele Marciello (I)	Auto Sport Promotion · Mercedes-AMG GT3	+1m08.660s
8	Frank Stippler (D) Kevin Ceccon (I) Filip Salaquarda (CZ)	ISR · Audi R8 LMS	+1m09.631s
9	Benoit Treluyer (F) Stephane Richelmi (MC) Nathanael Berthon (F)	WRT · Audi R8 LMS	+1m32.905s
10	Jonathan Hirschi (CH) Marco Seefried (D) Christian Klien (A)	Emil Frey Racing · Jaguar Emil Frey G3	+1m39.082s
11	Alex Fontana (CH) Stephane Ortelli (MC) Norbert Siedler (A)	Emil Frey Racing · Jaguar Emil Frey G3	+1m41.053s
12	Maxime Martin (B) Alexander Sims (GB) Philipp Eng (A)	Rowe Racing · BMW M6 GT3	+1m41.398s
13	Alex Buncombe (GB) Katsumasa Chiyo (J) Lucas Ordóñez (E)	RJN Motorsport · Nissan GT-R NISMO GT3	-1 lap
14	Sam Tordoff (GB) Jonny Kane (GB) Ben Barnicoat (GB)	Strakka Racing · McLaren 650S GT3	-1 lap
15	Pasin Lathouras (T) Michele Rugolo (I) Alessandro Pier Guidi (I)	Spirit of Race · Ferrari 488 GT3	-1 lap
16	Hunter Abbott (GB) Martin Kodric (HR) Patrick Kujala (FIN)	Barwell Motorsport · Lamborghini Huracan GT3	-1 lap
17	Romain Monti (F) Simon Gachet (F) Christopher Haase (D)	Sainteloc Racing · Audi R8 LMS	-1 lap
18	Marco Cioci (I) Giancarlo Fisichella (I) James Calado (GB)	Spirit of Race · Ferrari 488 GT3	-1 lap
19	Guy Smith (GB) Oliver Jarvis (GB) Steven Kane (GB)	Bentley Team M-Sport · Bentley Continental GT3	-1 lap
20	Alexander Mattschull (D) Rinat Salikhov (RUS) Daniel Keilwitz (D)	Rinaldi Racing · Ferrari 488 GT3	-1 lap

**Pro-Am 1** Abbott/Kodric/Kujala; **2** Mattschull/Salikhov/Keilwitz; **3** Ludovic Badey/Daniele Perfetti/Nico Bastian (ASP Mercedes-AMG GT3). **Winners' average speed** 89.465mph. **Fastest lap** Barnicoat 1m48.997s, 95.534mph.

**CHAMPIONSHIP**

**1** Bortolotti/Caldarelli/Engelhart 86; **2** Soulet/Soucek/Abril 79; **3** Buhk/Eriksson/Perera 52; **4** Shaytar/Rigon/Molina 46; **5** Marciello/Mortara/Meadows 43; **6** Serralles/Juncadella 41; **7** Cioci/Fisichella/Calado 32; **8** Winkelhock/Haase 30; **9** Rast/Muller/Garcia 29; **10** Dennis/Frijns/Leonard 28. **Blancpain GT overall 1** Bortolotti/Engelhart 153; **2** Buhk/Perera 120; **3** Abril 116; **4** Leonard/Frijns 110; **5** Caldarelli 107; **6** Winkelhock 104.



ALL PICS: BERGROUD / VSA



dramatic as it was opportunistic to propel the Lambo up to fourth in one fell swoop. Soucek, meanwhile, got bottled behind the best of the Emil Frey Jaguar XKR-based G3s with Jonathan Hirschi at the wheel and Alexander Sims's BMW M6.

Caldarelli's was the move of the race. When a short-lived full-course-yellow virtual safety car came to an end, he passed a trio of Mercedes machines – a car each from ASP, Black Falcon and HTP – going through Turn 8. “I got a very good call from the pits when it went green,” he said. “It was difficult, but I knew I had to do it, because overtaking is so difficult here.”

Three laps later, Caldarelli was past Will Stevens's ailing WRT Audi R8 LMS in which Marcel Fassler had led much of the opening stint. The Bentley, meanwhile, was still stuck behind Sims and out of the points in 11th place.

Worse still, the BMW M6 driver's stoic rear-guard action meant that the gap to the ninth-place car, another of the WRT Audi fleet, was going up at a rate of knots. Therefore the championship was all but over for Bentley even before Soucek found himself without any gears with an hour and 20 minutes of the race left.

The overall title, based on the scores from both the BGTS enduros and the two-driver Sprint Cup races, was now Bortolotti's and Engelhart's. Only a top-six finish was now required to secure them a second title, and for star of the day Caldarelli to join them in first place in the Endurance Cup. Third place, albeit a distant one, was more than enough to do the job.

The drama of the title battle may have ended sometime around the halfway mark, but the scrap out front lasted much longer. All the way to the last sector of the final lap, in fact.

Victory fell to the French Auto Sport Promotion team, which claimed a maiden Endurance Cup race win with the Mercedes-AMG GT3 shared by Daniel Juncadella, Felix Serralles and Tristan Vautier. But it was a close-run thing.

The best of the WRT Audis that Robin Frijns had put on pole at the end of the rain-affected qualifying came out of the pits a

second behind Vautier after the final stops. A quick in-lap from Jake Dennis, who followed Stuart Leonard in the car, had helped claw back much of a 3.5-seconds deficit beforehand.

Frijns, who won this year's Sprint Cup with Leonard, had the pace to close down the Merc inside a couple of laps, but what he couldn't do was make it past, or even have a serious look.

Vautier eventually eked out something approaching a breathing space, only to fall foul of traffic over the final few laps, so Frijns was back on the leader's tail with three to go. But, once again, he never made a proper bid for the lead until what he admitted was a speculative lunge around the outside into the chicane on the last lap.

Vautier reckoned the race was the “mentally hardest” he had ever driven. The Audi was quicker, but the Mercedes trio owed their victory to ASP's strategy and some quick laps by Juncadella at the end of the opening stint, which allowed Serralles to emerge in the lead.

“The team left me out and I'd saved enough in the tyres to be just half a tenth slower than my best laps,” said Juncadella. “We had good in and out-laps, and I think that sealed it for us.”

The Barwell Lamborghini squad claimed a third pro-am victory of the season. It wasn't, however, enough for Patrick Kujala and Martin Kodric to stop Jonny Adam and Ahmad Al Harthy from taking the title with sixth in class in their TF-run Aston Martin V12 Vantage.

Nor was third overall position enough for Grasser to overhaul M-Sport and Bentley in the Endurance Cup teams' rankings, since it fell one point short. A first Blancpain title of any sorts for Bentley was only of partial consolation to the British manufacturer and its motorsport partner.

“It means something to win a title and we've been really strong in endurance this year,” said M-Sport race manager Matthew Wilson. “But it somehow doesn't feel right when you don't have a car up there at the end.”

**GARY WATKINS**



Busch (18)  
overhauled  
Elliott for win

LAT IMAGES



# Busch denies Elliott first victory

**NASCAR CUP**  
**DOVER (USA)**  
**OCTOBER 1**  
**ROUND 29/36**

KYLE BUSCH TOOK THE VICTORY FOR JOE Gibbs Racing after a dramatic late battle with Chase Elliott, who was denied his first win.

Elliott had climbed into the lead fight by the end of the second stage after starting his Hendrick Chevrolet 12th on the grid, and looked set to break his Cup duck in his 70th start.

But Busch, who had qualified his Toyota second, began to erase Elliott's lead in the closing stages. The pair were separated by 4.1 seconds with 30 laps to run, but that gap gradually decreased further as Elliott encountered backmarkers.

The race was then decided with just two laps to go, with Busch pulling to the outside lane to defeat Elliott and make it two wins in a row.

Jimmie Johnson finished third ahead of polesitter and playoffs leader Martin Truex Jr, with stage-two winner Kyle Larson rounding out the top five. Truex had been part of the lead battle for most of the race, but was gradually shuffled back and overtaken by Johnson with just a handful of laps remaining. Clint Bowyer finished sixth ahead of Dale Earnhardt Jr.

Jamie McMurray kept himself in contention for the 2017 Cup title by sealing the crucial 12th place in the next stage of the playoffs – places 13-16 in the standings are now eliminated – with ninth on the day. He rose from 26th on the grid and gained enough points to

edge out Ryan Newman and make into the next phase of the playoffs.

Austin Dillon, Kasey Kahne and Kurt Busch also failed to make the cut for the 'round of 12' after finishing 16th, 14th and 20th at Dover respectively.

## RESULTS

**1 Kyle Busch (Toyota Camry)** 400 laps in 3h05m48s; 2 Chase Elliott (Chevrolet SS) +0.357s; 3 Jimmie Johnson (Chevy); 4 Martin Truex Jr (Toyota); 5 Kyle Larson (Chevy); 6 Clint Bowyer (Ford Fusion); 7 Dale Earnhardt Jr (Chevy); 8 Daniel Suarez (Toyota); 9 Jamie McMurray (Chevy); 10 Brad Keselowski (Ford).  
**Points 1 Truex 3059;** 2 Kyle Busch 3041; 3 Larson 3034; 4 Keselowski 3020; 5 Johnson 3017; 6 Kevin Harvick 3015; 7 Denny Hamlin 3013; 8 Ricky Stenhouse Jr 3010; 9 Ryan Blaney 3008; 10 Elliott 3006; 11 Matt Kenseth 3005; 12 McMurray 3003.

# Scott secures 2017 title with dominant double win

**EUROFORMULA OPEN**  
**MONZA (I)**  
**SEPTEMBER 30-OCTOBER 1**  
**ROUND 6/8**

HARRISON SCOTT SEALED THE 2017 Euroformula Open title with two wins at Monza. The RP Motorsport driver, who entered the weekend in Italy with a 102-point lead over Nikita Troitskiy in the standings, won both races from pole position. With two rounds of the season remaining, he has now amassed 10 wins from the 12 races held so far.

"I am over the moon," he said after his title was confirmed. "To win the championship here in Monza, the team's home race, is the icing on

the cake. It's still not sunk in; I'm so happy and proud to be part of the RP Motorsport family."

Behind the ever-dominant Scott, Troitskiy and Jannes Fittje fought over second place in race one before Troitskiy gained the upper hand and Fittje then became embroiled in a scrap with Simo Laaksonen for the final podium spot. Fittje held on to claim third place.

In race two, Scott led away as the lights went out before Carlin driver Devlin DeFrancesco crashed, which brought out the safety car. When the race resumed, Ameya Vaidyanathan, Laaksonen and Troitskiy headed a tight fight for second place. Laaksonen and Troitskiy subsequently moved ahead before Drivex racer Troitskiy had to pit with a puncture.

The safety car was required again due to a clash between Thiago Vivacqua and Daniel Lu. But Scott maintained his lead after the interruption, while Fittje made a late surge up the order and eventually deprived Laaksonen of second. Aleks Karkosik finished fourth, while Vaidyanathan was eliminated in an incident with Tarun Reddy late on.

## RESULTS

**Race 1 1 Harrison Scott** 16 laps in 28m17.793s; 2 Nikita Troitskiy +6.402s; 3 Jannes Fittje; 4 Simo Laaksonen; 5 Ameya Vaidyanathan; 6 Ben Hingeley. **Race 2 1 Scott** 18 laps in 35m41.834s; 2 Fittje +1.112s; 3 Laaksonen; 4 Aleks Karkosik; 5 Hingeley; 6 Troitskiy  
**Points 1 Scott 286;** 2 Troitskiy 158; 3 Vaidyanathan 119; 4 Fittje 115; 5 Devlin Defrancesco 99; 6 Thiago Vivacqua 88.



Ekstrom was not headed after Turn 1



FIJAWORLDRALLYCROSS.COM

# Ekstrom unstoppable in Germany

**WORLD RALLYCROSS**  
**ESTERING (D)**  
**SEPTEMBER 30-OCTOBER 1**  
**ROUND 11/12**

MATTIAS EKSTROM HEADED A DOUBLE podium for the Audi-backed EKS team in the 11th round of the World Rallycross championship, to claim his fourth race win of the season.

The 2016 WRX champion, who is also the current DTM points leader, led the final at the Estering from the first corner to the chequered flag. The Swede was joined on the podium by team-mate Toomas Heikkinen, who recovered to finish third despite running wide at Turn 1, behind Timmy Hansen's Peugeot.

Petter Solberg, who was competing just days after undergoing an operation on the broken collarbone he suffered in Latvia two weeks earlier, started the final from pole position and led into the first corner but also ran wide, which allowed Ekstrom to take the lead.

Solberg dropped to fourth when he was passed by Hansen brothers Kevin and Timmy, and then fell to sixth when he took his joker on

lap two, losing track position to Niclas Gronholm, who had taken his joker on the previous tour.

Timmy Hansen and Heikkinen each gained a position when Kevin Hansen dropped out of second position with broken rear suspension on his Peugeot, delaying Gronholm and Solberg further as they struggled to get past him.

The top three maintained the status quo to the finish, with Ekstrom winning from Hansen, while Solberg concluded a painful weekend in fourth as best of the Volkswagen-backed PSRX drivers.

Solberg's team-mate, newly minted 2017 champion Johan Kristoffersson, didn't qualify for the final for the first time in 2017 after he lost time in the semi-finals due to contact with Kevin Eriksson and Sebastien Loeb, who also failed to make the final.

## RESULTS

**1 Mattias Ekstrom (Audi S1)** 6 laps in 3m41.663s; **2** Timmy Hansen (Peugeot 208) +2.629s; **3** Toomas Heikkinen (Audi); **4** Petter Solberg (Volkswagen Polo GTI); **5** Niclas Gronholm (Ford Fiesta); **6** Kevin Hansen (Peugeot). **Points 1 Johan Kristoffersson 286**; **2** Solberg 234; **3** Ekstrom 233; **4** Sebastien Loeb 204; **5** Andreas Bakkerud 179; **6** T Hansen 175.

Scott has been crowned with two rounds still to go



# IN BRIEF

## INTERNATIONAL GT OPEN

Craig Dolby and Seb Morris claimed the win with their Nigel Mustill-entered Lamborghini Gallardo in race one at Monza, while the Teo Martin BMW M6 team took a one-two in the second event. Dolby led the early stages of the first encounter before being overhauled just before the pitstops, but Morris rescued the victory by passing Shaun Balfe (McLaren), who was shuffled down to third with crew-mate Rob Bell as Giovanni Venturini and Marco Mapelli took second in their Lamborghini Huracan. In race two, Augusto Farfus and Lourenco Beirao da Veiga turned pole into the win ahead of Fran Rueda and Victor Bouveng.

## NASCAR XFINITY

Ryan Blaney dominated proceedings at Dover and finished almost five seconds clear of Justin Allgaier to claim his second victory of the season. The Team Penske Ford driver led every green-flag lap on his way to topping stage two and remained at the head of the pack throughout the third and final segment. Polesitter William Byron finished third ahead of Daniel Hemric and Brennan Poole.

## NASCAR TRUCKS

Ben Rhodes beat Christopher Bell to the win in a tense seven-lap scrap in the closing stages at Las Vegas following a late restart. Rhodes made a successful three-wide pass for the lead stick on Bell and polesitter Ryan Truex and went on to score the first NASCAR Truck Series victory of his career. The win also secured his place in the 'round of six' phase of the playoffs. Chase Briscoe finished third ahead of Austin Cindric and Kaz Grala, while Truex ended up 12th.

## SUPER TC2000

Renault Fluence duo Emiliano Spataro and Christian Ledesma won Super TC2000's blue-riband Buenos Aires 200Km endurance race. Renault drivers Facundo Ardusso and Ricardo Risatti led the early stages before losing out in the pitstop phase, after which several crews took a turn at the head of the pack before Spataro and Ledesma fought their way to the front. Monsoon conditions in the closing stages meant the race was cut short, as Juan Angel Rosso and Sebastian Peluso finished second ahead of Bernardo Llaver and Santiago Urrutia.

## V8 STOCK CARS

Felipe Fraga drove a perfect wet race to win race one at Buenos Aires from third on the grid, passing Thiago Camilo and polesitter Daniel Serra - who finished second and third - in a single move by short-shifting through the gears to avoid wheelspin on the soaked pit straight. Rubens Barrichello won the sprint race after picking up a puncture late on. A switch to slicks meant he was on the right tyres as the track dried and he roared up through the order to beat Max Wilson and Rafael Suzuki to the win.



# WEB DIRECTORY

## AWNINGS



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

## HELMET GRAPHICS

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

## MOTORSPORT LEGAL ADVICE

MOTORSPORT CONTRACTS AND LEGAL ADVICE  
(NATIONAL AND INTERNATIONAL)

CALL JAMIE CHAMPKIN  
07880 965001

[info@champkin.uk.com](mailto:info@champkin.uk.com) - [www.champkin.uk.com](http://www.champkin.uk.com)

## RACE RADIO

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

## EXHAUSTS

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

## MEMORABILIA



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

## GEARBOXES

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

## MOTORSPORT LEGAL ADVICE

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

## RACE PARTS

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

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

## RACING

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

**CARTEK MOTORSPORT ELECTRONICS**  
Info@cartekmotorsport.com  
023 80 487747  
[www.CARTEKMOTORSPORT.COM](http://www.CARTEKMOTORSPORT.COM)

## RACING

[www.mcrracecars.co.uk](http://www.mcrracecars.co.uk)  
phone: 07771 762145  
MCR's for sale  
arrive & drive packages

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

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

## RACING

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

## RALLY PREPARATION

**exe-tc competition SUSPENSION**  
World Championship winning suspension - designed and built in UK  
Including Porsche GT3 RSR (997) - Classic Porsche 911  
Ford Escort MK3  
Mazda RX7 - Subaru - Mini - Honda - Toyota  
We stock all the tools and parts you need.  
All equipment supplied with technical support  
Web: [exe-tc.co.uk](http://exe-tc.co.uk) Email: [julie.delaney@exe-tc.co.uk](mailto:julie.delaney@exe-tc.co.uk)  
Tel: +44(0)1392 44400 join us on Facebook and Twitter

## TRAILERS & TRANSPORTERS

**HUSLIG COLLECTIVE**  
Luxury designs for custom vehicles  
[sales@husligcollective.com](mailto:sales@husligcollective.com)

## TRAILERS & TRANSPORTERS

**Signature RV.co.uk**  
RV SALES AND SERVICE

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

[www.EMPIRE RV.co.uk](http://www.EMPIRE RV.co.uk)  
Living the high life  
Tel: +44 (0) 1761 300 489  
[www.EmpireRV.co.uk](http://www.EmpireRV.co.uk) ■ [info@EmpireRV.co.uk](mailto:info@EmpireRV.co.uk)



TO ADVERTISE IN THE WEB DIRECTORY  
PLEASE CALL **0203 405 8109**  
OR EMAIL [ads@autosport.com](mailto:ads@autosport.com)



**BRIAN JAMES TRAILERS**

» Connected to you



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

## Speed is of its essence

Built to outperform, the Race Transporter 6 has been designed around your race weekend.

Light-weight materials and clever design provide strength throughout. Combined with a proven wheels under the bed chassis and advanced suspension your journey with a Race Transporter will be competent and comfortable.

In the paddock the Race Transporter 6 includes many specific race weekend orientated features providing a comfortable work environment. Tyre and equipment storage is available in several places, with enhanced options also offered. Interior lighting, remote controlled electric winch and a full set of side doors with hatches all contribute to making loading effortless and speedy.

Race Transporter trailers are available from £ 7,499 + vat

Race Transporters are available ex-stock at many UK dealers. Please visit our website or call us for further details.



**T +44 (0)1327 308 833**

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

**RACE TRANSPORTER 6**



# QUALITY THAT WE ARE PROUD OF

Woodford GRP covered trailers - Value for money. Superior in design, quality and finish



**DEALERS WANTED - All Woodford Trailers have full European Type Approval**



## WOODFORD TRAILERS DEALERS UK

**POTSMOUTH**  
BLENDWORTH TRAILER CENTRE  
Tel: +44(0)2392 412731  
E: sales@blendworthtrailers.co.uk  
W: www.blendworthtrailers.co.uk

**LONDON**  
VINTAGE & PRESTIGE FINE  
MOTORCARS  
Office ++44 (0) 1442 236711  
Mobile ++44 (0) 7967 260673  
E: richard@vandp.net  
W: www.vandp.net

**LONDON-KENT**  
SOUTHEAST TRAILERS  
498 London Road  
Ditton, Kent  
me206bz.  
Tel: 07933842719  
E: ellisviner@btinternet.com  
W: www.southeast-trailers.co.uk

**SOUTH LONDON**  
SOUTH LONDON TRAILER CENTRE  
Hackbridge Station Depot  
London Road  
Wallington, Surrey, SM6 7BJ  
Tel: 0208 647 0110  
Mob: 07836 224250  
E: steve@sltc.co.uk

**WINCHESTER**  
TRAILERTEK LTD  
Warren Farm  
Micheldever Station  
Winchester, Hampshire  
SO21 3AS  
E: info@trailers.co.uk

**SLOUGH**  
BERKSHIRE COUNTY TRAILERS  
Mobile: 07853263484  
Tel: 01628 559782  
E: sales@berkshirecountytrailers.co.uk  
W: www.berkshirecountytrailers.co.uk

**ESSEX**  
1 STOP TRAILERS  
Tel: +44 (0)1787 249737  
Tel: +44 (0)7850 554776  
E: 1stoptrailers@mail.com  
W: www.1stoptrailers.co.uk

**BRIGHTON**  
HALF MOON BAY (LEISURE) LTD  
Smart-Trailers.co.uk  
Monastery Lane  
Storrington, West Sussex  
RH20 4LR  
Tel: 07950 968348  
E: Alan@Smart-Tow.com  
W: www.smart-tow.com

**LEICESTER**  
MARSDEN BARN TRAILERS  
Unit 1  
Marsden Barn  
Huncote Road  
Stoney Stanton  
Leicester  
LE9 4DJ  
Tel: 01455641367  
Mob: 07968888624  
E: marsdenbartrailers@gmail.com

**NOTTINGHAM**  
APPLEYARD TRAILERS  
The Kennels  
Main St  
Strelley  
Nottingham  
NG8 6PD  
Tel: 01159293901  
Mob: 0785075014

**MID WALES**  
HUMPHREYS & FOULKES  
Unit 6  
Lion Works  
Pool Rd,  
Newtown  
Powys  
SY16 3AG  
Tel: 01686 628144

**LEEDS**  
ROTHWELL TRAILERS  
126 Wakefield Road  
Rothwell  
Leeds  
LS26 0SB  
Tel: 01132887179  
E: sales@rothwelltrailers.co.uk  
W: rothwelltrailers.co.uk

**READING**  
LOVELL TRAILERS  
James Farm  
Grazeley Green  
Reading  
RG7 1NB  
Tel: 01183240403  
E: sales@lovelltrailers.co.uk  
W: www.lovelltrailers.co.uk

**NORTHERN IRELAND**  
MONTGOMERY MOTORSPORT  
Tel: 0044(0)2885549851  
W: www.montgomery-motorsport.co.uk

[www.WOODFORDTRAILERS.com](http://www.WOODFORDTRAILERS.com)

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Woodford Trailers Limited • 14 Great Central Way • Daventry • Woodford Halse • Northants • NN11 3PZ

Telephone: 01327 263384



# OFFERED FOR SALE

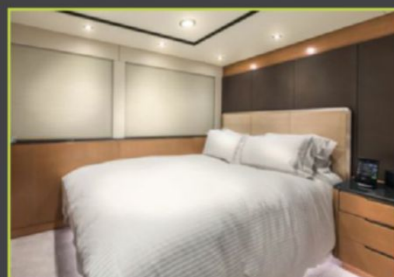
Hospitality Suite | Driver's Suite | Team Office



72 m<sup>2</sup> living/office + 75 m<sup>2</sup> hospitality + 27 m<sup>2</sup> service = 174 m<sup>2</sup>  
Manufactured in 2014 | German registered | Warehoused in Italy  
Bespoke interior with carbon fiber elements throughout  
Visit [HusligCollective.com/Autosport](https://HusligCollective.com/Autosport) for full details



**HUSLIG**  
COLLECTIVE



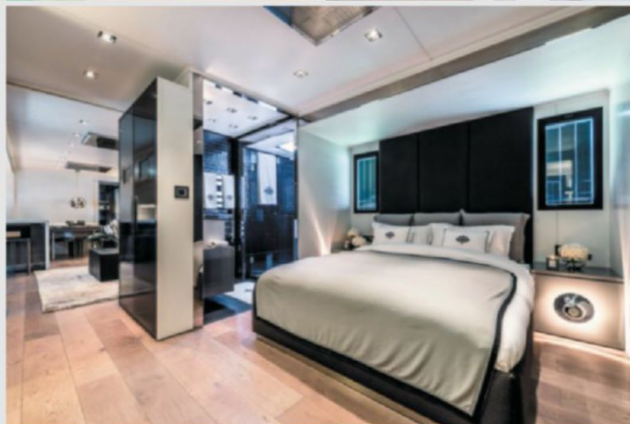


# TRAILERS & TRANSPORTERS

Constructed in 2009 by Rioja Vehicles at the request of F1 World Champion Nico Rosberg this luxurious motor home provides 55m<sup>2</sup> of sumptuous living space.

With bespoke fixtures and fittings designed by Maison V interiors the motor home provides a beautiful master suite, a guest bedroom with bunk beds with ensuite bathroom, open plan living room and fully equipped kitchen with balcony and a rear garage for a scooter.

Asking price: €375,000 For enquiries contact: [Office@nicorosberg.com](mailto:Office@nicorosberg.com)



- Length: 13.85m
- Width: 2.55m (4.90m extended)
- Height: 4.00m
- Living Area: 55m<sup>2</sup>
- Generator: 18Kwa Fisher Panda Generator
- 3000WA power inverter charger with 12v/24ah deep cycle batterie and 12v/24ah back up
- Fresh water tank: 600L
- Grey water tank: 200L
- Black water tank: 400L
- Hot water heater: 300L

TRAILERS & TRANSPORTERS



**NEW DESIGN**  
**?**  
**COMING SOON**



» WORKING WITH YOU

ESSENTIAL FOR MOTORSPORT TEAMS & COMPETITORS

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

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

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

# AUTOSPORT

If you wish to advertise your products and services with Autosport in print and online

please contact  
[Francesca.hall@motorsport.com](mailto:Francesca.hall@motorsport.com)

or call

0203 405 8108





# WORLD'S FIRST ONLINE Motorsport Engineering Degrees

**FdSc Motorsport Engineering - BSc (Hons) Motorsport Engineering**  
**NEW for January 2018 - MSc Advanced Motorsport Engineering\***

\* MSc subject to validation. All degrees awarded by our academic partner Staffordshire University



NMA Students at Silverstone GP - NMA Mosier MT900 - GT Cup 2017

The only **TRULY FLEXIBLE** route to gaining your **Motorsport Engineering Degree**

- APPLY ONLINE, choose your own start date & study from anywhere in the world
- Earn while you learn, study flexibly around work & family commitments
- 40% lower fees than other universities
- Access to student loans for UK students
- Latest industry standard CAD & Simulation software FREE

**NMA now has students from Formula 1,  
The World Endurance Championship & The World Rally Championship!**

<http://motorsport.nda.ac.uk>



**+44 (0)1159 123456**



# MARKETPLACE

## MEMORABILIA

F1 COLLECTORS .COM



**#1 FOR F1 MEMORABILIA & AUTOGRAPHS**

We buy and sell F1 items  
**AYRTON SENNA specialists**

Call CHRIS GRINT

**01763 274448**

email:- sales@f1collectors.com

## AUTOSPORT

If you wish to advertise your products and services with Autosport in print and online please contact

**Benjamin.kavanagh@motorsport.com**

or call

**0203 405 8109**

## RACE PRODUCTS

### demon tweeks



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

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

MEDIA CODE: NZ252A

**EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY**

## RACE PRODUCTS

**London Motorsport Showroom**  
[www.msar.co.uk](http://www.msar.co.uk)



Order Hotline: **020 8655 7877**

**msar UK agent for SCHRÖTH RACING**

Visit Us At Our New Larger Showroom



**MARDI GRAS MOTORSPORT**  
Saloon Car Preparation

2A Brunel Close,  
Drayton Fields Ind Estate,  
Daventry, NN11 8RB

tel: 01327 858006 fax: 01327 858800

email: [info@mardigras.co.uk](mailto:info@mardigras.co.uk)

web: [www.performanceclutch.co.uk](http://www.performanceclutch.co.uk)

**Distributors and agents for:**

**AVUL**  
RACING FUEL CELLS

**VDO**  
Performance Instruments

**HELIX**  
AUTOSPORT

**FIRE SERVICES**  
Extinguisher Refills on Site

**VARLEY RED TOP™**  
THE ORIGINAL RACING BATTERIES

**FERODO RACING**

**Setrab**  
Pro Line

**AP**  
RACING

**lifeline**  
Fire & Safety Systems Ltd.

**RACELOGIC**

**Eibach**  
SPRINGS

**S P A**  
DESIGN

**Castrol**

**K&N**  
THE WORLD'S BEST AIR FILTER

**SCHRICK**

**SACHS**



### demon tweeks

**adidas**

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

LOW CALL RATE CALLS MAY BE RECORDED FOR TRAINING PURPOSES

MEDIA CODE: NZ252A

**EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY**

## Elite Carbon Fibre

Carbon fibre race car component manufacturer

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

Contact – Dave Greenwood 07809390316  
Email – [davecarbonelite@googlemail.com](mailto:davecarbonelite@googlemail.com)  
Website – [elitcarbonfibre.co.uk](http://elitcarbonfibre.co.uk)



**Carbon Composite Wings, Bodywork & Repairs**



# MARKETPLACE

## RACEWEAR

PREMIUM FORMULA 1 RACE SHOP  
**START THE SEASON RIGHT  
 WITH THE BEST GEAR**

SHOP NOW AT [WWW.RACE-GEAR.COM](http://WWW.RACE-GEAR.COM)



## RACE PREPARATION



Historic Engine Specialists

**Ford Cosworth BDA/BDG,**

**Lotus Twin Cam, BMW M10**



Craig Beck Racing Ltd  
**T: 07876 221 932**  
 E: [craig@craigbeckracing.co.uk](mailto:craig@craigbeckracing.co.uk)  
[www.craigbeckracing.co.uk](http://www.craigbeckracing.co.uk)

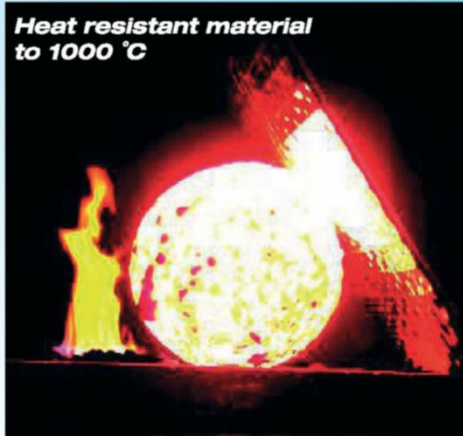


## SPECIALIST GARAGE



Walkers Garage Ltd.  
 Northallerton DL7 9HT  
 0044(0)1609 777221

[www.walkersgarage.co.uk](http://www.walkersgarage.co.uk)  
[www.teknofibra-racing.co.uk](http://www.teknofibra-racing.co.uk)  
[www.walkers-radiators.co.uk](http://www.walkers-radiators.co.uk)  
[www.tecno2.co.uk](http://www.tecno2.co.uk)  
[www.energa-batteries.co.uk](http://www.energa-batteries.co.uk)



Heat resistant material  
 to 1000 °C



Teknofibra Heat  
 Material



Competition  
 Specification Wheel  
 Studs and Nuts

- Importers & Manufacturers
- Teknofibra heat resistant materials
- Lightweight Lithium Batteries
- Walkers Competition Radiators
- Tecno2 Performance Products
- Competition wheel studs & nuts





# MARKETPLACE

MOTORSPORT EQUIPMENT



## 2017 PRODUCT RANGE



### NEW! POWER DISTRIBUTION PANEL

CARTEK are pleased to announce the new Power Distribution Panel is now available. This product is a full redesign of their successful but bespoke, Power Control Panels, with the main aim of allowing the user to customise and configure it themselves

The CARTEK Power Distribution Panel is a fully integrated, fully electronic solution to power distribution in race and rally cars. Designed to replace 16 Fuses, Relays and Switches as well as a variety of control systems, these units therefore greatly simplify the wiring, reducing build time, saving weight and maximising reliability.

The 140x195mm panel only weighs 625g and is enabled with short circuit and over-current protection.



2 x Multicoloured Sticker Packs Included

#### Key features:

- 16 User Configurable Channels (no Laptop required)
- 7 Selectable Amperage Settings: (0A, 5A, 10A, 15A, 20A, 25A, 30A)
- Choice of Functions such as: Momentary, Latching, Flashing etc
- 2 Backlight Settings
- Status LED for each Channel
- ECU and Switch Inputs available
- Dedicated Wiper Control Module

### BATTERY ISOLATOR XR



The new Battery Isolator XR can output a signal to shut down the CARTEK Power Distribution Panel as well as isolate the Battery.

### WIRELESS CONTROL SYSTEM



Use the Wireless Control System to communicate with the CARTEK Power Distribution Panel or ECU/Dashboard

For more information go to [www.CARTEKMOTORSPORT.com](http://www.CARTEKMOTORSPORT.com)

## STORAGE



## Workshop and Garage Cabinetry

Create an organised, productive, and professional workshop

Buy ready-configured cabinet systems online at GaragePride, or we can provide a complete cabinet and workbench design and installation service working closely with you to meet your precise requirements. Unlike other suppliers, we are not tied to a single cabinet brand but would propose one that best meets your budgetary, functional and aesthetic needs.

[www.garagepride.co.uk](http://www.garagepride.co.uk) 01743 742028



Cabinets Pictured  
**bott**



# MOTORSPORT JOBS

# AUTOSPORT

Want to advertise a motorsport job?

If you are recruiting in motorsport and wish to advertise with Autosport in print and online please contact

[Jonathan.King@motorsport.com](mailto:Jonathan.King@motorsport.com)

or call 0203 405 8110.

For all current vacancies advertised please visit our website [www.autosport.com](http://www.autosport.com)



## HR27092017 – ELECTRICAL TECHNICIAN (TRAVELLING)

### About Us

For many fans of Formula One the sport exists between lights and chequered flag on a Sunday afternoon, but this is merely the tip of the spear. The reality of modern F1 is that of a complex and intertwined operation, every part of which needs to perform near its limit if success is to be achieved. Formula One is a team sport in a very literal sense, we win and lose together – That's why We Love What We Do.

### The Role

We are currently recruiting a Travelling Electrical Technician to maintain and develop our on-car wiring systems and garage based supporting equipment.

You will be able to work as part of a team and demonstrate a high level of commitment, coupled with excellent interpersonal skills. You will work to exceptional standards whilst under pressure, using your thorough knowledge of cutting edge Electrical/Electronic installations, MIL spec wiring, heat shrink moulded parts and Electronic test equipment.

Successful applicants will ideally have experience in a Motorsport environment, with a minimum qualification of BTEC NC in Electrical or Electronic Engineering. The successful candidate must show a willingness and desire to travel.

### What can we offer you?

Not only is this a fantastic role, it is also a fantastic team to work for. A good salary is just the start, there are many other benefits too such as health care, company contributed pension, on site gym, constructors' bonus scheme, child care vouchers, cycle to work and of course Red Bull to see you through those extended stints!

**CLOSING DATE FOR APPLICATIONS – Sunday 15th October 2017**



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

POWERTRAIN DYNO SYSTEMS ENGINEER

REF: SW1698

Reporting to the Powertrain Dyno Team Leader, you will be responsible for the operation and maintenance of the on-car electronics systems for dyno test events. You will be diligent, meticulous and well organised investigating and resolving issues and faults as they occur, continuously looking for opportunities to implement improvements.

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

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

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

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

To find out more, visit:  
<http://careers.mercedesamgf1.com/>

Closing Date: 19 October 2017



**TAKE YOUR TEAM TO THE TOP!**

# MOTORSPORT MASTER

**DOWNLOAD IT NOW**  
**FREE GAME**



[www.motorsportgaming.com](http://www.motorsportgaming.com)



[www.motorsportnetwork.com](http://www.motorsportnetwork.com)

© 2017 MOTORSPORT NETWORK. All rights reserved.



# CLUB AUTOSPORT

NATIONAL RACING • HISTORICS • HILLCLIMB • TRACK TESTS • FEATURES



## McLaren Autosport BRDC Award finalists revealed

THE FOUR FINALISTS WHO WILL contest the 2017 McLaren Autosport BRDC Award have been selected.

BRDC British Formula 3 champion Enaam Ahmed, Formula Renault Eurocup race winners Max Fewtrell and

Dan Ticktum, and Euroformula Open champion Harrison Scott are finalists. Only Scott, 21, has been a finalist before.

McLaren will conduct the fitness and simulator elements of the competition, prior to a two-day test at Silverstone in

Last year's Award winner Lando Norris tested McLaren F1 car at the Hungaroring

Formula 2, DTM Mercedes and McLaren GT3 machinery.

The winner, who will be announced at the Autosport Awards on December 3, will be offered a paid McLaren simulator role for 2018, and receive a test in a Formula 1 car, full British Racing Drivers' Club membership and an Arai crash helmet.

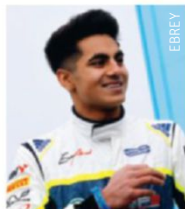
Ex-F1 driver Derek Warwick chairs the judging panel, which also comprises two-time British Touring Car champion Jason Plato, McLaren's Mark Williams, GT team boss and former Award winner Andrew Kirkaldy, experienced commentator Ian Titchmarsh, and Autosport's Kevin Turner and Scott Mitchell. Spa 24 Hours winner Alexander Sims is this year's guest judge.

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

### The chosen four

#### ENAAM AHMED

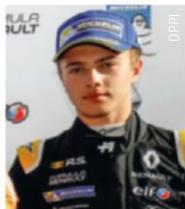
Age 17  
2017 BRDC British F3 champion with Carlin (13 wins)



**HE SAYS:** "It's something I had in my mind all season. I first went to the Autosport Awards when I was a nine-year-old karter with Martin Hines and the Award is something I've wanted to be involved in my entire life. I'm really looking forward to getting into the DTM car, which will probably be the most different to what I am used to and I think is a bit special. This year has gone better than expected."

#### MAX FEWTRELL

Age 18  
2017 Sixth in Formula Renault Eurocup with Tech 1 (1 win)



**HE SAYS:** "The Award was in the back of my mind. I didn't make it last year [after winning the British F4 title], and to be in the final four this year caught me by surprise. The year has gone reasonably well – everyone ahead of me [in the championship] is a second or third-year driver so we've always been playing catch-up. To drive the DTM car will be awesome, but I'm sure driving all the cars will be eye-opening."

#### HARRISON SCOTT

Age 21  
2017 Euroformula Open champion with RP Motorsport (10 wins)



**HE SAYS:** "After the year I've had – 10 wins from 12 races – one of my targets was to be nominated. When I was a finalist before [in 2014] I was still in the early stages of my development, and the jump from Formula Ford to F2 was massive. But now I've had two years in Formula Renault and a year in F3, so I'll be better prepared. I'm looking forward to the F2 again and it's not every day you get to drive a DTM car."

#### DAN TICKTUM

Age 18  
2017 Seventh in Formula Renault Eurocup with Arden (1 win)



**HE SAYS:** "It's the most prestigious award for a junior driver, so I feel very privileged to be chosen. It's been a slightly worse year than I hoped – it's been hard not having baseline data [because Arden is new to FR 2.0] – but we've worked hard and come to a decent place. I think driving more powerful cars will play to my strengths. I don't really get nervous, I take things how they come. I'm really looking forward to it."

Comprehensive motorsport insurance products to keep you on track;

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

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

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

**RYAN**  
MOTORSPORT INSURANCE





Grid numbers have been low for LMP3 Cup

LMP3 CUP

# Michelin tyre switch boosts LMP3 Cup

THE LMP3 CUP WILL RUN ON MICHELIN tyres next year in a change that is expected to boost the entry for Bute Motorsport's series.

The control Pirelli tyre used this season proved widely unpopular among teams, many of which had experience of using Michelins and were required to comprehensively re-engineer their cars for use in the European Le Mans Series and Le Mans Cup, which both run on Michelin tyres.

This had a negative impact on grid sizes. While the Donington season finale had a record-equalling 10 entries, it came after the grid dipped as low as five cars at Snetterton.

Confirming the switch to Michelin, Bute

Motorsport director Chris Haynes outlined his hopes that the LMP3 Cup would be in a stronger position in 2018 as a result.

"We believe this is an important move for the championship," said Haynes. "This gives greater parity between all the ACO-endorsed LMP3 championships, which is important as we are an integral part of the ACO's pyramid.

"Interest in the series for 2018 continues to build from prominent teams and drivers who want to come and race with us, as well as motorsport enthusiasts who want to watch these amazing cars competing in the UK."

Speaking at Donington before the official

announcement, Ligier UK agent and United Autosports boss Richard Dean told Autosport he was optimistic that Bute Motorsport would take the recommendations of its teams on board, and that the series would attract more interested parties as a result.

"There's been a case of some people sat on the fence, but I think those people now have probably got a little bit of encouragement that it's something they can commit to," Dean said.

Experienced GT squad Brookspeed has taken delivery of a Ligier, which it was due to test at Snetterton on Tuesday. The team is evaluating whether to enter the championship next year.

PORSCHE CARRERA CUP GB

## Eastwood eyes Porsche Supercup bid

PORSCHE CARRERA CUP GB champion Charlie Eastwood is planning to graduate to the Porsche Supercup next season.

The 22-year old sealed the title on countback at Brands Hatch last weekend, and could have an opportunity to progress after taking part in the Porsche Junior Shootout at the Lausitzring the week before. He secured a place for being the highest-placed driver under 24 in the GB series, and could now receive

€225,000 (£200,000)

and support for a drive in the Supercup.

"I find out in the next couple of weeks if I've won that, so it could be a very good month!" said Eastwood. "It would be a big help but I want to move up [anyway] to the Supercup next year."

Eastwood sealed the title in dramatic style by passing team-mate Tom Oliphant to take fifth in the final race with three laps to go. "It caps off the two best years of racing I've had," he added.



SPA 12 HOURS

## Lemmer in TCR car for endurance race

BARWELL MOTORSPORT BOSS MARK Lemmer will make his debut in a TCR car at the Spa 12 Hours with the CadSpeed Racing team.

Lemmer will race a new Audi RS3 TCR machine alongside former British Touring Car racer James Kaye, GT driver Leo Machitski and historic ace James Cottingham.

"I'm just doing it as a bit of fun, really, after a long season," said Lemmer, who will bring a handful of Barwell's GT engineers to assist in running the car alongside the TGM Sport engineers that operate CadSpeed.

"I've never driven a TCR car before, but I'm well versed in front-wheel drive from my days in Super Touring cars. I love Spa and the last time I won around there was in the Honda Integra, so hopefully we can have a similar result."





Teenagers will battle for the Hill trophy

WALKER

**MINI SE7EN CHAMPIONSHIP**

## Graham Hill Trophy up for grabs

THE MINI SE7EN RACING CLUB WILL revive the prestigious Graham Hill Memorial Trophy as part of a new young-driver initiative for next season, which has been given its blessing by the Hill family.

To attract more teenagers into the Mini Se7en Championship, the club will award the trophy to the top driver aged under 17 in the S Class category, which caters for 1275cc Minis with limited modification.

Two-time Formula 1 world champion

Hill had been honorary vice-president of the Mini 7 Racing Club before his death in a plane crash in 1975.

Graham's wife, Bette, presented the original trophy to the M7RC before the 1977 season.

Hill's son, 1996 world champion Damon, said: "The Hill family are delighted that the Mini Se7en Racing Club are reinstating this trophy, especially as it gives a superb platform to younger drivers to get noticed early on in their careers."

**IN BRIEF**



**MUTCH SUCCESS FOR JSCC'S GORDON**

Junior Saloon Car race winner Gordon Mutch has won a shootout for a fully funded drive in the Ginetta Junior Winter Series with Fox Motorsport. Mutch was one of three finalists to take part in the contest at Silverstone to secure a drive in the November 18-19 Brands Hatch event with the team. He beat fellow JSCC racer Ross Connolly and Fiesta Junior driver Nicholas Reeve.

**SILVERSTONE SWANSONG FOR FOSTER**

Pete Foster ended his long racing career last weekend at Silverstone in an Aston Martin DB4 Lightweight, the same type of car he began with 44 years earlier. He previously raced the same chassis for 32 years, and bowed out in Martin Melling's car in the Intermarque/Aston Martin GT Challenge race, finishing 24th overall and first in class with Melling. He also placed 12th in the Equipe GTS Relay race.

**CREWES RETURNS AFTER HEART ATTACK**

Three years since suffering a serious cardiac arrest, Peter Crewes completed a remarkable recovery by claiming the Mini 7 Club's maiden Libre class championship. Crewes sealed the class title during the final three Mini Miglia races of the season at Rockingham last weekend. The 69-year old had suffered the near-fatal heart attack moments after completing a historic touring car race in a 1966 Mini at Brands Hatch in 2014.

**JACKSON'S CADWELL COMEBACK**

Historic FF1600 and Formula Junior frontrunner Cameron Jackson had a rare outing at his local circuit when he made his SsangYong Racing Challenge debut at Cadwell Park last weekend. He qualified third and finished second in both races.

**MONGER WALK RAISES OVER £2000**

Injured British F4 driver Billy Monger was joined by hundreds of people as he walked around the Brands Hatch circuit at last weekend's British Touring Car meeting. Monger, whose legs were amputated following a horrific crash at Donington Park earlier this year, has been learning to walk on prosthetic legs. More than £2000 has been raised for an air ambulance charity.



EBREY

**BRITISH FORMULA 4**

## Overall title Ericsson's aim for 2018

HAMPUS ERICSSON BELIEVES he can challenge for the British F4 Championship next season after claiming the Challenge Cup title at Brands

Hatch last weekend. The Swede, brother of Sauber F1 driver Marcus Ericsson, joined the series with Fortec Motorsport at

Donington Park in April and scored his second overall podium in Sunday's final race.

"Getting a podium and winning the Challenge Cup feels great," said Ericsson. "The first two races were really tough but today is another day and I'm so happy to win the title."

The 15-year old plans to remain in F4 for 2018 for an attempt at the overall title, which he feels he can win.

"Let's see what happens next year," he said. "I hope to be back in F4 next season and challenge for the title. I have been getting better and better this season and I believe I have the pace to be at the front."



Ericsson is looking at British F4 again

EBREY

**BRITISH FORMULA 4**

## JHR F4 squad to US and Mexico

BRITISH FORMULA 4 SQUAD JHR Developments will branch into the US and Mexican-based NACAM F4 series later this month.

The team will run Mexican racer Manuel Sulaiman in the F1-supporting F4 races, receiving additional logistical support from an existing team in the series.

Sulaiman ended his British season on a high at Brands Hatch last weekend with his

maiden podium after taking third place in race two, and will hope to carry that form into his American races. "We've got a lot of expertise in this area, so to go out and do different championships is a fantastic opportunity," said JHR team boss Steve Hunter. "I would like to do more of them."

The US series uses an Onroak/Crawford-built chassis, but Sulaiman's British car will be sent over for the Mexican races.





Equipe GTS will have sister series in 2018

SIDDALL

**EQUIPE GTS**

# Pre-1963 series for next year

ORGANISERS OF THE SUCCESSFUL EQUIPE GTS series will launch a new sister category for pre-1963 cars in 2018.

Equipe GTS has attracted an average grid of 46 cars this year, and also held a successful first relay race at Silverstone last weekend featuring more than 90 cars (see below). Organisers have now decided to create a new series, for slightly older cars with no engine capacity limit, rather than run two grids for Equipe GTS.

“Equipe Pre-’63 will focus on pure production racing cars to period specification; we feel this will give closer and more competitive racing, with the ’63 cut-off preventing some of the massively powerful cars of the mid-’60s,” said co-organiser John Pearson.

“A lot of drivers have been saying, ‘Can we run this car or that car?’ Equipe GTS specialises in engines up to 2700cc and attracts MG, Triumph, TVR, Lotus and other smaller-engined cars from the mid-’60s.

Most of the cars for the new series will be Period E cars from the ’50s and early ’60s.”

Pearson and partner Rob Cull had considered putting on two grids for Equipe GTS at every round, but decided there were not enough cars. “Although we’ve filled every Equipe GTS grid this year, with reserves, we haven’t got quite enough to run two full grids,” said Pearson.

“The Pre-’63 grid is a natural and complementary extension for us, giving quite a lot of crossover cars with Equipe GTS, like Lotus Elites, Austin-Healey Sprites, Austin-Healey 100s, Morgans and MGAs. We will be running both series at every event we do next year.”

The provisional calendar includes races at Silverstone, Donington Park, Brands Hatch, Oulton Park and Zandvoort. Other eligible cars include Period E Jaguar E-types and XKs, and Austin-Healey 3000s.

➔ **P82 SERIES INSIGHT: EQUIPE GTS**

**SMRC HOT HATCH TROPHY**

## ENTRY-LEVEL RACERS ARE FOCUS OF GROWTH BID

THE SCOTTISH MOTOR Racing Club has launched a new Hot Hatch Trophy series for 2018, aimed at creating an accessible entry point into racing.

It is proposed that the grid will be split into four classes based on engine capacity, plus a separate class for Ford Fiesta STs (below), which currently run as a standalone grid.

The announcement follows the SMRC stating that its intention for the next two years is to “become the most innovative and fastest growing motor racing club in the whole of the United Kingdom”.

Club competition secretary Graham Brunton said: “The idea is to move with the times. The trackday market is colossal, so the thinking was to bring along something that’s entry level to attract the [Renault] Clios, the [Citroen] Saxos and the [Peugeot] 106s.

“Since the oil trade in Aberdeen has dropped off, Scottish motor racing has felt the impact. It has decimated grid sizes. We hope this will bring them back.”



MOIR

**AMOC**

# Aston season ends at Silverstone

THE ASTON MARTIN OWNERS’ Club ended its racing season at Silverstone, with John Ure (Cooper Bristol T24/25) taking victory in the ’50s Sports Cars race, after rival Anthony Ditheridge (Cooper Monaco) conceded the lead.

Adam Crowton (Lotus Elite) had led early on before a car stoppage. He raced back up to eighth,

just behind Jaguar XK Challenge winner Rob Newall.

Richard Cook and Harvey Stanley beat fellow Ferrari 430 Challenge driver Tony Jones to win the Intermarque/Aston Martin GT Challenge race, which was restarted after a first-lap crash that eliminated five cars.

Jones controlled the first stint, before being overtaken

by Stanley late in the second.

David Norton and James Guess (Porsche 968 CS) won the Intermarque classification.

Richard Bradley (Aston Martin Ulster) won the St John Horsfall Memorial Trophy, while the aptly named Marcos 1800 GTS II team was victorious in the Equipe 3-Hour Classic Relay in their Marcos 1800s.



Bradley won aboard Aston Martin Ulster

WALKER





# Castle Combe Autumn Classic: a day to savour

By Marcus Pye, the voice of club racing

 @autosport

**REGULAR READERS WILL KNOW THAT CASTLE COMBE'S** gravitational pull has always been an irresistible force for me. Would I have attended club meetings there for 50 of its 67 years if I'd not enjoyed the Chippenham venue on a couple of occasions as a kid growing up in the 1960s? It was a pretty basic airfield venue when I first went in '67, with no frills or spectator banks bringing an extra dimension to its topography, but there was something special about the atmosphere.

That grew for me in the mid-'70s, when I was on startline marshal duties when the BARC ran occasional events there. Combe was very much the thriving BRSCC South Western Centre's domain under the inspirational leadership of Welshman Howard Strawford, whose focus and dogged determination eventually secured permission for racing in perpetuity. By the '80s, when I started competing there, the facilities had developed considerably and, with action invariably fast and furious, and racedays in limited supply due to planning constraints, crowds at clubbies had swelled to become consistently the best in Britain.

Strawford has been gone for four and a half years now, and the racing community misses him terribly. While stalwarts and newcomers alike remember his immeasurable contribution to motorsport, not to mention local commerce, at Howard's Day – as the Easter Monday season opener is now known – one of the many priceless legacies he left is the Castle Combe Autumn Classic, a dedicated historic race meeting at which traditional values and local heroes are celebrated.

Masterminded by loyal lieutenant Rodney Gooch, Strawford's long-time circuit marketing chief, the CCAC debuted in 2012,

and therefore featured large in the closing chapters of Howard's life. It's not a diluted Goodwood Revival but a relaxed one-day snapshot of Combe's past, when men don sports jackets or blazers, ties/cravats, trilbys or flat caps, and ladies elegant dresses, the better to enjoy the afternoon's sport and add to the scene. The antithesis of the high-pressure full-on summer, it is rated by many as their favourite meeting of the season.

The sixth edition promises to be the best yet. Top of the racecard for the first time is the GT & Sports Car Cup, a toothsome Pre-'66 World Championship retrospective which has visited some of Europe's finest circuits since it was founded in 2007. Snarling AC Cobras, Jaguar E-types, an Iso Grifo and of course Austin-Healey 3000s battling out front, with Morgan SLRs, Porsche 911s, TVR Granturas and MGBs in the classes, guarantees spectacle over an hour.

Elsewhere on the programme, a superb FISCAR field focuses on the '50s, and looking back still further the Vintage Sports Car Club set is coming in record numbers. Super-competitive Historic Formula Juniors and the regular Aston Martin and Jaguar marque races will entertain, while a smaller pack of 500cc motorcycle-engined F3 cars takes us back to the circuit's formative years and the birth of the movement in nearby Bristol.

But it's not only the racing that will be compelling. As ever, parades and cavalcades will engage members of 30 or so car clubs in exclusive parking areas. Grand Prix cars, mighty Formula 5000 machinery – McLaren, Harrier, Lola and Chevron chassis reminding visitors of the awesome V8 monsters which raced at Combe in 1970-71, and later in BRSCC Open events – among the magical miscellany will make it a day to remember. ✨

## MONOPOSTO AUTUMN SERIES BEGINS AT DONINGTON

Piloting his Suzuki Hayabusa-powered Dallara F301, Andrew Gordon-Colebrooke (pictured) staved off stalwarts Neil Harrison (Dallara-Toyota F302) and Robin Dawe (TOM'S-Toyota 036) at Donington last Sunday to score his maiden race win in the first of six Monoposto Formula races that form the Tiedeman Trophy autumn championship. Harrison won the second race.

Founded in 1958 by Frank Tiedeman – with enthusiastic support from Autosport's John Bolster – the Monoposto Racing Club forged strong early links with the like-minded 750 Motor Club, promoter of last weekend's event. The mini-series concludes with double-headers at Castle Combe on October 14 and Anglesey on November 19.

In days of spiralling costs elsewhere, the attractive and affordable formula, which caters year round for proprietary chassis in original and hybrid guises as well as intriguing home-built cars – across eight engine-capacity classes – fills a deservedly popular niche in the club racing market.





## PORSCHÉ CARRERA CUP GB

## Eastwood takes title on tie-break

IT COULDN'T HAVE BEEN CLOSER, or different to the outcome of the past two years. In 2015, Dan Cammish won the Porsche Carrera Cup GB title by 98 points. In 2016 the margin was 56. This year Charlie Eastwood and Dino Zamparelli tied, but Eastwood secured the crown thanks to having taken four wins to Zamparelli's three.

Fortunes between the pair ebbed and flowed throughout a gripping finale. Eastwood held a six-point lead going into the race, but it didn't get off to a good start as he was squeezed wide by Zamparelli's JTR team-mate Lewis Plato at Druids. That dropped him to sixth and, with Zamparelli second behind Cammish, the title was firmly in Zamparelli's hands.

But Eastwood was determined to pass the sister Redline car of Tom Oliphant, eventually getting ahead at Sheene at mid-distance. That would have been enough for Eastwood to secure the title if he could hold it to the flag, but Oliphant wasn't finished, and in the absence of team orders he stormed ahead around the outside at Sheene.

With three laps to go, Eastwood finally retook the place – and the title – with a move at Paddock Hill Bend.

"That was unbelievable," said a delighted Eastwood. "It was so difficult to manage the whole situation – you had



to push to the limit but not throw it away. It was never easy.

"I just couldn't believe it when Tom got ahead. That was the deciding moment – I knew I needed to get back in front."

Zamparelli tried in vain to pass Cammish, a task made more difficult as rain arrived towards the end. "I was trying my very best, but Dan was quick," he said. "To be equal on points [and not win] – it feels a bit sick."

Cammish also won the opening race of the weekend to complete a double win and end the season in style. He had a close battle with Tio Ellinas in the early stages of the opener after losing the lead at the start, and then survived a huge slide exiting Paddock Hill Bend.

"Rolling starts are always interesting and I was in second gear as I thought there would be too much wheelspin in first – but there wasn't," explained Cammish. "Tio was in first and he got ahead. Then I was sideways and

Eastwood finished fifth, which was just enough to take the title from Zamparelli

was lucky to catch it at all. It's just a shame that Charlie and Dino didn't crash into each other."

Instead it wasn't to be for Cammish as he ended up 18 points adrift. To prove how cruel his fire at the previous round at Silverstone was, he would have won the title by four points had that not happened. Some things just aren't meant to be – a thought that may also have passed Zamparelli's mind as he left Kent.

STEPHEN LICKORISH

## RESULTS

**RACE 1 (17 LAPS) 1 Dan Cammish;** 2 Tio Ellinas +4.231s; 3 Tom Oliphant; 4 Charlie Eastwood; 5 Dino Zamparelli; 6 Tom Wrigley. **Fastest lap** Cammish 1m39.401s (88.12mph). **Pole** Cammish. **Starters** 21.

**RACE 2 (17 LAPS) 1 Cammish;** 2 Zamparelli +0.345s; 3 Ellinas; 4 Lewis Plato; 5 Eastwood; 6 Oliphant. **FL** Cammish 1m28.890s (98.54mph). **P** Cammish. **S** 21.

**POINTS 1 Eastwood 228;** 2 Zamparelli 228; 3 Cammish 210; 4 Oliphant 182; 5 Plato 161; 6 Ellinas 156.

## GINETTA GT4 SUPERCUP

## Crown is top prize for Pointon

BEN GREEN KEPT HIS TITLE hopes alive for one more round with his performance last time out at Silverstone, and did much of the same again in the first race at Brands Hatch. But it wasn't enough to stop Callum Pointon lifting the crown.

Green claimed the Saturday win ahead of Declan Jones and Jack Mitchell, while Pointon's sixth place wasn't enough to prevent the title going to the final race day of 2017.

In the second race, Green led from pole and began to build a gap, which was eroded when the safety car was deployed. With the field bunched together again, Green managed to hold the lead at the restart, but then

Mitchell stole ahead at Paddock on the penultimate lap, swiftly followed by Jones.

"The tyres just went off at the end – I was fighting a losing battle," said a disappointed Green. To secure the title, all Pointon needed was to finish the race, which he managed with eighth place.

New champion Pointon elected to sit out the final race, which was fairly quiet, and run mostly behind the safety car following a spin for Am-class champion Jac Constable. It was eventually won by George Gamble – securing him third in the standings – ahead of Green and Mitchell.

LUCY MORSON



Sixth and eighth places were enough for Pointon to secure the GT4 Supercup title

## RESULTS

**RACE 1 (10 LAPS) 1 Ben Green;** 2 Declan Jones +0.565s; 3 Jack Mitchell; 4 George Gamble; 5 Carl Boardley; 6 Callum Pointon. **FL** Mitchell 1m30.939s (96.32mph). **P** Green. **S** 21. **RACE 2 (15 LAPS)**

**1 Mitchell;** 2 Jones +2.249s; 3 Green; 4 Gamble; 5 Boardley; 6 Charles Ladell. **FL** Mitchell 1m40.404s (87.24mph). **P** Green. **S** 21. **RACE 3 (14 LAPS)**

**1 Gamble;** 2 Green +0.387s; 3 Mitchell; 4 Jones; 5 Ladell; 6 Tom Hibbert. **FL** Boardley 1m31.281s (95.96mph). **P** Boardley. **S** 20. **POINTS 1 Pointon 550;** 2 Green 528; 3 Gamble 496; 4 Jones 440; 5 Mitchell 436; 6 Hibbert 427.



## GINETTA JUNIOR

## Gamble wins season jackpot

ALTHOUGH TOM GAMBLE HEADED into the season finale with a large points lead, rivals Seb Priaulx and Dan Harper weren't ready to give up without a fight.

Priaulx led from pole in race one, while Gamble had a nightmare after a tussle with Harper sent him through the gravel. This ruled Harper out of the title, but Gamble was able to recover from last to seventh, aided by a safety car. Harry King got ahead of Priaulx at the restart, and the pair battled throughout the race until King ran wide and gave Priaulx the edge, bringing him ever closer to Gamble in the points.

King began race two on pole, but the lead was swiftly stolen by a resurgent Gamble, and Harper followed him into second. The safety car was then deployed again for an accident between Adam Smalley and Finley Green, which allowed Harper to snatch the lead at the restart. Thereafter he headed up a six-car train of Gamble, King, Tom Wood, Kiern Jewiss and Priaulx, and

their order remained fluid until the end. Gamble made it up to second, which was more than enough to give him the crown, although he was unstinting in his efforts to hunt down Harper for the win.

Harper managed to convert his pole to another win in the final race, despite the best attempts of Priaulx, who challenged for the lead in a restarted race following an accident on the approach to Paddock Hill Bend.

LUCY MORSON

### RESULTS

**RACE 1 (8 LAPS) 1 Seb Priaulx;** 2 Harry King +0.537s; 3 Kiern Jewiss; 4 Adam Smalley; 5 Daniel Harper; 6 Tom Wood. **FL** Priaulx 1m48.366s (80.83mph). **P** Priaulx. **S** 18.

**RACE 2 (9 LAPS) 1 Harper;** 2 Tom Gamble +0.213s; 3 King; 4 Wood; 5 Jewiss; 6 Priaulx. **FL** Gamble 1m49.016s (80.35mph). **P** King. **S** 17. **RACE 3 (8 LAPS)**

**1 Harper;** 2 King +0.931s; 3 Wood; 4 Priaulx; 5 Jewiss; 6 James Hedley. **FL** Harper 1m48.515s (80.72mph).

**P** Harper. **S** 17. **POINTS 1 Gamble 654;** 2 Priaulx 627; 3 Harper 625; 4 Jewiss 542; 5 Wood 514; 6 King 508.



Gamble looked a sure bet for title, but it wasn't easy

## RENAULT UK CLIO CUP

## Nine wins for champion Bushell

MIKE BUSHELL WAS THE ONLY driver arriving at Brands Hatch with a title already under their belt, but that didn't stop him from winning.

He took another two victories — his first on the Brands GP circuit — to finish an already stellar year in style with nine wins in total. On both occasions he controlled proceedings from pole.

"I really want to be Autosport's number one national driver and wanted to do something to try and get that," smiled Bushell. "My cold-tyre experience allowed me to get a gap in the races and that made the difference."

It could all have been very different, however. Initially in race one, Dan Rowbottom got a much better start than Bushell to lead into the first corner. But a nasty crash when Bradley Burns stalled

and was collected by Jade Edwards, Sam Osborne and Shawn Taylor stopped the race, giving Bushell a second chance.

There was no repeat on the restart as Bushell led away. His closest challenger in both races was Dan Zelos, who scored his maiden podium in the opener and then took another second in race two.

STEPHEN LICKORISH

### RESULTS

**RACE 1 (12 LAPS) 1 Mike Bushell;** 2 Dan Zelos +2.172s; 3 James Colburn; 4 James Dorlin; 5 Jack McCarthy; 6 Daniel Rowbottom. **FL** Max Coates 1m38.725s (88.72mph).

**P** Bushell. **S** 20. **RACE 2 (12 LAPS) 1 Bushell;** 2 Zelos +0.985s; 3 McCarthy; 4 Lucas Orrock; 5 Rowbottom; 6 Colburn. **FL** Zak Fulk 1m39.094s (88.39mph). **P** Bushell.

**S** 18. **POINTS 1 Bushell 514;** 2 Paul Rivett 375; 3 Coates 368; 4 Lee Pattison 364; 5 Rowbottom 320; 6 Colburn 300.

## BRITISH F4

## Caroline cruises to championship win

TWO RED-FLAGGED RACES OUT OF THREE was hardly the way Jamie Caroline would have wanted to become the British F4 champion at Brands Hatch. But after dropping to last following contact with Alex Quinn at the start of the opening race, the Carlin driver was relieved just to get there.

Caroline's recovery to eighth secured the title when his main rival Oscar Piastri failed to score enough points to keep the fight alive.

Piastri toiled to fourth as Linus Lundqvist comfortably claimed his fifth victory of the season in stop-start fashion. Key to Lundqvist's win was a blinding start as he swept around the outside of polesitter Logan Sargeant at Paddock Hill Bend on the opening tour. The Double R Racing man headed the American by little over a second at the flag, while Piastri's Arden team-mate Ayrton Simmons completed the podium in third.

An already delayed reversed-grid second race of the weekend was made even longer when a three-car pile-up involving Jamie Sharp, Harry Dyson and Lucas Roy halted proceedings once more. This time, however, there would be a restart and it was Oliver York who capitalised.

A stunning getaway from third enabled the Fortec man to leapfrog front-row starters Patrik Pasma and Manuel Sulaiman and led from start to finish. Mexican Sulaiman claimed his maiden British F4 podium in third, behind a charging Caroline, who finished just 0.3s back from York.

Arden ace Quinn made amends for his race-one retirement to beat Lundqvist in the final encounter. Both Simmons and Sargeant spun off, which allowed Hampus Ericsson to seal the Challenge Cup title with third overall.

STEPHEN BRUNSDON

### RESULTS

**RACE 1 (11 LAPS) 1 Linus Lundqvist;** 2 Logan Sargeant +0.653s; 3 Ayrton Simmons; 4 Oscar Piastri; 5 Oliver York; 6 Patrik Pasma.

**Class winner** Olli Caldwell. **FL** Lundqvist 1m26.808s (100.91mph).

**P** Sargeant. **S** 19. **RACE 2 (8 LAPS) 1 York;** 2 Jamie Caroline +0.330s; 3 Manuel Sulaiman; 4 Sargeant; 5 Piastri; 6 Simmons. **CW** Caldwell.

**FL** Pasma 1m27.351s (100.28mph). **P** Sulaiman. **S** 19. **RACE 3 (13 LAPS) 1 Alex Quinn;** 2 Lundqvist +2.380s; 3 Hampus Ericsson;

4 Pasma; 5 Piastri; 6 Caroline. **CW** Ericsson. **FL** Lundqvist 1m27.534s (100.07mph). **P** Quinn. **S** 17. **POINTS 1 Caroline 442;** 2 Piastri 376.5;

3 Sargeant 356; 4 Quinn 307; 5 Lundqvist 306.5; 6 York 274.5.



Caroline finally secured F4 crown in Kent





**DONINGTON PARK**  
750MC SEP 30-OCT 1

# Longest wait for Short in MX-5s

ALL PICS: JONES

THE MX-5 CHAMPIONSHIP WAS the last of five 750 Motor Club championships to be decided at Donington Park, with Ben Short only defeating Ali Bray for the title in the 21st race of the season, despite winning 15 of the 18 races he started, to repeat his 2015 success after a Sunday afternoon crisis.

When Short dived inside a gaggle of lapped cars at McLeans, looked left, and saw Bray still alongside having gone the long way around, it took a faster chicane exit to win the opening sprint to the line by a bonnet's length. Birthday boy Bray retaliated with victory on Sunday – having been reinstated after he was initially excluded for minor contact – but retired from the finale while lying sixth, when Short was uncatchable.

The M3 Cup had Adam Shepherd crowned champion, so he was unconcerned when Carl Shield beat him on Saturday for the win. Shepherd abstained the soggy finale, preferring to watch Locost ace Tom Collier land a superb maiden win over Paul Cook, whose engine had thrown its crank pulley in race one, and Scot John Brown. Lewis Carter's 330 Challenge double rewarded the A1 team for three weeks of toil repairing damage from Rockingham.

Ben Miloudi led the Formula Vee title race into its final double-header but old buddy Irishman Adam Macaulay, the only rival who could deny him, had pole. Macaulay survived excursions in Sunday's dreary race, finishing four places behind Miloudi's conservative third.

But it was Ian Jordan (Sheane Jordan) who was jubilant at a long overdue victory, his lunge past Craig Pollard (GAC)

timed to perfection. Behind them the GACs of Martin Farmer and Ian Buxton clattered off at Redgate, so the chequer flew unexpectedly early. "This is down to my dad [ex-racer Dave] who prepares the car; I just drive it," grinned Jordan.

Macaulay snatched the lead in the championship-deciding race from Graham Gant (WEV) as they exited Redgate, but Gant braved it out on the outside into Craners and prevailed when Macaulay, to his right, was boxed behind a lapped car. Farmer was third ahead of Miloudi, who became the first Scottish champion since Gerry Birrell in 1968.

Only Mark Grice could beat Lee Deegan to the Civic Cup, but Deegan's victory secured it a race early. "Twice I'd come to Donington leading a championship, but lost out [to younger brother Shayne], so it's third time lucky," said Lee.

It so nearly came unstuck when Daniel Reason muscled inside Deegan and Martin Dalzell into Redgate, putting two wheels on the grass. Contact flicked them sideways, but they kept their right boots planted and Reason split them at the finish. Grice won the reversed-top-10 finale, which Deegan watched, from Jason

**Short took two wins at Donington to become the last 2017 750MC champ to be crowned**

Ballantyne and David Buky. "Lee's done a great job; he deserved to win," said Grice.

The Locost triple-banger's first leg fell to Ben Powney, tailed by Martin West and Jack Coveney, with points leader Ian Allee seventh. That tightened the chase, Coveney vaulting the absent Steve Paddock into fourth. He won race two by a whisker from Allee, who completed his title defence, meaning that falling off in the finale did not matter.

Coveney landed the weekend's largest score but, despite forcing Powney to try the outside line into the chicane on the last lap of race two, he failed to wrest second overall from Powney by a point. Coveney's second win in race three was more comfortable. Lee Emm and elated former 100 TKM karter Chris Pyke led the chase, hounded by James Millman and Tim Penstone-Smith.

Without champion Paul Jarvis, Hot Hatch focus switched to the classes and second overall. Philip Wright scored his first win in the wet on Saturday, his pretty Renault Clio clear of the Honda Civics of Stephen Sawley and Chris Coomer. Sawley won Sunday's race, but Alistair Camp's (Fiesta) second took the class title and runner-up overall.

Dan Williams (Fiesta) won class B as Geoff Conner's Clio 172 broke, but Saturday victor Trevor Gregory, driving a Clio 182, Leon Shepherd (Fiesta) and Callum Houchen (172) suppressed Will Hunt's Saxo to fifth, relieving Conner. Saxo racer Robert Fagg twice got the best of Mac McCarthy's Fiesta in class C.

Respectful RGB rivals Scott Mittell (Mittell MC53) and champion Billy Albone (Spire GT3) won a race apiece



Grice spins as Deegan (r) seals Civic Cup title





Clio winner  
Scott Sharp  
catches a kerb



Jordan took his first  
Formula Vee win of the  
season in the opening  
race at Donington

in the super-quick 1000cc prototypes. While a spot of rain caught Albone out on Saturday, Sunday's damper circuit favoured the balance of Richard Webb's unique front-engined Spire. The motorcycle convert improved to third.

With Clio 182 champion Patrick Fletcher spectating, Matt Digby vaulted Don de Graaff for second in the table with a win and a fourth. Saturday's win was fortuitous, on countback at the expense of former champ James Bark, who was ahead when it was red-flagged after Simon Harrison's roll at Craners. Bark finished second again, this time to Scott Sharp in Sunday's decider, as Ryan Polley matched Saturday's third. Polley then kept de Graaff and Mark Balmer at bay in the non-championship showdown.

The Monoposto Racing Club's Tiedeman Trophy 'autumn series' provided entertaining racing in a diverse field. Andrew Gordon-Colebrooke took his Suzuki Hayabusa-powered F3 Dallara to a maiden overall victory over Nick Harrison's Toyota-engined version in race one, pressed by Robin Dawe (TOM'S). Later, in drizzle, Gordon-Colebrooke was spun at the Old Hairpin, leaving Harrison to shade Dawe with Dean Warren (Speads) third.

The Porsche Racing Drivers' Association 25th-anniversary 924 event was dominated by Rick Styrin. Having beaten Ryan Lowry in the dry, the triple Boxster champ led the wet reversed-grid sequel from the back. Sadly, this year's championship leader Pip Hammond could only commentate, his car still in surgery following its Rockingham prang.

MARCUS PYE

RESULTS

**MX-5 CUP (10 LAPS) 1 Ben Short;** 2 Ali Bray +0.04s; 3 Sebastian Fisher; 4 Ian Tomlinson; 5 Paul Bateman; 6 Scott Leach.

**Fastest lap** Tomlinson 1m38.40s (71.34mph). **Pole** Short.

**Starters 21. RACE 2 (10 LAPS)**

**1 Bray;** 2 Short +15.38s; 3 Bateman; 4 Fisher; 5 Tomlinson; 6 Daniel Stewart. **FL** Bray 1m42.35s (68.59mph). **P** Short.

**S 21. RACE 3 (12 LAPS) 1 Short;** 2 Tomlinson +12.21s; 3 Bateman; 4 Fisher; 5 Leach; 6 Ben Hancy.

**FL** Short 1m27.10s (80.60mph). **P** Short. **S 20.**

**M3 CUP (15 LAPS) 1 Carl Shield;** 2 Adam Shepherd +1.40s; 3 Wayne Lewis; 4 Tom Collier; 5 John Brown; 6 Gary Hufford.

**Class winners** Lewis Carter (330); Lucky Khera. **FL** Shield 1m17.33s (90.78mph). **P** Shepherd. **S 18.**

**RACE 2 (12 LAPS) 1 Collier;** 2 Paul Cook +11.06s; 3 Brown; 4 Shield; 5 Nick Williamson; 6 Jasver Sapra. **CW** Carter; Sapra. **FL** Collier

1m38.54s (71.24mph).

**P** Shield. **S 16.**

**FORMULA VEE (7 LAPS) 1 Ian**

**Jordan (Sheane Jordan);** 2 Craig Pollard (Bears GAC) +0.85s; 3 Ben Miloudi (Storm GKBM 2015);

4 Graham Gant (WEV FV01);

5 Jack Wilkinson (Sheane Mk3);

6 Adam Macaulay (Sheane). **CW**

Wilkinson. **FL** Pollard 1m38.45s

(71.31mph). **P** Macaulay. **S 30.**

**RACE 2 (11 LAPS) 1 Gant;**

2 Macaulay +0.11s; 3 Martin

Farmer (GAC); 4 Jordan; 5 Miloudi;

6 Paul Taylor (Bears GAC). **CW**

Wilkinson. **FL** Gant 1m19.73s

(88.05mph). **P** Macaulay. **S 31.**

**CIVIC CUP (BOTH 14 LAPS) 1 Lee**

**Deegan;** 2 Daniel Reason +8.50s;

3 Martin Dalzell; 4 Danny Hobson;

5 Mark Grice; 6 James Griffith.

**FL** Griffith 1m20.93s (86.74mph).

**P** Deegan. **S 19. RACE 2 1 Grice;**

2 Jason Ballantyne +1.17s;

3 David Buly; 4 Adam Jones;

5 Mark Gibbons; 6 Hobson.

**FL** Hobson 1m20.85s (86.83mph).

**P** Jones. **S 16.**

**LOGCOST (8 LAPS) 1 Ben Powney;**

2 Martin West +1.56s; 3 Jack

Coveney; 4 Mark Burton; 5 Lee

Emm; 6 Chris Pyke. **FL** West

1m50.75s (63.39mph). **P** West. **S**

**31. RACE 2 (9 LAPS) 1 Coveney;** 2

Ian Allee +0.45s; 3 Powney; 4 Emm;

5 Gregory Smith; 6 Burton. **FL** Allee

1m37.69s (71.86mph). **P** Powney. **S**

**36. RACE 3 (10 LAPS) 1 Coveney;**

2 Emm +4.42s; 3 Pyke; 4 James

Millman; 5 Tim Penstone-Smith;

6 Burton. **FL** Powney 1m28.88s

(78.98mph). **P** Coveney. **S 34.**

**HOT HATCH (10 LAPS) 1 Philip**

**Wright (Renault Clio);** 2 Stephen

Sawley (Honda Civic) +4.16s;

3 Chris Coomer (Civic); 4 Ben

Rushworth (Honda Integra DC2);

5 Alistair Camp (Ford Fiesta ST);

6 Trevor Gregory (Clio). **CW**

Gregory; Robert Fagg (Citroen

Saxo VTR). **FL** Wright 1m32.44s

(75.94mph). **P** Wright. **S 26. RACE**

**2 (11 LAPS) 1 Sawley;** 2 Camp

+4.23s; 3 Rushworth; 4 Coomer;

5 Wright; 6 Daniel Williams

(Fiesta ST). **CW** Williams; Fagg.

**FL** Sawley 1m19.09s (88.76mph).

**P** Wright. **S 26.**

**RGB (BOTH 12 LAPS) 1 Scott**

**Mittell (Mittell MC53);** 2 Billy

Albone (Spire GT3) +6.43s;

3 Matthew Higginson (Spire GT3);

4 Richard Webb (Spire GT-F);

5 Tim Hoverd (Sabre T2a);

6 Paul Rogers (Contour RGB09).

**CW** Webb. **FL** Albone 1m11.74s

(97.85mph). **P** Albone. **S 13.**

**RACE 2 1 Albone;** 2 Mittell +0.71s;

3 Webb; 4 John Cutmore (Spire

GT3); 5 Higginson; 6 Hoverd. **CW**

Webb. **FL** Mittell 1m16.16s

(92.17mph). **P** Albone. **S 13.**

**CLIO 182 (9 LAPS) 1 Matt Digby;**

2 James Bark +0.48s; 3 Ryan

Polley; 4 Don de Graaff; 5 Arron

Sharp; 6 David Hitchin. **FL** Bark

1m23.07s (84.51mph). **P** Digby.

**S 22. RACE 2 (9 LAPS) 1 Scott**

**Sharp;** 2 Bark +3.89s; 3 Polley;

4 Digby; 5 Hitchin; 6 Nick Garner.

**FL** Bark 1m23.71s (83.86mph).

**P** Ross Boorman. **S 22.**

**SHOWDOWN (11 LAPS) 1 Polley;**

2 de Graaff +0.84s; 3 Mark Balmer;

4 Bark; 5 Garner; 6 Marcin

Wisniewski. **FL** Polley 1m24.20s

(83.37mph). **P** Wisniewski. **S 13.**

**MONOPOSTO TIEDEMAN**

**TROPHY (BOTH 12 LAPS)**

**1 Andrew Gordon-Colebrooke**

**(Dallara-Suzuki F301);** 2 Neil

Harrison (Dallara-Toyota F302)

+21.47s; 3 Robin Dawe (TOM'S-

Toyota 036); 4 Dean Warren

(Speads-Suzuki RM04A); 5 Ewen

Sergison (Swift-Ford SC99Z);

6 Matthew Bromage (Ralt RT30).

**CW** Harrison; Warren; Sergison;

Bromage; Mark Smith (Dallara-

Vauxhall F395); Eddie Guest

(Lola-Ford T640); Len Turner (Jedi

Mk6). **FL** Gordon-Colebrooke

1m10.48s (99.60mph). **P** Harrison.

**S 24. RACE 2 1 Harrison;** 2 Dawe

+0.48s; 3 Warren; 4 Terry Clark

(FVL); 5 Andrew Barron (FVL);

6 Chris Kite (Dallara-Ford F394).

**CW** Warren; Clark; James

Gordon-Colebrooke (Mygale-

Zetec); Matthew Walters

(Mygale-Zetec); Martin Wright

(Dallara-Suzuki F301); Guest;

Ben McGhee (Jedi). **FL** Harrison

1m10.59s (99.45mph). **P**

A Gordon-Colebrooke. **S 22. THE**

**GREAT 924 RACE (11+9 LAPS)**

**1 Richard Styrin;** 2 Jayson Flegg

+1m21.27s; 3 Geoff Hanson; 4 Karl

Rossin; 5 Brian Jarvis; 6 Richard

Matthews. **FL** Styrin 1m25.93s

(81.69mph). **P** Styrin. **S 18.**



Styrin leads  
the Porsche 924  
celebration field



**ROCKINGHAM**  
BARC SEP 30-OCT 1

## Budd blossoms with maiden Mini Se7en title

LEWIS SELBY'S PAIN WAS CHARLIE Budd's gain as Budd claimed his maiden Mini Se7en title at Rockingham.

Budd entered the meeting knowing that a brace of podiums would suffice, but it was his rival who ran out of luck as early as scrutineering on Saturday morning. A head-gasket issue meant Selby entered race one uncertain, although his rampant opening laps at the head of the field suggested otherwise as polesitter Budd faltered and slipped to sixth by the third corner.

Selby's teething troubles would become terminal on the final lap with a recovering Budd on his tail, and he was powerless to stop his rival from cruising by at Yentwood to seal both victory and the championship.

"It's hard to lose it like that, but we've had a great battle this year," concluded Selby graciously.

"Consistency has been the key and it's finally paid off," said Budd.

Wet conditions were a welcome sight for race-two winner Max Hunter, charging from 11th on the grid to victory in only his second outing of the year. Ashley Davies kept him honest before engine failure intervened, leaving Budd second from Spencer Wanstall, with Selby no longer present.

James Bull and Nicholas Croydon-Fowler claimed S-Class spoils in the absence of class champion Shaun Tarlton.

Rupert Deeth could also finally celebrate a second Mini Miglia crown. Provisional champion before the visit to Rockingham, the 2014 title winner sealed it with two comfortable wins, starting with victory in a rescheduled outing, which replaced the abandoned Castle Combe season opener.

Deeth looked on course for victory in



Budd took full advantage of Selby's misfortune to be crowned champion

the second of the three races, but a singed wire under the bonnet of his Miglia brought him to a halt while he held a commanding lead. The series' commercial manager Colin Peacock would have inherited the top spot, but his off at Yentwood in turn gifted Kane Astin "one of the best wins" of his career.

Second in the opening race, Astin had fallen from the head to the tail of the field on lap one of race two when he locked a brake at Deene hairpin. A rapid recovery kept him within slipstreaming range of the pack, picking off his rivals before emerging out front as Deeth crawled to a halt on the pit straight on lap six.

While Astin repeated his excursion at Deene in a damp third race, Deeth returned to winning ways, despite opting for older tyres, to claim the title ahead of rapid rookie Alfie Brown. Peter Crewes – who suffered a heart attack three seasons ago – sealed the maiden Libre class title, sharing wins with Peter Hills.

John Mickel made sure he held on to the Legends championship lead by sharing finals success with Stephen Whitelegg. A classy Saturday performance confirmed Mickel's advantage over title rival Ben Power,

who surrendered vital points after swerving to avoid Paul Simkiss in the traditional first-lap concertina at Deene hairpin during heat one.

After having "selfishly gone and got married", Will Gibson returned to the series for a third meeting to ensure Mickel was forced to fight for his first success.

Power swiftly hit back by winning the second, but it was Mickel who had the last laugh in his least favourite conditions, clawing back ground from 16th to first ahead of Miles Rudman as spits of rain became heavier in the afternoon.

"I thought the rain was going to lose it for me," said Mickel. "I just have to keep consistent. As long as I can keep that red 55 of Ben [Power] in sight, then I'm happy."

Sean Smith and Whitelegg grabbed Sunday's heat wins, before Whitelegg outfoxed Power and Mickel in a tightly bunched second final.

Pickups produced a trio of different winners around the Rockingham oval. "Dicey" was how former British Touring Car racer Lea Wood described race one's damp conditions on his way to third, as Mark Willis narrowly eclipsed David O'Regan. Just 0.983s covered the top four in race two as Michael Smith pipped Scott Bourne, while an incorrect tyre choice kept Willis out of contention. Four times a winner on the oval this year, Willis looked on course to add another as he took the initial advantage in an intense final.

A cluster of eight trucks played a high-speed chess game for 35 laps, and O'Regan finally claimed the win that had eluded him all season by slicing inside Willis on the penultimate tour.

Series leader Bourne was close in tow; Antony Hawkins, who led briefly in the early stages, completed the podium.

DAN MASON



Mickel was again at the head of the Legends field





**SNETTERTON**  
MGCC SEP 30- OCT 1

# MG Trophy thrillers end year in style

BOTH THE MG TROPHY RACES AT Snetterton delivered excitement from the start last weekend. Ross Makar and Doug Cole kicked off the first encounter by tripping over each other's ZRs at the second corner, leaving a surprised Paul Luti in the lead. He couldn't hold off Makar or Cole as they scrambled back to the front, but he easily won his class.

Makar and Cole fought another electrifying duel in the second race, but this time it was Cole who came away with the win, squeezing past at Brundle three laps from home. Meanwhile series leader Matthew Turnbull was grateful he had finished second in class in race one, to end the year on top, since a misfiring engine consigned him to a lowly fourth in his category.

Neil Fowler was never headed in the opening BCV8 race as Ian Prior and Jonnie Wheeler could find no answer to his pace. In the second race Fowler was pushed off the grid with a dead engine, and Prior clung on to the lead in the face of challenges from James Wheeler.

It took poleman Keith Ahlers nine laps to pass the entire Morgan Challenge field after he had elected to start from the pitlane. Andrew Thompson tried his best to halt Ahlers's charge but to no avail.

Alan Brooke made a cautious start to the opening MG Cup race but soon passed Matthew Simpson to consolidate his lead in the series. Richard Buckley had to work tirelessly to hang on to third.

Brooke spun mid-race at Murrays while lapping a tailender in race two, which dropped him to eighth place, but he recovered sufficiently to take back second in class, which secured him the title.

A steady run to fourth in the opening Midget & Sprite Challenge race for Paul Campfield secured him the championship while Stephen Watkins charged back to second, having spun at Murrays when challenging race winner Stephen Collier.

Collier was unchallenged in race two, while the choice of slicks for the damp track proved challenging for Watkins, who fell back before retiring.

Light rain also fell during the opening MG Metro Cup race, which helped Andrew Ashton to victory as race-long leader Mike Williams fell victim to the slippery surface, but regained second place as Lee Connell also slipped up.

In race two a broken gearlever nearly cost Williams the win and the title. Fortunately for Williams he was able to limp around in the final laps while stuck in fourth gear, since Ashton, his nearest rival, had already retired from second place when his engine dumped its oil at the Esses complex, giving the following runners some hairy moments.

The weekend concluded with a dramatic ending to the traditional MG 4 Hour Relay as Tony Hirst, the fastest of the Aero Racing squad, closed down the lead of Simon Orebi Gann, only to fall victim to a puncture late on.

At the start Shane Kelly put the Aero Racing squad in front, but two safety-car interludes allowed Dominic House to snatch the lead for the Morgan Mustangs, which they maintained to the finish.

The Matthew Bentley team broke the Morgan stranglehold of the podium with their mainly-Lotus Elise squad.

**LEWIS BEALES**



Williams survived this moment to take Metro crown

## RESULTS

**MG TROPHY (11 LAPS) 1 Ross Makar (ZR 190);** 2 Doug Cole (ZR 190) +3.622s; 3 Gary Wetton (ZR 190); 4 Paul Luti (ZR 170); 5 Oliver Coles (ZR 170); 6 Ryan Firth (ZR 170). **Class winners** Luti; Andy Spencer (ZR160). **Fastest lap** Cole 1m25.904s (83.14mph). **Pole** Cole. **Starters** 29. **RACE 2 (14 LAPS) 1 Cole;** 2 Makar +0.194s; 3 Coles; 4 Luti; 5 Tom Butler (ZR 170); 6 Fergus Campbell (ZR 170). **CW** Coles; Spencer. **FL** Cole 1m25.615s (83.42mph). **P** Cole. **S** 29.

**BCV8 (BOTH 15 LAPS) 1 Neil Fowler (B GTV8);** 2 Ian Prior (B GTV8) +15.138s; 3 Jonnie Wheeler (B GTV8); 4 Jim Bryan (B GTV8); 5 Ben White (B V8 Roadster); 6 Ollie Neaves (B Roadster). **CW** Bryan; White; Neaves; Benjamin Tovey (B Roadster). **FL** Fowler 1m21.681s (87.44mph). **P** Fowler. **S** 15.

**RACE 2 1 Prior;** 2 James Wheeler (B GTV8) +0.673s; 3 Bryan; 4 Neaves; 5 White; 6 Tovey. **CW** Bryan; Neaves; White; Tovey. **FL** Wheeler 1m22.148s (86.94mph). **P** Fowler. **S** 15.

**MORGAN CHALLENGE (22 LAPS) 1 Keith Ahlers (Plus 8);** 2 Andrew Thompson (ARV6) +18.759s; 3 Tony Lees (ARV6); 4 Simon Orebi Gann (ARV6); 5 Simon Baines (Roadster); 6 Craig Hamilton-Smith (Plus 4 Babydoll). **CW** Thompson; Philip St Clair Tisdall (Plus 8); Tim Parsons (4/4 SuperSport); Henry Williams (4/4). **FL** Ahlers 1m20.003s (89.27mph). **P** Ahlers. **S** 27.

**MG CUP (14 LAPS) 1 Alan Brooke (Rover Metro GTI);** 2 Matthew Simpson (Rover 220 Turbo) +16.887s; 3 Richard Buckley (ZR 170); 4 Dan Jones (ZR 170); 5 James Darby (B GT); 6 Charlie Moreton (ZR 170). **CW** Buckley; Joshua Wright (ZR 160). **FL** Brooke 1m28.389s (80.80mph). **P** Brooke. **S** 18.

**RACE 2 (12 LAPS) 1 Simpson;** 2 Iain Dowler (ZR 160) +4.326s; 3 Wright; 4 Buckley; 5 Alan Boulton (ZR 170); 6 Brooke. **CW** Dowler; Wright. **FL** Jones 1m45.209s (67.88mph). **P** Brooke. **S** 17.

**MG MIDGETS & SPRITES (14 LAPS) 1 Stephen Collier;** 2 Stephen Watkins +5.542s; 3 Edward Reeve; 4 Paul Campfield (Sprite Mk1); 5 Carl Chadwick; 6 Richard Perry (Sprite Mk1). **CW** Campfield; Chadwick; Andrew Wolf; Steve Atkinson (Sprite). **FL** Watkins 1m23.833s (85.19mph). **P** Collier. **S** 17. **RACE 2 (12 LAPS) 1 Collier;** 2 Reeve +57.371s; 3 Bruce Carter; 4 Chadwick; 5 Perry; 6 David Morrison. **CW** Chadwick; Perry; Dean Stanton (Sprite Mk1); Wolf; Atkinson. **FL** Collier 1m42.782s (69.49mph). **P** Collier. **S** 16.

**MG METRO CUP (13 LAPS) 1 Andrew Ashton;** 2 Mike Williams +1.319s; 3 Lee Connell; 4 Jack Ashton; 5 Dick Trevett; 6 Tony Connell. **FL** Trevett 1m30.514s (78.91mph). **P** L Connell. **S** 14. **RACE 2 (11 LAPS) 1 Williams;** 2 L Connell +0.220s; 3 Trevett; 4 T Connell; 5 J Ashton; 6 Dan Balster. **FL** Trevett 1m47.859s (66.22mph). **P** L Connell. **S** 14.

**MGCC BRITISH MOTOR HERITAGE 4 HOUR RELAY (155 LAPS) 1 Morgan Mustangs (Dominic House, Andrew Thompson, Simon Orebi Gann, Simon Baines);** 2 Aero Racing (Craig Hamilton-Smith, Phil Thomas, Tony Hirst, Shane Kelly) -1 lap; 3 Matthew Bentley Racing (John Binczyk, Axel van Nederveen, Matthew Bentley, Adriano Medeiros); 4 Williams Morgan Racing (Henry Williams, Tim Parsons, John Milbank); 5 High Speed Low Cost (Paul Waterhouse, Ian Fletcher, Ed Fuller, Ian Smythe); 6 BHM (Greg Parnell, Gary Holman, Brett Syndercombe). **Handicap winner** FORC Alfa Squadra Corse (Paul Webster, Jim Utting, Richard Drake, Stephen Chase, George Wright, Henry Chase). **FL** Hirst 1m22.410s (86.67mph). **P** Kelly. **S** 16.





Destination for all  
**MOTORSPORT**  
merchandise.



**motorstore**



Support your team  
in style with the very best  
of replica and lifestyle  
Motorsport fashion!



[MOTORSTORE.COM](http://MOTORSTORE.COM)



## CADWELL PARK

MSVR SEP 30

# Gornall claims a SsangYong brace

POLEMAN JAMES GORNALL GOT A decisive break on the opening lap of the first SsangYong Challenge race to claim victory after second-placed Rick Johnson lost a tyre off its rim as he approached The Mountain.

Johnson, who was making his debut in the series and his first race start for more than six years, was sent spinning across the grass. As his car crossed the track in front of the pack, Cameron Jackson was forced to come to a complete stop, but still hung on for second place.

Although Jackson pushed hard for the lead of race two into Coppice, he lost out to Lewis Grant at Charlies, before claiming the top spot back at Park. It wouldn't last long, however, as Grant ran wide at the Hairpin and rejoined in Gavin Pell's path, forcing both to pit after contact. Gornall and Jackson escaped to secure first and second again.

Andy Wilson's Holden Monaro managed to oust the fast-starting Lotus Exige of Allan Gibson into Park on the second lap of the non-championship Northern Saloons & Sports race one.

Gibson also lost out to Jon Woolfitt's MK Indy and Paul Woolfitt (Exige) before pitting. The Woolfitt brothers held station before Jon started to harass Wilson for the lead until he had a front-suspension failure at the Hairpin on lap seven.

Two laps later Wilson spun, handing the lead to Paul Woolfitt, but he had an alternator failure and lost his paddleshift, leaving Wilson only 0.358 seconds shy of snatching the lead back at the flag.

Jon Woolfitt had the legs on Wilson for most of the second race, but the Monaro driver finally got a better run exiting Charlies on the seventh lap to lead into Park and cruise to a 5s winning margin, as Woolfitt remained a clear second.

Third gear wasn't the best for a rolling start, but Brian Murphy soon made amends in his brand-new Radical SR3 RSX to take a dominant Allcomers win. Debutant Michael Igoe harassed Andy Wilson's Monaro for third throughout, closely followed by Nick Starkey (Caterham), with all three closing on second-placed Tony Bennett's Caterham.

Murphy was over a minute clear of the rest as he took his second win in race two, with Igoe a solitary second, once he had overtaken Bennett on lap two.

Jack Wright won the first Teams Trophy race in the Team Air Supply Porsche 944, after Callum McDougall's Frugal Racing Caterham 1400 SS retired with engine woes.

Ben Simonds had no such problems when he took over the Caterham from McDougall in race two, before they teamed up for the finale, taking victory by a lap from Jack and George Wright.

PETER SCHERER

# RESULTS ROUND-UP

## CADWELL PARK MSVR

### SSANGYONG CHALLENGE (BOTH 9 LAPS)

**1 James Gornall;** 2 Cameron Jackson +11.683s; 3 Gavin Pell; 4 Lewis Grant; 5 Sam Sheehan; 6 Luke Warr. **Fastest lap** Gornall 1m50.822s (71.04mph). **Pole** Gornall.

### Starters 11. RACE 2 1 Gornall;

2 C Jackson +5.183s; 3 Sheehan; 4 Rebecca Jackson; 5 Matt Smith; 6 Warr. **FL** Gornall 1m50.985s (70.93mph). **P** Gornall. **S** 11.

### DDMC NORTHERN SALOONS & SPORTS (BOTH 11 LAPS)

**1 Paul Woolfitt (Lotus Exige);** 2 Andy Wilson (Holden Monaro) +0.358s; 3 Scott Hubel (Peugeot 205 T16R); 4 Stephen Craggs (Mazda MX-5T); 5 Drew Myerscough (Caterham C400); 6 Danny Carroll (Caterham C400). **Class winners** Hubel; Craggs; Gary Bowers (BMW E46 328); Simon Baker (Ford Fiesta). **FL** P Woolfitt 1m34.190s (83.58mph). **P** Wilson.

**S** 10. **RACE 2 1 Wilson;** 2 Jon Woolfitt (MK Indy RR) +5.035s; 3 Craggs; 4 Myerscough; 5 Hubel; 6 Carroll. **CW** Craggs; Myerscough; Bowers; Baker. **FL** Wilson 1m36.483s (81.60mph). **P** Wilson. **S** 9.

### ALLCOMERS (BOTH 14 LAPS)

**1 Brian Murphy (Radical SR3);** 2 Tony Bennett (Caterham R300) +1m10.516s; 3 Andy Wilson (Holden Monaro); 4 Michael Igoe (Porsche GT3 Cup); 5 Nick Starkey (Caterham Superlight); 6 Scott Hubel (Peugeot 205 T16R). **FL** Murphy 1m28.042s (89.42mph). **P** Murphy. **S** 13.

**RACE 2 1 Murphy;** 2 Igoe +1m03.315s; 3 Bennett; 4 Starkey; 5 Danny Carroll (Caterham C400); 6 Stephen Craggs (Mazda MX-5). **FL** Murphy 1m27.714s (89.75mph). **P** Murphy. **S** 11.

### TEAMS TROPHY (12 LAPS) 1 Jack

**Wright (Porsche 944);** 2 Kelly Brabbin (Toyota Celica) +39.241s;

3 Mark Godfrey (Renault Clio); 4 Nicholas Jackson (Ford Fiesta); 5 Simon Walker (Ginetta G40); 6 Chris White (Ford Fiesta ST). **CW** Brabbin; Godfrey; Jackson. **FL** Callum McDougall (Caterham 1400SS) 1m40.058s (76.68mph). **P** McDougall.

### S 7. RACE 2 (12 LAPS) 1 Ben

**Simonds (Caterham 1400SS);** 2 George Wright (Porsche 944)

+54.426s; 3 Brabbin; 4 Tim Harmer (Ginetta G40); 5 Andy Jones (Renault Clio); 6 Gary Bradbury (Ford Fiesta ST). **CW** Wright; Brabbin; Harmer; Bradbury. **FL** Simonds 1m40.276s (78.51mph). **P** Wright. **S** 7. **RACE 3 (26 LAPS) 1 McDougall/Simonds;** 2 Wright/Wright -1 lap; 3 Brabbin; 4 Jones/Godfrey; 5 Harmer/Walker; 6 Bradbury/White. **CW** Wright/Wright; Brabbin; Jones/Godfrey; Bradbury/White. **FL** McDougall/Simonds 1m38.877s (79.63mph). **P** McDougall/Simonds. **S** 7.

## ROCKINGHAM BARC

### MINI SE7EN (BOTH 11 LAPS)

**1 Charlie Budd;** 2 Lewis Selby +4.737s; 3 Ashley Davies; 4 Spencer Wanstall; 5 Tom Sanderson; 6 Dom Burger. **CW** James Bull. **FL** Budd 1m42.861s (67.89mph). **P** Budd. **S** 22. **RACE 2 1 Max Hunter;** 2 Budd +14.718s; 3 Wanstall; 4 Andrew Deviny; 5 Burger; 6 Sanderson. **CW** Nicholas Croydon-Fowler. **FL** Hunter 1m56.353s (60.02mph). **P** Budd. **S** 20.

### MINI MIGLIA (13 LAPS) 1 Rupert

**Deeth;** 2 Kane Astin +8.174s; 3 Aaron Smith; 4 Dave Drew; 5 Alfie Brown; 6 James Cuthbertson. **CW** Peter Hills. **FL** Deeth 1m34.260s (74.09mph). **P** Smith. **S** 12. **RACE 2 (13 LAPS) 1 Astin;** 2 Drew +5.754s; 3 Smith; 4 Brown; 5 Sam Summerhayes; 6 Mark Sims. **CW** Peter Crewes. **FL** Astin 1m34.549s (73.86mph). **P** Deeth. **S** 15. **RACE 3 (12 LAPS)**

**1 Deeth;** 2 Brown +6.354s; 3 Drew; 4 Summerhayes; 5 Colin Peacock; 6 Gordon Pocock. **CW** Crewes. **FL** Deeth 1m47.014s (65.26mph). **P** Astin. **S** 15.

### UK LEGENDS (8 LAPS) 1 John

**Mickel;** 2 Will Gibson +0.408s; 3 Gary Whitelegg; 4 Robert King; 5 Paul Simmons; 6 Jack Parker. **FL** Simmons 1m35.537s (73.10mph). **P** Nathan Anthony. **S** 19. **HEAT 2 (8 LAPS) 1 Ben Power;** 2 Mickel +0.135s; 3 Stephen Whitelegg; 4 Gibson; 5 Miles Rudman; 6 Marcus Pett. **FL** Mickel 1m35.525s (73.11mph). **P** Simmons. **S** 18. **FINAL 1 (10 LAPS) 1 Mickel;** 2 Rudman +0.790s; 3 Power; 4 S Whitelegg; 5 Pett;

6 Parker. **FL** S Whitelegg 1m40.646s (69.39mph). **P** Jonty Norman. **S** 19. **HEAT 3 (8 LAPS) 1 Sean Smith;** 2 S Whitelegg +1.039s; 3 Pett; 4 Power; 5 Mickel; 6 Rudman. **FL** S Whitelegg 2m01.598s (57.43mph). **P** Mike Schlup. **S** 19.

### HEAT 4 (8 LAPS) 1 S Whitelegg;

2 Parker +5.007s; 3 Rudman; 4 Gibson; 5 Mickel; 6 Smith. **FL** Parker 1m42.118s (68.39mph). **P** S Whitelegg. **S** 19. **FINAL 2 (10 LAPS) 1 S Whitelegg;** 2 Power +1.293s; 3 Mickel; 4 Rudman; 5 G Whitelegg; 6 Simmons. **FL** S Whitelegg 1m35.525s (73.11mph). **P** Paul Simkiss. **S** 19.

**PICKUPS (25 LAPS) 1 Mark Willis;** 2 David O'Regan +0.299s; 3 Lea Wood; 4 Mel Collins; 5 Scott Bourne; 6 Michael Smith. **FL** O'Regan 46.622s (114.20mph). **P** Wood. **S** 13. **RACE 2 (25 LAPS) 1 Smith;** 2 Bourne +0.628s; 3 O'Regan; 4 Paul Tompkins; 5 Peter Stevens; 6 Wood. **FL** Smith 41.017s (129.80mph). **P** Bourne. **S** 13.

**FINAL (35 LAPS) 1 O'Regan;** 2 Bourne +0.244s; 3 Antony Hawkins; 4 Willis; 5 Tompkins; 6 Smith. **FL** Smith 40.857s (130.31mph). **P** Stevens. **S** 13.



Mini Miglia champion Deeth leads the pack away at Rockingham



Equipe GTS attracts a large and diverse field, with Smith's MGB (22) often near the front







# The historic series that's a modern hit

Equipe GTS has attracted enormous entries all season, never dropping below 35 cars. But why has it proved to be such a success?

By Stephen Lickorish

[@sdlickorish](#)

**A** grid of 35 cars would be a dream come true for most club series. But for Equipe GTS, that was just the smaller half of its split entry at this year's Silverstone MGLive event. All season the category has had huge entries: at Donington Park it was 43; at Brands Hatch it was 48 split over two grids; at Snetterton it was 38. You get the picture.

"We have oversubscribed every single grid this year – some of them by 40%," says series co-organiser John Pearson. "We had 84 cars on the GP circuit at Silverstone and had to put on extra races at Silverstone and Brands Hatch, so it's fantastic."

And this is only the third season of Pearson and Rob Cull organising the series. Equipe GTS began much longer ago and was successful until its founders sold it to the Aston Martin Owners' Club. At that point, the MG Car Club started its own similar series – Ecurie GTS – which split the competitors and entries dwindled. That was until Pearson and Cull reunited the two series for 2015.

And clearly they've done something right. Equipe GTS attracts a diverse range of pre-1966 FIA Appendix K cars. That's machinery such as the MGB, Triumph TR4, Elva Courier, Lotus Elite and TVR Grantura. There's a strict limit on engine size at 2700cc, so you don't get the faster sports-racers or big GTs, meaning the cars are very evenly matched and there's close racing throughout the massive grids.

Pearson says this is just one of the

many factors that has contributed to Equipe GTS becoming the successful series it is today. "I think our success is a wall of small bricks," he says. "I don't think there is one thing we have done which is an inflection point. A lot of money has come into historic racing and it's almost like an arms race. But when you look at the cars we race – TVRs, MGs, Lotuses – they are at the cheaper end and are more accessible.

"Another 'brick' is we are very keen on driving standards. We have a red and yellow card system. Every time there's a bump of any size we'll talk to both drivers and look at it with the clerk of the course. This is an amateur clubman series where everyone funds their own cars, and if it's an avoidable accident we will give out a yellow card. Every year we've handed out at least one red card and that's an exclusion."

The focus on driving standards is certainly popular with racers. "It should be a non-contact sport," says Robin Ellis, a regular frontrunner in his Lotus Elite. "The message gets through to nearly everybody and it's reassuring as it helps to stop expensive and very dangerous accidents."

Ellis points out another key brick in that wall of success: the fun. "For me the social side is as important as the racing," says Ellis. "Rob and John have made a massive effort to make sure the social side works to complement the good, fun racing. For it to be fun you need to get to know the other drivers and the social side differentiates it from other series. Rob and John make a big effort to get around and have a chat and make sure other people are having a chat.

"Its success is in no small part due >>>





# 6 issues for £6 when you subscribe to



## plus save up to 57% on the cover price



### Unlimited access offer

- ✓ **SPREAD THE COST** – Pay just £6 for the first 6 issues followed by £40.99 every 13 issues by direct debit
- ✓ **FULL ACCESS** to autosport.com
- ✓ **AUTOSPORT IPAD EDITION SUBSCRIPTION**
- ✓ **GREAT SAVINGS OF 57%**

### Magazine only offer

- ✓ **SPREAD THE COST** – Pay just £6 for the first 6 issues followed by £34.99 every 13 issues by direct debit
- ✓ **SAVE 29%** on the cover price
- ✓ **FREE P&P** – Every issue **DELIVERED** to your door



SUBSCRIBE ONLINE [www.autosportmedia.com/offer/ASPOCT17](http://www.autosportmedia.com/offer/ASPOCT17)

# CALL 0344 848 8817

OVERSEAS +44 (0)1604 251 451

QUOTE THE PROMOTIONAL CODE

ASP1017MB FOR PRINT AND DIGITAL ACCESS  
ASP1017MP FOR PRINT ONLY

**TERMS AND CONDITIONS** This offer is open to UK residents only. Overseas rates are available on +44 (0)1604 251 451. Please allow 35 days for delivery of your first issue. Direct Debit rates are valid for one year after which they are subject to change – should prices change we will inform you in writing. Should you wish to cancel your subscription it will be cancelled on expiry of the current term, which will not be refundable other than in exceptional circumstances. Details of the Direct Debit Guarantee are available on request. If your subscription includes access to autosport.com and the Autosport digital magazine, you can set up your Autosport online account by visiting [www.autosport.com/subs/magazine.html](http://www.autosport.com/subs/magazine.html). You'll need to enter your subscriber number along with your email address to access your content. You will be emailed instructions on how to gain access to your iPad edition within 24 hours of your order being processed. Savings are based on standard UK print cover price of £3.90, digital cover price of £2.99 and autosport.com subscription rate of £5.50 a month. **Offer ends November 2 2017.**



to the professional way they run it. Although it's clubbie and friendly, it's actually quite professionally run.

"It's also non-championship so you go race by race and there's no pressure to do every round. Being in a championship often only matters to the two or three people fighting at the top, so that might be part of its success."

Historic car preparer Doug Smith agrees this is important. "I think not being a championship helps because it gives the series much more flexibility – it's not tied to the MSA championship regulations and means nobody is striving to be champion," he says.

Smith has a long association with Equipe GTS, and his MG Motorsport preparation company sponsors the series. It has built many of the MGBs that compete, and one of the most successful is the car driven by his son Tom, who's a regular race winner.

Smith Sr reckons the accessibility of the MGB is crucial to the category's success. "With an MGB you can buy everything off the shelf," he says. "They are very simple cars and relatively inexpensive, and surprisingly competitive with other cars – we finished 19th overall in the Spa 6 Hours last year.

"For us it's the preferred series – we've done the Guards Trophy and Tom won that in 2011, but with Equipe GTS the price is right, the length of race [30-40 minutes] is right and that means the entry fees of £4-500 are spot on and it's value for money. It suits us down to the ground so we're putting something back into what we enjoy."

Clearly the series' current guise is incredibly popular with seasoned historic racers. But in order to achieve the massive grids of the past couple of years it has also needed to tempt in new drivers. Nick Brayshaw, a novice racer last year, found it the perfect series in which to find his feet. "Your first race is an experience!" recalls the MGB driver. "Afterwards I went around and asked a number of the more experienced drivers if I did the right thing and they were really helpful with their advice. I felt like I had been welcomed into an extended family.

"Equipe GTS is very good at bringing



Ellis's Lotus Elite (l) in the thick of the action – the series features plenty of close, but strictly non-contact, racing

new drivers in, you feel welcome and they make a little fuss about the new drivers. It can be quite intimidating going into a paddock in a new sport. But the organisers go out of their way and have worked really hard at welcoming new people. It was a great surprise to me – I didn't expect it."

Now he has settled into the series, Brayshaw finds the closeness of the racing one of its major attractions. "It doesn't matter if you're racing for 21st place or first place if you've got people around you at a similar speed," he adds. "I think John and

Rob have created something that is quite special in motorsport and it's a credit to those guys."

With so much going for it, perhaps it's no surprise that the series is proving so popular, and a new sister initiative set to join it next year (see page 72). "If I'm honest, Rob and I started this because we loved the racing and we wanted somewhere to race, so we're building it in our own image," says Pearson. "We don't take any money out of it and we run it for the fun of running it."

And, three years in, they seem to be doing a very good job of that. ❧

## How Equipe GTS has achieved Relay gold

NO MATTER HOW SUCCESSFUL A SERIES is, it has to listen to its drivers so it can continue to grow. And Equipe GTS has certainly done that this year by creating the 3-Hour Classic Relay that took place at Silverstone last weekend.

The event was born out of Equipe GTS drivers' desire to compete in a longer enduro contest than the series' 30 or 40-minute regular races.

"A lot of our drivers were saying, 'Is there a longer event or team event we can do?'" says Pearson. "Ten years ago the Spa 6 Hours was full of cars like in our series, but there were 17 GT40s this year with some professional drivers. It's now very serious motor racing. And the Birkett Relay, which used to be all historic, now has no historic cars."

With no existing event proving suitable, Pearson and Cull instead decided to create their own.

"The idea was to do something like the Spa 6 Hours with one car and multiple drivers, but that wears out the car," says Pearson. "So we very quickly homed in

on the Birkett Relay idea because it doesn't wear out the cars and each driver will be more comfortable in their own car. We came up with this format of three hours with teams of two to four cars and two to four drivers.

"We had 90 cars enter and it's the single biggest event we've ever run. It has been a real success – 60-70% of the drivers have never done a relay race before. We spent lots of time sending out top tips for relay races and about strategy. But a lot of people will have learned the hard way!

"We always hoped it would be a success, but this has exceeded our expectations – we thought it would take a couple of years to get to this point, so we're really pleased."

The Marcos 1800 GTS II team made up of Richard Evans, Andrew Smith and Chris Keen were the winners in Northamptonshire, and it's now very much the intention that the latest string to the Equipe GTS bow becomes an annual event.

The cars raced in Equipe GTS – Austin-Healey 100s, Triumph TRs, MGBs – are at the more accessible end of historic racing





# WHAT'S ON

New book covers  
Ferrari's history  
solely during  
Enzo Ferrari's life



LAT IMAGES

## Picturing Ferrari's golden years

ENZO FERRARI WAS ONCE QUOTED as saying "I build engines and attach wheels to them". But what he actually achieved in his 90 years, many spent building his eponymous team, was considerably greater than that.

Fittingly, the latest instalment in Leonardo Acceri's collection of Ferrari books is much more than a simple tribute to the man they famously called *Il Commendatore*.

Unlike the book's predecessors, *Ferrari 1949-1997* and *Ferrari 60*, *Ferrari: The Golden Years* celebrates the Italian marque's 70th anniversary by delving solely into its history while Enzo's hand was on the tiller.

The book contains the stunning imagery of Franco Villani – the photographer whose collection was recently acquired by publisher Giorgio Nada. The images are truly spectacular and give the periods of Ferrari stars Tazio Nuvolari, Alberto Ascari, Lorenzo Bandini, Niki Lauda and Gilles Villeneuve a delightful colour rebirth.

The images of Ferrari's exploits on the sportscar scene in the 1960s are some of the best in the entire book. The stunning



330 P4, guided masterfully by Chris Amon and Lorenzo Bandini en route to yet another Monza 1000Km triumph, represents a period during which Ferrari enjoyed much success.

But the book is not without its flaws. While it does make for engaging reading, it is largely chronological and lacks the sort of depth you would expect a dedicated biography to cover. And quite why it has grey text against a white page is perhaps something only the publisher

Forghieri, above with Niki Lauda at the 1976 Monaco Grand Prix, and his career at the Scuderia is documented in the book

can explain, since it does make it difficult to read at times.

One mildly disappointing aspect of the imagery is that there aren't more shots of Villeneuve drifting his 312T4 in that iconic fashion. But this is perhaps only a smudge on an otherwise immaculate collection.

The large amount of never-before-seen shots of Enzo himself is a wonderful asset. A striking black-and-white image of Ferrari in deep discussion with Nuvolari ahead of the Flying Mantuan's final Miglia Mille race is as wondrously intriguing as it is haunting.

The evolution of the Scuderia's engineering might is well documented by the shots of a young – and gradually ageing – Mauro Forghieri, the charismatic technical figurehead of Ferrari from his arrival in 1962 to his departure a year before Enzo's death, in August 1988.

Overall, *Ferrari: The Golden Years* is a stunning collection of photography that will leave readers in no doubt as to the source of the everlasting infatuation many people have for the Ferrari brand.

STEPHEN BRUNSDON



## DOWNLOAD AUTOSPORT ON THE MOVE

 autosport.com  
 Apple App Store  
 Google Play



## INTERNATIONAL MOTORSPORT

### JAPANESE GRAND PRIX FORMULA 1 WORLD CHAMPIONSHIP

**Rd 16/20**  
 Suzuka, Japan  
**October 8**  
**TV Live** Sky Sports F1, Sunday 0530  
 Radio BBC Radio 5 Live, Sunday 0530.  
 Highlights Channel 4, Sunday 1500

### RALLY CATALUNYA-SPAIN WORLD RALLY CHAMPIONSHIP

**Rd 11/13**  
 Salou, Spain  
**October 5-8**  
**TV Live** BT Sport 3, Saturday 1200  
 Sunday 0730  
 BT Sport 1, Sunday 1100  
 Red Bull TV, Saturday 1150  
 Highlights Motorsport.tv, Friday, Saturday and Sunday 2235

### FORMULA 2

**Rd 10/11**  
 Jerez, Spain  
**October 7-8**  
**TV Live** Sky Sports F1, Saturday 1255  
 Sunday 1255

### GP3 SERIES

**Rd 7/8**  
 Jerez, Spain  
**October 7-8**  
**TV Live** Sky Sports F1, Saturday 0955  
 Sunday 0955

### EUROFORMULA OPEN

**Rd 7/8**  
 Jerez, Spain  
**October 7-8**  
**TV Live** BT Sport ESPN, Saturday 1130  
 Sunday 1130

### PETIT LE MANS IMSA SPORTSCAR

**Rd 12/12**  
 Road Atlanta, Georgia, USA  
**October 7**

### BATHURST 1000 AUSTRALIAN SUPERCARS

**Rd 11/14**  
 Mount Panorama, New South Wales, Australia  
**October 8**  
**TV Live** Motorsport.tv, Sunday 0040

### SUPER GT

**Rd 7/8**  
 Buriram, Thailand  
**October 8**



## HOT ON THE WEB THIS WEEK

 **YouTube** FERRARI FILM TRAILER

**Search for Ferrari Race to Immortality official trailer**  
 Focusing on Ferrari's early days in the pioneering but deadly 1950s, this new documentary – released next month – captures the ferocious essence of life within a Formula 1 team whose founder thrived on promoting conflict. Evocative archive footage brings the era vividly to life.

## NEXT WEEK

ON SALE THURSDAY



### TCR INTERNATIONAL

**Rd 9/10**  
 Zhejiang, China  
**October 8**  
**TV Live** Motorsport.tv, Sunday 0820

### NASCAR CUP

**Rd 30/36**  
 Charlotte, North Carolina, USA  
**October 7**  
**TV Live** Premier Sports, Saturday 2300

### EUROPEAN TOURING CARS

**Rd 6/6**  
 Most, Czech Republic  
**October 8**

### EUROPEAN RALLY CHAMPIONSHIP

**Rd 8/8**  
 Rally Liepaja, Latvia  
**October 6-8**



## UK MOTORSPORT

### OULTON PARK CSCC

**October 7**  
 Tin Tops, Swinging Sixties, Future Classics, Magnificent Sevens, Modern Classics, New Millennium, Open Series

### CASTLE COMBE AUTUMN CLASSIC

**October 7**  
 VSCC, 500cc F3, Pre-'66 Jaguars, Aston Martins, GT and Sports Car Cup, Formula Junior, FISCAR

### KIRKISTOWN MARTIN DONNELLY TROPHY

**October 7**  
 FF1600, Road Sports, Fiesta Zetec, Supercars, Formula Vee

### SILVERSTONE BARC

**October 7-8**  
 MGOC, Caterham Graduates, Clio Cup, Clubmans, Hyundai, MaX5, BMW, Pre-'66/Pre-'83 Touring Cars, Thunder Saloons/Blue

Oval Saloons/Honda VTec/Classic VWs, Pre-'93/Pre-'03 Touring Cars/Pre-'05 Production Touring Cars/Smart Cars 4Two

### KNOCKHILL SMRC

**October 8**  
 Mini Cooper, Fiesta, FF1600, Classic Sports and Saloons, Legends Cars, Sports and Saloons, BMW





## FROM THE ARCHIVE

Denny Hulme (McLaren-Ford M7A), who died 25 years ago this week, leads John Surtees (Honda RA301) and Jack Brabham (Brabham-Repco BT26) at the 1968 Mexican Grand Prix. Reigning champion Hulme's bid for a second title was ended on lap 11 by rear-suspension failure; Surtees retired on lap 18 (overheating); and Brabham was classified 10th after an engine problem stopped him on lap 60 of 65.









# TOP FIVE

## RAIKKONEN F1 RADIO RANTS

With the 10th anniversary of Kimi Raikkonen's 2007 Formula 1 world title approaching, here's a selection of his finest radio outbursts – so *that* grid interview doesn't count.



### 1 ABU DHABI 2012 – “JUST LEAVE ME ALONE, I KNOW WHAT I’M DOING”

Raikkonen's most famous line came as he raced towards victory in the 2012 Abu Dhabi Grand Prix – his first Formula 1 win since 2009. The Finn's curt response to race engineer Simon Rennie informing him of the gap to Fernando Alonso behind was understandable, but an earlier warning about tyre temperatures – to which Raikkonen replied: “Yes, yes, yes, yes, I'm doing it all the time, you don't have to remind me” – was necessary as his rubber cooled behind the safety car.



### 2 MONACO 2013 – “I WANNA HIT HIM”

Raikkonen had been incensed by Sergio Perez's driving in China three rounds before this race, where the duo again came to blows. The Lotus driver was first annoyed by a late Perez lunge that forced them to cut the chicane – calling him “that idiot” – and he later threatened to take matters into his own hands post-race after they collided at the same spot late on, giving Raikkonen a puncture.

### 3 AZERBAIJAN 2017 – “STEERING WHEEL!”

This race didn't go Raikkonen's way. A clash with Valtteri Bottas damaged his car before he picked up a puncture after the Force Indias collided. Ferrari hastily repaired his car during the race's red-flag period, but left Raikkonen desperately calling for his steering wheel to be replaced as his mechanics wheeled him down the pitlane to rejoin. He eventually got the steering wheel, but later retired anyway.



### 4 HUNGARY 2017 – “STAY IN REPORTING”

This withering putdown was issued to Paul di Resta at the Hungaroring when the Scot stood in for Felipe Massa. As Raikkonen pressured Sebastian Vettel – grappling a steering problem – the pair had to pass di Resta. Infuriated at the time it took him to get by, Raikkonen cursed the Williams driver and suggested “if he cannot see behind” he should stick to reporting on F1 for Sky Sports.



### 5 JAPAN 2013 – “WHY DO I HAVE A PENALTY?”

As well as acerbic assessments of his fellow drivers, Raikkonen's radio is often laden with deadpan comments and indignation. When informed that Massa had been handed a drivethrough at Suzuka, Raikkonen misheard and immediately queried the message. When his Lotus team reassured him that it was Massa's penalty, he wearily replied “OK” and continued his run to fifth place.



# AUTOSPORT

Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG  
**Tel** +44 (0) 20 3405 8100 **Email** [autosport@autosport.com](mailto:autosport@autosport.com)  
**Individual email** [firstname.surname@motorsport.com](mailto:firstname.surname@motorsport.com)  
**Website** [www.autosport.com](http://www.autosport.com) **Twitter** @autosport

#### Editorial

Editor **Kevin Turner**  
 Deputy Editor **Marcus Simmons**  
 Grand Prix Editor **Ben Anderson**  
 F1 Correspondent **Lawrence Barretto**  
 Assistant Editor **Alex Kalinauckas**  
 Chief Sub-Editor **Peter Hodges**  
 Executive Editor **Stuart Codling**  
 Group National Editor **Jack Benyon**  
 Rallies Editor **David Evans**  
 BTCC Correspondent **Matt James**  
 Art Editor **Lyndsey Elliott**  
 Senior Designer **Michael Cavalli**  
 Office Manager **Joanne Grove**

#### Autosport.com

Editor **Glenn Freeman**  
 Deputy Editor **Matt Beer**  
 Autosport Plus Editor **Scott Mitchell**  
 International Editor **Jack Cozens**  
 Social Media Editor **Fatema Chowdhury**  
 Technical Team Leader **Geoff Creighton**  
 Head of UX and Digital Design **Amar Vijay**



#### Photography

Steven Tee  
 Glenn Dunbar  
 Sam Bloxham  
 Zack Mauger

#### Special Contributors

Gary Anderson  
 Alan Eldridge  
 Rob Ladbrook  
 Stephen Lickorish  
 Stefan Mackley  
 David Malsher  
 Marcus Pye  
 Dieter Rencken  
 Nigel Roebuck  
 Caroline Stammers  
 Jim Utter  
 Gary Watkins

#### Correspondents

**Argentina** Tony Watson **Australia** Phil Branagan **Austria** Gerhard Kuntschik **Belgium** Gordon McKay **Brazil** Lito Cavalcanti **Finland** Esa Illoinen **Germany** Rene de Boer **Greece** Dimitris Papadopoulos **Italy** Roberto Chinchero **Japan** Jiro Takahashi **New Zealand** Bernard Carpenter **Russia** Gregory Golyshv **Spain** Raimon Duran **Sweden** Tege Tornvall **USA** Bruce Martin, Jeremy Shaw **UK & Ireland** Pete Allen, Lee Bonham, Stephen Brunsdon, Jonathan Crawford, Dom D'Angelillo, Kerry Dunlop, Charlie Eustice, Joe Hudson, Jake Jones, Samarth Kanal, Matt Kew, Mark Libbeter, Stefan Mackley, Dan Mason, Damian Meaden, Lucy Morson, Will Moulton, James Newbold, Jason Noble, Mark Paulson, Brian Phillips, Graham Read, Hal Ridge, Peter Scherer, Ian Sowman, Chris Stevens, Oliver Timson, Ian Titchmarsh, Eddie Walder, Rob Watts, Richard Young

#### Advertising

**Tel** +44 (0) 20 3405 8106 **Email** [autosport.ads@motorsport.com](mailto:autosport.ads@motorsport.com)  
 Sales Manager **James Robinson**  
 Display Advertising **Don Rupal, Karen Reilly, Jamie Brooker**  
 Classified Advertising **Fran Hall, Ben Kavanagh**  
 Autosport.com Sales Manager **Fiona Bain**  
 Online Advertising **Chris Hermitage**  
 Sales Director **Matthew Witham**

#### Advertising Production

**Tel** +44 (0) 20 3405 8131  
 Senior Production Controller **Abbey Gunner**  
[abbey.gunner@motorsport.com](mailto:abbey.gunner@motorsport.com)

#### Subscriptions

**UK** +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451  
**Email** [help@asm.secureorder.co.uk](mailto:help@asm.secureorder.co.uk) **Back issues** 0344 8488817  
**Laura Paterson** +44 (0) 20 3405 8129

Autosport, ISSN number 0269946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.



#### CIRCULATION TRADE ENQUIRIES

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT. **Tel:** +44 (0) 20 7429 4000. Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT. ISSN 0269-946X. Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

#### Licensing and Syndication

Stuart Williams

#### Management

Publishing Director **Stuart Williams**  
 Editor-in-Chief, Autosport Media UK **Andrew van de Burgt**  
 Editorial Director **Anthony Rowlinson**  
 Group Publishing Manager **Sunita Davies**  
 Special Events Manager **Laura Coppin**  
 Digital Product Manager **Simon Grayson**  
 Digital Content Manager **Edd Straw**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.



#### ©2017, AUTOSPORT MEDIA UK LTD

Trading as Autosport Media UK. Publishing, trade and further subscription details on [www.autosport.com](http://www.autosport.com). While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.





Proud sponsors of

**James Grint**

(MSA British Rallycross)

**Kyle Hornby**

(Renault UK Clio Cup)

**Ruben Del Sarte**

(Ginetta Junior Championship)



Slater and Gordon (UK) LLP is authorised and regulated by the Solicitors Regulation Authority.

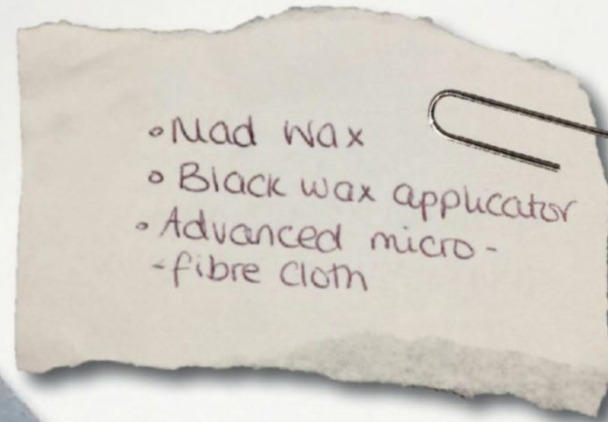
**Slater Gordon**  
Lawyers

Slater and Gordon provide specialist legal services for both personal and business needs.

**0808 175 8000**  
**slatergordon.co.uk**

Family | Employment | Estate Planning, Wills and Probate | Property  
Business Legal Services | Serious Injury and Clinical Negligence





## Mad Wax

Mad Wax is made using highly refined Montan wax -the perfect substitute for Carnauba. To use, simply:

- 1) Apply a thin layer to a panel of your car.
- 2) Leave to cure for five minutes.
- 3) Buff off and enjoy a deep, gloss shine.

It's as easy as that. Maximum result for minimum effort.



01323 287980  
**WWW.VALETPRO.CO.UK**