

F1 VANQUISHED VETTEL ON LOSING TO LEWIS

 **AUTOSPORT**

INTERVIEW

**VETTEL'S PLAN TO
STRIKE
BACK**

**How Ferrari star can beat
Mercedes in 2018**

**“Our target is very
ambitious, but
we believe in it”**

**BRITAIN'S
NEXT F1 STARS**

**HOW NORRIS
CONQUERED F3**

**RUSSELL ON
HIS GP3 CROWN**



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Vettel already looking for his next chance

LAST WEEK, LEWIS HAMILTON – RIGHTLY – GRABBED all the plaudits for securing his fourth Formula 1 world crown. This week we speak to his defeated rival, Sebastian Vettel.

The Ferrari star might have missed out on adding to his own four titles, but Vettel is still upbeat about his chances of finally taking Ferrari back to the very top – assuming it doesn't withdraw following the spat over F1's 2021 engine regulations (see page 6).

The Vettel-Ferrari combination has certainly got stronger and it is clear the German dearly wants to follow in the footsteps of his hero and countryman Michael Schumacher by dominating in red.

However, there are still a few rough edges. Vettel accepts his actions in Azerbaijan (clashing with Hamilton behind the safety car) were not correct, but is still reluctant to take the blame for the Singapore startline disaster. Like Schumacher, however, he is also not one to blame the team for its failures, knowing that internal harmony is vital if Ferrari really is to end the Silver Arrows' recent domination.

As well as looking ahead with Vettel, we also have an eye on the future with Britain's two rising stars. Lando Norris was a remarkable and deserving winner of the European F3 crown this year, while George Russell – who's flown under the radar compared to Norris – has been happy to concentrate on doing his job, which resulted in the GP3 title.

Both are McLaren Autosport BRDC Award winners and are among the very best talents who will soon be knocking on the door of F1. Quite what the state of play will be when they get there will be partly dictated by how Vettel and Ferrari develop in the months to come.



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Andy Hone/
LAT Images

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NIGEL ROEBUCK

Hot air, cold logic

Beware the ideas of Marchionne? Why the Ferrari boss's threats to quit Formula 1 might not be as empty as those of times past

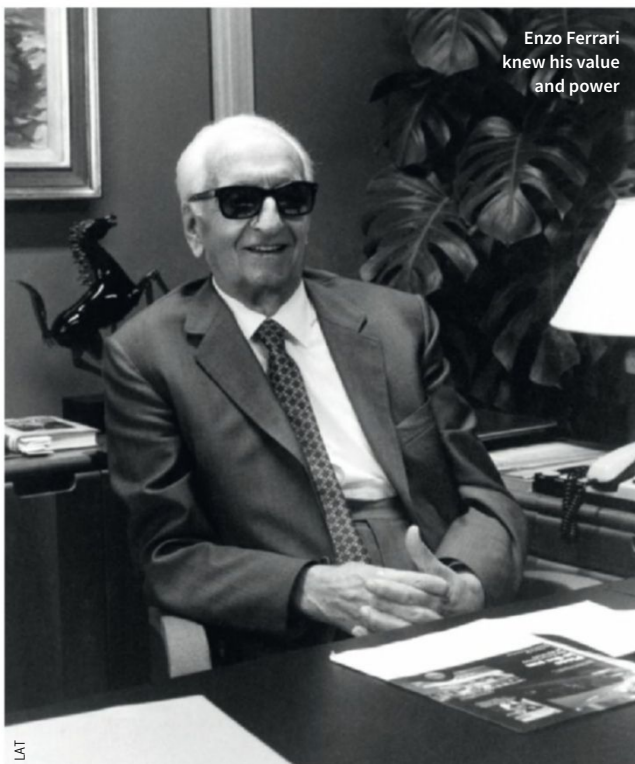
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“COMMENDATORE, HAVE YOU GOT A MINUTE?”

“I have all the time in the world, since I am-a retiring from racing!” Even 60 years ago, when Peter Ustinov recorded ‘The Grand Prix of Gibraltar’, this was a cliché of the sport. Whenever something didn’t sit well with Enzo Ferrari, his invariable response was to threaten to quit.

Now, in 2017, the current Ferrari chairman, Sergio Marchionne, is making similar noises, and whereas no-one ever took Enzo’s pronouncements seriously, this might be a different matter. Autocracy is common to both men, but while – as ever – I find inconceivable Ferrari’s disappearance from Formula 1, Marchionne approaches the sport from a very different place.

It was Enzo Ferrari, let’s remember, who contemptuously christened F1 teams who ‘bought in’ engines, like McLaren and Lotus, ‘garagistes’, and undeniably there has always been something about his company that sets it apart. If most enthusiasts support a driver, in the case of Ferrari there are across the world countless folk whose primary allegiance is to a team.



LAT

Like them, I grew up captivated. For a start, paint a racing car red, and for me you are halfway there, but there was also the blend of sights and sounds, black-on-yellow Prancing Horse shields, exposed gear lever gates, ‘PROVA MO’ stencil marks, and – of course – the scream of 12 cylinders.

Most of those trademarks have been long since swept away, of course, but still the fundamental mystique of Ferrari abides. If in the paddock it has never been the most popular of teams, overwhelmingly it remains the most powerful.

Enzo picked up on that very quickly – indeed at the very first world championship race, the British Grand Prix at Silverstone in 1950, the programme contained a note of regret: ‘Closest rival to the Alfa Romeo team, the Ferraris were expected to challenge, but unfortunately these entries have been cancelled’.

Why? Well, because back in the days when teams negotiated individually with race organisers, it had not been possible to reach agreement on ‘starting money’ – and that established a pattern that would endure for two decades and more.

Time was when non-championship F1 races proliferated, many of them run in this country, and for fans the presence of Ferrari made all the difference, raising them to the level of ‘proper races’. Enzo, not unaware of this, sometimes got his way, sometimes didn’t: as a kid I was frequently heartbroken to hear the Ferraris announced as non-starters.

Occasionally, the Old Man would also play hardball at a grand prix, and it was not until Bernie Ecclestone formed FOCA in the early 1970s, and began dealing with organisers on all the teams’ behalf, that the participation of Ferrari was guaranteed.

Periodically, though, there were threats and flamboyant gestures. Towards the end of 1964, for example, Ferrari was at war with the ACI (Italy’s sporting authority), so when John Surtees clinched the world championship in Mexico, his car was not red, but white and blue, the colours of its entrant, the North American Racing Team.

Pick another out of the air... in 1987, to encourage the FIA to reconsider its decision to ban F1 engines of more than eight cylinders, Ferrari threatened to defect to the then-booming CART series – and even built a car for it.

Surprise, Enzo got his way, as he usually did, even though his threats to quit were invariably regarded as hot air: if ever there were a man for whom racing was life, after all, it was he. Until Fiat got seriously involved in 1970, money – as the drivers could attest – was always tight in Maranello, and the Old Man’s road cars were important to him only as a means of paying for his racing.

On the strength of Marchionne’s remarks last week, you might believe that for him the opposite is true.



LAT IMAGES

Imagine F1 without Ferrari on the grid...

Leaving Formula 1, he said, would be great for Ferrari's shareholders: "It would be totally beneficial to the P&L [profits and losses]."

This was in response to Liberty Media's announcement of its plans for Formula 1, Marchionne expressing support for some of its aims, not for others, notably that of reducing the complexity of the current hybrid power unit.

While Italian-born Marchionne has spent most of his life in Canada, some effort is required to unravel his tortured English. "We don't agree," he said, "with the fact that somehow powertrain uniqueness is not going to be one of the drivers of distinctiveness of the participants' line-up."

"The fact that we now appear to be at odds in terms of the strategic development of this thing, and we see the sport in 2021 taking on a different air, is going to force some decisions on the part of Ferrari. Unless we find a set of circumstances, the results of which are beneficial to the maintenance of the brand, and the marketplace, and to the strengthening of the unique

"Some effort is required to unravel Marchionne's tortured English"

position for Ferrari, Ferrari will not play."

"The unique position for Ferrari...' That emphatically it already has, receiving a massive annual bonus from Formula One Management simply for being Ferrari, and – in light of what it has brought to the sport for 70 years – you can make a case for that. Far less comprehensible – and acceptable – to me is that Ferrari also has the right of veto, sanctioned

by the FIA, over any technical regulations for which it does not care. Is there another sport on earth in which one participant has the right to determine its rules? No, thought not.

I write this the day before a meeting of the Formula 1 Strategy Group, at which Liberty will reveal more of its plans. Marchionne, who will be present, says he is not prejudging anything: "We're walking in with the best of intentions, and we'll see where it takes us."

It would not concern him in the least, he said last week, to be remembered as the Ferrari boss who took the team out of F1. Fans are one thing, after all, shareholders quite another. ✪



Marchionne (on mic): will he carry on playing?

FORMULA 1

Ferrari threatens to quit

FERRARI SAYS IT IS PREPARED TO WALK away from Formula 1 after 2020, as it questions Liberty Media's plan regarding the new engine regulations for 2021 and beyond.

"Liberty has got a couple of good intentions in all of this, one of which is to reduce the cost of execution for the team, which I think is good," said Ferrari president Sergio Marchionne in a conference call with analysts to discuss Ferrari's latest financial results. "[But] there are a couple of things we don't necessarily agree with. One is the fact that somehow powertrain uniqueness is not going to be one of the drivers of distinctiveness of the participants' line-up.

"I would not countenance this going forward. The fact that we now appear to be at odds in terms of the strategic development of this thing, and we see the sport in 2021 taking on a different air, is going to force some decisions on the part of Ferrari.

"I understand Liberty may have taken these into account in coming up with their views, but I think it needs to be absolutely clear that unless we find a set of circumstances, the results of which are beneficial to the maintenance of the brand, and the marketplace, and to the strengthening of the unique position for Ferrari, Ferrari will not play."

Ferrari, along with the other teams, is tied to F1 until the end of 2020, under the current bilateral agreements. Beyond that, all are free to leave. Marchionne's comments come after teams

and manufacturers met with F1 chiefs and the FIA last week to discuss the engine formula to be put into place for 2021.

Mercedes and Renault have also expressed their concern, suggesting the proposal would start a needless arms race that could damage F1.

Plans for the next generation of engines include a suggestion of retaining the current 1.6-litre engine, to be run 3000rpm higher than the current limit of 15,000rpm. To try to simplify the internals of the power unit, the MGU-H will be removed, and several prescriptive design parameters will be introduced to "restrict development costs and discourage extreme designs and running conditions". These will include internal and external parameters, with the latter allowing for what the FIA described as "a plug-and-play engine/chassis/transmission swap capability".

A single turbo with dimensional constraints and weight limits will be mandated, while a standard energy store will be introduced alongside control electronics, which have long been standard in F1.

The MGU-K will be made more powerful, with a focus on manual driver deployment of the additional power, similar to the way KERS was used when it was first introduced into F1 in 2009. This feature will also give drivers the option to save up energy over several laps to increase the tactical elements involved in racing.

Manufacturers feel the tweaks are dramatic



FORMULA 1

Massa to retire from F1 – again

FELIPE MASSA ANNOUNCED LAST SATURDAY that he will retire from the Formula 1 cockpit at the end of the 2017 season.

Massa, a veteran of 267 grand prix starts, announced that he would quit F1 at the end of last year, but was enticed back by Williams to replace Mercedes-bound Valtteri Bottas ahead of the current campaign.

The Brazilian had said he was keen to stay on for a 16th season in F1, but would only do so with Williams. But Williams has been in no rush to announce who will partner Lance Stroll next year, with Robert Kubica, reserve Paul di Resta, Pascal Wehrlein and Massa in contention, and Toro Rosso reject Daniil Kvyat also moving onto the radar.

Massa said he was keen to know the team's decision before his home race at Interlagos this weekend, and had become increasingly outspoken on the matter, questioning the credibility of both Kubica and di Resta as potential candidates, and the usefulness of testing them in a 2014-spec car.

It is believed that Massa had dropped down the pecking order of candidates, with Kubica and di Resta now the frontrunners.

Massa, who is expected to move to Formula E, made the decision to announce the news himself via social media. In a team statement, he later said: "As everyone knows, after announcing my retirement from Formula 1 last year, I agreed to return this season to help Williams when the call came.

"I have now enjoyed four great years with the team, but my career in Formula 1 will finally come to an end this season.

"I take so many great memories with me as I prepare for my final two races in Brazil and Abu Dhabi. Although they will be emotional, I am looking forward to ending on a high note and preparing for a new chapter in my career."

During his 15 years competing in F1, Massa has scored 11 wins, 41 podiums and 16 pole positions.

LAWRENCE BARRETTO



over new engine rules

enough to force them to build new engines, which in turn will push costs in the short term. Renault and Mercedes feel F1 should focus on adapting the current engines to making them louder and more powerful.

"Despite maybe what FOM and the FIA would say, what is put forward is a new engine," Renault F1 managing director Cyril Abiteboul told Autosport. "That's really for me the most fundamental element.

"We need to be extremely careful because each time we come up with a new regulation that will come up with a new product, we all know the impact. It's going to open an arms race again, and it will open up the field."

Mercedes motorsport boss Toto Wolff echoed his F1 rival's thoughts. "When you look at the bullet points presented, it looks like no big change and is superficially similar – but there's massive change in there," he said. "It's all-new engines, with new harvesting and deployment strategies for energy.

"All of us accept that development costs and sound need to be tackled, but we shouldn't be running away with creativity in coming up with new concepts, because it will trigger parallel development costs over the next three years."

F1 and the FIA want to attract new engine manufacturers, with Aston Martin, Ilmor and Cosworth among those to have voiced interest in entering from 2021. But Wolff said that F1 should listen to its current manufacturers – Mercedes, Ferrari, Renault and Honda – first before considering the needs of those wanting to enter. "F1 needs to stay attractive for the current engine suppliers and then F1 should be attractive for new entrants," he said. "This is the order of priority."

F1 sporting boss Ross Brawn said that the 2021 engine concept was created with input from the current teams and manufacturers that have shown an interest in joining F1, together with the FIA and commercial rights holder.

He added: "We've carefully listened to what the fans think about the current power unit and what they would like to see in the near future with the objective to define a set of regulations that will provide a powertrain that is simpler, cheaper and noisier, and will create the conditions to facilitate new manufacturers to enter Formula 1 as powertrain suppliers and to reach a more levelled field in the sport."

LAWRENCE BARRETTO

"We shouldn't run away with creativity with new concepts"

➔ P11 DIETER RENCKEN ON FERRARI v LIBERTY

FORMULA 1

McLAREN RESERVE NORRIS LATE TO MACAU

NEWLY CROWNED FORMULA 3 European champion Lando Norris has been given the reserve role for the McLaren Formula 1 team for 2018.

Norris, who is tipped to race in Formula 2 next season but has not ruled out Japan's Super Formula series, has been given the position after his headline-grabbing performance in the mid-season Hungaroring test.

McLaren boss Zak Brown said: "His summer test for McLaren was remarkably impressive, and was further proof that he is ready to step up and take on a role of this size, scope and responsibility. At McLaren, we are extremely keen to help him achieve his goal of racing in F1."

Norris's first track action in his new role will be to take part in the first day of the Pirelli test at Interlagos on Tuesday, following the Brazilian Grand Prix.

But the commitment means that he will be facing a frantic dash to the Macau Grand Prix, where the action kicks off on Thursday for what will be Norris's swansong in F3 with the Carlin team.

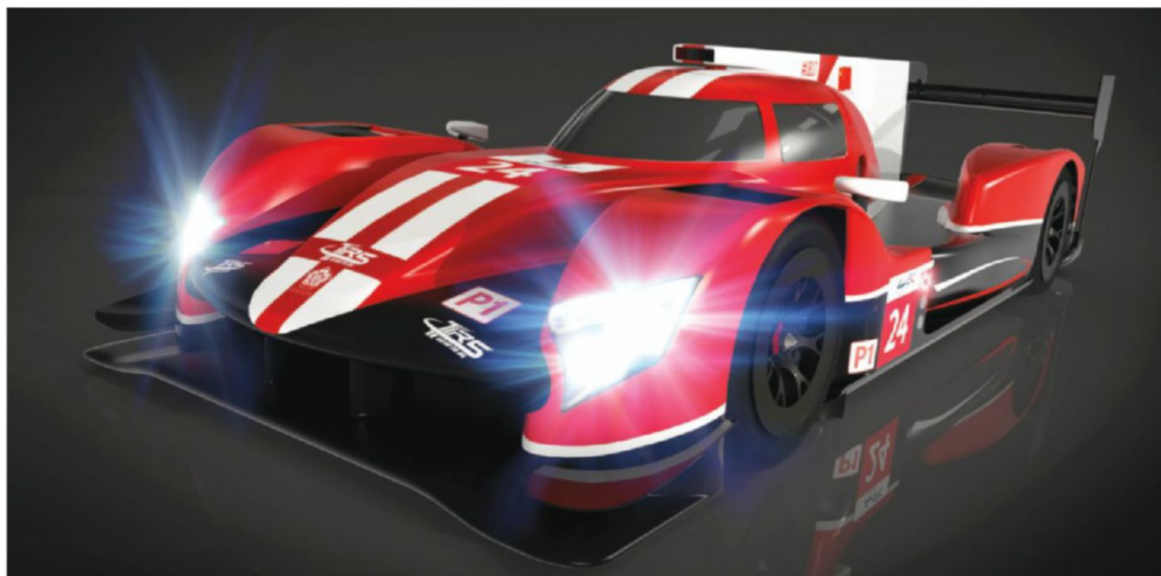
Norris, who celebrates his 18th birthday on Monday, will fly out of Sao Paulo, connecting at Frankfurt and Beijing before arriving in Macau at lunch time on Thursday – after free practice. Any delay could mean that he will miss the opening qualifying session.

The same thing happened to Valtteri Bottas in 2011 when he missed his flight after an Abu Dhabi test with Williams.

MARCUS SIMMONS



PORTLOCK/LAT



WORLD ENDURANCE CHAMPIONSHIP

Manor and DragonSpeed join growing LMP1 pack

A STRONG LMP1 GRID FOR NEXT YEAR'S LE MANS 24 Hours and the 2018/19 World Endurance Championship 'superseason' looks assured after a spate of announcements by privateers in the past 10 days. The combined news means that there should be a minimum of seven non-hybrid independent cars in the field when the WEC reconvenes at Spa next May.

The British Manor squad, a WEC player in LMP2 over the past two seasons, has firmed up its intention to graduate to P1 with a Ginetta. The current plan is for one car, but the team is saying that it could expand its assault to two entries before the start of the season. What it isn't saying is whether it will use the Mecachrome twin-turbo around which the British P1 machine has been designed.

US entrant DragonSpeed, winner of this year's European Le Mans Series title with an ORECA run under the G-Drive banner, has also announced plans to step up to the top class in the WEC. It hasn't disclosed its chassis-engine package, only that two of the drivers will be Briton Ben Hanley, who made his

return to car racing with the squad in 2016, and team patron Henrik Hedman.

Manor and DragonSpeed have joined the already confirmed programmes from SMP Racing with its new BR Engineering chassis, series stalwart ByKolles, and a two-car Ginetta squad whose identity has yet to be revealed. There are signals that more teams could be swayed to join by the promise of lap time parity with any factory hybrid cars on the entry list. That means Toyota, which is edging towards recommitting.

Rebellion Racing, which stepped down to P2 for this season, hasn't ruled out a return to the P1 privateer ranks, which it dominated from the rebirth of the WEC in 2012. And Jackie Chan DC Racing, P2 class winner at Le Mans this year, is saying that it has ambitions to step up, though not for the superseason.

- The new Ginetta-Mecachrome LMP1 will be on display at January's Autosport International at the National Exhibition Centre in Birmingham.

GARY WATKINS

WORLD RALLY CHAMPIONSHIP

WRC to kick off... in Birmingham

NEXT YEAR'S WORLD RALLY Championship will be launched at January's Autosport International, giving the series its highest profile lift-off in history.

Televised live on Motorsport TV – and attended by all manufacturer teams and crews – the landmark launch will be the centrepiece of the opening day (Thursday, January 11) of next year's ASI at the Birmingham NEC. The WRC will remain at the heart of the event

thereafter, with factory drivers on centre stage and taking part in all 13 Live Action shows.

Show director Kate Woodley said: "We really are writing history for Autosport International and the WRC in January. What an honour and a privilege to have arguably motorsport's most exciting series in the world launched under our roof."

Having regularly held the season ending encounter of the WRC in

the form of Rally GB, Britain will kick the series off this January. Recent Rally GB winner Elfyn Evans said: "I'm looking forward to it. It'll be good to do something a bit different and it's a great chance for the fans to come over and have a look – it's good for Britain to have a second major event in the WRC season."

Tickets for ASI are available at www.autosportinternational.com.

DAVID EVANS

IN THE HEADLINES

FORMULA 2 AND GP3 DATES SET

Formula 2 and GP3 have added slots at the returning French Grand Prix to their calendars for 2018, and will also be back at the Russian GP. The standalone Jerez event has been dropped, meaning a net gain of one round to 12 (F2) and nine (GP3), all as Formula 1 supports. Both will race at the Spanish, French, Austrian, British, Hungarian, Belgian, Italian, Russian and Abu Dhabi GPs, with F2 also in Bahrain, Azerbaijan and Monaco.

BOSCHUNG SPLITS FROM CAMPOS

Swiss F2 racer Ralph Boschung has parted ways with Campos Racing before the Abu Dhabi finale. Boschung, whose best result in his rookie season has been seventh, has had four different team-mates this year.

VW CUP CHAMPION THOMPSON IN BTCC

Volkswagen Racing Cup champion Bobby Thompson will step up to the British Touring Car Championship next season. Thompson, who won his VW title with Team Hard, sticks with the team to compete in one of its CCs.

DUVAL RETURNS TO THE WEC

Audi works driver Loic Duval will return to the World Endurance Championship for next week's Bahrain finale as the latest in the revolving cast of LMP2 pilots at the TDS-run G-Drive squad. Duval, who switched from LMP1 to the DTM this year, will join Roman Rusinov and Leo Roussel, who himself has replaced Pierre Thiriet.

BLOMQUIST NAMED IN FORMULA E SEAT

BMW DTM ace Tom Blomqvist has been named as Andretti's driver alongside Antonio Felix da Costa on the official entry list for the 2017-18 Formula E series. It is understood that Alexander Sims could replace Blomqvist for races that clash with the DTM, for which there has been no calendar announced yet.

SWISS F4 ACE GETS F3 GRADUATION

Swiss Formula 4 racer Fabio Scherer will graduate to the Formula 3 European Championship in 2018 as the first driver announced with Motopark. Scherer, a race winner in German F4, has completed tests with the team at Spa, Silverstone, Zandvoort and the Hungaroring.

KENSETH TO TAKE BREAK FROM NASCAR

Former NASCAR Cup champion Matt Kenseth will take a sabbatical of indeterminate length after finding himself out of a drive for 2018. The 45-year-old (below), the 2003 title winner, lost his drive at Joe Gibbs Racing and was beaten in the race for a Hendrick Motorsports seat. Meanwhile, Aric Almirola looks set to take Danica Patrick's ride at Stewart-Haas Racing after losing his Richard Petty Motorsports berth to Darrell Wallace Jr.



JARRETT/LAT

F1 PREVIEW

Brazilian Grand Prix

November 10-12



INTERLAGOS

LENGTH 2.677 miles NUMBER OF LAPS 71

2016 POLE POSITION Lewis Hamilton 1m10.736s

POLE LAP RECORD Nico Rosberg 1m10.023s (2014)

RACE LAP RECORD Juan Pablo Montoya 1m11.473s (2004)



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

UK START TIMES

LIVE ON SKY SPORTS F1

FRIDAY

FP1 1200 FP2 1600

SATURDAY

FP3 1300 QUALIFYING 1600

SUNDAY

RACE 1600

RADIO BBC RADIO 5 LIVE 1600

HIGHLIGHTS ON CHANNEL 4

RACE SUNDAY 2230

PREVIOUS WINNERS

2016	Lewis Hamilton	Mercedes
2015	Nico Rosberg	Mercedes
2014	Nico Rosberg	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Jenson Button	McLaren
2011	Mark Webber	Red Bull
2010	Sebastian Vettel	Red Bull
2009	Mark Webber	Red Bull
2008	Felipe Massa	Ferrari
2007	Kimi Raikkonen	Ferrari

THEMES TO WATCH

WEATHER WATCHING

The Sao Paulo climate can be fickle, and has often had a major effect on the Brazilian GP. Will this add chaos to events at Interlagos once again?

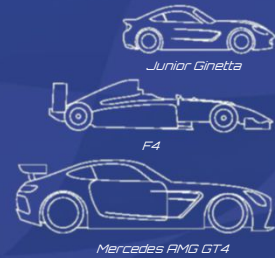
BOTTAS EYES SECOND

Valtteri Bottas closed to 15 points off Sebastian Vettel in the battle for second in the points. Can he make the pass to establish a Mercedes one-two?

FORCE INDIA RISKS?

With fourth in the constructors' standings secured, Force India is eyeing riskier development parts. Will risk-taking extend to letting its drivers race?

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Coughs and sneezes...

...spread diseases, so the old saying goes. Will Ferrari's latest threat to quit Formula 1 spread contagion throughout the sport?

By Dieter Rencken, Special Contributor

[@RacingLines](#)

IT WAS ONCE SAID: “WHEN GENERAL MOTORS sneezes, the New York Stock Exchange catches a cold.” Could the same analogy be drawn about Ferrari and Formula One Management, after Ferrari threatened to exit F1 unless the post-2020 regulations are to its liking?

True, GM was one of the biggest companies in the world back then. But, make no mistake, Ferrari is currently flying high, delivering more cars than ever before and boasting its highest market capitalisation (and profit) since listing in October 2015. Ferrari is listed not on NYSE but NASDAQ (ticker: RACE), but so too is F1 under the Liberty Media umbrella (with the rather less elegant FWONK), potentially creating a case of double jeopardy.

Thus Ferrari president and CEO Sergio Marchionne's recent threats, uttered after FOM unveiled its post-2020 vision, should be taken seriously, not least by F1's commercial custodian. At the heart of the dispute lie three critical issues: a revamped governance procedure under which Ferrari would lose certain privileges; the technical make-up of Formula 1's post-2020 regulations; and, finally, the “cost saving” or “budget capping” proposals as Liberty attempts to get costs in order, to justify reduced payouts to teams so as to bolster its own bottom line.

Ferrari competes in F1 in order to gloss its reputation as maker (and/or licensee) of utterly desirable objects. Its hi-tech, luxury image enables the company to attract premium partners, and it does not advertise in the traditional sense: F1 is the brand's marketing platform. Dumbed-down technology and budget caps simply do not fit that business model.

There is, though, no doubt that Ferrari occupies a very special place in F1 history, so much so that the two are symbiotic, and have been since the Italian team contested the first world championship season back in 1950. Indeed, it is said that Ferrari is F1 and vice versa. While that stretches the point, the fortunes of both brands are indisputably intertwined.

When did Ferrari withdraw from sportscars to concentrate on F1? Mid-1970s. When did F1's popularity first take off? Ditto. When did F1's appeal start to ebb? Mid-1990s. When were Ferrari's fortunes at an all-time low? Ditto. When were F1's TV ratings at their highest? Not coincidentally, when Ferrari ruled the roost during the noughties.

Notwithstanding four-time champion Lewis Hamilton's social-media activities, the predominant colour in the

grandstands is scarlet, not Mercedes silver, while Ferrari's merchandising areas are generally triple the size of its nearest competitor. Wander around airports, and check out the show cars. When last did you see a Force India or a Williams?

These are trends that cannot be ignored, for all that various other dynamics have influenced F1's popularity over the years. Talk to hedge funds about F1 share pricing, and inevitably their first question is: “What is Ferrari's future?” Do they check Mercedes, Red Bull or McLaren? Ferrari, as a globally recognised marque with premium associations, peripherally concerns them; the rest, not a jot.

When Marchionne issued his threat, the (anticipated) reaction was ‘same old, same old’, for Ferrari is no stranger to pulling this trick. In 1987 Old Man Enzo went as far as building an Indycar in protest against impending regulations that mandated V8 engines, causing the FIA to lift its restrictions. Renault's glorious V10s and wailing Ferrari V12s (and later V10s) were the result of the Scuderia's forceful lobbying...

Thus, to many the threat was Marchionne ‘crying wolf’ in time-honoured fashion, prompting fans and websites across the world to leap onto gung-ho platforms and suggest Liberty should call Maranello's bluff; the sooner the better.

This, though, overlooks one essential factor. Both FOM and Ferrari are now listed companies, and thus at the mercy of shareholders. Their successes are no longer measured in eyeball ratings or championships won, but via stock-market indices – and Liberty knows full well its share price will tank if Ferrari walks. Equally, Ferrari's could rise or fall, depending upon how significantly the markets weigh its F1 participation.

Such has been the impact of Liberty's October 31 announcement on both valuations that already Liberty shed 10% over the past week, while Ferrari's share price rose marginally, then dropped before rebounding.

As Marchionne pointed out in a call to investors, Liberty may have factored a possible Ferrari exit into its scenario planning – failure to do so would constitute serious breaches of fiduciary responsibility – while Ferrari would have made a similar calculation. When Marchionne threatened to invoke Ferrari's veto in 2015, the FIA and FOM backed off.

Two powerful forces are in stand-off, their positions dictated by their respective share prices – with F1's very future being at stake. Sneeze, cough. ❄️

“Enzo Ferrari went as far as building an Indycar in protest against the FIA”



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FEEDBACK

Walter Hayes Trophy tops bill at Silverstone

This year, I have been fortunate enough to spectate at the Silverstone rounds of the World Endurance Championship, British GT and British Touring Cars (my traditional visits to the grand prix and Silverstone Classic were prevented by clashing engagements). At each of these events, I witnessed some fantastic motorsport (and some bad examples) in both the main and support categories.

However, the closest, most entertaining racing I have seen in 2017 was provided by my most recent trip to the circuit, for the Walter Hayes Trophy. I was only in attendance from Semi Final 1 onwards, but every race was action packed, with the lead never being guaranteed from one lap to the next. Particular highlights were Joey Foster's last-gasp victory in Semi Final 2 and the gaggle of five cars fighting for victory in the Historic Formula Ford Consolation Race (it is always great to see a Mallock in the mix with some of its more aesthetically pleasing rivals).

Most important of all, I was glad to be present at the podium presentation to see Michael Moyer's emotional victory speech. A well-deserved win, at last! Also, it was good to see motorsport politics taking a back seat to genuine passion (a rare occurrence). Many congrats to Michael and everyone else for putting on such a great show.

Richard Newell
Byemail

Don't forget other champions

We've just seen a worthy F1 champion crowned, but two other world champions were also crowned on the same weekend. Sebastien Ogier took his fifth world title, in a sport where luck plays a bigger role than in many other forms of motorsport and drivers' performance margins need to be correspondingly larger. M-Sport, a privately owned team, took the manufacturers' title, beating three works teams, one with "an allegedly limitless budget" (your words, p10!).

But neither of these is mentioned on your cover, and I have to go 10 pages into your magazine to find first mention of Ogier's achievement, which is at least on a par with Hamilton's and your first mention of Malcolm Wilson's amazing feat. Why the biased reporting? Did having your name on those title-winning cars make you shy?

Mark Slevin
Bath

In our defence, Ogier's feat was first mentioned in the leader on page 3 – ed

Sergio's spiffing speech

One of the highlights of the F1 season for me has been Sergio Marchionne's command of arcane words that are latterly seldom-used in the English language. Already he has described Kimi Raikkonen as a "laggard" and recent Bernie Ecclestone comments



Reader Newell reckons Walter Hayes Trophy outdid WEC, British GT and BTCC for sheer entertainment value

as "unadulterated hogwash".

What next? Well, I for one am looking forward to a "frightful hoo-hah" over the forthcoming engine regulations, and a controversial stewards' decision being derided as the work of "nincompoops".

WI Ball
Twickenham

Ferrari's specs appeal

Could someone tell me where I can obtain a pair of Ferrari-tinted spectacles as issued to all Formula 1 stewards? My grandson is called Sebastian, and he'll be absolutely thrilled to discover that while I'm wearing them, he can do no wrong.

That said, good season, congrats to Lewis and all at Mercedes, and to Red Bull and Max who did an exceptional job developing and winning with an underpowered car.

Paul Beever
Leeds

Give Indy champ an F1 chance

Just catching up on Nigel Roebuck's thoughts on IndyCar champ Josef Newgarden's F1 ambitions (October 26). IndyCar should be embraced by F1. It's a quality series with excellent drivers.

Why not guarantee the IndyCar champion a test with a top-three F1 team at the end of every year?

James Bolton
Towcester

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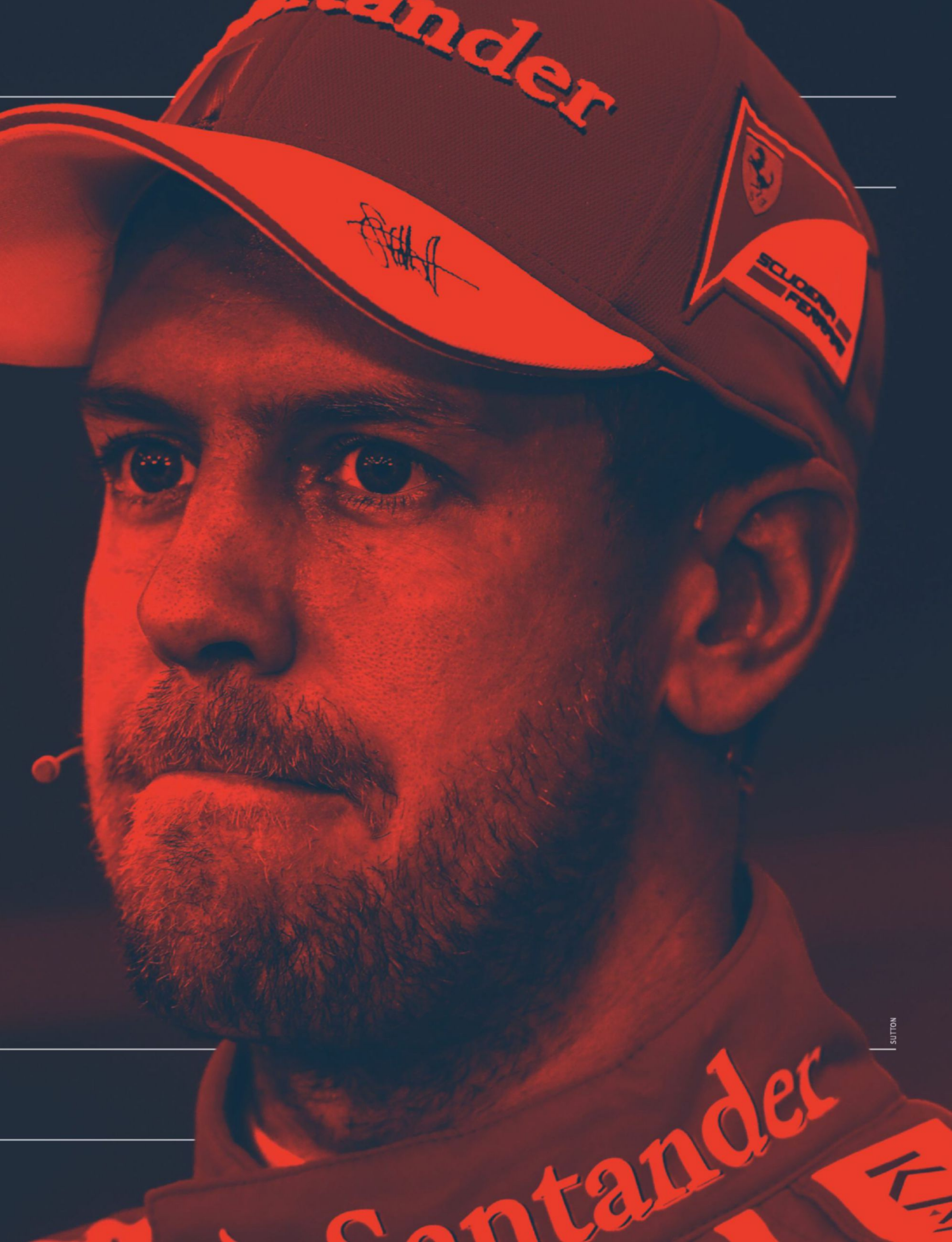

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**“WE DON’T WANT
TO WIN BY AN INCH
WE WANT TO WIN
BECAUSE WE ARE
JUST BETTER THAN
EVERYONE ELSE”**

SEBASTIAN VETTEL

By Ben Anderson, Grand Prix Editor

🐦 @BenAndersonAuto



SEBASTIAN VETTEL MIGHT HAVE LOST THE 2017 F1 WORLD TITLE TO LEWIS HAMILTON, BUT HE FEELS THERE IS MORE TO COME FROM HIS TIME AT FERRARI

There can be no doubt that Sebastian Vettel is among the best of those who have ever driven a Formula 1 car. Regardless of his four world championships (only five drivers have claimed that number), 46 wins (making him fourth in the all-time list) and 50 pole positions (fourth all-time) – the three basic statistical measures of grand prix greatness – Vettel is well established as one of the five big beasts on the current grid.

Along with 2017 world champion Lewis Hamilton, double world champion Fernando Alonso, and Red Bull stars Daniel Ricciardo and Max Verstappen, you can bet Vettel is among the truly elite names at the top of every team's driver wish list.

Ferrari and its talisman have been defeated with two races to spare this year. That is tough to take after such a brilliant start, but the Scuderia now has a solid technical foundation on which to build, and will look to Vettel for further inspiration in its attempts to go one better next season.

In so many ways Vettel is walking the path laid out before him by Ferrari's other great German driver, the one who made them great again after so long in the doldrums. Michael Schumacher took Ferrari back to the summit of F1's mountain and claimed it for his own – five times in 11 seasons.

It took Schumacher five goes to claim the first of those five titles. So, if Vettel's 2015 was the equivalent of Schumacher's 1996, we are currently living through 1998, when Schumacher lost out to Mika Hakkinen and the resurgent McLaren, despite a very strong campaign of his own.

Vettel hasn't won his version of 1998 either. Too many things went wrong at the crucial moments, while Hamilton and Mercedes found an extra gear in the second half of the season that Ferrari just couldn't quite match. But there

will surely be other chances. If and when Vettel finally takes one, it will silence those critics who claim he is merely a one-trick pony, flattered by a succession of Red Bulls from design guru Adrian Newey.

It is said that all geniuses are flawed – that without oddities of character they wouldn't be what they are. It was true of Ayrton Senna and Schumacher, who pushed the boundaries of acceptability to win at all costs. It is true of Alonso, who is considered too hot to handle by most of F1's best teams. And it is true of Vettel too.

He is a driver undoubtedly capable of extraordinary feats, but one who arguably hasn't consistently hit the mark since the last of his world titles in 2013; a driver occasionally prone to moments of madness and self-destruction under pressure, of which we have seen glimpses this season.

Vettel has driven very well for much of the year.

He has won four races in the second-fastest car, and some of his qualifying performances to get onto the front row of the grid in difficult circumstances have been outstanding. But there have also been some important mistakes – both on his side and the team's. And with Hamilton and Mercedes operating at such a high level, there was simply no room for such error from Ferrari and its star driver.

They say you cannot have the light without the shade. To let genius flourish you must be prepared to take the rough with the smooth; the good with the bad, and the ugly. They all have it, and Vettel is no different.

“IT WILL SILENCE THOSE CRITICS WHO CLAIM THAT VETTEL IS MERELY A ONE-TRICK PONY”





POLE
50
POSITIONS



Schumacher
returned Ferrari
to greatness

SPINNEY/LAT

VETTEL'S PARALLEL SCHUMACHER UNIVERSE

The parallels between Vettel's and Schumacher's Ferrari odysseys at their respective early stages are uncanny. Like Schumacher before him, Vettel joined a Ferrari team that was on the floor competitively compared with its lofty ambitions and its historic achievements.

When Schumacher headed to Maranello in 1996, Ferrari had won only two races in five seasons — a dreadful return for a team of such repute. The lack of success was not quite so sustained when Vettel left Red Bull for Italy at the end of 2014, but Ferrari was coming off the back of its worst year since 1993, having not won a championship since 2008.

It hasn't been a smooth ride all the way, but Vettel has won seven races for Ferrari over the past three seasons, and this year led the championship for the best part of two thirds of the grands prix held so far. His title challenge fell apart following the August summer break, but there is no doubt Ferrari is on an upward trajectory.

Ferrari was properly competitive from the first race of the season under 2017's new, enhanced aerodynamic regulations and beefed-up tyres. More crucially, it kept pace in the development race, which for so long has been a real weakness at Maranello.

Hamilton described this one as the toughest of his four world championship wins, which is a real testament to how hard Ferrari and Vettel have pushed Mercedes this season.

Speaking exclusively to Autosport on the eve of the Mexican Grand Prix, where his 2017 championship hopes finally unravelled for good, Vettel says Ferrari has much bigger plans than winning a tight race with Mercedes for championship glory. The aim is to dominate again, in the fashion his childhood hero and idol Schumacher eventually did in the early 2000s.

"It has always been a dream to race for Ferrari — the way I grew up looking up to Michael, what he achieved mostly in red," Vettel explains. "That was, still is, a very strong inspiration and motivator. So, when there was the opportunity to join Ferrari seriously, with the possibility to change and build something new, then of course I got very interested. >>>

“And now, three years in, I think a lot of things happened. We had a very, very strong year in the first year, we finished second in the constructors. The following year everyone thinks you win the constructors’ and you fight for the title. We weren’t strong enough, we weren’t ready.

“But a lot of things still kept growing, and obviously this year was a lot stronger. For the first time, we were in a very strong position to fight for wins and field a very strong car, a strong platform that we built on.

“We are still growing. First off, there has been a lot of changes, big changes in the background, in terms of the dynamic inside the factory, the way we work, the way we work together. A lot of positives, [but also] a lot of things that we still need to learn, still need to improve, because in the end we are not fighting Mickey Mouse and Donald Duck on the track.

“And also, to be fair – and not sounding arrogant – we don’t want to win by an inch. It’s a nice fight, but ultimately we want to win because we deserve it and we are just better than everyone else, that’s where we want to go.”

“IT FEELS AS IF FERRARI IS ONLY ONE SMALL STEP FROM TOPPLING MERCEDES”

Schumacher was only eight points off the lead of the 1999 championship when he broke his leg during the British Grand Prix at Silverstone. After he returned, Ferrari was near-unstoppable until Alonso and Renault finally found a way to break the spell in 2005.

It feels as though Ferrari is only one small step away from toppling Mercedes, but it felt that way in 2015 too at times. The Scuderia was way more competitive this year, a proper championship threat rather than occasional opportunist winner, until that woeful run of results between Singapore and Japan that handed Hamilton his decisive edge.

The key now is for Ferrari not to overreact in defeat. The team already has plans to address the quality control problems that ruined its chances in Malaysia and Japan, while Vettel has publicly come out in support of embattled team boss



Vettel speaks of the Ferrari brand as “something magic”

HONE/LAT

Maurizio Arrivabene. Vettel says he has been a “key person” in revitalising Ferrari’s working culture and transforming the team into title challengers again.

“I think we are heading the right way, so overall I’m very happy to see it coming together, but at the same time I shouldn’t take the credit, because my key role is to drive the car,” Vettel adds. “There are some other things I can influence as well, but there are lots of other people involved in changing that spirit, culture, approach.

“In a way I believe it’s different here than anywhere else. You speak to all the people, I think the passion for the brand is just something magic. Other people try to get it, but they can’t. Maybe I can’t even give you the right answer! But it’s just like that, just take it as a rule, as a given.

“The target is very ambitious, but we believe in it. Of course, in the last three years there were also times when you were thinking, was it the right thing [to leave Red Bull]? Naturally, you think about where you are going [and] sometimes you go up, sometimes you go down. But the belief in the project is still 100% there, and I think this year is a great testimony that things are going in the right direction.” >>



Ferrari was high on unstoppable in the early 2000s

ETHERINGTON/LAT





HAMILTON: VETTEL RIVALRY HAS RAISED MERCEDES' GAME

LEWIS HAMILTON AND SEBASTIAN Vettel were title rivals of sorts in 2010, but back then Hamilton was a rank outsider with McLaren, so it wasn't a straight contest in the way 2017 has been.

Vettel was a rookie when Hamilton claimed his first world championship in 2008, and McLaren was not consistently competitive during Vettel's dominant seasons – apart from '12, when McLaren's reliability was a problem. When Hamilton added his own second and third crowns in '14 and '15, Vettel was afflicted with uncompetitive machinery.

But this season the stars have finally aligned, and two of the very best drivers of their generation have gone toe to toe for the championship. Hamilton has prevailed relatively comfortably in the end, but he says it hasn't come easily in the face of Ferrari's relentless onslaught.

"This year, fighting another team and being in a position to lead the

team, really help drive, motivate and direct the car exactly where I want it to go in its development, alongside a great team-mate and fighting against a great team in Ferrari with the highest decorated, or was the highest decorated driver in the sport – we are now both [equal] – was a massive challenge," Hamilton says.

"Two world champions in that team [Ferrari]. We've all loved that challenge – every single individual in the team [Mercedes] has really raised their game. You go to the factory, I'm thinking, 'Why are you still here at 7pm or 8pm?' Sometimes it's later. They are saying, 'I've got a championship to win'. That hasn't come so easy.

"I think it's great to have two teams fighting. You can see through practice [in Mexico] us all within a tenth, the top six. I think that's great. We need more of that. It pushes us all more to the limit, it pushes the cars more to the limit, and that's ultimately what has got us excited for the sport."



IS VETTEL AS GOOD AS HE WAS?

Regardless of those who claim he got lucky to be in a succession of superb Adrian Newey-designed Red Bulls, there is no doubt Vettel's run to four consecutive world championships between 2010 and '13 required him to drive consistently at an extraordinarily high level.

It takes a truly special kind of sustained focus and ability to do that. Two of those championships (2010 and '12) could have gone either way, but he dominated the field in '11 and '13, and won 34 of the 77 F1 races held over those four seasons.

McLaren, Ferrari and latterly Mercedes were all competitive enough to win races during that period, but no other driver won more than 11 times in that spell, and Vettel's team-mate Mark Webber only took seven victories.

Vettel showed the mental fortitude to come back from a difficult start in 2010, and to salvage victory from the jaws of defeat in the final race of '12. He reached ever greater heights with those V8 cars and their blown diffusers, winning the last nine races consecutively in '13 — a season in which Vettel was champion comfortably and Webber didn't win a race.

"He has the general things that each great driver has — he's focused, he's into detail, all his life is more or less focused on racing," Red Bull motorsport boss Helmut Marko tells Autosport. "He can get out the maximum [from the car] — knowing [he has] just one lap he can still hit the limit. All the others have a few more laps [to build up]. He sits in the garage, waits, then bang! Delivers. You don't win so many races by just having a Newey car, which some people think."

But Vettel has displayed a tendency to go missing in recent seasons. He was defeated by inexperienced team-mate Ricciardo during his final season at Red Bull in 2014, and was bested by Kimi Raikkonen — whom many feel is long past his best — too often in qualifying through the second half of '16 at Ferrari.

The greats must surely turn it on constantly or not consider themselves great at all.

"If he has a car that does not do what he likes then he can't [go as fast as he wants]," Marko adds. "He wants a car that is where he knows. He wants the car to his liking, and when it is, he goes [very fast]."

"He wants the car [in a state] that he gets the confidence to go to his absolute limit. You can overdrive things but, generally, he's working as long as he has it [the set-up] to wherever he wants it. He needs that to have... every driver needs the

confidence, but to be what he is: perfect and fast."

Marko feels Vettel became frustrated and lost focus amid the reliability problems Red Bull suffered in the first season of V6 hybrid F1 in 2014, after the incredible highs of the previous four seasons. It also seems Vettel is quite particular about chasing his car's set-up into a specific place, and can

struggle to get the most from the car if it is not behaving. Marko says he can drive cars in unstable states "but he doesn't like it".

This is a potential weakness of Vettel's that doesn't seem so apparent in drivers like Hamilton and Verstappen, who excel



MAUGER/LAT



Above, left to right: Vettel won his fourth world title with Red Bull in 2013, but the team's competitiveness took a dive the following year, prompting him to move to Ferrari, where he sometimes struggled to beat Raikkonen in '16

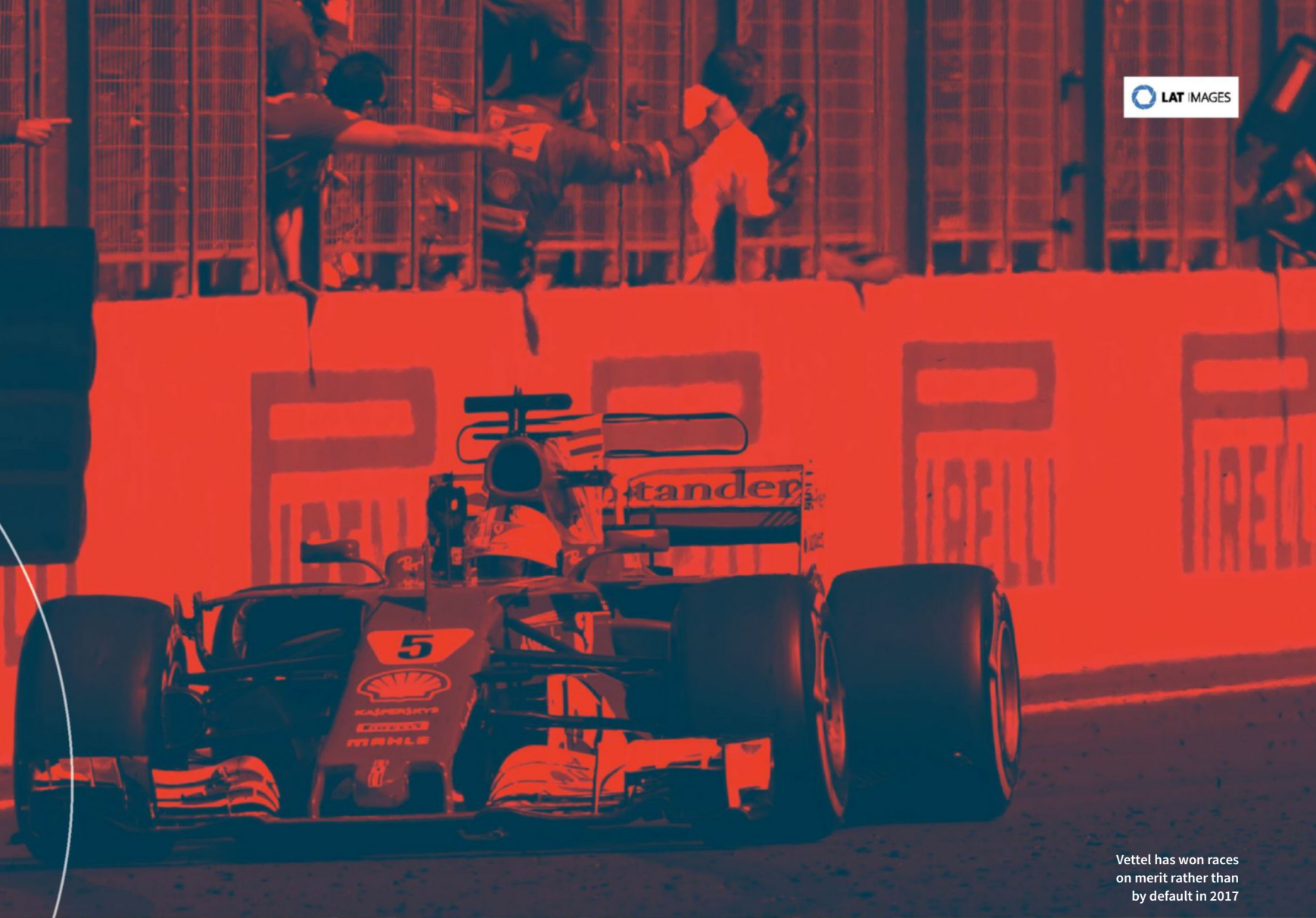
in extreme wet conditions — when the cars are inherently unstable — to the same degree.

But what a motivated Vettel does bring is his fierce intellect and desire to leave no stone unturned in pursuit of perfection, which is what is needed to win championships. In this way, he can be considered a complete driver, in the Alonso mould.

Certainly, Alonso's current McLaren team boss Eric Boullier would put Vettel in that category. "I think Seb is maybe closest [to Alonso] in terms of overall [package]," Boullier says. "If you tell me I can't have Alonso I will pick up Seb. In a similar way, he is very complete. When you know Seb personally, like I do a little bit, he's nice, quiet, but when he's in the car, he's like Fernando — they become animals, because they are driven by their obsession to be competitive."

Vettel is not alone among F1's elite in suffering dips in form. Alonso went missing for large parts of 2009 in uncompetitive Renault machinery, seemingly unable to regularly summon the relentless will and determination he became renowned for. Hamilton hit a trough at McLaren in '11, when he was well beaten in the championship by team-mate Jenson Button amid a tumultuous period for Lewis off-track.

Both have since rediscovered their best form on many occasions, no more recently than this season. And the same can be said for Vettel, who in any case doesn't feel 2016 — in particular — was all that bad for him.



Vettel has won races on merit rather than by default in 2017



HONEY/LAT



COM/ES/LAT



HONEY/LAT

“The thing is, people only remember the results,” he argues. “In 2016 we had a lot of podiums still, given that it was such a horrible season, which in the end I don’t think it was.

“We learned a lot, we made good progress, we had a lot of issues. I don’t know how many times I had to start further back because we had problems. I had a gearbox penalty a couple of times and so on. We had crashes in races where it was looking promising, so overall I partly disagree [it was a bad season].

“But that’s normal because you always know a lot more about what’s going on [inside the team]. In 2014, in a way, it was a lot worse but it was a bit similar. Daniel had a great run and everything went wrong on my side. But that’s how it goes sometimes. His year after that wasn’t very good.

“I think the actual performance of driving the car you always try to do your best. Sometimes it works a little bit better, sometimes a little bit less. Overall I’m not happy with those years, but I still think I did what I could.”

It was also apparent that Vettel was not a fan of the early iterations of V6 hybrid turbo F1 cars, infamously describing

the engines as “shit”. But he has certainly been more enthused by the 2017 breed, which are way quicker now the rules have allowed the teams to bolt on serious amounts of extra grip. A happy worker is so often a more productive one.

“I think this type of car, I enjoy it more,” Vettel confirms. “I don’t know if it suits me more or better, but when I first got in Formula 1 it was very different. It was really raw speed, which I think is the ultimate challenge and what racing is still about.

“There’s always the element of how much [spare] brain you have while you are driving, and how much you control, think about certain things, [but] managing your fuel, your tyres, I think that’s the biggest change there’s been [compared with before]. But this year’s car is a little bit more towards what it has been [in the past] and that’s why we all, on average, enjoy it more. But whether that allows me to be relatively more competitive or not, I don’t know.

“I enjoy driving. It’s normal you enjoy it more when you fight for wins rather than fifth or eighth, but when you are racing, visor down, you go for it no matter what.” >>

THE FLAW IN VETTEL'S RACING GENIUS

Vettel's desire to "go for it no matter what" has yielded some stunning results for Ferrari this year. The fact he has qualified on the front row 13 times in 18 attempts so far, in the second fastest car on the grid, stands as further testament to what we've always known about Vettel — that he is a superb qualifier who so often can find a few tenths extra from nowhere when it really matters. Contrast that with team-mate Raikkonen, who has made the front row just five times in 2017.

Paradoxically, Vettel has also been found wanting at some of the most critical moments. He has thrown away 38 points all on his own by first driving into Hamilton behind the safety car in Azerbaijan and copping a 10-second penalty — which turned a likely race win into fourth place — then defending aggressively from Verstappen after a poor start from pole in Singapore, which triggered a three-way collision with Raikkonen and wiped a further 25 potential points off the board.

The Baku incident is particularly troubling, suggesting a vulnerability in Vettel's psyche that cannot keep his emotions in check when he becomes a victim of perceived injustice. In the heat of the moment, Vettel felt Hamilton had dangerously

brake-tested him. Vettel's composure deserted him and the red mist took over, with serious consequences for his title aspirations and his standing within motorsport.

And this act of road rage is not the first time we have seen Vettel lose his cool under pressure. He was forced to apologise to the FIA after the 2016 Mexican Grand Prix, when he launched into a foul-mouthed tirade at race director Charlie Whiting over the FIA's decision not to penalise Verstappen's defensive tactics.

There is an occasional clumsiness to Vettel's driving in these peak moments of stress too, like tagging the back of Hamilton's Mercedes at Turn 3 in Mexico this year, after being overtaken by Verstappen at Turns 1 and 2, and Vettel sometimes seems unwilling to take responsibility for his mistakes. In these ways, he and Schumacher are quite similar.

"He's German, but doesn't have this attitude of being calm and just focused, so he's far more, in a race car, Italian," says Marko of Vettel. "More than you'd expect from a German, especially when you talk to Vettel normally, but it shows how much he puts into his efforts.

"Schumacher was also very focused, but he never had this emotional thing like Seb has sometimes. He [Vettel] has his belief of honesty and justice. I wouldn't say that makes it a vulnerability, but if he doesn't feel guilty he wouldn't admit [guilt] just for diplomatic reasons."

Vettel's 2014 team-mate Ricciardo agrees Vettel's emotions can sometimes cloud his judgement inside the car, but says his approach outside of it is as professional as they come.

"From what I can see with him, I think that instant, that spur of the moment, he can obviously get quite reactive or emotional," Ricciardo explains. "But I think once that spike of adrenaline comes back down, he has a good approach to things.

Vettel is still reluctant to take responsibility for the Singapore crash

**"I DON'T THINK
MY MOVE OVER
TO VERSTAPPEN
WAS OVERLY
AGGRESSIVE"**



“Mexico last year and all that with the radio and the incident, I’m sure he was pretty vocal at first but then he was like, ‘Alright, maybe I’ll reassess what just happened’. [He’s] fairly emotional, but I think the emotion comes from the passion. He’s one of the most passionate guys on the grid, and I know he lives F1 probably more than most of us.

“Any time I beat him in 2014, I’m sure when we crossed the finish line he was pissed, but once we got back to the engineers’ [room], he always shook my hand and congratulated me. I think once the adrenaline calms down he’s got a solid approach.”

Vettel was adamant he did nothing wrong in Azerbaijan initially, but gradually accepted the error of his ways, issuing an apology to the FIA for creating a “dangerous situation” through his driving, and subsequently admitting he felt he “let the team down” with his actions in that race.

Without the points lost to that red-mist moment and the crash he triggered in Singapore, Vettel would still be in proper title contention now – even allowing for those unfortunate Ferrari engine reliability problems in Malaysia and Japan.

Vettel now concedes that Baku “was very clear” as a mistake on his part, but he is less convinced by arguments that he should have driven differently in Singapore.

“Baku was very clear – what happened, happened,” Vettel says. “Did I do myself a favour? No, because I could have won the race with the issue Lewis had after. Otherwise, I don’t think we had the speed to challenge, so the safety car was my, let’s say, chance for glory. It turned out differently.

“For Singapore, I think those things happen. I’ve looked at it plenty of times, I do understand the people that say, ‘Ah, it’s all wrong!’ Do I agree? Not necessarily, because put yourself in the car, how much mirror you have to watch, all I could see was



Vettel’s conduct has made for front-page news and conflict with the authorities

Max. If you then think about another guy, another guy, another guy, well where do you stop?

“Then people try to interpret it – a lot of intelligence in that moment where other people went OK, then stupidity when it ended up in a crash. But then you could also argue it’s just luck or no luck, or just how it came together. Then there are other reasons. I had an average start, Kimi had a great start. In theory Kimi should have a worse start than I had, but it happened that the grip was so good that he had a better start, whatever.

“So, in the end, it is a racing incident. For sure, it went bad for me, it went super well for Lewis, because he didn’t have to do anything and he found himself in the lead after three corners. But that’s how it goes sometimes.

“If it works in your favour, you don’t spend so much time thinking about it. It all comes down to ‘would you do much differently?’ Probably not, because I don’t think my move over to Verstappen was overly aggressive. I stopped in the moment where I got the hit to give him the room to dive into Turn 1 to cut back on the inside, but it never came to that point...”

What cannot be disputed is Vettel’s dignity in defeat. After the disappointment of retiring early in Japan, he made a point of shaking hands with every member of his team, and when the title battle was finally conceded to Hamilton in Mexico, Vettel declared publicly and repeatedly that Hamilton was “the better man” in 2017.

It is also clear, like Schumacher before him, that Vettel has galvanised Ferrari and gradually brought the team into his particular orbit. You can see his true greatness in these latter moments of bitter disappointment – rallying his team, praising their efforts, asking for them to be protected (from Maranello’s political machinations as much as external criticism) – during their period of pain. He’s urging them on to new heights in the future, showing that he is a leader as well as a great driver.

“Sebastian is mentally very strong – he’s very committed, very determined. He’s very sharp, he misses nothing, so his complete package is astonishingly good,” says Red Bull chief engineer Paul Monaghan. “His entire approach of attention to detail, knowledge of the car, understanding, his ability to adapt to the car balance as it evolves in the race – these are the great qualities of Sebastian.

“You see it in Max and Daniel too. They’re clever and they adapt. Having worked with Fernando, he was the same. When I was race engineer [at Renault] he was condemned to some appalling cars! His ability to adapt was absolutely astonishing. Lap after lap he’s on it, and Sebastian is the same, and Lewis is the same.

“To my mind, you look at Daniel, you look at Max, you look at Fernando, you look at Sebastian, you look at Lewis – they are consistently good. They do not have bad runs. They are always quick – on a Friday, a Saturday, a Sunday. It is that ability to always be competitive, to always extract the best from it, that carries them to the levels they reach.”

And through their good, bad or ugly moments, the true greats never give up. Vettel senses he is close to achieving his dream with Ferrari. Next year he will be back, aiming to be better and stronger than he was this year, and to finally topple Mercedes from its perch – once and for all. ❄️



Norris leads Gunther at start of Pau GP. He would later crash out



ALL PICS: SUIER

LANDO NORRIS

From woeful starts to a brilliant finish

The British rookie did his best to keep the Euro F3 title race open. But once he'd sorted his demons, there was little a brimfully talented field could do to stop him

By Marcus Simmons, Deputy Editor

[@MarcusSimmons54](#)

There was a telling moment after the action had finished at the Nurburgring in September. Lando Norris had held off Jake Hughes to take his ninth – and what would transpire to be his last – Formula 3 European Championship victory of the season. The race hadn't been a thriller, but it had been tense, Hughes keeping Norris on his toes throughout, the duo separated by less than a second as they crossed the finish line.

Norris, an individual who is delightfully honest and candid, verging towards self-deprecation, was as ever picking out moments where he hadn't quite done things perfectly. "I was really *thinking* about my driving," he admitted, "which is something I don't really like to do. Normally, when I'm fast I'm just driving, not having to think about corners and braking markers, but this time I was."

There in a nutshell was what made Norris so brilliant this season. It's quite easy to make sweeping generalisations

about competitors' driving styles. 'Oh look, there's Callum Ilott being spectacular again; oh, Jake Hughes is so smooth; wow, did you see Ferdinand Habsburg ragging it through the fast stuff?' But Norris defies categorisation because he so often adapts perfectly – without, apparently, even thinking about it – to whatever confronts him minute by minute. You'd have said the McLaren Formula 1 protege was pretty tidy judging by his driving at the opening round at Silverstone, but then watching him in the wet in free practice at Pau, his car at ludicrous angles, blew all those preconceptions away.

Norris wrapped up the title in the first race of the Hockenheim finale, and it's only because of his two main shortcomings this season that it didn't come sooner. Firstly, his epic qualifying form – he started all the first nine races from the front row – was so often undone by his duff starts over the first half of the campaign. He's never had a rocketship reputation for his getaways, but in F3 this was more cruelly exposed than it had been through his junior activities in Formula 4, Formula Renault 2.0 and BRDC British F3.

This one's for you: Norris with Carlin spannerman

He finally got the complex F3 starting system sussed at Spa – ironically, the circuit where you *don't* want to be leading on the first long straight.

The other aspect that counted against Norris, and this is being quite harsh because we don't want him to change, was his racecraft. He would think about moves that had never been invented, often pulling off a mega-pass, but it did get him into trouble a few times – particularly when he ran into Joel Eriksson in the penultimate event at the Red Bull Ring, when a solid finish would have guaranteed him the title, and left himself vulnerable to a last-lap attack from Ralf Aron.

It's typical of Norris that he used the televised aftermath – he sat in the gravel trap looking like a bewildered, upset junior-school kid – as an opportunity to make fun of himself on social media. And that paid dividends when fellow meme legend Fernando 'Deckchair' Alonso was announced as sharing a car with Norris in next January's Daytona 24 Hours. How the Twitterati loved that!

But the Carlin team loved him for those ambitious moves; how could the guys and girls there not? On more than one occasion team boss Trevor Carlin compared Norris to Takuma Sato – "That's what Taku would've done," he'd chuckle – and you have to remember here that the Japanese folk hero is revered within the squad's Farnham factory as the winner of its first-ever title, British F3 in 2001.

This season was an incredible turnaround for Carlin's FIA F3 fortunes. Its drivers had drifted away one by one during 2016, claiming that the cars weren't competitive, and that season the Nurburgring and Imola rounds took place without a single Carlin Dallara on the grid. The team bounced back to win >>



the Macau Grand Prix with its old favourite Antonio Felix da Costa, and worked its collective bums off to get back to a state of competitiveness for 2017. Dutchman Stefan de Groot – himself a handy F3 pedaller a decade and a half ago – took on the chief engineer role, while Matt Ogle (who ran Jack Harvey to the 2012 British title, Antonio Giovinazzi to European runner-up in '15, and da Costa to '16 Macau glory) looked after Norris. Stephen Lane was on Habsburg's car and ex-Portec Formula Renault 3.5 wizard Stuart King, via a year running Sergey Sirotkin in ART's GP2 team in '16, was drafted in to work with Jehan Daruvala.

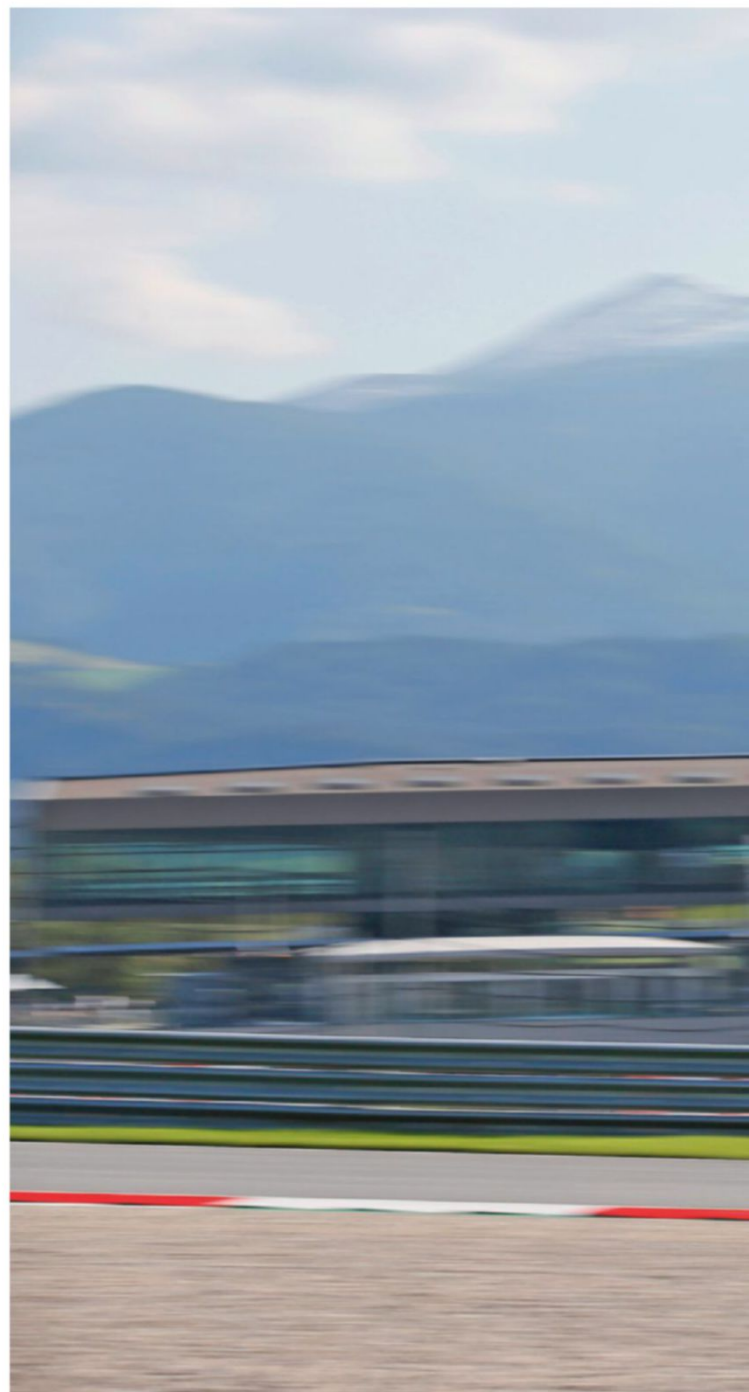
They were slightly aided in their quest by the Dallara update kit, introduced for 2017 with not just safety modifications but new aero too. After six consecutive seasons of Prema Powerteam drivers winning Euro F3 titles, this did affect the competitive order. The campaign ended with pilots from three different teams – Norris, Eriksson (Motopark) and Maximilian Gunther (Prema) – in the top three, and with Hitech GP (principally, but not only, with Hughes) often every bit as competitive too, but playing catch-up after a poor start to the year.

With Eriksson leading the championship through much of the early stages, thanks to not only the BMW junior's own brilliance but also Norris's starting gaffes, there were grumbings from the Mercedes-engined teams that the Volkswagen units powering Carlin

and Motopark were significantly faster. Certainly, VW tuner Spiess had taken advantage of 'reliability improvements' in between the end of the 2016 European season and Macau. But, realistically, the difference was more likely that the VW teams were simply able to access the power they previously couldn't use without risking blow-ups (as had happened uncomfortably frequently). Combine this with the skills of Norris, Eriksson, Carlin and Motopark, and the fact that, of the Merc teams, Prema – by its own vertiginously high standards – and Hitech had dropped the ball, while Van Amersfoort Racing was lacking a recognised frontrunning driver.

The other significant factor was Norris's impeccably choreographed career. He wanted for nothing – sharp management, superb resources, fitness crew in attendance at all times – in stark contrast to main rival Eriksson, a freewheeling, old-school, practical dude who prefers to get on with things himself. Whispers, which were understandably firmly refuted by those close to him, flew around the paddock suggesting that Norris was getting mileage in private tests in different machinery – he definitely did a few days in a GP2 car, which helped prepare for his Formula 1 testing – but there was never any suggestion that anything illegal was going on.

Whatever, none of this can disguise the fact that Norris and Carlin did an outstanding job in 2017. As a Euro F3



Hughes was a race winner for Hitech in his first F3 season

Silverstone

- R1 Norris
- R2 Eriksson
- R3 Ilott

Norris wins the opener from a safety car start on a damp(ish) track, as Ilott spins out of second. With the remaining races starting from the grid, Norris's starting shortfall becomes apparent. These races feature great battles between Ilott and Eriksson, winning one apiece, with Eriksson taking the points lead. Dennis and Hughes also take podiums.

Monza

- R1 Norris
- R2 Eriksson
- R3 Ilott

The same winners as Silverstone. Norris's starts still aren't good, but slipstreams his way up to pass polesitting team-mate Daruvala to win the opener, then finishes right behind Eriksson in the second race. Ilott, infuriated by an obstructive Dennis in the first two races, dominates the finale. Eriksson still leads the points, by one from Norris.

Pau

- R1 Eriksson
- R2 Gunther
- R3 Gunther

Ilott crashes out of the lead on the opening lap of race one, allowing Eriksson to beat Norris. Gunther then wins the second from Norris and Ilott, as Eriksson's suspension fails and he shunts out of fourth. The same happens to Norris while leading the finale – the hallowed Pau GP – which goes to Gunther from Ilott. Eriksson and Norris are now level on points.

Hungaroring

- R1 Gunther
- R2 Ilott
- R3 Eriksson

With Eriksson suffering a Q1 nightmare, Gunther completes a hat-trick of wins by beating Hughes in the opener to take the series lead. Ilott and Eriksson dominate the other two races, winning one apiece, and Eriksson is now back in front in the points. Norris's starts are still poor and he has now dropped to fourth in the standings.

Norising

- R1 Gunther
- R2 Norris
- R3 Daruvala

Heartbreak for Hughes, who is leading the first race before he is hit into the barriers by Norris. While Gunther wins, Norris is penalised out of the points. Norris redeems himself with a stunning race-two win from Hughes, after Aron leads most of the way. Daruvala beats new points leader Gunther in the finale, as Eriksson struggles.

Spa

- R1 Norris
- R2 Habsburg
- R3 Norris

Norris wins the opener after a brush with Ilott sends the Prema man wide and onto a collision course with Hughes. Mazepin is a great second. Habsburg wins epic race two from eighth on grid after Norris takes out Zhou at Les Combes. Despite grid penalty, Norris passes Zhou in finale and beats Eriksson, who again climbs from mid-grid to second.

ROUND BY ROUND



Eriksson was on sublime form in snow-capped Styria, and ended up as title runner-up

newcomer – oh yeah, he won the rookie title too, needless to say – Norris prevailed over what was, in recent years, arguably a leading quartet second only to the Ocon/Blomqvist/Verstappen/Auer 2014 season. Carlin too ended something of a jinx in Euro F3; amazing to think that this was the squad’s first title at this level. It was not only Norris on form, but fellow FRenault 2.0 graduates Daruvala and Habsburg were also race winners, and they too played their parts in the overall success. If ever Norris was missing anything anywhere, he knew that he had two quick team-mates to check data with – one good example of this was Habsburg’s absolute flat-at-Scheivlak bravery through the fast corners at Zandvoort. Jake Dennis also provided a handy barometer in Carlin’s fourth car at the opening three rounds, and his slightly disappointing results – after a year out of F3, and having to readapt from his GT3 activities – were further proof of how talented this year’s crop was.

Eriksson rarely had this data luxury at Motopark. The Swede started the season with two very inexperienced team-mates in Marino Sato and Keyvan Andres Soori; David Beckmann transferred over from VAR during the summer, but the German’s driving seemed unfocused, ragged and often desperate, so he wasn’t often much use either. Unfortunately for Eriksson, the all-important qualifying form dropped off in the middle of the summer, just at the point when Norris sorted out his starts. Eriksson would often complain of an overall lack of grip pushing him down the grid and, despite being arguably the best, most instinctive racer in the field, it was too high a mountain to climb to get back into the leading positions in races, where he said the car was usually fine. A late-season test at the team’s home circuit of Oschersleben put him in a much better mood, and Eriksson stole Norris’s thunder at the Red Bull Ring, then shared the wins with Gunther and Ilott at the Hockenheim finale to remind everyone »

Zandvoort

R1 Norris

R2 Ilott

R3 Norris

Gunther loses the series lead to on-form Norris, who takes three poles but loses one due to a Q2 yellow-flag offence. At precessional Zandvoort, Norris beats Eriksson in first race and Habsburg in the finale. Ilott inherits race-two pole and wins that from Hughes, who is driving in pain from a trapped nerve. Eriksson and Ilott now begin to drop out of the title picture.

Nurburgring

R1 Norris

R2 Hughes

R3 Norris

Norris is utterly supreme in a soaking opener to beat Hughes, and the dry races too are all about this duo, who monopolise the one-two spots. Mawson, Ilott and Aron all take podiums. It’s a disastrous weekend for Gunther, who can’t get any grip in qualifying and drops to 73 points off Norris’s lead. Makino shows much-improved form and grabs a fourth.

Red Bull Ring

R1 Ilott

R2 Eriksson

R3 Eriksson

Fantastic racing in Austria, as Ilott beats Eriksson in the opener. Eriksson then fends off Norris in the second, and the battle in race three is between these two again. Then Norris hits Eriksson, damaging his car, and gets taken out on the final lap. So Gunther still has an outside title shot. Mazepin (twice) and Makino (once) also take podium results.

Hockenheim

R1 Eriksson

R2 Ilott

R3 Gunther

Norris clinches the title in the opener by finishing second to Eriksson after a frantic early scrap with Ilott and Habsburg. Ilott then crushes the field in race two to head a Prema 1-2-3 from Gunther and Zhou. Gunther wins the finale from Eriksson, but loses out to the Swede in the fight for second in points. Zhou beats Norris to final podium.



Daruvala leads Dennis and Habsburg at Monza

ALL PICS: SUER

again of just how good he is.

Gunther and Ilott were in the invidious position of being at Prema – and therefore expected to fight for the title – in the year where the variables were bigger than at any time since the current-generation Dallara was introduced in 2012. The update kit, including a new front wing, meant a heavier car and the Prema boys struggled with rear-end instability. Prema has always been about a driver adapting to the characteristics of the car – even Felix Rosenqvist didn't like the Italian squad's set-up when he first tested it, but knew he had to knuckle down – and potentially, as a consequence, it was a little slow to react to what its drivers were saying.

Gunther can be magnificent to watch but this year, overall, he was too conservative in his driving and particularly lost form when he moved into the championship lead in the middle of the season. Ilott too is a mega-talent, but it's fair to say that he made a few too many mistakes while in top positions, and that cost him a lot of points. Overall, though, it would be unfair to criticise either for not winning the title with the 'mighty' Prema – that would not only fail to take into account the fact that F3 is now pretty even between teams at the head of the field, but also denigrate the outstanding work done by Carlin and Norris. It was notable too that, when Prema *really* struggled, for example slithering in the wet at the Nurburgring, Ilott was absolutely miles in front of team-mates Gunther, the impressive Guan Yu Zhou, and Mick Schumacher.

Bearing in mind its resources, Hitech's early season was a big disappointment. One or two voices from the Silverstone team's camp reckoned that it had been a bit too reliant on its simulator predictions, and that things improved after returning to a more basic set-up. Hughes – in his first full season of F3 – looked excellent, but all his team-mates showed form: Aron is a terrific little racer; Nikita Mazepin is always capable of pulling out a mega-lap; and Tadasuke Makino looked very promising by the end of the season. Most of them suffered from an unfortunate propensity for Hitech cars to be used as target practice for out-of-control rivals.

Dutch team VAR had a tough campaign, and reigning German Formula 4 champion Joey Mawson was usually its best hope of a big result, but the Australian did have a lot of incidents. Harrison Newey raced well and was especially strong at Pau, and Pedro Piquet could deliver when he was fired up, which wasn't that often. At least the team, which looked beleaguered early in the year, got back onto more of an even keel after Beckmann had departed.

All these guys have talent, yet for Formula 1 stardom of the future look no further than Norris: this was an absolutely brilliant season for him. Watch out world. >>

Gunther heads a Prema trio of Zhou and Ilott at Zandvoort, but faded in second half of season



FORMULA 3 EUROPEAN CHAMPIONSHIP

POS	DRIVER	TEAM	CAR	1	2	3	4	5	6	7
1	Lando Norris (GB)	Carlin	Dallara-VW	1	9	3	1	2	2	2
2	Joel Eriksson (S)	Motopark	Dallara-VW	4	1	2	4	1	4	1
3	Maximilian Gunther (D)	Prema Powerteam	Dallara-Mercedes	3	4	4	7	4	3	3
4	Callum Ilott (GB)	Prema Powerteam	Dallara-Mercedes	R	2	1	9	7	1	R
5	Jake Hughes (GB)	Hitech GP	Dallara-Mercedes	13	3	13	10	13	R	R
6	Jehan Daruvala (IND)	Carlin	Dallara-VW	10	8	6	2	8	9	10
7	Ferdinand Habsburg (A)	Carlin	Dallara-VW	12	13	12	3	5	5	8
8	Guan Yu Zhou (PRC)	Prema Powerteam	Dallara-Mercedes	7	7	R	5	6	10	R
9	Ralf Aron (EST)	Hitech GP	Dallara-Mercedes	R	16	10	8	9	8	5
10	Nikita Mazepin (RUS)	Hitech GP	Dallara-Mercedes	R	15	7	11	10	11	4

11 Harrison Newey (Van Amersfoort Racing Dallara-Mercedes) 106; 12 Mick Schumacher (Prema Powerteam Dallara-Mercedes) 94; 13 Joey Mawson (Van Amersfoort Racing Dallara-Mercedes) 83; 14 Pedro Piquet (Van Amersfoort Racing Dallara-Mercedes) 80; 15 Tadasuke Makino (Hitech GP)



F3: 2018, 2019 AND BEYOND

FORMULA 3 IS ON A PATH INTO AN UNCERTAIN future, and there were a lot of worries during the middle of the season over exactly what this will entail. But, come the Red Bull Ring in September, some clarity had arrived in the form of the FIA World Motor Sport Council.

For 2019, the FIA F3 European Championship will make way for an International F3 series, for a new, single-make car and a spec engine pushing out over 300bhp. Everyone expects the chassis to be a Dallara, but this is out to tender at the moment and nothing can ever be guaranteed – certainly, there appears to be a feeling within the Italian constructor that a push from Tatuus or Mygale cannot be ruled out.

What the WMSC didn't say was what has been widely expected: that International F3 will replace Euro F3's long-time rival the GP3 Series on the Formula 1 support package. The role of promoter and engine supplier are also out for tender. If the promotion gig goes to current Formula 2/GP3 overlord Bruno Michel's company, you can probably expect the engine to be some variation on the Mecachrome product usually favoured in his series. But again, nothing can be ruled out, and it should not be taken for granted that GP3 will cease at the end of 2018 and make way for International F3, even if that is by far the most likely scenario.

So what happens to the existing cars? In his new-for-2017 role as chairman of the ITR, which promotes the DTM, Gerhard Berger – who, don't forget, was the architect of the revival of the FIA F3 European Championship in 2012 in his former role as president of the governing body's Single Seater Commission – is also back at the helm of Euro F3 until the end of 2018. That's because the series is currently promoted by Formel 3 Vermarktungs, a subsidiary of the

ITR run by Walter Mertes – hence its role as a DTM support series at six of its 10 rounds.

During the uncertain summer, Berger told the teams that he was willing to revive the F3 Euro Series, which ran from 2003-12, and the title to which the ITR still owns, with the teams running the current cars. This was if the FIA was going to steer F3 down the single-chassis/engine route and onto the F1 package. Shortly after this, the teams got pretty much on board with the FIA plans, in some quarters admitting that they only had themselves to blame for inflating budgets with development, and that single-make was the way to go. Berger therefore decided to back off from the plan. But now it appears that, during a meeting at the Hockenheim finale, the teams met Mertes and there could be a chance that the F3V promotes a Euro Series for the existing machines, but this probably depends on ways being found to cut budgets. It is also rather important that the DTM survives, of course.

So where does this leave the interim season of 2018? In surprisingly good shape... Formula Renault standouts Sacha Fenestraz and Max Defourny made highly impressive F3 race debuts at the Nurburgring, and German Formula 4 stars Juri Vips and Felipe Drugovich were decent enough when they appeared at the Hockenheim finale – each at short notice and with very little mileage in a car more powerful than an F4 machine. At least a couple of the teams have got potential drivers coming out of their ears at the moment, but with only five squads currently in Euro F3 it probably needs the FIA to use its discretion to bend its four-cars-per-team rule, as it did for the late-2017 races. From what was a pretty gloomy forecast in the middle of the year, the current F3 cars look set to get one further excellent season. And maybe more...

ALL PICS: SUER

8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	PTS
2	R	8	14	3	11	1	3	1	R	1	1	3	1	1	2	1	4	2	17	2	11	4	441
R	5	10	2	1	4	10	7	9	2	2	2	12	12	10	9	8	2	1	1	1	4	2	388
1	1	1	6	6	1	3	2	3	3	R	3	7	3	13	11	7	3	7	5	10	2	1	383
3	2	5	1	2	R	9	9	14	6	4	5	1	R	4	3	4	1	4	R	4	1	5	344
6	R	2	4	7	R	2	5	R	4	R	8	2	5	2	1	2	11	13	16	11	5	8	207
9	11	3	8	9	6	4	1	4	5	5	9	16	14	6	10	5	13	5	6	5	8	20	191
8	6	15	10	12	R	15	8	8	1	6	4	6	2	5	6	R	6	9	4	3	20	R	186
R	10	7	3	4	3	8	12	12	R	3	16	8	4	9	13	R	9	19	14	13	3	3	149
5	3	R	12	13	9	5	4	11	8	7	R	10	8	14	5	3	12	6	18	8	10	19	123
7	R	12	11	10	10	18	10	2	7	11	11	11	10	R	16	16	R	3	2	6	6	7	108

Dallara-Mercedes)57;**16**David Beckmann (Van Amersfoort Racing Dallara-Mercedes/Motopark Dallara-Volkswagen)45;**17** Jake Dennis (Carlin Dallara-Volkswagen)41;**18**Max Defourny (Van Amersfoort Racing Dallara-Mercedes)2;**19**Marino Sato (Motopark Dallara-Volkswagen)1;**20**Sacha Fenestraz (Carlin Dallara-Volkswagen)1.

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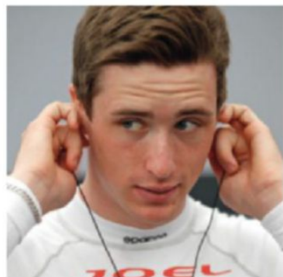
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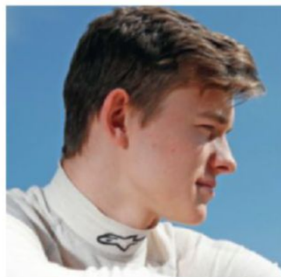
1 LANDO NORRIS

His preparation was second to none, yet three outstanding moments of sheer improvisational brilliance spring to mind: an astonishing pole lap at Pau, over half a second clear of Ilott in his group; a single flying lap at the end of wet free practice at Spa, having sat out the whole session, which sprung him a second clear; and an extraordinary pole in the wet at the Nurburgring by nine tenths. Norris wasn't perfect, but his relentless speed and commitment earned him a fully deserved title. And all at the age of 17. This will leave Formula 2 rivals in 2018 very worried, whichever team he's with.



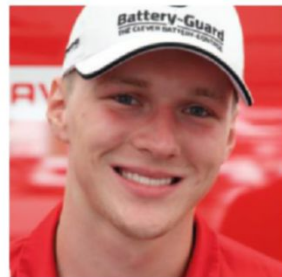
2 JOEL ERIKSSON

There's a nucleus of people who'd say there's nothing to choose between BMW's Swedish junior talent and Norris, but that you have to give the verdict to the Brit. Eriksson, though, was often outstanding, and it was only Motopark's rough patch in the middle of the season that dropped him out of the title picture. Even during this period, he put in storming drives to second from 12th and 10th on the grid at Spa. He's a classic, old-fashioned, hard-but-firm racer – utterly brilliant battles with Norris and Hughes towards the end of the season exhibited this clearly.



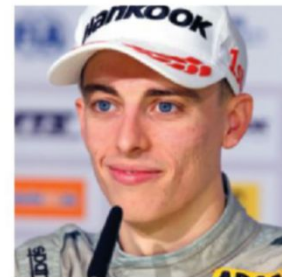
3 CALLUM ILOTT

Prema thought it could polish this exquisitely talented rough diamond, but it took a long time to do so. Good results – which could have been wins – were thrown away at Silverstone and Pau. Other races showed that perhaps Ilott's instinctive racing sucks him into disadvantageous positions on the track and leaves him vulnerable. He does have a very admirable, pure, clean-racing approach, which can be taken advantage of by harder-edged rivals. Interesting that he beat Norris 10-8 on poles, although admittedly Norris lost two more to grid penalties.



4 MAXIMILIAN GUNTHER

Part of the self-mythologising 'Prema Way' is to play the title game softly-softly, not take undue risks. This talented Mercedes DTM junior needed reining in during 2016. Then, when his great title shot came this year, he swung too far the other way. You have to feel for Gunther, because with Prema's edge gone the team's methodology was less effective. It wasn't until the penultimate round at the Red Bull Ring that suddenly here he was, on the absolute edge. Perhaps the Merc DTM pullout, and his own shortage of budget for the future, may have had an adverse effect.



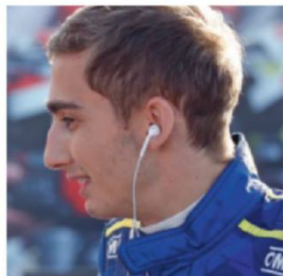
5 JAKE HUGHES

In his first season of F3, Hughes was the Hitech standout – way ahead of his team-mates in the points, and 12 times out of 20 sessions the team's top qualifier. The Brummie ticks every single box. He's a good bloke, strong feedback, and drives an F3 car beautifully smoothly and with great accuracy. When the team improved and he stopped getting hit by the errant Norris, Ilott, Gunther etc, his results improved, and he even looked an outside shot for a top-four position in the points. Possibly the driving style could be more attacking when conditions suit, but otherwise excellent.



6 JEHAN DARUVALA

Our top five this year are comfortably clear of the next batch, between whom there's not much to choose. The Force India-backed Mumbai talent gets it because, apart from his superb win at the Norisring, he also led most of the way in a race at Monza. Incredible record of 30 finishes from 30 races as an F3 rookie, 25 of them in the points, tells a tale of a very solid and consistent season. Daruvala is missing just a tiny bit on qualifying pace, and he could be a bit more aggressive in the races. That'd probably bring the finishing record down, but would raise his win tally.



7 FERDINAND HABSBURG

The would-be next king of Austria was a very pleasant surprise this year. He scored a podium second time out at Monza, and scored a terrific victory at Spa with a broken bone in his hand, legacy of a Norisring shunt – this was hugely popular, because he's an absolutely cracking bloke with a great sense of humour. The win seemed to unlock a new confidence, and his driving became notably fast and committed – at Zandvoort, he was able to be flat in some places when team-mate Norris couldn't. Both he and Daruvala will hopefully return to F3 in 2018; they'd be top contenders.



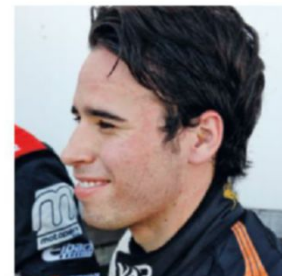
8 GUANYU ZHOU

This was the Chinese Ferrari junior's second year in F3 but only his third overall in car racing. After switching from Motopark to Prema for 2017, he was still a bit raw and his dramatic driving style – he seems to be massively late on the brakes – probably needed honing down a bit. But there were instances where he was quicker than team-mates Ilott and Gunther in some corners. It should also not be forgotten that Habsburg's win at Spa could have been Zhou's: they were both on four new tyres, and Zhou was ahead of Habsburg when he was taken out by Norris...



9 RALF ARON

Qualifying is everything in F3. This laconic, funny and highly intelligent Estonian switched from Prema to Hitech for 2017 and, if only he could put a whole lap together, he'd have been Hughes's equal. The big problem is sticking all his sectors together on the same lap. He did that brilliantly at Norisring to set the fastest-ever F3 lap of the circuit, but of course, at only 48s a lap, you get many bites of the cherry there... Superb, instinctive racer with good judgement, but his qualifying woes often left him in the midfield turbulence from where it's difficult to emerge unscathed.



10 JOEY MAWSON

A bouncy, amiable bloke and bruisingly-hard racer, Mawson is pretty much the epitome of an Australian race driver. Even down to the fact that he's got no cash. His investors back home got him in at Van Amersfoort Racing and he flourished whenever conditions were tricky. But perhaps those financial worries over his long-term future led him to overstrive, because there were too many incidents. He's a terrific little talent and, as a rookie, was 10 times out of 20 VAR's top qualifier (against six for Piquet and four for Newey, both second-year F3 drivers).



Britain's breakthrough champion

After two frustrating seasons in European Formula 3, 2017 GP3 champion George Russell has won the international championship he'd coveted

By Alex Kalinauckas, Assistant Editor

[@Nauckas](#)



For any sports star, the night before they have the chance to seal a place in history can be tense. Few, you'd imagine, would choose to spend it picking apart previous performances, discussing their ambitions, or deliberating on their rivals.

But ahead of securing the 2017 GP3 title, that's exactly what ART Grand Prix driver and Mercedes Formula 1 junior George Russell did. In the October-cool Jerez dusk, the 19-year-old sat down with Autosport to go over his successful rookie season in the grand prix support category.

"It's gone very well," he says understatedly, after betraying a charming flash of surprise at the number of untidily scrawled questions we've prepared for him, the first of which – as you may have twigged by now – is to ask how he thinks 2017 has gone. But this being Russell – always happy to provide intelligent and detailed answers – he goes on: "I had a fairly poor first round, for my standards, in Barcelona, but we soon rectified the issues and turned it around."

After finishing fourth and fifth at the season opener, Russell scored main-race victories in Austria, Britain, Belgium and Italy – split either side of a disastrous weekend in Hungary, where a sensor problem prevented him from starting the first event, and an unfortunate clash with teammate Jack Aitken in race two left him 11th. Second and fourth at Jerez were enough to give him a first title since his 2014 BRDC Formula 4 series win, with one round to spare.

Key to that turnaround was a test at the Hungaroring in the eight-week gap between Barcelona and the Red Bull Ring. This gave him the chance to fully adapt to the GP3 car's hand clutch – a system he was unfamiliar with, having used foot clutches in his previous three seasons of car racing – and address the start problems he'd had in Spain.

Russell spent his second and third seasons out of karting racing in the Formula 3 European Championship, starting in 2015. He finished sixth for the Carlin squad that year before joining new team Hitech GP for '16, where he ended the season third behind champion Lance Stroll.

"The last two years have been tough," Russell says. "When we made the step up to F3, in the first half of the season I didn't really understand the car and how to drive it properly. Then 2016 was a great year, but you had Stroll at Prema with three really quick team-mates and it was tough to compete."

But at the end of last year, things started looking up.

"This year I knew I'd have no excuses and I had to put everything into it"

He took pole at the prestigious Macau Grand Prix – an additional 'selling point' with Mercedes, where he had been working since the middle of the season. Russell had signed to become an official Mercedes junior in October 2016, the announcement being delayed until the following January because of "a certain Rosberg retiring". It was also revealed then that he would switch to GP3 with category powerhouse ART.

"This year I knew I'd have no excuses and I had to put everything into it," says Russell. "[The success] means a lot to me, to make up for the previous two years, which probably haven't quite shown the potential I believe I have."

The title certainly vindicates the switch to GP3. It also meant Russell had to get to grips with the category's difficult-to-master Pirelli rubber. "I've improved with tyre management – in different ways to which I had to drive previously," he explains. "F3 was very much 'go flat out' >>

Russell is delighted with the vindication of his talent that the GP3 title gives him



every lap, whereas here you need to think about the tyres, look after them. Also [in GP3] the racing is different because if you have a poor race one, you're screwed for race two."

GP3's combination of a points-heavy first race and reversed-grid second race meant Russell had to adapt his mindset too. "You soon see how the championship turns when you have a bad race one," he says. "As a driver, I've improved [by being able to] see the bigger picture and picking up these [consistent] points to win the championship."

Britain's other third-tier champion

As you'll read elsewhere in this issue (European F3 season review, page 24), Russell is not Britain's only third-tier single-seater champion in 2017, with Lando Norris winning the Euro F3 title. McLaren F1 junior Norris followed Russell, the 2014 McLaren Autosport BRDC Award winner, by picking up that prize in 2016.

With five titles in four categories across four successive seasons of car racing, Norris has generated a lot of media and fan interest as he makes his way up the ranks.

"There's no doubt he's a very good driver," says Russell. "I think he's definitely had more opportunities than 99% of other drivers, which gives him an unfair advantage, let's say. He's been in a privileged position, but you have to go out and do the job and I know drivers in that position who haven't been able to fulfil what he's doing."

When asked about the buzz surrounding Norris and whether that helps or hinders him, Russell is equally balanced in his comments, but there's a firmness — one that reflects his fierce competitive spirit — in his reply. "It's not a hindrance — it doesn't affect me at all that he's in the limelight," he says. "I don't care if thousands of people on Twitter, Facebook or Instagram are giving hype over him and not me because

they [Mercedes and ART] know what I'm doing — they're happy with my performance."

Russell reckons the next step in his career is likely to be into Formula 2, where Norris is also tipped to race in 2018. "My goal next year will probably be to win F2, which is where it looks like I'll be racing," he adds. "I think Lando is definitely going to be one of the main rivals out there and I'd prefer having him as my team-mate in exactly the same equipment. I'd love to be team-mates with him because there's a lot of hype around him and Charles [Leclerc, 2017 F2 champion] at the moment."

Impressions of ART

In recent weeks, sources have suggested that a Russell-Norris F2 line-up could become reality, with ART a possible destination for the pair. Russell would have early advantages, specifically with his experience of facing tough competition within the French squad.

This year's ART GP3 line-up of Russell, Aitken, Nirei Fukuzumi and Anthoine Hubert has been formidable. Aitken and Fukuzumi are backed by Renault and Honda respectively,

and are also very highly rated. The ART corps has taken pole and won race one at every round so far this season.

With such an abundance of talent in a high-stakes season — Aitken and Fukuzumi are in their

second GP3 campaigns — a spectacular fallout would not have been a surprise. But, on the contrary, the members of the squad appear to get on very well. Mild tensions between Aitken and Russell, after Russell made a pair of forceful moves at Jerez that left the Renault Sport Academy member unimpressed, is as bad as it's got. The atmosphere is as friendly as it is competitive, with Russell and Aitken quick to cheerfully come to Fukuzumi's aid with his English during press conferences.

"It's like a family," says ART boss Sebastien Philippe.

"I don't care if thousands hype Lando. Mercedes know what I'm doing"



Two tough years in F3; this is 2016



ART trio (l-r) Aitken, Fukuzumi and Russell

“It’s never easy to have four of them fighting for the championship. To keep the team the way it is now – I’m very proud about that. Everything is working well between them and there is respect. I’m very happy with the way they have behaved – out [of the car] and on track.”

The F1 horizon

Hungary represented both a low point and highlight for Russell in 2017. His two non-scores at the Hungaroring are so far the only two he has had this season (Russell had been set to make the points in race two before Aitken’s puncture-induced off also caught out his team-mate, recovering from the back of the grid). But just two days later, he took part in the official F1 test for Mercedes at the track, ending up eighth fastest overall.

“Mercedes have put a lot of faith in me and they’re using me a lot for the simulator,” he says. “I was very pleased that they chose me to do those days and put their trust in me. Going back to the [subject of] hype and the media, it’s very easy to look at a lap time and say, ‘This guy did this lap time – he’s in a Mercedes, he’s in a Renault, or whatever’ – but the guys who need to know, know what programme I was on and were happy with the job I did. We didn’t quite get to complete the whole test programme, but what we needed to find out and do, we did.”

Aside from winning the GP3 title, one of Russell’s main goals for this season was to get fit enough to complete the Hungary test. With those targets successfully achieved, he can take a moment to again consider the ultimate aim: an F1 race seat, and how he’s going to get there.

“You need to believe in yourself,” he says when asked if he’s got what it takes to reach F1. “I believe in myself. I finally had this year to make up for previous seasons, to show on paper that I’ve got it, rather than just telling people ‘I have it.’

“I believe I can get there, but this is a very tough sport and to get there you need to be performing right, at the right time, when an opportunity comes about. But if you’re always performing, then that opportunity will come.”



Aitken ‘massively gutted’ to miss title

THE 2017 GP3 SEASON got off to a perfect start for Jack Aitken when he took pole at the Barcelona opener. But a sensor problem effectively shutting down his engine as he fought Nirei Fukuzumi for the win put him out of race one.

That retirement, plus a slightly disappointing run of results in Austria and Britain – just when George Russell was hitting a purple patch – left him adrift in the standings.

Aitken rallied with a blistering pole and race-one win in Hungary, and scored battling podiums at Spa and Monza, but

paid heavily for a mistake passing Dorian Boccocacci in the second Belgian race, ending up 18th.

“[I’m] massively gutted,” Aitken reflected after the title

“It’s not the season I wanted, but I’ll come back stronger”

was ultimately lost at Jerez. “I thought at the least we’d take it to Abu Dhabi. The year has been a bit up and down – a couple of mistakes on my side and mechanical issues

and a bit of bad luck in other races. It’s not the season I wanted, but I learned lots and I’m going to come back a stronger driver next year.”

A standout moment of Aitken’s 2017 season was his first time driving an F1 car at Jerez in September, an opportunity that came about after he impressed his Renault Sport Academy bosses with his GP3 performances.

“I was quite pleased because I managed to get up to speed really quickly – even quicker than I expected myself,” he says. “On the day [Renault] seemed happy.”

Aitken took pole in season opener, and was fighting for win when engine expired



MAUGER/LAT

Toyota's new goal as Porsche secures titles

The silverware is beyond Toyota's reach now, but it is determined to beat Porsche in terms of victories nailed during the season

By Gary Watkins, Special Contributor

🐦 @gazzasportscars



Toyota knew the drivers' and manufacturers' titles were as good as gone when it arrived at Shanghai. But that's only one reason it seemed unconcerned when Porsche sealed both World Endurance Championship crowns last weekend. The other was that the Japanese manufacturer now appears on course to achieve a new target of its own after a dominant victory for Sebastien Buemi, Anthony Davidson and Kazuki Nakajima.

The win for the #8 TS050 HYBRID levelled the victory tallies for the two LMP1 manufacturers at four apiece this season with one round left to run in Bahrain later this month. Toyota's ambition now is to outscore Porsche in terms of race victories in 2017 – and it has taken steps to achieve that.

The Toyota Motorsport GmbH technical team is normally hard at work on next year's P1 contender at this time of the season. They are still hard at it in Cologne, only this time they are toiling on updates for the current car. Resources have become available because development of the version of the TS050 that will race next year – should Toyota

Toyota's late-season developments have brought the TS050 back on competitive terms with Porsche

recommit to the WEC – was stopped when it became clear that there would be no factory opposition in the 2018-19 'superseason' or the season after.

A series of aerodynamic updates, the first of which Toyota revealed had come on stream at Fuji last month, and a weight-saving programme appear to have changed the balance in the battle at the front of the WEC. The TS050 had a clear edge on Porsche's 919 Hybrid around the 3.39-mile Shanghai International Circuit last weekend. It was quicker over one lap and, just as crucially, it was better on its tyres over a double stint.

"Usually at this time of year we are developing the car for next year, but



PORSCHE

when it became clear that we do not need next year's car we were able to restart development for this year," explained TMG technical director Pascal Vasselon. "We respect our base homologation, but there are option parts which can be developed a bit. Parts like the dive planes, the vanes and the strakes, these can be developed."

The introduction of the latest round of developments last weekend made the difference at the front of the WEC field. Toyota was ahead in every session, while Mike Conway and Kamui Kobayashi were able to take pole in the #7 car by almost half a second. That was despite the Briton, by his own admission, "leaving >>



PORSCHE

The #2 Porsche crew sealed the drivers' title

The #8 Toyota didn't start from pole but dominated the race



EBREV/LAT

LAT IMAGES

a couple of tenths on the table” and trailing the Porsches after the first runs.

Porsche wasn't in the fight as it went about the business of wrapping up a hat-trick of hat-tricks – three victories in the Le Mans 24 Hours and three drivers' and manufacturers' doubles before the end of its LMP1 programme post-Bahrain. Its two cars were a lap down inside four hours as Toyota swept towards victory and what appeared to be a dominant one-two.

That result would have kept the manufacturers' title mathematically open going into Bahrain, though third place for Earl Bamber, Brendon Hartley and Timo Bernhard would have been enough for them to seal the drivers' title. They found themselves promoted to second, though, and team-mates Nick Tandy, Neel Jani and Andre Lotterer up to third, when Jose Maria Lopez in the #7 Toyota was involved in an incident with the GTE Pro class Porsche of Richard Lietz with just over 40 minutes to go.

The Toyota and the Porsche came together between Turns 11 and 12, the impact damaging the rear suspension and braking a driveshaft on the TS050.

The Argentinian limped back to the pits for repairs, losing seven laps before resuming in a distant fourth place.

Tandy and his team-mates seemed to be the Porsche crew most likely to take the fight to Toyota until an issue with an engine sensor delayed the car in the opening hour. More than a minute elapsed while Tandy followed the necessary button-pressing procedure to find a solution.

Bamber, Hartley and Bernhard had a hard day at the office. Bamber had rooted the tyres on which he had qualified, which left them with only three sets ofMichelins on which to complete the distance. Hartley did two and a half stints on four tyres.

“Toyota was definitely better on the tyres today,” said Tandy, “and they were better on exit out of the slow stuff.”

Buemi agreed that Toyota “has a better car now” after the flow of updates. “We had a lot for Fuji, but it didn't show because of the wet conditions,” he said. “We've really pushed hard and have a good update for the end of the season.”

The #8 car had qualified only third in the hands of Buemi and Davidson, six



EBREV/LAT

Engine-sensor issue delayed the Tandy/Jani/Lotterer Porsche

tenths behind #7, after a boosting problem cost Buemi half a second on the opening run. In the race, however, #8 was the quicker of the two Toyotas.

Buemi had just made it up to second ahead of Tandy when Lopez had a minor coming together with Nico Muller in the LMP2 G-Drive ORECA. The resulting spin dropped Lopez to third, but he was quickly back ahead of Tandy.

The different tyre strategies of the two TS050s – and that of #8 was >>



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MONDE-JNR KONINI



For any driver attempting to work their way up the racing ladder, it is always a challenge when competing against racers that are much older than you. But that is even more difficult when you are as many as five years younger than the drivers you are battling with in a competitive karting series.

That was the case this season for Monde-Jnr Konini. He was racing in the Super One IAME Cadet class aged just eight. Some of his rivals were as old as 13. Konini finished 27th in the standings this year, but the results weren't too important – instead it was more about gaining experience.

“It's very difficult and challenging,” admits Konini about the task of racing against much older competitors. But this is a driver who clearly enjoys that challenge. He has only been racing in karts for two years, so to take a best final result of 19th this year is an impressive achievement. His karting journey, like many, began with a birthday.

“My mum took me karting for my sixth birthday and I really liked it,” says Konini, who has dual British and South African nationality after being born in the UK but with both of his parents originally from South Africa.

That birthday sparked a love for the sport and he quickly marked himself

out as a star of the future. In 2016 he won the British BKC karting title and was runner-up in the MSA Bambino series. And it was that level of success that suggested he was ready for an early rise up the ranks.

This year he has been competing for the successful Strawberry Racing squad and Konini is relishing the chance to work with a top team.

“They help me in lots of different aspects,” he says. “They take me on lots of track walks and show me other people's cameras to help me to do the really good lines, and we look at lots of data.”

Another company that has recognised Konini as a star of the future is DNAFit. The organisation works with sports people and looks at an individual's genetics to produce bespoke training and dietary plans to improve their fitness. Many successful sports stars are on the company's books, including Olympic long-jumper Greg Rutherford.

“We focus on research and the relationship of genetics [on sport],” says founder Avi Lasarow, who is also of South African descent. “But it's important to say that genetics isn't everything. It's about understanding your body in a way no-one has before.”

While Konini is too young to yet have benefited from the company's research,



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PROFILE

AGE 8

LIVES Broxburn, West Lothian, Scotland


RESULTS 2017 27th in Super One IAME Cadet

2016 First in British Bambino Karting Championship


Second in MSA Bambino Karting Championship

First in Super One Bambino Trophy at Llandow

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it has proved to have success elsewhere. "We're really starting to have an impact," says Lasarow. "We're working with the Egyptian national football team and they have qualified for the World Cup finals for the first time since 1990.

"It's not just about finding [existing] talents, but I would like to work with talents that will emerge. MJ is a great new talent and we would like to support him. It's about associating our brand with a future leader – we are sure he will be super-successful and a great driver so we have an association with him from an early age."

Konini himself is targeting a graduation to the very top of the sport. "I would like to be a Formula 1 driver, but if I can't make it to F1 I would like to do GT3 racing," he says. In the more immediate future, it's about him getting as much experience as possible. Although the main Super One season has finished, Konini will continue competing during the coming months in events such as the Trent Valley Kart Club's Winter Series at PFI. Depending on results, he is likely to remain in the IAME Cadet class until he's 11 and ready to make his next move.

And if he can continue his remarkable rate of progress, then Konini could be a name that everyone is talking about in years to come.

Konini is now looking for new sponsors and partners to help support him in the next stage of his career. Next year he will race in Super One, LGM and in the Kartmasters GP.

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PROST AND SENNA TAKE LMP2

REBELLION DRIVER BRUNO SENNA HAD TO come from behind over the final hour and a half to take the lead of the race – and the championship – from the best of the Jackie Chan DC Racing entries. He had probably thought he was going to be home and dry by the time he retook the controls of his ORECA-Gibson 07 after Julien Canal and Nicolas Prost had taken their stints, given his superiority at the start of the race.

The lead Rebellion entry was 30s up on the chasing LMP2 pack when Senna climbed out after an hour and a half. But the car hadn't enjoyed the same consistency across its three drivers as the Chan/DC ORECA piloted by Thomas Laurent, Ho-Pin Tung and Oliver Jarvis. So much so that they were in the lead at the end of the penultimate hour in spite of two assaults from other cars that resulted in quick spins while Tung was driving.

The second of these incidents proved pivotal. Tung flat-spotted a set of tyres after Nico Muller in the G-Drive ORECA needlessly cut the front of Tung into Turn 1 in the penultimate hour. That left the class leader compromised during an unsuccessful attempt to fend off Senna for the lead. He had to continue to the end on two of those Dunlops after his final stop, because there was nothing better left in the car's allocation.

The Chan/DC crew reckoned it was on course to extend its P2 class lead with victory last weekend. Rebellion was equally confident, knowing that its rival had to make a late stop for a splash of fuel.

Not only did Chan/DC miss out on the win, but it faded to fourth at the finish and with it

lost the championship lead that it has held since the season opener at Silverstone. Tung was unable to make any inroads towards Nicolas Lapierre in the Signatech Alpine ORECA, which had leapfrogged him in the pits, and then the splash brought Nelson Piquet Jr within range in the closing stages; the Brazilian knocked the Chan/DC car out of the podium positions in the final laps.

Jarvis was fuming after the race. Actually he was on the limiter during it – the TV cameras captured his reaction when first Manor driver Ben Hanley made an optimistic attempt to reclaim the place Tung had just taken into Turn 2, and then when Muller was unnecessarily aggressive.

“We had victory within our grasp and we've ended up fourth – it's a disaster,” Jarvis said. “Nico is only here for one race and he was out of sequence, so he wasn't really fighting us. It was all a bit unnecessary.”

Lapierre and team-mates Andre Negrão and Gustavo Menezes ended up over half a minute behind in second at the finish to keep their narrow championship hopes alive. The Alpine-badged ORECA had qualified only fifth, but a dramatic improvement in set-up brought them into the picture, even if it didn't allow them to match the pace of the two protagonists for class victory.

Piquet lost time after contact with Muller in the opening laps, but third was probably as good as it was going to get for the Brazilian and team-mates Mathias Beche and David Heinemeier Hansson, given that their strategy dictated they would make one more stop than their team-mates.



undoubtedly superior – meant that Lopez was ahead of Buemi in the final hour when he clashed with Lietz. But the winning car was on the fresher tyres and had closed to within two seconds.

Lopez subsequently apologised to Lietz, but Toyota seemed unwilling to lay the blame at the door of its man.

“Probably, Jose Maria could have handled it better, but the Porsche driver should have known he was being passed by two prototypes,” reckoned Vasselon. “The Porsche closed across very quickly and hit him on the back of the car.”

Porsche LMP1 team principal Andreas Seidl described wrapping up the titles as a “big relief”. The pressure is off now as the team heads into the final race of its LMP1 adventure in Bahrain.

“We will fight back in Bahrain,” said Bamber. “We don't want Toyota ending up with more wins than us.”

The bad news for Porsche is that the stream of updates from Toyota, in Vasselon's words, is “ongoing”. >>

Second place was enough to win both titles



Clash foils Porsche in GTE



LAT IMAGES

EBREV/LAT

THE FORD GT WASN'T THE FASTEST car at Shanghai last weekend, but long-time GT points leaders Andy Priaulx and Harry Tincknell pulled off a class victory for the UK Ganassi team that was both hard-fought and well-executed. They came out on top of a battle with the Porsche 911 RSR shared by Richard Lietz and Frederic Makowiecki that raged for the better part of the race.

Priaulx trailed Makowiecki for an hour in the middle of the six-hour event, initially with the sister Ford sandwiched between them, before making it past Makowiecki after the third round of pitstops and then moving away into a clear advantage.

Lietz, on the fresher tyres, came back at Tincknell in the penultimate hour, though he was unable to find a way past. Porsche's strategy, however, would almost certainly have given the

Austrian a track-position advantage for the run to the flag after the final stops – he wasn't due to take another set of Michelins, and Tincknell was.

The clash with the Lopez Toyota forced a change in that strategy. Two rims were damaged in the incident, and Porsche's bid for victory in a race it probably should have won evaporated.

Porsche had looked on course to win this race for the first two hours with the sister car shared by Michael Christensen and Kevin Estre. The Dane and the Frenchman had a clear edge on both their team-mates and the rest of the field, but what looked like it was going to be an easy run to victory came to an end when Estre slowed and stopped early in the third hour with engine issues. The rear-engined 911 RSR is still waiting for its first WEC victory, but second for Lietz and Makowiecki was enough to get

Ford was already in the hunt for victory when works Porsche rivals ran into trouble

them within two points of the lead of the drivers' classification ahead of the Bahrain finale.

Ferrari sealed the GT manufacturers' title in China. James Calado's and Alessandro Pier Guidi's third position in the best of the factory AF Corse Ferrari 488 GTEs was enough to give the Italian marque an unassailable points lead. That kind of result didn't look likely for the duo as their rivals broke away early in the race, but their tyre strategy came good through the course of the six hours.

Calado started on the tyres on which he and his team-mate qualified and then Pier Guidi got two new Michelins. But when they ran three sets of brand-new rubber over the next three stints, they came back into the race and took a firm grasp on the final podium position.

Aston Martin had qualified on pole courtesy of a mega lap apiece from Nicki Thiim and Marco Sorensen, but the Vantage GTE had too much of an appetite for its Dunlop tyres in the race. Fifth place, just ahead of the second AF Ferrari driven by Sam Bird and Davide Rigon, was all they could manage as their hopes of retaining the title finally disappeared.

Aston did, however, win in GTE Am, Mathias Lauda, Paul Dalla Lana and Pedro Lamy notching up the 50th victory for a factory entry since Prodrive brought the marque back to sportscar racing in 2005. They had things pretty much their own way once the Spirit of Race and Clearwater Ferrari 488 GTEs, the only two cars in the fight that could have beaten them, were involved in an incident early in the second hour.



Aston Martin won in GTE Am

RESULTS ROUND 8/9, SHANGHAI (PRC), NOVEMBER 5 195 LAPS - 660.483 MILES

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Sebastien Buemi (CH) Anthony Davidson (GB) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	6h00m40.777s
2	Earl Bamber (NZ) Timo Bernhard (D) Brendon Hartley (NZ)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	-1 lap
3	Nick Tandy (GB) Neel Jani (CH) Andre Lotterer (D)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	-1 lap
4	Jose Maria Lopez (RA) Mike Conway (GB) Kamui Kobayashi (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-7 laps
5	Bruno Senna (BR) Julien Canal (F) Nicolas Prost (F)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-12 laps
6	Nicolas Lapierre (F) Gustavo Menezes (USA) Andre Negrao (BR)	Signatech Alpine Matmut	ORECA-Gibson 07	LMP2	-12 laps
7	Nelson Piquet Jr (BR) Mathias Beche (CH) David Heinemeier Hansson (DK)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-13 laps
8	Thomas Laurent (F) Ho-Pin Tung (PRC) Oliver Jarvis (GB)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-13 laps
9	Vitaly Petrov (RUS) Roberto Gonzalez (MEX) Simon Trummer (CH)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-13 laps
10	Francois Perrodo (F) Matthieu Vaxiviere (F) Emmanuel Collard (F)	TDS Racing	ORECA-Gibson 07	LMP2	-13 laps
11	Nico Muller (CH) Roman Rusinov (RUS) Leo Roussel (F)	G-Drive Racing	ORECA-Gibson 07	LMP2	-14 laps
12	Tristan Gommendy (F) David Cheng (USA) Alex Brundle (GB)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-14 laps
13	Matt Rao (GB) Ben Hanley (GB) Jean-Eric Vergne (F)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-14 laps
14	Andy Priaulx (GB) Harry Tinncknell (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-25 laps
15	Frederic Makowiecki (F) Richard Lietz (A)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-25 laps
16	James Calado (GB) Alessandro Pier Guidi (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-25 laps
17	Olivier Pla (F) Stefan Mucke (D)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-25 laps
18	Nicki Thiim (DK) Marco Sorensen (DK)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Pro	-25 laps
19	Davide Rigon (I) Sam Bird (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-25 laps
20	Darren Turner (GB) Jonny Adam (GB)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Pro	-25 laps
21	Mathias Lauda (A) Paul Dalla Lana (CDN) Pedro Lamy (P)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Am	-29 laps
22	Khaled Al Qubaisi (UAE) Ben Barker (GB) Nick Foster (AUS)	Gulf Racing	Porsche 911 RSR	GTE Am	-30 laps
23	Christian Ried (D) Matteo Cairoli (I) Marvin Dienst (D)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Am	-31 laps
24	Keita Sawa (J) Mok Weng Sun (MAL) Matt Griffin (IRL)	Clearwater Racing	Ferrari 488 GTE	GTE Am	-37 laps
R	Kevin Estre (F) Michael Christensen (DK)	Porsche GT Team	Porsche 911 RSR	GTE Pro	65 laps-engine
R	Francesco Castellacci (I) Thomas Flohr (CH) Miguel Molina (E)	Spirit of Race (AF Corse)	Ferrari 488 GTE	GTE Am	37 laps-acc dam

Winners' average speed 109.873mph. **Fastest lap** Buemi 1m45.892s, 115.150mph. **LMP2** Senna 1m51.793s, 109.072mph. **GTE Pro** Pla 2m02.154s, 99.821mph. **GTE Am** Dienst 2m03.531s, 98.708mph.

QUALIFYING

1 Kobayashi/Conway 1m42.832s; **2** Tandy/Lotterer 1m43.272s; **3** Davidson/Buemi 1m43.445s; **4** Hartley/Bamber 1m43.497s; **5** Senna/Canal 1m49.217s; **6** Roussel/Muller 1m49.472s; **7** Piquet/Heinemeier Hansson 1m49.694s; **8** Jarvis/Laurent 1m49.743s; **9** Lapierre/Negrao 1m49.883s; **10** Vergne/Rao 1m50.417s; **11** Petrov/Gonzalez 1m50.727s; **12** Vaxiviere/Perrodo 1m51.077s; **13** Brundle/Cheng 1m51.171s; **14** Thiim/Sorensen 1m59.697s; **15** Christensen/Estre 1m59.916s; **16** Calado/Pier Guidi 2m00.247s; **17** Tinncknell/Priaulx 2m00.299s; **18** Pla/Mucke 2m00.332s; **19** Rigon/Bird 2m00.754s; **20** Lietz/Makowiecki 2m00.783s; **21** Adam/Turner 2m01.141s; **22** Lamy/Dalla Lana 2m02.357s; **23** Cairoli/Ried 2m02.765s; **24** Molina/Flohr 2m03.062s; **25** Griffin/Mok 2m03.495s; **26** Al Qubaisi/Barker 2m17.037s. **Fastest in each class:** **LMP1** Kobayashi 1m42.526s; **LMP2** Senna 1m48.509s; **GTE Pro** Christensen 1m59.578s; **GTE Am** Molina 2m01.494s.

CHAMPIONSHIP

LMP drivers 1 Hartley/Bernhard/Bamber 190; 2 Nakajima/Buemi 158; 3 Davidson 143; 4 Jani/Lotterer/Tandy 113; 5 Kobayashi/Conway 91.5; 6 Laurent/Jarvis/Tung 74.5.

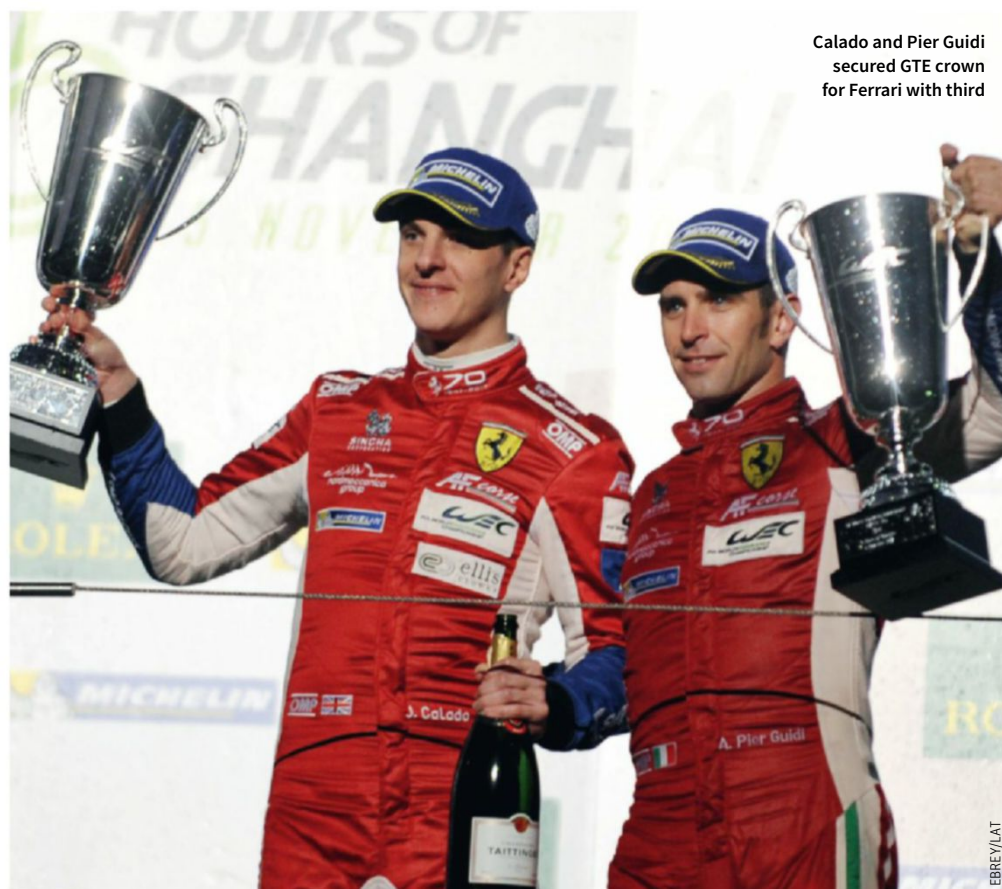
LMP manufacturers 1 Porsche 303; 2 Toyota 249.5.

LMP2 drivers 1 Senna/Canal 161; 2 Jarvis/Tung/Laurent 157; 3 Prost 143; 4 Menezes 138.

GTE drivers 1 Pier Guidi/Calado 135; 2 Makowiecki/Lietz 133; 3 Priaulx/Tinncknell 127.5; 4 Rigon 113.5; 5 Bird 113; 6 Sorensen/Thiim 98.

GTE manufacturers 1 Ferrari 261; 2 Ford 212.5; 3 Porsche 211; 4 Aston Martin 193.

GTE Am drivers 1 Lauda/Lamy/Dalla Lana 166; 2 Dienst/Cairoli/Ried 156; 3 Griffin/Sawa/Mok 147; 4 Flohr/Castellacci 94.



Calado and Pier Guidi secured GTE crown for Ferrari with third



Battle between Whincup and McLaughlin stole the show on Sunday

Whincup denies Kiwi

AUSTRALIAN SUPERCARS
PUKEKOHE (NZ)
NOVEMBER 4-5
ROUND 13/14

JAMIE WHINCUP WILL HEAD INTO THE final Supercars round of the season with a 30-point series lead after winning the Jason Richards Trophy in New Zealand.

The Red Bull Holden driver backed up a fourth place from Saturday's opening 200-kilometre race at Pukekohe with a controlled win over chief title rival and local hero Scott McLaughlin on Sunday afternoon, setting up a thrilling title showdown ahead of the finale in Newcastle (that's the New South Wales Newcastle, as opposed to the Geordie one) later this month.

The pair were inseparable all weekend; on Saturday they spent the first two stints scrapping for the lead, the battle getting physical enough that then-leader Whincup was at one point slapped with a bad sportsmanship flag for shutting the door on the DJR Penske Ford.

As it transpired, it was all for third spot at best. A late caution changed the running order at the top of the field, and McLaughlin and Whincup were baulked as they came up on the safety car after making their stops. The delay was enough to let Shane van Gisbergen – in the sister Triple Eight-run Holden to Whincup's – and Mark Winterbottom (Prodrive Ford), both of whom stopped a lap later, to get the jump.

With McLaughlin leapfrogging Whincup in the stops, the points leader was resigned to fourth spot at the end of play on Saturday.

A day later, Whincup and McLaughlin were at it again, locking out the front row for the second 200km race. This time they were in a class of their own, Whincup prevailing in a tense battle over McLaughlin to stretch his points advantage back out to 30 and secure the prized Jason Richards Trophy.

It was a weekend when the title fight effectively became a two-horse race, with a series of bizarre incidents leaving van Gisbergen, Fabian Coulthard and Chaz Mostert with little more than mathematical hopes.

While van Gisbergen made a strong start to the weekend with victory on Saturday, it quickly unravelled on Sunday. Coming in to make his first stop on lap 16, van Gisbergen ploughed into the back of Tim Slade at pit entry.

The damage took 14 laps to fix, the resulting 24th spot leaving him 276 points off Whincup with just 300 up for grabs in Newcastle.

Mostert fared even worse. On Saturday, the Prodrive Ford man copped a drivethrough for running into David Reynolds and dropped a heap of points. And on Sunday, while running third on the opening lap, he was an innocent bystander in a shunt between his team-mates Winterbottom and Cam Waters.

Mostert did manage to go from facing backwards on the first lap to finishing an



Harvick takes the #4 into the final four

NASCAR CUP
TEXAS MOTOR SPEEDWAY (USA)
NOVEMBER 5
ROUND 34/36

KEVIN HARVICK AND MARTIN TRUEX JR secured their berths in the final four of the Playoffs by taking the top two positions.

Harvick's victory in his Stewart-Haas Racing Ford means he joins the already-qualified Kyle Busch in the final showdown at Homestead, while Truex's result means the Furniture Row Racing Toyota driver's points are sufficient for him to make the show, regardless of what happens this weekend at Phoenix in the penultimate round.

Harvick won the first stage in Texas, then finished runner-up to Kyle Larson in the second. A crash for Larson in the final stage caused a red flag, and it was Denny Hamlin, who took just two fresh tyres on his Joe Gibbs Racing Toyota at the final stops, who emerged in the lead at the restart.

Truex and Harvick moved past Hamlin, before a small slide from Truex on the exit of Turn 2 allowed Harvick to grab



the advantage with 10 laps remaining.

Brad Keselowski is at the head of the battle for the final Playoff spot. The Penske Ford ace went a lap down early on following contact with Busch, but recovered to fifth behind Matt Kenseth. Hamlin is 19 points adrift of Keselowski and two ahead of Ryan Blaney, who finished sixth. Chase Elliott (eighth) and Jimmie Johnson (who battled an ill-handling car to 27th) are now effectively out of Playoff contention.

RESULTS

- 1 Kevin Harvick (Ford Fusion)** 334 laps in 3h29m52s;
 2 Martin Truex Jr (Toyota Camry) +1.580s;
 3 Denny Hamlin (Toyota); 4 Matt Kenseth (Toyota);
 5 Brad Keselowski (Ford); 6 Ryan Blaney (Ford);
 7 Joey Logano (Ford); 8 Chase Elliott (Chevrolet SS);
 9 Kurt Busch (Ford); 10 Erik Jones (Toyota).
Points 1 Truex 4168; 2 Kyle Busch 4118; 3 Harvick 4112;
 4 Keselowski 4111; 5 Hamlin 4092; 6 Blaney 4089;
 7 Elliott 4062; 8 Jimmie Johnson 4060.

McLaughlin

impressive seventh, but will need to claw back 264 points in Newcastle.

Coulthard, meanwhile, endured the most heartbreaking weekend of the contenders. Having come into the round just 17 points off Whincup, his hopes took a serious beating when he ended up on his roof on Saturday.

The DJR Penske Ford driver was caught up in that Mostert/Reynolds clash, running across the front of a recovering Reynolds as he looked to pounce on the pair. Both Reynolds and Coulthard ended up off the road, Coulthard's car bouncing into the wall and rolling over.

It took an all-night repair to fix the car, a lack of spares due to it being an overseas race meaning the team had to weld a borrowed race car roof turret to one from a road car to make it fit the FG-X Falcon.

All things considered, Coulthard's drive to fifth on Sunday was impressive enough, but he's now 176 points behind Whincup.

ANDREW VAN LEEUWEN

RESULTS

- Race 1 1 Shane van Gisbergen (Holden Commodore)** 66 laps in 1h23m58.8115s; 2 Mark Winterbottom (Ford Falcon) +0.8172s; 3 Scott McLaughlin (Ford); 4 Jamie Whincup (Holden); 5 Jason Bright (Ford); 6 Tim Slade (Holden). **Race 2 1 Whincup** 70 laps in 1h17m11.7118s; 2 McLaughlin +5.9059s; 3 Cameron Waters (Ford); 4 Craig Lowndes (Holden); 5 Fabian Coulthard (Ford); 6 Garth Tander (Holden).
Points 1 Whincup 2850; 2 McLaughlin 2820; 3 Coulthard 2674; 4 Chaz Mostert 2586; 5 van Gisbergen 2574; 6 Lowndes 2160.



Werner soaked up all Arduso threw at him

Werner keeps the pressure on

SUPERCAR 2000
SAN JUAN (RA)
NOVEMBER 5
ROUND 10/12

IN THE MIDST OF VERY TORRID conditions at the foot of the Andes, Mariano Werner kept his and Peugeot's championship hopes alive with a dominant victory.

Current points leader Facundo Arduso claimed pole and placed third in Saturday's qualifying race in his Renault, behind Damian Fineschi (Ford Focus) and Werner.

Werner forced his way past Fineschi into the lead during the opening lap of the final, with Arduso further demoting Fineschi to third only metres later. From then on, Arduso sought a way past Werner (except for two safety car periods), but had to finally content himself with the runner-up spot. Werner nearly overcooked things while braking for the final hairpin, but just

managed to cross the line victorious.

Matias Munoz Marchesi (Peugeot 408) lay fourth initially, but was relegated to fifth by Renault's Leonel Pernia. Ten laps from the finish, Pernia also clambered past Fineschi to complete the podium.

Munoz Marchesi was fifth, while Matias Rossi (Toyota Corolla), Esteban Guerrieri (Citroen C4) and reigning champion Agustin Canapino (Chevrolet Cruze) battled for sixth during most of the race.

With two rounds remaining, Arduso still leads the standings, by 19 points from Werner.

TONY WATSON

RESULTS

- 1 Mariano Werner (Peugeot 408)** 38 laps in 51m39.163s;
 2 Facundo Arduso (Renault Fluence) +0.403s; 3 Leonel Pernia (Renault); 4 Damian Fineschi (Ford Focus); 5 Matias Munoz Marchesi (Peugeot); 6 Matias Rossi (Toyota Corolla). **Points 1 Arduso 174**; 2 Werner 155; 3 Pernia 139; 4 Emiliano Spataro 132.5; 5 Bernardo Llover 127.5; 6 Agustin Canapino 126.

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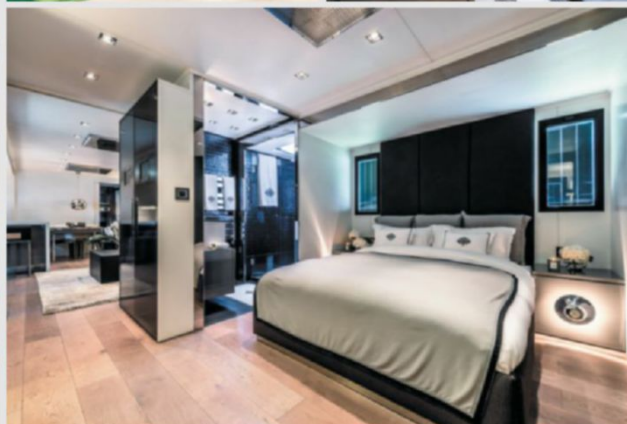
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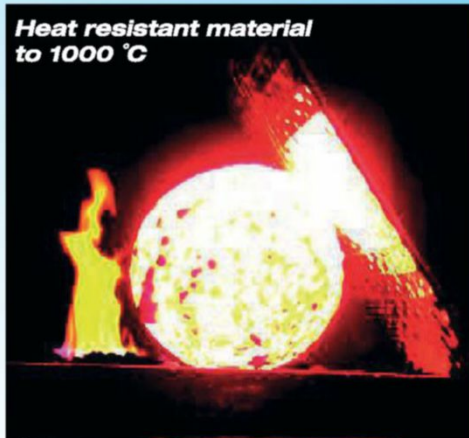
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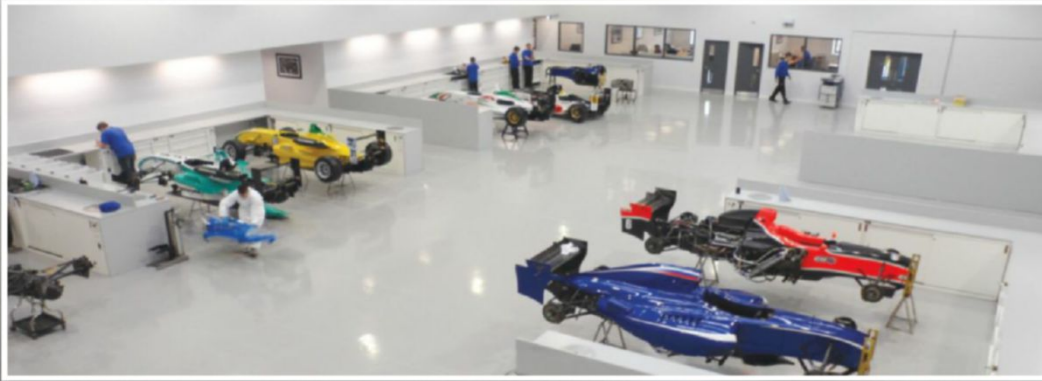
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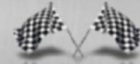
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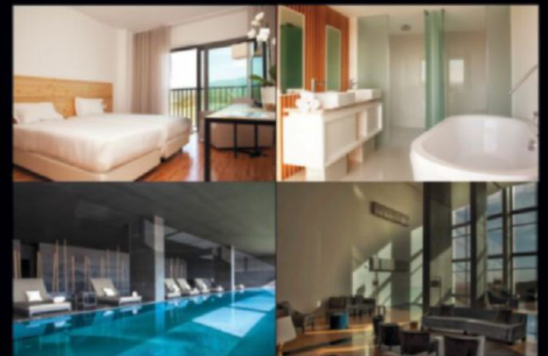
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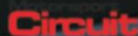


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Moyers is targeting National Championship

CASTLE COMBE FF1600

Combe's FF1600 leaders leave for 2018

WALTER HAYES TROPHY WINNER

Michael Moyers has decided not to compete in the Castle Combe FF1600 Championship next season and is looking to compete in the British Racing and Sports Car Club Formula Ford 1600 National Championship instead.

Moyers has competed fulltime in the Castle Combe FF1600 contest for the past three seasons. But after failing to win the title, finishing second twice and third in 2017, the 32-year old has declared his intention to race at other venues across the UK.

"I don't think there's a more competitive series in the UK, the driving level is really high and it's relatively affordable," said Moyers of the national series, which has grown in popularity in recent seasons and will support the new TCR UK Championship next year.

"I've been looking at other things, and it's about the enjoyment factor as well.

"I want to compete in something



I have a realistic chance of winning."

Moyers is one of several drivers who have flagged up issues with the operation of the Combe series. Drivers racing in the recent CCRC FF1600 Carnival at Castle Combe – which Moyers went on to win – got out of their cars on the grid in protest after a number of time penalties were issued for track limits infringements in an earlier race. At

Fisher (#81) is heading for Northern series and Moyers (#25) is also leaving local contest

the time, club director Steve Weston said: "As a club we will have a debrief on this event and the season as a whole and then we can make a proper assessment and comment."

Josh Fisher, who won the Wiltshire circuit's FF1600 title this year, will also race away from Castle Combe in 2018. He will return to the BRSCC FF1600 Northern Championship, in which he last competed in 2015.

"He's got enough [speed] to beat any of them [in the National championship]," said Wayne Poole, who runs Fisher.

"We tried the Triple Crown this year [National Championship races at Brands, Donington and Silverstone] but we were smashed off and we don't want to get involved in that. We don't want to go up against that kind of crowd."

Roger Orgee, runner-up in the Combe Championship, will focus on the BRSCC National Championship next year, while still doing selected Combe meetings.

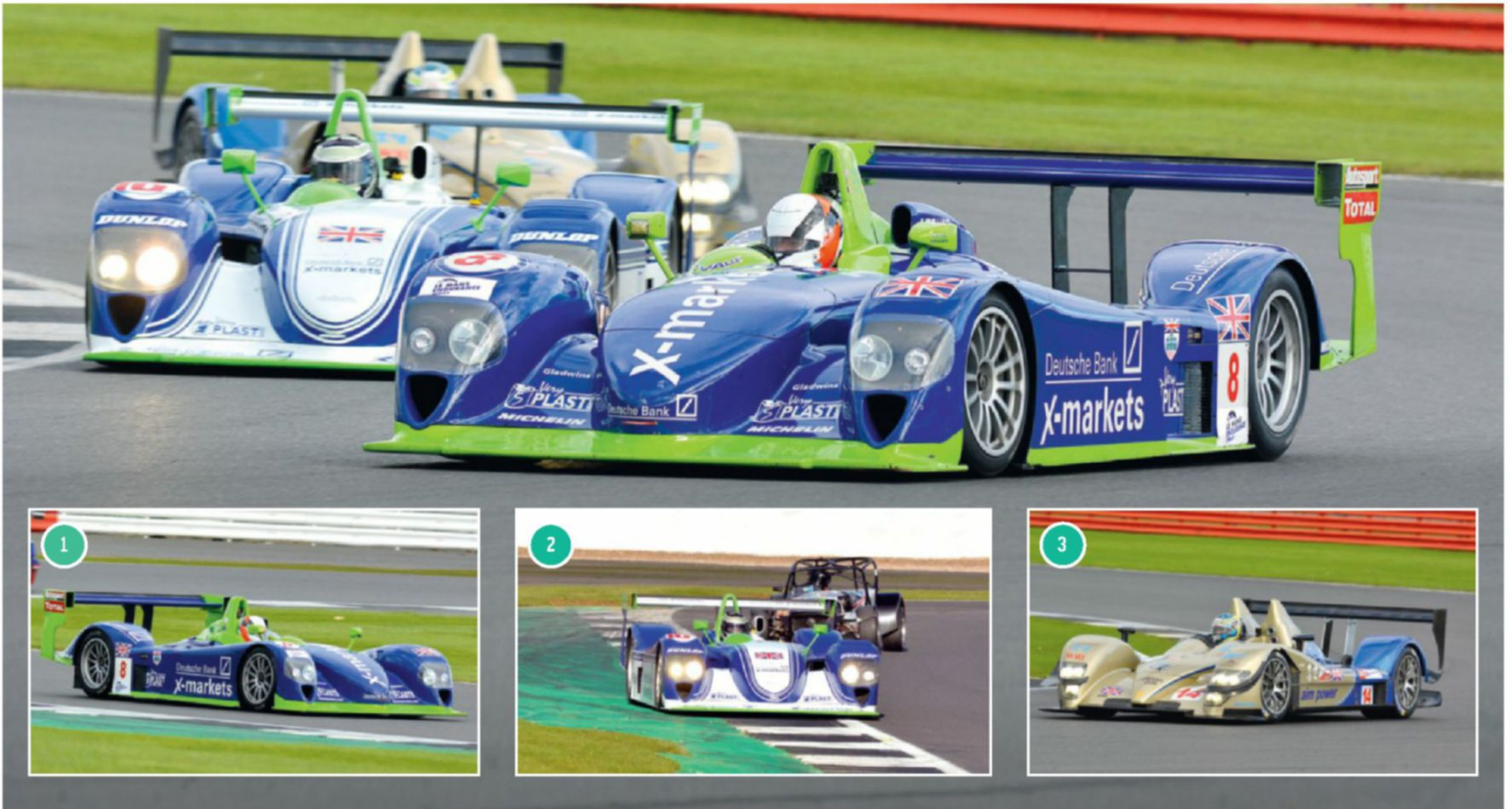
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WALTER HAYES TROPHY ALLCOMERS The Walter Hayes Trophy Allcomers was graced by three Le Mans Prototypes when late entry James Cottingham (pic 2, above) joined Martin Short (1) and Jack Dex (3). Short qualified his Dallara SP1 on pole position, and stormed to victory by over half a minute. Cottingham started from the back of the grid but still worked his way up to second, ahead of Dex in a Creation-CA07. The Creation was scheduled to be driven by Nicolas Minassian, who drove it in period, but he was unavailable to take the wheel of the Bob Berridge-owned machine. Richard Neary rounded out the top four in a Mercedes-AMG GT3. **Photographs by Steve Jones**

WALTER HAYES TROPHY

Chadwick makes FF1600 debut

BRDC BRITISH FORMULA 3 RACER JAMIE Chadwick says she believes all drivers should compete in Formula Ford 1600 at some stage in their career, having taken part in the Walter Hayes Trophy last weekend.

The 19-year-old competed in a Graham Brunton Racing Ray GR15 at Silverstone after agreeing a deal only days before the event.

“It’s always been in the back of my mind [to do it], I said on social media I wanted to do it and then Jonny Adam, my old driving coach, put me in touch with Graham Brunton,” she said. “I’ve said so many times that the first test session was some of the most fun I’ve had all year.

“It’s just a really great event, I’m going to have to encourage some of the other British F3 drivers to do it.

“I thought it would be hard, I came in expecting to get my backside kicked.

“A lot of the drivers I have raced against competed in FF1600 during the early stages of their racing careers.”

After finishing third in her heat Chadwick claimed 12th in one of the semi-finals and qualified 23rd for the final.

A problem with the engine on the grid meant she was forced to start from the pitlane and finished 25th and last after struggling with mechanical issues.



TRANS-ATLANTIC TOURING CAR TROPHY

Muscle cars at Silverstone Classic

PERIOD AMERICAN MUSCLE CARS WILL RETURN to the Silverstone Classic next July in the Trans-Atlantic Touring Car Trophy for pre-1966 saloon cars.

Recreating the successful 2016 race, V8 Ford Mustangs and Ford Falcons will take on rarer racing saloons such as the Mercury Cyclone Comet, Plymouth Barracuda, and the simply vast Ford Galaxies.

The event promoters hope to attract as many as 40 American V8s to the grid, which will be topped up by smaller-engined European models, including Ford Lotus Cortinas. In 2016, the 40-minute race was won by the Ford Mustang of Craig Davies from New Zealander Roger Wills in his 1965 Mercury Cyclone Comet.

VW CUP AND VAG TROPHY

VW Cup joins TCR UK undercard

THE VOLKSWAGEN RACING CUP WILL support the new TCR UK series at three of its events next season in a series shake-up.

The category has announced an eight-event calendar and will team up with TCR UK at its Silverstone, Oulton Park and Croft rounds. It will retain its place on the British GT undercard for the other five rounds.

As well as the reshuffled calendar, the series will introduce a new Class B division for lower-specification VW group cars.

It is also likely to merge with its sister series, the VAG Trophy.

Next year's champion will also win a test in a Maximum Motorsport-run SEAT Leon Cupra TCR car.

Maximum boss and series director Stewart Lines said: "I think we've created a fantastic package for 2018.

"I'm excited and looking forward to seeing the young talent that will grace the field fighting for the TCR test prize."



IN BRIEF



WALKINSHAW GETS TCR HONDA

Sean Walkinshaw Racing has begun testing its new Honda Civic TCR car ahead of its planned entry into TCR UK next season. The team has taken delivery of the first of its two Civics and was testing at Donington Park last week. Drivers to get behind the wheel of the car included GT4 Northern Europe Cup race winner Charlie Fagg and former Renault UK Clio Cup drivers Kyle Hornby and Alex Sedgwick.

JARDINE REPLACES MORRIS AT WHT

Jamie Jardine was given the latest of call-ups to race in the Walter Hayes Trophy in place of the injured Rick Morris at the weekend. The Pre-'90 Triple Crown and National champion in 2014 raced a Ray GR09 to 28th in his semi.

NEW CLASS FOR GT4 CARS IN GT CUP

A new category, GTH, has been created for the 2018 GT Cup because the series felt that an increase in the number of drivers using GT4 cars meant it needed its own class. The cars were included in GTA this year; Dominic Paul won in a Ginetta G55 GT4.

TRACKDAY TROPHY CAR CHANGE

MSVR Trackday Trophy winner John Lyne was driving a BMW E36 and not a VW Golf as listed in the results of the Oulton Park report in last week's Autosport. The event took place on October 28.

TAEOR SHAND MAKES MINI STEP-UP

Scottish Mini Cooper racer Taelor Shand will make the step up to the Mini Challenge JCW class for 2018, teaming up with Excelr8 Motorsport. The Aberdeenshire local will take part in a full-season campaign in 2018.

SCHOLAR COULD LEARN IN FF1600

Team USA Scholarship 2017 winner Aaron Jeansonne could race full-time in the British Racing and Sports Car Club Formula Ford 1600 National Championship next year. The 19-year old raced in the Walter Hayes Trophy and Brands Hatch Festival and will take part in the Mazda Road to Indy Shootout – which awards a prize of a season in USF2000 to the winner – later this year.



BRITISH GT

Separate race dropped for British GT4

BRITISH GT ORGANISERS have decided against splitting the GT3 and GT4 classes for next season.

Series promoter SRO had suggested back in July that GT4 could split away from the main GT3 series for 2018 and also have its own standalone race at Thruxton.

Several teams strongly disliked the split-grid idea. Century Motorsport boss Nathan Freke declared that the plan would make GT4 "a real B class".

After consulting teams, it has now been confirmed that GT3 and GT4 will continue to feature on the same grid

next year and that the proposed Thruxton event has been dropped.

Entries for British GT3 and GT4 are now open. Championship Manager Benjamin Franassovici confirmed that 14 entries had been reserved as a commitment to GT3.



Ditting in DBR9 GT1 for new series

GERMAN CLASSIC SPORTSCAR RACER Nik Ditting had a first test in his recently purchased Aston Martin DBR9 at Donington Park last week.

Ditting, who has previously raced an Alfa Romeo GTA, Ford GT40 and Chevron B16, is planning to race the car in next season's new Masters Endurance Legends series.

Experienced sportscar racer Sam Hancock gave the GT1 car its shakedown before Ditting took over.

The car is being run by Tim Samways, who has also tended it during its stay in a private collection over the past few years. "It had been in Brazil and hardly raced – I believe its last race was in 2006," said Samways.

IN BRIEF

HISTORIC DEBUT FOR BESLEY

Charlie Besley, the 18-year-old son of Formula Junior racer Crispian, made his historic racing debut at Silverstone last month at the wheel of his father's front-engined Elva 100 and claimed a podium finish. He had made his car debut a week earlier in a Mazda MX-5 and is hoping to step up to Renault Clios next year with Westbourne Motorsport.

BLETSOE-BROWN'S DEREK BELL AWARD

Mike Bletsoe-Brown has been confirmed as series winner in the HSCC Derek Bell Trophy after an excellent season in his Formula 2 Chevron B27. The Northamptonshire racer saw off the joint Formula 5000-class victors Neil Glover (Chevron B37) and Jamie Brashaw (March 73A).

NEW SCOTTISH MOTORSPORT FESTIVAL

Scotland's place in motorsport history will be marked in a new static event to be held on June 2-3 at Inveraray Castle in Argyll. The Argyll Festival of Performance will show cars and drivers from Formula 1, Le Mans, Indycar and touring cars, as well as rallying.

POMEROY TROPHY POISED FOR ENTRY

Entries are now open for the 66th running of the VSCC Pomeroy Trophy, which includes high-speed trials on the Silverstone Grand Prix circuit on Saturday, February 24. The 2017 entry was a massive 135 cars. New for '18 is a sports-libre class.

CRIGHTON DEBUTS KIT-BUILT KENT

After 20 years of sitting in kit form in the workshops of Advent Motorsport, the 1984 Lola T644E – which hadn't run since 1991 – of Tim Crighton was finally rebuilt in time for the Walter Hayes Trophy (below). He finished second in the progression race, but didn't make it any further.



LAWRENCE

Mallock shook down £1.5m
Aston remake



STYLES

HISTORICS

DB4 GT continuation hits the track

THE FIRST OF THE ASTON MARTIN DB4 GT continuation cars took to the track for the first time last week when Michael Mallock shook down the development model at Snetterton.

A total of 25 continuation cars are being built by Aston Martin for track use, based around a two-year programme of trackdays at high-profile circuits across the world, including Yas Marina in Abu Dhabi.

Aston Martin works driver Darren Turner will head up the instructor team, but there are no plans for the cars to race.

The DB4 GT, launched in 1959, won on its debut at Silverstone in the hands of Stirling Moss. Just 75 DB4 GTs were built

and values of the surviving examples of the eight special lightweight cars are now around £3million. The 25 continuation cars have a price tag of £1.5m and all are sold.

"They are being built as track cars to absolute period specification," said Mallock. "They are not being built as race cars but as a great fun period car. It was really good fun to drive and it does look beautiful."

With a shorter wheelbase than the standard DB4, the GT quickly established itself as a competitive racing car in period, with a more powerful version of the 3.7-litre straight-six engine used in the road-going model. In its day, it was Britain's fastest passenger sports car.

TURBOTINTOPS

Supercharged hatches join CSCC

THE CLASSIC SPORTS CAR CLUB WILL add an additional class to its new Turbo Tin Tops series in response to interest from drivers with supercharged cars.

Following the release of the provisional regulations for the new-for-2018 series ahead of next season, the club has added a

class for 1500-1899cc cars, predominantly catering for R53 Mini Cooper S models.

Paul Anderton has also been appointed as the series' driver representative, a role he also holds for the CSCC's Modern Classics series.

The regulations are awaiting approval from the Motor Sports Association.

JUNIOR SALOON CAR CHAMPIONSHIP

Junior scholarship creates a buzz

THE REVIVED JUNIOR SALOON Car Championship scholarship has attracted strong interest, despite entries only being open for a short period.

The series for 14-17-year-olds did not run a scholarship for the 2017 season, but has decided to revive the initiative. An assessment day will take place at Silverstone on February 24 and the winner will receive

a fully funded season in the category in 2018 – a prize estimated to be worth £30,000.

Entries for the scholarship were open from the middle of last month, and half of the places had already been filled within days.

The series has also entered a partnership with three charities – the Teenage Cancer Trust, Blood Bikers and the National

Autistic Society – and the scholar will act as an ambassador for them.

"We will assess driving skills, reaction skills and media skills," said series coordinator Dave Beecroft. "We're not necessarily looking for the fastest driver; we want someone we feel has the most potential and can represent the charities in the right manner."

Young driver will win fully funded season



HAWKINS



Memorable club racing at ‘the Wallys’

By Marcus Pye, the voice of club racing

[@autosport](#)

WOW! COULD THERE HAVE BEEN A BETTER CLIMAX to Formula Ford’s 50th anniversary season than the annual Walter Hayes Trophy extravaganza at Silverstone, support for which now eclipses the traditional British Racing and Sports Car Club Festival at Brands Hatch? I don’t believe so.

Not only was the action on the National Circuit (which provided sensational racing at last month’s Historic Sports Car Club Championship Finals) breathtaking, but the sheer range and eclecticism of machinery – including mighty Le Mans Prototypes and an intriguing Volvo S60 (see below) caricature – was unparalleled too.

After a miserably wet Saturday, which enabled the quickest Historic FF racers to outrun modern hardware in compliant pre-1972 chassis powered by the same venerable Ford Kent engines, Sunday’s conditions were considerably more pleasant and favoured more modern kit. All as it should be, of course, but with an enthusiastic spectator turnout basking in bright sunshine and Weber carburettors gulping crisp, cold autumn air, the competition was faster and yet more furious.

With three-time WHT victor and reigning Brands Hatch Festival winner Joey Foster out of the equation early in the final, the Castle Combe posse covered itself in glory. Both newly crowned number one Josh Fisher and his closest rival, last month’s Carnival winner Michael Moyers, would have been deserved victors, but with strong home support Moyers found the edge in a Kevin Mills Racing Spectrum – by the skin of his teeth!

At the podium presentation it was difficult to tell who was more emotional, Michael or dad Pete, universally

known as ‘Ferret,’ who has masterminded the preparation of Silverstone’s school car fleet for decades.

Fisher, son of triple Combe Special GT champ Brian, was magnanimous in defeat and hid his disappointment well. Third in the WHT on three previous occasions (brother Felix also bagged bronze in 2009) Fisher had set a new personal best, and praised his great adversary’s hard-won triumph.

As an impartial bystander, my only regret over the final was that when there was a spectacular incident at Brooklands the race was not red-flagged. The first semi-final had been stopped for a serious impact at the exit of that corner.

This time none of the drivers was stuck in an immobile car, but with groups of marshals tending three disabled machines spread over perhaps 50 metres (one minus a wheel, another with a buckled corner) a stoppage would have created a safer environment than waved yellow flags with the field arriving every minute or so. Time for a restart of decent length was never an issue.

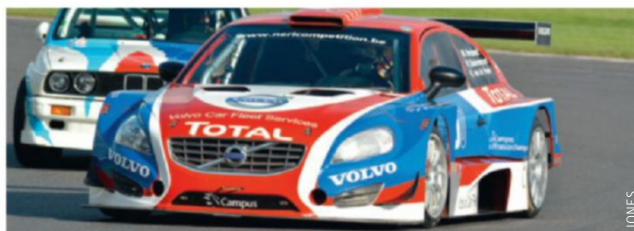
The dedicated Historic FF race, which also embraced the pre-’82 Classic set, was epic. The fight between HFF protagonists Callum Grant, Michael Mallock, Ben Mitchell and Richard Tarling, with CFF’s Mike Gardner in on the act, was one of the greatest contests I’ve ever witnessed.

Frantic slipstreaming on the Wellington Straight presaged heart-stopping ‘bomb-bursts’ as four cars approached Brooklands abreast. Tarling’s brilliantly engineered victory befitted this year’s champion, but Mallock and Mitchell – in my Jimmy’s Iced Coffee Merlyn Mk20, engine emboldened since Brands Hatch in July – finished within 0.196s. ❄



SMITH UNSCATHED AFTER HUGE F5000 PUKEKOHE CRASH

A monster crash for Ken Smith, and Michael Collins’ brilliant debut in Alistair Hey’s ex-Evan Noyes McRae GM1, characterised last weekend’s New Zealand F5000 Championship opener at Pukekohe. Having switched Lola T332s to Ian Riley’s – qualified on pole by protege Tom Alexander – after his engine ran a bearing, Smith lost a wing, which skewed him into Codie Banks’ Talon, then the wall. Neither driver was hurt. Clark Proctor (March 73A) won both races by inches from Collins.



SILHOUETTE VOLVO RETURNS AFTER MUSEUM STINT

Endurance racer Sam Allpass finished 10th in Sunday’s Allcomers Closed-Wheel event at Silverstone, debuting the tubeframe Volvo S60 in which Belgians Eric van der Poele, Vincent Radermecker and Nico Verdonck won the 2011 BELCAR Silhouette series’ Spa 12-hour round. It managed second in 2010 with Rob Huff instead of van der Poele. Created by Solution F in France – with mid-mounted 3.5-litre V6 engine developing 430bhp – it had spent three years in the Spa circuit museum at Stavelot.



SILVERSTONE

WALTER HAYES TROPHY NOVEMBER 4-5

Magnificent Moyers finally triumphs

THE SAYING GOES THAT IF AT FIRST you don't succeed, try and try again. For Michael Moyers, those words have never held truer meaning. On three occasions the 32-year-old had led the Walter Hayes Trophy finale, and each time bad luck or a blip in concentration had cost him the prize he craved the most.

That was before a last-lap pass on Castle Combe Formula Ford rival Josh Fisher in a dramatic and heated 2017 final secured an emotional and popular win.

"It feels like the weight of the world is off my shoulders. It's not going to get any better than this and I'm going to let this sink in," said Moyers.

"I think it has helped, to be honest [not thinking about winning]; it's been kind of in the back of my head. I wanted to win the race but it was more of a subconscious thought. My primary objective was to enjoy myself and race hard."

The 2017 edition of the Hayes looked like it might follow in similar fashion to previous failed attempts for Moyers.

He excelled on the Saturday with pole for his heat on a wet but drying Silverstone National circuit before dominating the race to win by more than four seconds – the biggest margin of victory across all six heats.

The Kevin Mills Racing Spectrum 011C driver didn't have everything his

own way in the semi-final, however, enduring a race-long duel with recent Formula Ford Festival winner Joey Foster.

Victory for Moyers slipped through his fingers on the last lap as he misjudged his braking and ran slightly wide through Brooklands, handing the win to Foster. The loss of victory would have further

Fisher led Hayes final on opening lap before White (#94) passed him





Moyers (#25)
passed Fisher
on last lap

JONES

implications as that turned pole position for the final into third place, with Foster on pole and Fisher in second.

It was Fisher's Van Diemen RF99 that got the jump off the line and led the field through the opening tour as poleman Foster's Ray GR08 dropped to fourth behind Oliver White (Medina Sport JL17) and Moyers, and White stormed to the lead on the second lap with a pass around the outside into Brooklands.

For the next 11 laps of the 15-lap final, White, who has twice finished runner-up in the Hayes, held the chasing pack led by Fisher and Moyers at bay, aided by yellow flags at Brooklands for three laps.

The warning flags were the legacy of a spin for Stuart Gough aboard another Kevin Mills Spectrum, which triggered a crash between Cameron Jackson and brothers David and Thomas McArthur, the latter sent into a spectacular barrel roll that caused significant damage to his Van Diemen LA10 but no injury to the driver.

As the yellows were brought in on

lap 10, Foster's charge in fourth ended, a disintegrating distributor forcing him into the pits and retirement.

For two laps in succession Fisher tried unsuccessfully to sweep around the outside of White at Brooklands, their roles reversed from their semi-final, where Fisher had kept White at bay.

But with so much at stake, the inevitable happened on the penultimate lap. Fisher went to the outside at the end of the Wellington Straight, the rear-left of his Van Diemen making contact with the front-right of White's Medina Sport.

Moyers took his chance to move into second behind Fisher, while chaos ensued in the pack. White's damaged car slowed into Luffield and was hit from behind by James Raven, with Josh Smith collecting the Medina, and both Smith and White retiring.

But all eyes were on the front of the field heading onto the last lap. With a great run onto the back straight, Moyers >>



Festival winner Foster
won heat three at Hayes

JONES

Heats and semi-finals: how the action unfolded

A LAST-LAP MISTAKE AT BROOKLANDS BY JAMES Raven gifted Matt Round-Garrido victory in heat one on a wet track, with polesitter Jake Byrne finishing third after a spin on the opening lap.

Ross Martin secured a lights-to-flag victory in heat two as Kevin O'Hara took second, with Luke Cooper, who started eighth after suffering damage in qualifying when he collided with Sebastian Melrose coming out of the assembly area, finishing third.

The front three of Joey Foster, Jordan Dempsey and British F3 driver Jamie Chadwick stayed unchanged from start to finish in heat three.

Keith Donegan lost on-the-road victory and was demoted to fifth after last-lap contact at Luffield with last year's event winner, Niall Murray, in heat four. Team USA scholar driver Jonathan Kotyk inherited the win, with Murray second.

Michael Moyers comfortably won heat five from Kevin Mills Racing team-mate Roger Orgee, but National champion Luke Williams finished eighth with engine problems and pulled out of the event.

Josh Fisher took victory in heat six, the fastest of the day on a dry circuit after earlier rain, from Stuart Gough and Oliver White.

Westie Mitchell won the Progression race after starting 14th, while Kotyk's fellow scholar, Aaron Jeansonne, was eliminated after finishing seventh.

David McCullough took a lights-to-flag win in the Last Chance race.

Fisher held off White for the first semi-final win, which was red-flagged when Murray spun at Brooklands and was collected by Melrose.

A mistake by Moyers at Brooklands allowed Foster to win the second semi and start the final from pole.

STEFAN MACKLEY

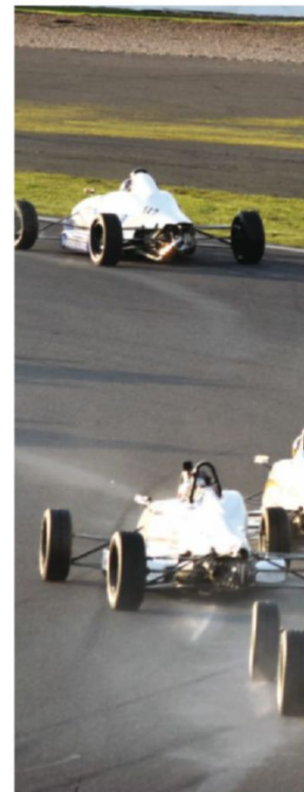


Donegan (#31)
lost win with
pass on Murray

JONES



Fisher takes the lead of final from Foster (#155)



Tom McArthur is sent spinning through the air after contact in Hayes final

took the lead just before the waved yellows at Brooklands, allowing him to secure a long-overdue Hayes victory.

“When I saw the three cars had broken away I thought, ‘I’m going to watch this for a few laps’, because I could see contact happening,” said Moyers.

“I nearly got drawn into it myself and then I saw my pit board said one lap to go and I thought, ‘Right, this is the lap’. I got a really good run out of Becketts and I was already ahead before the yellows.”

In contrast to Moyers’s joy, there was bitter disappointment for Fisher, who has now finished on the Hayes podium

four times, but never on the coveted first step. An appeal against Moyers’s overtake failed and the 2017 Castle Combe FF1600 champion was left to rue what could have been.

“Michael got the tow on me on the last lap and for me there was yellow flags out, he was pulling alongside but I wouldn’t say he was ahead [before them],” said the Wayne Poole Racing driver. “I didn’t even know it was the last lap. But I spoke to Michael after the race, shook his hand, agreed it was a cracking race and said, ‘What will be will be.’”

Raven’s Ray managed to hold onto third

place – ahead of Kevin O’Hara and Chris Middlehurst (both in Van Diemens) – and he was rewarded with a Mazda Road to Indy Shootout ticket as a result of being the first eligible driver across the line.

Sixth went to the Ray of Team USA scholar Jonathan Kotyk, ahead of Luke Cooper, whose Swift was battling a misfire all weekend. Matt Round-Garrido, winner of heat one, took eighth aboard his Medina Sport JL17, while Kevin Mills Racing team-mates Roger Orgee and Michael Eastwell completed the top 10.

While most of the pre-event favourites

RESULTS

WALTER HAYES TROPHY HEAT 1 (8 LAPS)

1 Matt Round-Garrido (Medina Sport JL17); 2 James Raven (Ray GR08/09) +0.566s; 3 Jake Byrne (Ray GR14); 4 James Roe Jr (Van Diemen RF99); 5 Thomas Capezzone (Swift SC16); 6 Rob Hall (Van Diemen JL12). **Class winners** Ed Thurston (Jamun M89); Philip Hart (Mallock Mk9). **Fastest lap** Roe 1m11.311s (82.74mph). **P** Martin. **S** 20.

Pole Byrne. **Starters** 18. **HEAT 2 (8 LAPS) 1 Ross Martin (Ray GR17);** 2 Kevin O’Hara (Van Diemen RF01) +0.923s; 3 Luke Cooper (Swift SC16); 4 David McArthur (Van Diemen LA10); 5 Callum Grant (Merlyn Mk20A); 6 Sebastian Melrose (Ray GR14). **CW** Grant; Jaap Blijleven (Reynard 88FF). **FL** O’Hara 1m11.311s (82.74mph). **P** Foster. **S** 14. **HEAT 4 (8 LAPS) 1 Jonathan Kotyk (Ray GR11);** 2 Niall

HEAT 3 (8 LAPS) 1 Joey Foster (Ray GR08); 2 Jordan Dempsey (Spectrum 011) +0.660s; 3 Jamie Chadwick (Ray GR15); 4 Jack Wolfenden (Firman RFR17); 5 Michael Mallock (Mallock U2 Mk9); 6 Mike Gardner (Crosle 32F). **CW** Mallock; Paul Barnes (Swift SC92F). **FL** Dempsey 1m09.982s (84.31mph). **P** Foster. **S** 14. **HEAT 4 (8 LAPS) 1 Jonathan Kotyk (Ray GR11);** 2 Niall

Murray (Van Diemen LA10) +0.185s; 3 Josh Smith (Van Diemen JL16); 4 Chris Middlehurst (Van Diemen LA10); 5 Keith Donegan (Van Diemen JL13K); 6 Luciano Carvalho (Van Diemen RF05). **CW** George McDonald (Swift SC92F); Ghislain Genecand (Crosle 25F). **FL** Murray 1m06.609s (88.58mph). **P** Murray. **S** 19. **HEAT 5 (8 LAPS) 1 Michael Moyers (Spectrum 011C);** 2 Roger Orgee (Ray GR17) +4.284s; 3 Ivor McCullough (Van Diemen RF00); 4 Michael Eastwell (Spectrum 011C); 5 Rory Smith (Van Diemen JL15K); 6 Thomas McArthur (Van Diemen LA10). **CW** Ben Mitchell (Merlyn Mk20); Ben Tinkler (Reynard 89FF). **FL** Eastwell 1m05.777s (89.70mph). **P** Moyers. **S** 19. **HEAT 6 (8 LAPS) 1 Josh Fisher (Van Diemen RF99);** 2 Stuart Gough (Spectrum 011) +0.288s; 3 Oliver White (Medina Sport JL17); 4 Abdul Ahmed (Ray GR09); 5 Robert Barrable (Van Diemen RF02); 6 Jamie Thorburn (Ray GR15). **CW** David Cobbold (Van Diemen RF89); Xavier Michel (Crosle 32F). **FL** Gough 1m02.844s (93.89mph). **P** Fisher. **S** 18. **PROGRESSION (10 LAPS) 1 Westie Mitchell (Merlyn Mk20);** 2 Tim Crighton (Lola T64E) +4.916s; 3 Laurent Poncin (Van Diemen RF91); 4 Chris Davison (Reynard 89FF); 5 Jon Davis (Van Diemen RF92); 6 James Harvey

(Ray GRS07). **FL** Aaron Jeansonne (Ray GR15) 1m03.472s (92.96mph). **P** Lorna Vickers (Van Diemen RF90). **S** 24. **LAST CHANCE (10 LAPS) 1 David McCullough (Van Diemen RF00);** 2 Michelangelo Amendola (Mygale SJ08) +2.720s; 3 Blijleven; 4 Tinkler; 5 Nigel Dolan (Van Diemen JL012K); 6 Adam Quartermaine (Van Diemen RF99). **FL** Tinkler 1m03.606s (92.76mph). **P** McCullough. **S** 36. **SEMI-FINAL 1 (7 LAPS) 1 Fisher;** 2 White +0.027s; 3 Gough; 4 J Smith; 5 Kotyk; 6 Martin. **CW** Cobbold; Grant. **FL** Middlehurst 1m02.424s (94.52mph). **P** Fisher. **S** 33. **SEMI-FINAL 2 (12 LAPS) 1 Foster;** 2 Moyers +0.150s; 3 Orgee; 4 Raven; 5 Round-Garrido; 6 Eastwell. **CW** Tinkler; B Mitchell. **FL** Raven 1m02.345s (94.64mph). **P** Moyers. **S** 36. **FINAL (15 LAPS) 1 Moyers;** 2 Fisher +0.256s; 3 Raven; 4 O’Hara; 5 Middlehurst; 6 Kotyk. **CW** Tinkler. **FL** Fisher 1m02.326s (94.67mph). **P** Foster. **S** 36. **HISTORIC FFORD FINAL (12 LAPS) 1 Richard Tarning (Jamun T2);** 2 Mallock +0.174s; 3 B Mitchell; 4 Grant; 5 Gardner; 6 Mark Armstrong (Van Diemen RF80). **FL** Mallock 1m03.860s (92.40mph). **P** B Mitchell. **S** 19. **NON-HISTORIC FFORD CONSOLATION RACE (12 LAPS) 1 Blijleven;** 2 Tinkler +0.273s;

3 Cobbold; 4 Richard Davison (Van Diemen RF89); 5 McDonald; 6 Lewis Fox (Van Diemen RF92). **FL** Blijleven 1m03.854s (92.40mph). **P** Cobbold. **S** 24. **BRITCAR SPRINT RACE (51 LAPS) 1 Richard Neary (Mercedes-AMG GT3);** 2 Calum Lockie/David Mason (Ferrari 458 GT3) +2m03.277s; 3 Marcus Fothergill/Dave Bennett (Porsche 997 Cup); 4 Rick Nevinson/Sean Cooper (Porsche Cayman GT4); 5 Ed Platt/Ash Bird (BMW M3 E46); 6 Simon Moore/Lucas Nanetti (Ginetta G50). **CW** Bennett/Fothergill; Platt/Bird; Sarah Moore/Rob Baker (Smart ForFour). **FL** Lockie 55.438s (106.43mph). **P** Neary. **S** 8. **BRITCAR ENDURANCE RACE (124 LAPS) 1 Ross Wylie/Witt Gamski (Ferrari 458 GTE);** 2 Stefano Leaney/Rob Wheldon (Radical RXC GT3 Coupe) +2m05.739s; 3 Tom Barley/Adam Hatfield (Ginetta G55); 4 Tom Knight/Darron Lewis (Ginetta G55 GT4); 5 Angus Dudley/Callum Hawkins-Row (Ginetta G55); 6 Mal Sandford/Ben Seyfried (Aston Martin Vantage GT4). **CW** Barley/Hatfield. **FL** Wylie 54.551s (108.16mph). **P** Leaney/Wheldon. **S** 7. **HSCC CLOSED-WHEEL ALLCOMERS PRE-’70 (20 LAPS) 1 Bruce Chambers (Elva Courier);** 2 Iain McBay (Davrian Mk8) +28.738s; 3 Mike Gardiner (Ford Falcon); 4 Nick Paddy (Austin



ROBBY'S MOTORSPORT PHOTOGRAPHY

comfortably made it into the final, others weren't so lucky. Last year's winner Niall Murray was involved in a crash with Sebastian Melrose in semi-final one, while 2017 National FF1600 champion Luke Williams finished eighth in heat five, but pulled out of the event citing engine problems for his Firman.

But for Moyers, such problems never plagued him for once on an almost perfect weekend. "I had a feeling that this was going to be our time," said the delighted winner. "I got my head down and did my job."

STEFAN MACKLEY

Cooper S); 5 Roger Godfrey (Austin Cooper S); 6 Gary Fletcher (Vauxhall Firenza Droop Snoot). **CW** Gardiner; Paddy. **FL** Myles Castaldini (Davrian Mk8) 1m15.416s (78.24mph). **P** Castaldini. **S** 23.

HSCC CLOSED-WHEEL ALLCOMERS POST-'69 (20 LAPS)

1 Ian Bankhurst (Mallock Mk21); 2 Mark Smith (BMW E30 M3) +1.618s; 3 Vic Nutter (Lola T296/7); 4 Keith Butcher (Audi A4 ST); 5 George Douglas (Martin BM9); 6 David Axisa (Tiga SC79). **CW** Smith; Nutter; Axisa; Graham Turner (Porsche 917 Kurz Replica). **FL** Nutter 1m03.352s (93.14mph). **P** Robert Beebee (Chevron B8). **S** 14.

SILVERSTONE ALLCOMERS CLOSED WHEEL (28 LAPS)

1 Martin Short (Dallara SP1); 2 James Cottingham (Dallara LMP900 SP1) +32.829s; 3 Jack Dex (Creation CA07); 4 Richard Neary (Mercedes-AMG GT3); 5 David Porter (Radical SR3 RS); 6 Tony Bennett (Caterham R300). **CW** Neary; Porter; Russell Hird (Honda Integra); Alan Davenport (Mallock Mk18). **FL** Short 51.023s (115.64mph). **P** Short. **S** 23.

BWRDC LADIES ALLCOMERS CLOSED-WHEEL SEALED HANDICAP (20 LAPS)

1 Sarah Moore (Ginetta G50); 2 Katie Milner (Ginetta G40) -1 lap; 3 Nathalie McGloin (Porsche Cayman S); 4 Bridgette Smart (Sylva Phoenix); 5 Gail Hill (Jaguar XJS); 6 Sharlie Goddard (Morgan +8). **CW** Milner; Sue Harris (Darvi 597); Tina Cooper (Rover Mini). **FL** Moore 1m01.125s (96.53mph). **P** Moore. **S** 20.

SILVERSTONE
SUPPORTS NOVEMBER 4-5

Tarling triumphs in four-car battle for Historics win

RICHARD TARLING WON A THRILLING Historic final in his Jamun T2, edging out Michael Mallock in his Mallock U2 and Ben Mitchell in Marcus Pye's smart Merlyn Mk20.

It was a supremely close, enthralling race that any of the top four could have won deservedly; less than one second separated them. Tarling displaced polesitter Mitchell at the first corner, before Mitchell fought back at Brooklands. So began a race-long battle between a leading group of Mitchell, Tarling, Mallock and Callum Grant in his distinctive orange Merlyn.

All took turns at the front of their four-man pack – the lead changed at least once a lap for much of the race. Tarling, who had qualified third for his heat against modern machinery, prevailed right at the end, having timed his final passes perfectly. "Being in the lead on the last lap" was his simple explanation of his tactics.

Grant lost touch slightly with the leaders after a small excursion onto the Brooklands grass. He was uncomfortable with a move made by Crossle driver Mike Gardner, who was fifth, but no action was taken.

The 'Non Historic' consolation race for Pre-'93 cars was almost as thrilling, with a three-way tussle between Northern Pre-'90 champion Jaap Blijleven, David Cobbold and Ben Tinkler.

UCLAN Reynard driver Blijleven charged up the order from sixth on the grid to join Cobbold's and Tinkler's lead dice, then hit the front when Cobbold's attempt to regain first place from Tinkler cost both momentum. Tinkler chased Blijleven to the flag but fell 0.273s short.

Richard Neary was victorious in the Sprint element of the Britcar race that ran into the night, ahead of the FF Corse Ferrari of Calum Lockie and David Mason. Neary



Drivers pushed track limits to the extreme

JONES

overtook Lockie at Brooklands on the opening lap for second overall, which allowed him to build up a gap in his Mercedes GT3 before being the first of the Sprint race runners to pit.

When Lockie pitted relatively late to hand over to Mason, the Ferrari emerged among the Ginetta G55s of Tom Knight and Tom Barley, who were battling in the Endurance element of the race. Mason's pace was compromised as he had to find a way past the two Ginettas, and Neary was able to overcome a pitstop handicap for victory.

Ross Wylie and Witt Gamski won the Endurance section in their Ferrari 458 GTE car, after Stefano Leaney and Rob Wheldon had to make two pitstops due to their Radical GT3 being short on fuel, while Barley and Adam Hatfield were third.

Myles Castaldini was denied a great comeback victory in the Allcomers Pre-'70 race, allowing Bruce Chambers a lights-to-flag win with his Elva. Castaldini put his Davrian Mk8 on pole, but started from the back after a clutch change, and retired within sight of Chambers due to overheating. Clubmans Mallock racer Ian Bankhurst took advantage of a spin by polesitter Robert Beebee's Chevron B8 to win in Allcomers Post-'69. Beebee was then excluded from third for causing Tony Bianchi's retirement.

An early spell in the lead by Richard Neary in the GT3 Mercedes could not stop Martin Short from dominating Silverstone Allcomers with his Dallara-Judd SP1 machine, and Sarah Moore was similarly unstoppable in the Ladies race at the wheel of her Ginetta G50.

RACHEL HARRIS-GARDINER, RORY MITCHELL AND ALASDAIR LINDSAY



Tarling (#53) came out on top in Historics battle

JONES

BRANDS HATCH

BARC NOVEMBER 4-5



Smith delivers the goods and claims Truck title with a win

COMING INTO THE SEASON FINALE, Ryan Smith only needed a single point to claim his second British Truck Racing Championship title in as many years.

Stuart Oliver was mathematically in contention, but his chances were extremely slim as he needed to win all four races, with Smith failing to score at all, to claim the title. Come race one, Smith made it clear that he was not going to play it safe and, starting from second on the grid, he went around the outside of polesitter Shane Brereton as the pack stormed through Paddock Hill Bend and began to open up the gap in an effort to secure the title as early as possible. His strategy worked out perfectly and a win in the first of the weekend's four races allowed the Mansfield-based driver to celebrate winning the title on Saturday.

Despite being crowned champion, Smith's 'take-no-prisoners' attitude didn't change on Sunday and the 36-year-old produced a stellar drive

from the back of the grid to second, with a late coming together with Mat Summerfield resulting in the latter burying his truck in the gravel on the outside of Druids. The race victory went to Luke Taylor. Oliver took the win in race three, with Smith claiming the last race of the meeting as well as of the BTRC season, the Grand Final featuring a grid comprised of trucks belonging to both divisions.

"I'm a two-time champion now, it feels great," said the delighted Smith. "I have all my sponsors, all my family and friends here. The spectators have been brilliant. Brands Hatch put on a good event. I'm very, very happy – it's fantastic."

In Division 2 Mika Makinen secured his title before the season finale, but put his Sisu truck on pole, emphasising his dominance this year. The Finn was initially in control of a race that was red-flagged twice, but ultimately lost out on the second restart and came third, behind race winner Luke Garrett and

Smith (1) battles closely with Jenkins – but he was a comfortable champion after race-one win

Tony Smith. Makinen won in the second of the Division 2 races, held on Sunday, with the remaining two victories going to Paul McCumisky and Garrett (winner in the combined-class race).

Three races a day and grid sizes exceeding 30 cars is a recipe for a thrilling spectacle, and such was the case with the Legends Championship. Stephen Whitelegg won twice, while Guy Fastres, Will Gibson, Sebastien Kluyskens and Connor Mills all took a win each, but it was John Mickel who, thanks to a streak of consistent results over the course of the weekend (10th, 11th, 10th, fourth, sixth and eighth respectively), secured the title.

Mills' drive in the third of Saturday's races caught the most attention. The ex-Formula Ford racer was the class of the field in damp conditions and, following a start from the back of the grid, made it all the way up to seventh by lap four and had a sniff of a victory until a trip through the gravel at Clearways put



him on the back foot. The 20-year-old ultimately finished fourth.

The one-off appearance of British Touring Car star Andrew Jordan was the big talking point of the Pickup Truck Racing Championship, and indeed the 2013 BTCC title-winner stole the show. In race one Jordan came home second after starting from the back, pressurising former BTCC rival Lea Wood for the win in the closing stages.

In race two Jordan took a lights-to-flag victory, producing a brilliant display of defensive driving and keeping his rivals at bay while dealing with engine issues.

"It was really hard, I had a misfire from lap two," said Jordan, who didn't put a wheel wrong all weekend, despite never having raced a Pickup before. "I was very vulnerable; I was having a misfire in the corners so I was just trying to get off the corners well and defend where I needed to. It was some good, hard racing. I loved it."

PIOTR MAGDZIARZ



Wood denied his former BTCC rival Jordan victory in Pickups race one

RESULTS

TRUCKS (11 LAPS) 1 Ryan Smith (MAN TGA); 2 David Jenkins (MAN TGX) +2.205s; 3 Shane Brereton (MAN TGX); 4 Stuart Oliver (Volvo VN); 5 Simon Reid (Iveco Stralis); 6 Mat Summerfield (MAN TGS). **Fastest lap** Smith 1m07.757s (64.17mph). **Pole** Brereton. **Starters** 12. **RACE 2 (15 LAPS) 1 Luke Taylor (MAN TGX);** 2 Smith +0.792s; 3 Richard Collett (MAN TGX); 4 Ray Coleman (MAN TG); 5 Brereton; 6 Michael Oliver (Scania Truck). **FL** Brereton 1m00.661s (71.68mph). **P** Terry Gibbon (MAN TGS). **S** 12. **RACE 3 (12 LAPS) 1 S Oliver;** 2 Smith +4.903s; 3 Coleman; 4 Collett; 5 Taylor; 6 Gibbon. **FL** Smith 59.081s (73.60mph). **P** Frans Smit (Scania T124). **S** 12. **DIVISION 2 (5 LAPS) 1 Luke Garrett (MAN TGA);** 2 Tony Smith (Sisu SL250) +3.456s; 3 Mika Makinen (Sisu SL250); 4 Steve Powell (ERF EC1); 5 Adam Bint (Volvo White); 6 John Bowler (Foden 4x2 M11 Cummins). **FL** Garrett 1m10.645s (61.55mph). **P** Makinen. **S** 18. **RACE 2 (9 LAPS) 1 Makinen;** 2 Simon Cole (Mercedes 1625) +3.706s; 3 Bowler; 4 Garrett; 5 Bint; 6 Powell. **FL** Makinen 1m02.738s (69.31mph). **P** Erik Forsstrom (Iveco Stralis). **S** 18. **RACE 3 (5 LAPS) 1 Paul McCumisky (Volvo FM12);** 2 Makinen +2.152s; 3 T Smith; 4 Brad Smith (DAF CF); 5 James Aitkenhead (Sisu SL250); 6 Trevor Martin (Scania P-Series). **FL** Makinen 1m03.079s (68.93mph). **P** McCumisky. **S** 18. **DIVISIONS 1 & 2 (14 LAPS) 1 R Smith;** 2 Gibbon +4.315s; 3 Summerfield; 4 S Oliver; 5 Coleman; 6 Jenkins. **CW** Garrett. **FL** Taylor 1m02.121s (70.00mph). **P** Reid. **S** 20. **LEGENDS (10 LAPS) 1 Guy Fastres (Chevy Sedan);** 2 Jack Parker (Ford Coupe) +0.645s; 3 Sean Smith (Ford Coupe); 4 Connor Mills (Ford Coupe); 5 Robert King (Ford Coupe); 6 Stephen Whitelegg (Coupe). **FL** Smith 1m07.753s (64.18mph). **P** Dan McKay (Coupe). **S** 32. **RACE 2 (10 LAPS) 1 Mills;** 2 King +4.610s; 3 Whitelegg; 4 Ben Power (Ford Coupe); 5 Sebastien Kluyskens (Coupe); 6 Will Gibson (Ford Coupe). **FL** Smith

1m08.403s (63.57mph). **P** Kluyskens. **S** 32. **RACE 3 (10 LAPS) 1 Whitelegg;** 2 Kluyskens +0.200s; 3 King; 4 Mills; 5 Paul Simmons (Ford Coupe); 6 Fastres. **FL** King 1m05.657s (66.23mph). **P** Dan Budd (Ford Coupe). **S** 32. **RACE 4 (12 LAPS) 1 S Whitelegg;** 2 Mills +0.446s; 3 Miles Rudman (Ford Coupe); 4 John Mickel (Ford Coupe); 5 Power; 6 Gary Whitelegg (Ford Coupe). **FL** Power 55.911s (77.77mph). **P** McKay. **S** 31. **RACE 5 (7 LAPS) 1 Kluyskens;** 2 Simmons +0.060s; 3 Power; 4 Parker; 5 Smith; 6 Mickel. **FL** S Whitelegg 55.627s (78.17mph). **P** Rickie Leggatt (Ford Coupe). **S** 31. **RACE 6 (12 LAPS) 1 Gibson;** 2 Smith +0.416s; 3 Nathan Anthony (Sedan); 4 Rickie Leggatt (Ford Coupe); 5 Rudman; 6 Power. **FL** Smith 55.842s (77.87mph). **P** Paul Simkiss (Ford Coupe). **S** 31. **PICKUP TRUCKS (18 LAPS) 1 Lea Wood;** 2 Andrew Jordan +0.202s; 3 Scott Bourne; 4 Lee Rogers; 5 David O'Regan; 6 Mel Collins. **FL** Wood 52.116s (83.44mph). **P** Bourne. **S** 14. **RACE 2 (16 LAPS) 1 Jordan;** 2 Wood +2.160; 3 Rogers; 4 Paul Tompkins; 5 Bourne; 6 Collins. **FL** Bourne 51.873s (83.83mph). **P** John Shorter. **S** 14. **TIN TOPS (14 LAPS) 1 Daniel Fisher (Honda Civic Type R);** 2 JJ Ross (Vauxhall Astra VXR) +2.885s; 3 Rod Birley (Honda Integra); 4 Kamran Tunio (Civic); 5 David Hutchins (Civic); 6 Alfie Brooker (BMW Mini Cooper S). **CW** Ross; Tunio; Gideon September (Ford Puma). **FL** Fisher 1m05.017s (66.88mph).

P Tunio. **S** 25. **RACE 2 (9 LAPS) 1 Birley;** 2 Fisher +0.917s; 3 Ross; 4 Bradley Lane (Peugeot 206 GTI 180); 5 Brooker; 6 Mike Day (Citroen Saxo). **CW** Ross; Day; September. **FL** Fisher 1m05.733s (66.15mph). **P** Fisher. **S** 23. **MODIFIED SALOON CARS (6 LAPS) 1 Rod Birley (Ford Escort WRC);** 2 Graham Crowhurst (BMW E46 M3) +4.288s; 3 Matthew Turner (BMW M3 E36); 4 Andy Banham (Subaru Impreza); 5 Michael Eustace (M3 E46); 6 Paul Adams (Ford Focus RS). **CW** Crowhurst; Adams; Tyler Lidsy (Renault Clio Cup); Sean Fairweather (Ford Sierra); Daniel Fisher (Honda Civic Type R). **FL** Birley 53.043s (81.98mph). **P** Adams. **S** 23. **RACE 2 (11 LAPS) 1 Banham;** 2 Crowhurst +3.914s; 3 Turner; 4 Eustace; 5 Lidsy; 6 Paul Restall (Sierra RS Cosworth). **CW** Crowhurst; Lidsy; Fisher; Fairweather; Martyn Scott (BMW E30). **FL** Tony Skelton (Clio) 53.957s (80.59mph). **P** Crowhurst. **S** 20. **INTERMARQUE (11 LAPS) 1 Lewis Smith (Vauxhall Tigra);** +1.086s; 3 Matt Simpson (Tigra); 4 Steve Burrows (Peugeot 206cc); 5 Daniel Smith (Mercedes SLK); 6 Jason Hunn (Peugeot 205). **FL** Blackman 59.767s (72.75mph). **P** Blackman. **S** 21. **RACE 2 (8 LAPS) 1 Blackman;** 2 Simpson +7.757s; 3 Smith; 4 Burrows; 5 Ben Taylor (Tigra); 6 Hunn. **FL** Blackman 58.654s (74.13mph). **P** Reuben Taylor (Peugeot 206cc). **S** 20.



Blackman secured Intermarque title with two podiums

Ahmed 'demoralises' BRDC British F3 rivals

Series returnee Enaam Ahmed had one aim when he started the 2017 season: to force his opposition into submission

Stefan Mackley, BRDC British F3 Correspondent

[@Smackley27](https://twitter.com/Smackley27)



“I had to kill them.” Those words sum up Enaam Ahmed’s mission at the start of the 2017 BRDC British Formula 3 season, and the 17-year-old’s take-no-prisoners approach paid off, as he secured the title with a round to spare, and won 13 of the 24 races.

But the all-conquering season almost didn’t happen after a lack of funds threatened to derail Ahmed’s chances of competing at all. A one-off test at the end of last year to prove his worth to Carlin boss Trevor Carlin was enough for him to get a seat for the Autumn Trophy, which he won, placing him as firm favourite for the 2017 campaign.

“We sacrificed a lot, put everything we had into this season, and I knew that for me to be able to race next year [2018] it wasn’t a matter of winning two or three races this year and winning the championship – I had to kill them,” recalls Ahmed. “So every time I went on the track it was more of a do-or-die situation because I knew I didn’t have the money to compete next year, so I really had to prove that I was that much better than everybody else.

“If you look, the way I test, every time I go out, Roberto [Streit, driver coach] and I have this saying, ‘When I go out I need to taste blood! It’s always got to be on the edge. Every time I wanted to make sure I demoralised them.’”

Ahmed was true to his word, making sure his rivals didn’t get a

Carlin driver Ahmed was unstoppable



look-in as he started the season with a hat-trick of wins at Oulton Park before adding a fourth in the opening race at Rockingham.

More victories followed, with braces at Brands Hatch and Spa, as well as both visits to Snetterton, the second instance securing the championship.

A sensational drive at Spa, where he won race two from seventh on the part-reversed grid, and his battling performance to take victory in the final race of the year at Donington Park – even though the championship was already won – encapsulated his season.

Ahmed’s race engineer Mark

Owen, who has more than 16 years’ experience working for Carlin, says: “There was a stage in the season where he was just so confident and believed in himself that he was the quickest every time he went out.”

Ahmed’s main rival was supposed to be Lanan Racing’s Toby Sowery, the two-time McLaren Autosport BRDC Award finalist having finished third in the series 12 months ago. But a lack of testing compared to his rivals put the 21-year-old on the back foot and, apart from a pair of wins at Silverstone in the middle of the season, he never looked capable of beating Ahmed. >>

Lack of consistency hurt Hingeley



Sowery was excluded at Brands Hatch



“We only did three days of testing throughout the whole season, whereas the other teams were testing a lot,” says Lanan Racing ace Sowery, who missed the final round at Donington to race in Lamborghini Super Trofeo Asia.

“The guys at Carlin always do a good job, and you could argue that he [Ahmed] was in a good car. I think the fact that he did all the testing, had a good car and had the experience from last year [made the difference].”

But for the want of greater consistency, Fortec’s Ben Hingeley could have been a title challenger – after all, he took wins at Rockingham, Silverstone, Spa and Donington.

Two DNFs at Brands Hatch when he was caught out by a rain shower and then being taken out in the second race by Jeremy Wahome all but ended his chances, though, and third in the standings was his reward.

For James Pull, Ahmed’s Carlin team-mate, it was a season of frustration as he failed to take his maiden win and finished runner-up seven times. But he came close to that elusive victory on numerous occasions, most notably in race two at Spa before succumbing to Ahmed’s superior pace, and in race one at Brands Hatch before it was red-flagged when he was challenging for the lead.

“We only did three days of testing through the season”

Toby Sowery

Fellow Carlin driver Cameron Das was blisteringly quick at times and took the first non-Ahmed win in race two at Rockingham, but silly mistakes, such as running into the back of Pull at Snetterton, proved his downfall.

Double R – champion in 2016 with Matheus Leist – endured a difficult year with only one win coming courtesy of Krishnaraaj Mahadik during race two at Brands Hatch after Sowery’s exclusion for a gearbox infringement.

But there was optimism at Douglas Motorsport as 16-year-old Jordan Cane, who joined at the first Snetterton meeting because he was too young to start the season, took three wins – at both Snetterton rounds and the final event at Donington.

The 2017 BRDC British F3 season was all about one man only, though – Enaam Ahmed: “I needed to dominate the championship to get recognition.”

He certainly succeeded in that. 🌟



Pull (#15) was consistent, but lacked outright speed



Cane was impressive in debut season

ALL PICS: EBREY/LAT

BRDC BRITISH F3 CHAMPIONSHIP

POS	DRIVER	TEAM	1	2	3	4	5	6	7	8	9	10
1	Enaam Ahmed (GB)	Carlin	1	1	1	1	8	8	1	6	1	2
2	James Pull (GB)	Carlin	2	4	3	5	R	2	2	14	3	3
3	Ben Hingeley (GB)	Fortec Motorsports	4	2	6	4	4	1	5	4	7	5
4	Toby Sowery (GB)	Lanan Racing	3	NS	7	10	6	4	3	5	2	1
5	Cameron Das (USA)	Carlin	5	6	2	2	1	3	6	2	6	6
6	Callan O’Keeffe (ZA)	Douglas Motorsport	7	3	4	3	5	5	4	3	5	4
7	Chase Owen (USA)	Hillspeed	14	8	13	11	11	7	9	9	13	R
8	Jordan Cane (GB)	Douglas Motorsport	-	-	-	-	-	-	8	1	4	15
9	Jamie Chadwick (GB)	Double R Racing	11	EX	R	8	3	10	7	7	12	9
10	Nicolai Kjaergaard (DK)	Fortec Motorsports	12	5	8	7	NC	R	11	8	8	7

11 Omar Ismail (Chris Dittmann Racing) 216; 12 Manuel Maldonado (Fortec Motorsports) 205; 13 Guilherme Samaia (Double R Racing) 195; 14 Jeremy Wahome (Chris Dittmann Racing) 165; 15 Nick Worm (Hillspeed) 159; 16 Aaron di Comberti (Lanan Racing) 112; 17 Krishnaraaj Mahadik (Double R) 104;



F3 top three:
Ahmed, flanked by
Pull (l) and Hingeley

	11	12	13	14	15	16	17	18	19	20	21	22	23	24	PTS
	5	3	2	1	1	1	3	1	1	5	1	2	6	1	654
	3	2	8	2	4	2	2	3	3	13	7	4	3	5	490
	1	10	1	R	3	R	R	5	4	3	9	1	5	4	444
	2	1	4	3	2	3	EX	7	2	4	2	-	-	-	432
	7	5	7	4	5	R	10	2	6	15	8	3	4	13	425
	4	R	9	5	9	4	7	4	10	14	4	7	R	12	373
	9	4	10	7	6	9	6	9	13	9	6	6	2	6	302
	15	6	5	6	R	5	R	11	7	1	3	5	1	2	288
	10	15	6	10	11	11	5	15	9	7	11	9	11	7	264
	16	7	12	12	10	7	11	6	15	10	12	8	R	8	247

18 Tristan Charpentier (Chris Dittmann Racing) 53; 19 Harry Hayek (Double R) 51; 20 Alex Quinn (Lanan Racing) 46;
21 Linus Lundqvist (Double R) 32; 22 Petru Florescu (Douglas Motorsport) 22; 23 Pavan Ravishankar (Double R) 31.

AUTOSPORT'S TOP 5 DRIVERS



1 ENAAM AHMED

Carlin

Took wins at every meeting bar one in an almost-perfect season. Highlight was a stunning drive from seventh on the grid at Spa to win in race two. Rockingham the only noticeable blip with an error at the start in race three.



2 BEN HINGELEY

Fortec Motorsports

On his day was quick enough to beat anyone, but needed more consistency to mount a serious title challenge. Faultless drive from pole in race one at Donington showed he should have challenged Ahmed more often. Two DNFs at Brands Hatch was the low point.



3 TOBY SOWERY

Lanan Racing

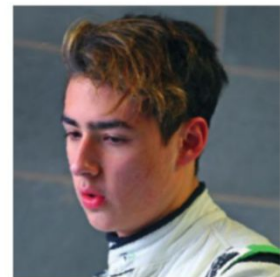
Disappointing season with only two wins at Silverstone showing a brief glimmer of hope in the hunt for the championship. Lost a third win at Brands after being excluded. Possibly would have taken second in the standings had he not missed the final round at Donington.



4 JORDAN CANE

Douglas Motorsport

Joined midway through the season and made the most of reversed grids to take three wins, including on his series debut at Snetterton. More consistency required, but a championship contender if he decides to return to the series next year.



5 JAMES PULL

Carlin

Consistent throughout the season, with 14 podiums, but poor luck and a lack of that final tenth of a second cost him the chance of wins. Best chance came in the rain-shortened race one at Brands Hatch when he was about to go for the lead just as the red flag was shown.

WHAT'S ON

Ginny Williams collects the constructor's trophy at the 1986 British Grand Prix on behalf of her husband



Ginny Williams – the key voice

THE *WILLIAMS* FILM RELEASED earlier this year is not a simple narrative tale charting the Formula 1 team's history – it's much more than that. *Williams* is a powerful family story – one that Autosport (August 3 2017) said “arguably surpasses *Senna* – the yardstick by which all F1-related documentaries are judged”.

The film is based on the book by Sir Frank Williams' late wife, Lady Virginia ‘Ginny’ Williams, *A Different Kind of Life*, which was co-written by Pamela Cockerill. The audio recordings the pair made as they produced the book provided important insights for the film.

“The tapes only exist as I’m an absolute hoarder,” says Cockerill. “It’s a miracle that I didn’t record over them.”

Remembering the time she spent writing *A Different Kind of Life* with Ginny, who died in 2013, Cockerill

recalls the ease with which it came together, thanks to her co-author’s energy and enthusiasm.

“We instantly had a rapport – we had a lot in common,” she says. “It was probably the book I enjoyed working on most, because she was such an articulate person and had such insight,

Pamela Cockerill
co-wrote the book
A Different Kind of Life



not just into F1 and her husband, but also into her own behaviour.

Williams is no hagiography, not least towards Frank. But Cockerill explains that his behaviour did not diminish Ginny’s infatuation with her husband.

“Claire [Williams, deputy team principal of the F1 squad] herself said, ‘Well I wouldn’t have [accepted Frank’s behaviour], and that was my reaction,’ says Cockerill.

“But for Ginny it didn’t come as a surprise. It was a part of him that she accepted and didn’t ever really think she would change – she loved the man underneath. That just carried on through thick and thin. She herself struggled to explain it.”

In *Williams*, Frank reveals that he has never read Ginny’s book, despite one of the motivations for writing it being Ginny’s hope that her husband would

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HOT ON THE WEB THIS WEEK

 **OI! YOU CAN'T PARK THAT 'ERE...**

Search for How big is an F1 car?

How do you gauge the true scale of a current Formula 1 car? In his video from Motorsport.tv's weekly show *The Flying Lap*, Peter Windsor and Craig Scarborough take a close look at a Mercedes W08, 'parked' in the middle of Motorsport Network's UK office thanks to wizardry from our 3D team.



behind the film

PHIPPS/SUTTON

understand her experiences.

"He'd never asked her what it was like, [but] I don't think she was surprised that he didn't [read the book]," Cockerill notes. "He's very focused, tries to insulate himself from emotion, and it would be very hard to insulate yourself reading that book."

"He's just interested about F1 – he's not interested about any introspection at all. But the interesting thing is, in the scene in the film where Claire reads the final bit of the book to Frank, he did actually well up."

Cockerill sees similarities with Ginny in Claire, who moved into her current role with the Williams team ahead of the 2013 season: "Claire is very much cast in her mother's mould. She's very strong, likeable, approachable – there's no side to her at all – she's down to earth. I was amazed to meet her

because I felt such a link."

A Different Kind of Life was published in 1991 and there was talk then of it becoming a film, but Cockerill says that Ginny resisted such a move.

"There were film companies interested," she explains. "It would have been made into a dramatisation. Ginny said no because of the reception to the book – some of the tabloids focused on big, lurid headlines."

Cockerill, who is delighted with the film, thinks Ginny would have shared that view. "Morgan Matthews [Williams director] has done an absolutely fantastic job," she says. "It's magnificent and I'm sure it's going to win awards – it's very deserving."

"Ginny would be very pleased with the film, I think it was very true to her and her thoughts."

GRAHAM KEILLOH

INTERNATIONAL MOTORSPORT

BRAZILIAN GRAND PRIX FORMULA 1

Rd 19/20

Interlagos, Brazil

November 12

 **Live** Sky Sports F1, Sunday 1530. BBC Radio 5 Live, Sunday 1600. Highlights Channel 4, Sunday 2230

SUPER GT

Rd 8/8

Motegi, Japan

November 12

NASCAR CUP

Rd 35/36

Phoenix, Arizona, USA

November 12


 **Live** Premier Sports, Sunday 1900

WORLD RALLYCROSS

Rd 12/12

Killarney, South Africa

November 12-13

 **Live** Motorsport.tv, Sunday 1400

24 HOUR SERIES

Rd 8/8

COTA 24 Hours, Austin, Texas, USA


November 11-12

MOTOGP

Rd 18/18

Valencia, Spain

November 12

 **Live** BT Sport 2, Sunday 1245

UK MOTORSPORT

BRANDS HATCH CSCC

November 11-12

Jaguar Saloon/GT, Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, New

Millennium, Open Series

ANGLESEY BARC

November 10-12

Race of Remembrance




**PICK
OF THE
WEEK**

**GIORGIO PIOLA:
ILLUSTRATING SPEED**

MOTORSPORT TV

Friday 1825, Saturday 1315, Sunday 1605

 Even the best F1 drivers can't win without the best car. For nearly 50 years Giorgio Piola has been Formula 1's pre-eminent technical journalist, and this documentary takes you behind the scenes of how he cracks the secrets F1 doesn't want you to know.





FROM THE ARCHIVE

Stirling Moss was peerless in the 1949 Manx Cup at Douglas in the Isle of Man. He was fastest in practice and dominated the race from the off, at one point holding a lead of nearly 40 seconds, before his 1100cc Cooper-JAP suffered terminal engine problems.



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HAVE-A-GO HERO

WHEN DRIVERS CROP UP IN UNEXPECTED PLACES



PIERCARLO GHINZANI

FORMER F1 DRIVER RECALLS HIS KYALAMI 500KM SPORTSCAR WIN

Piercarlo Ghinzani competed in Formula 1 for eight seasons, but is perhaps best remembered for two things that occurred in 1984.

He spent a month in hospital after a potentially fatal 170mph crash at Kyalami. During the warm-up for the South African Grand Prix, running fully-laden fuel tanks for the first time that season, a rear-suspension failure spat his Osella-Alfa Romeo into a slide and it hit the barriers and banking before bursting into flames. But with several drivers poised to take his seat within just 24 hours of the crash, he returned to the cockpit for the next race at Zolder.

Even more impressively, he fought back to secure his sole F1 points finish in Dallas just seven races later. Ghinzani finished in fifth place, in a physically gruelling race in which the asphalt broke apart in the heat. Also in 1984, he ran seventh in the infamous rain-hit Monaco race before a turbocharger failure dropped him off the radar, and out of a chance of points.

Ghinzani, the European Formula 3 champion in 1977 who also had F1 stints at Toleman, Ligier and Zakspeed, displayed some flashes of excellence that gave him a shot at driving for one of motorsport's most famous teams, but politics put paid to a frontrunning career with Ferrari.

"I went to Ferrari and said, 'Look, I'm here, if you want to give me work,'" he recalls. "But Enzo told me, 'I'm sorry but at this time my door is closed to Italian drivers', because Ferrari still had a big problem with [Lorenzo] Bandini, who died in Monaco in 1967."

Before racing in F1, Ghinzani had enjoyed success with Lancia in the World Sportscar Championship, and he returned to closed-cockpit competition with Joest in 1986, driving a Porsche 956. With a frontrunning car and team he had a chance to return to the top, and did just that, winning, fittingly, the 500km of Kyalami, driving solo and beating the sister car of Bob Wollek and Sarel van der Merwe.

"I remember the first three laps in free practice," he says. "I looked at the corner [Jukskei Sweep], looked at the barrier and thought, 'Gosh, I'm back here, I'm lucky.' It was a good physiological experience because I could see my true performance in a competitive car." ❧

MATT KEW



Ghinzani (above) won both 250km heats at Kyalami in 1986 with Joest Racing Porsche 956 (top)

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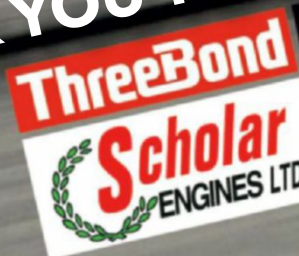


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