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PASS MASTERS EXPLAIN THE ART

SECRETS OF OVERTAKING

STARRING MANSELL • HAKKINEN • HAMILTON

PLUS

**PLATO KEEPS
HOPES ALIVE**

Silverstone wins
take BTCC title
down to the wire



ALONSO'S FUTURE • McLAREN & HONDA • SOLBERG'S RX CROWN



Porsche Carrera Cup GB

Carrera Cup set for thrilling final at Brands Hatch

The 2014 Porsche Carrera Cup GB is ready for a dramatic final round at Brands Hatch following rounds 16 and 17 at Silverstone last weekend (27/28 September).

Heading for the two deciding races on the sensational Grand Prix circuit at Brands Hatch (11/12 October), Carrera Cup Scholarship racer Josh Webster (Redline Racing) has a slender four-point lead over former Scholarship driver and reigning double champion Michael Meadows (Samsung UHD TV Racing).

It will be a winner-takes-all climax to the season between two fine racers who have battled all season. Paul Rees (In2 Racing) looks strong to take third in the title race over Victor Jimenez (Redline Racing) and Rees is determined to end his season with another race win.

The Pro-Am1 title was settled in favour of Justin Sherwood (Team Parker Racing) at Silverstone, but Rob Smith and Jordan Witt, both from Redline Racing, will battle for the runner-up position at Brands.

Meanwhile, it is even closer in Pro-Am2 as Peter Kyle-Henney (Parr Motorsport) and Steven Liquorish (Team Parker Racing) go into the final two races split by just three points. Finally, Redline Racing has already secured the teams' championship thanks to the results achieved by Webster and Jimenez.

To keep up with all the latest news, images and video from the Porsche Carrera Cup GB, please visit the championship's 'Trackside' web platform at <http://porscherracinggb.porsche.com>

Provisional 2014 Driver Championship points positions

1	Josh Webster	316
2	Michael Meadows	312
3	Paul Rees	231
4	Victor Jimenez	210
5	Peter Kyle-Henney	120
6	Pepe Massot	113
=	Justin Sherwood	113
8	Steven Liquorish	112
9	Rob Smith	70
10	Karl Leonard	56

Pro-Am1 category

1	Justin Sherwood	116
2	Rob Smith	71
3	Jordan Witt	66
4	Karl Leonard	65

Pro-Am2 category

1	Peter Kyle-Henney	129
2	Steven Liquorish	126
3	Kelvin Fletcher	54
4	Will Goff	49

Best 7 event scores

Provisional 2014 Team Championship points positions

1	Redline Racing	526
2	In2 Racing	372
3	Samsung UHD TV Racing	312
4	Parr Motorsport	266

PORSCHE

**CARRERA
CUP**
GREAT BRITAIN



porsche.co.uk/trackside

Porsche Driver's Selection

POLE POSITION

F1 needs to balance the challenge with the 'show'

CAN THERE EVER BE TOO MUCH OVERTAKING? IT'S A question that divides opinion. In DRS-era Formula 1, you can argue both ways: it's helped the show by increasing the scope for passing, but have you ever heard anyone say "Did you see the amazing way he used his DRS to pull off that move?" No.

We've all grown up as students of the art of overtaking, admiring many of the sport's great passers and moves. We had to feature Mika Hakkinen's amazing effort on Michael Schumacher at Spa in 2000, (page 32) and knowing Mika well I've had the pleasure of a chapter-and-verse account — how he felt his car was "going to explode" as he crested Raidillon after diving through Eau Rouge so he could pass Michael and Ricardo Zonta in one fell swoop.

But to write-off today's F1 overtaking as too easy is incorrect; there are still some great passers who display their skills on a regular basis — Lewis Hamilton, Fernando Alonso and, most recently, Daniel Ricciardo — who've all got the innate ability to pull off manoeuvres that rank with the very best. It's up to the decision-makers to keep those DRS zones in check, and not ruin the challenge and spectacle that we all want to see.



Charles Bradley

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COVER STORY

"There's no question that Senna was exceedingly good, as were Piquet and Schumacher"

Nigel Mansell's favourite overtakers, p26



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That's the belief of the British team's racing director Eric Boullier ahead of Honda's return to F1 in 2015

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In this special 23-page feature, AUTOSPORT has spoken to drivers who proved to be pass masters, including Nigel Mansell, Mika Hakkinen and John Watson, as well as the engineers and psychologists about what's required to pull off a great manoeuvre. We also compare eras to work out who had it hardest

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Two wins for Plato but Turkington is 50 points ahead going into the Brands Hatch finale

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Scoring a point at Monaco in 1987

THE BIG PICTURE

Jeff Gordon scored his first victory at Dover's monster mile since 2001 to qualify for the second round of NASCAR's Chase for the Championship play-offs. Full report, page 59





This week in F1

'TOO LATE' FOR THIRD CARS IN 2015

McLaren racing director Eric Boullier believes it is already too late for teams to add third cars for the 2015 season, even if the sport demanded them.

Formula 1 supremo Bernie Ecclestone wants teams to consider running an extra car next season, regardless of whether all the current squads survive amid growing financial pressure on smaller outfits.

Some teams have already argued that would be bad for the sport and Boullier said teams would need at least half a year's notice to get ready, which means it is already too late for the first 2015 race in Australia on March 15.

"Regarding the chassis for the third car, the logistics and the people around, we will need at least six months'

notice [to do it]," Boullier said.

Despite Ecclestone's stance, most outfits agree third cars should only be brought in to solve an entry crisis, not as a method to improve the sport.

Mercedes motorsport boss Toto Wolff suggested the cost of running a third car could be as high as £25 million per year. "I don't think it's good for the sport," he said. "There is a

regulation that says if the grid drops below 20 cars, there is a certain mechanism that would trigger certain teams to fill a third entry.

"I'm not a big fan of it; a third car means additional costs. The way you can refinance it is not enough, so even for smaller teams it would not be a profitable business case to introduce a third car."



Ticket prices down to the teams, argues Ecclestone

Bernie Ecclestone says the easiest way to bring down grand prix ticket prices is for teams to accept less commercial rights income.

"That is the problem: we collect money for the teams – the teams get 70 per cent of the revenue that comes from the promoters," Ecclestone said.

Ecclestone also doubts that the decline in audiences at grands prix is solely down to high ticket prices.

"With sport, there is so much of it – and only so much time – that everything has lost a little bit," he added.



Engine unfreeze is 'can of worms'

Mercedes motorsport boss Toto Wolff has warned that relaxing F1's engine-freeze regulations could have unintended negative consequences.

"It's a difficult one, because I strongly believe we need stability in the regulations," Wolff said. "I'm not keen on it because more costs will incur. Equally, how can you make sure everybody is on the same spec? It triggers many consequences and you open up a can of worms by doing that."



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TEE/LAT



Vettel admits to RB10 struggles

Four-time world champion Sebastian Vettel now has no doubt that his driving style simply does not suit the characteristics of the 2014 Red Bull.

"Every time I want to push or make something happen, it just doesn't," said Vettel, who lies 57 points adrift of team-mate Daniel Ricciardo in the drivers' championship after 14 races.

"It is a characteristic of this year's car in combination with the downforce we have, with the tyres. It just maybe doesn't give me yet what I want in a certain area of the corner."

BIG NUMBER

3

The number of different chassis Vettel has used this season. Team-mate Ricciardo has used the same RB10 for all 14 races thus far

Servicing substance caused Rosberg failure

Nico Rosberg's retirement from the Singapore GP was caused by a freak substance contamination creating a short circuit in the electronics of his Mercedes.

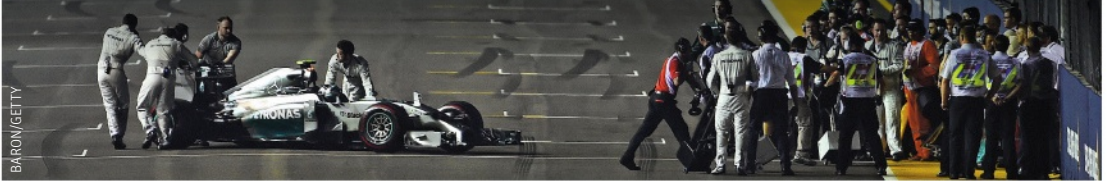
A forensic investigation of the faulty steering-column parts revealed the electronics were contaminated with an unspecified

foreign substance that is used during pre-event servicing procedures.

The presence of the substance went undetected throughout the event, but once the problem struck it produced an intermittent short circuit that meant Rosberg could not control the clutch or change

engine settings. The lack of controls – and specifically having no clutch for his pitstop – forced him to retire.

The team has used the same steering-column electronics design – and same pre-event servicing procedures – since 2008, without a single problem.



Radiator seal to blame for Magnussen's Singapore burns

A broken seal on a radiator that channeled hot air into the cockpit caused McLaren driver Kevin Magnussen's problems at the Singapore GP.

Magnussen overcame a dramatically overheating cockpit – and boiling water in his drinks bottle – to finish 10th at the Marina Bay race.

Although eager to play down his difficulties afterwards, the heat dramas meant Magnussen

received medical treatment for minor burns after getting out of the car.

Post-race investigations revealed a broken seal in a radiator meant hot air was escaping and being ducted straight into the cockpit.



REMEMBER WHEN

1980



1992 world champion Nigel Mansell suffered burns to his buttocks on his F1 debut for Lotus in the 1980 Austrian GP, thanks to a fuel leak in the cockpit.

Caterham keen to retain Ericsson

Marcus Ericsson looks set to remain with Caterham next year, with the team eager to keep the Swedish driver after he finished ahead of the Marussias in the recent Singapore GP. "We are really very happy with the progress he made and our doors are open for him for next

year," team principal Manfredi Ravetto told AUTOSPORT. "Next year we would be delighted in having him again in our car and taking the fruits of our investment in his rookie development, rather than seeing him deliver for somebody else."

ERICSSON'S 2014 F1 STATS

14

RACES

0

POINTS

11

BEST FINISH
MONACO

2

NUMBER OF TIMES
OUTQUALIFIED
TEAM-MATE



18th

CHAMPIONSHIP POSITION

19th

BEST GRID POSITION



The Sir Jack Brabham Memorial will be held at the Silverstone Wing at 2pm on Friday October 24, to celebrate the life of the three-time F1 world champion, who died earlier this year. The Memorial, organised by Sir Jack's youngest son David, will also raise funds for Kidney Research UK, and include stage interviews with Sir Stirling Moss, Sir Jackie Stewart, John Surtees and Tony Brooks.

To request a ticket to attend, please contact Deborah Jennings at deborah.jennings@brdc.co.uk or call 01327 850 925.

Most likely Ayrton Senna. He is an exceptional talent that comes along only once in decades

Red Bull junior team boss Helmut Marko after being asked to compare Max Verstappen to another driver. The

teenager is expected to make his free practice debut with Toro Rosso at this weekend's Japanese GP.



Microsoft

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– Pocket-lint



Microsoft
Studios



Xbox.com/Forza

Features and requirements subject to change. Features vary between Xbox 360 and Xbox One version of game (each sold separately). Xbox One games for use only with Xbox One systems. Games made for Xbox 360 will not work on Xbox One. Xbox LIVE Gold membership (sold separately) required for online multiplayer; multiplayer between Xbox 360 and Xbox One not supported. On Xbox 360, some cars require download from Xbox LIVE (ISP fees apply) and a hard drive. For Xbox 360 4GB, Arcade and Core consoles (hard drive sold separately). Demo available for Xbox One only. Download from Xbox LIVE. 12GB required. ISP fees apply.





Jonathan Noble

F1's newshound

Nico Rosberg's Singapore tribulations just go to prove that despite all their best efforts, F1 teams can never eliminate unpredictability

After a broken blue rubber tube put Lewis Hamilton out of the Australian Grand Prix, it was remarkable to hear that Nico Rosberg's retirement in Singapore was caused by contamination from a substance used in pre-event servicing.

This chemical, invisible to team members working on the car, sat undetected inside Rosberg's steering column for the entire Singapore weekend. And unluckily for the German, it only caused the short circuit that wrecked his controls at the very worst time: just before the start of the race.

The two freak failures for Hamilton and Rosberg, which may yet have a defining influence on the world title battle, are a stark reminder of how tiny circumstances can have huge consequences for state-of-the-art Formula 1 teams that spend hundreds of millions of pounds on trying to ensure that things work perfectly.

They also highlight the conflict that exists between what the teams want and what the fans, media and sport's commercial interests desire.

On the one side, the teams go out there with the sole intent of gaining perfection from their car and driver. In an ideal world, a team like Mercedes wants to lock out the front row of the grid with ease. Then on Sunday, it wants to race around trouble-free, with a straightforward pitstop at a predictable time, to grab the maximum points. Then it wants a quick pack-up before heading to the next race.

On the other side, those that tune in and watch the



Freak failure put Rosberg on Singapore sidelines

What it also does is get teams closer to achieving the perfection that they so desire. Neale revealed just how deep McLaren's data simulation work went. Race starts are pored over second by second to compare the strengths and weaknesses of every team on the grid. McLaren factors in 2500 different variables to achieve its perfect race strategy.

Remarkable stuff, but isn't it all effort that ultimately makes the racing worse? By helping teams get closer to delivering perfection, is it not taking away the chances of unpredictability and drama that those on the outside much prefer? Neale didn't quite see it that way.

“The teams are aiming to deliver perfection, but some jeopardy is a good thing for Formula 1”

sport want to see unpredictability: mixed-up grids, the ebb and flow of form between teams, drivers and teams over and underachieving to mix things up, unreliability and race results that are not guaranteed until the chequered flag is waved.

This contradiction reminded me of a fascinating insight that McLaren gave about its tie-up with technical partner SAP earlier this year. F1's quest to restrict what teams can do to perfect their cars in the real world – through testing bans and windtunnel restrictions – has simply fuelled an expansion of computer analysis to dig ever deeper to try to hone performance.

As McLaren's F1 CEO Jonathan Neale explained: “We have less and less track testing, less and less time on Friday, and less and less windtunnel time. As those capacity constraints come up, the value of a unit of information is going up, so the effort we are prepared to make to extract the most from it is going up. And that goes counter to the ambition to drive costs down. It doesn't, it drives costs up.”

“The last thing I want is unpredictably,” he said. “There are a number of ways of being able to provide jeopardy, which is what all sports need without resorting to *Wacky Races* ideas.

“There is so much in this sport we don't understand. And we are being boxed, and in some cases, rightly so, into a more constrained area of aerodynamic regulations as well.

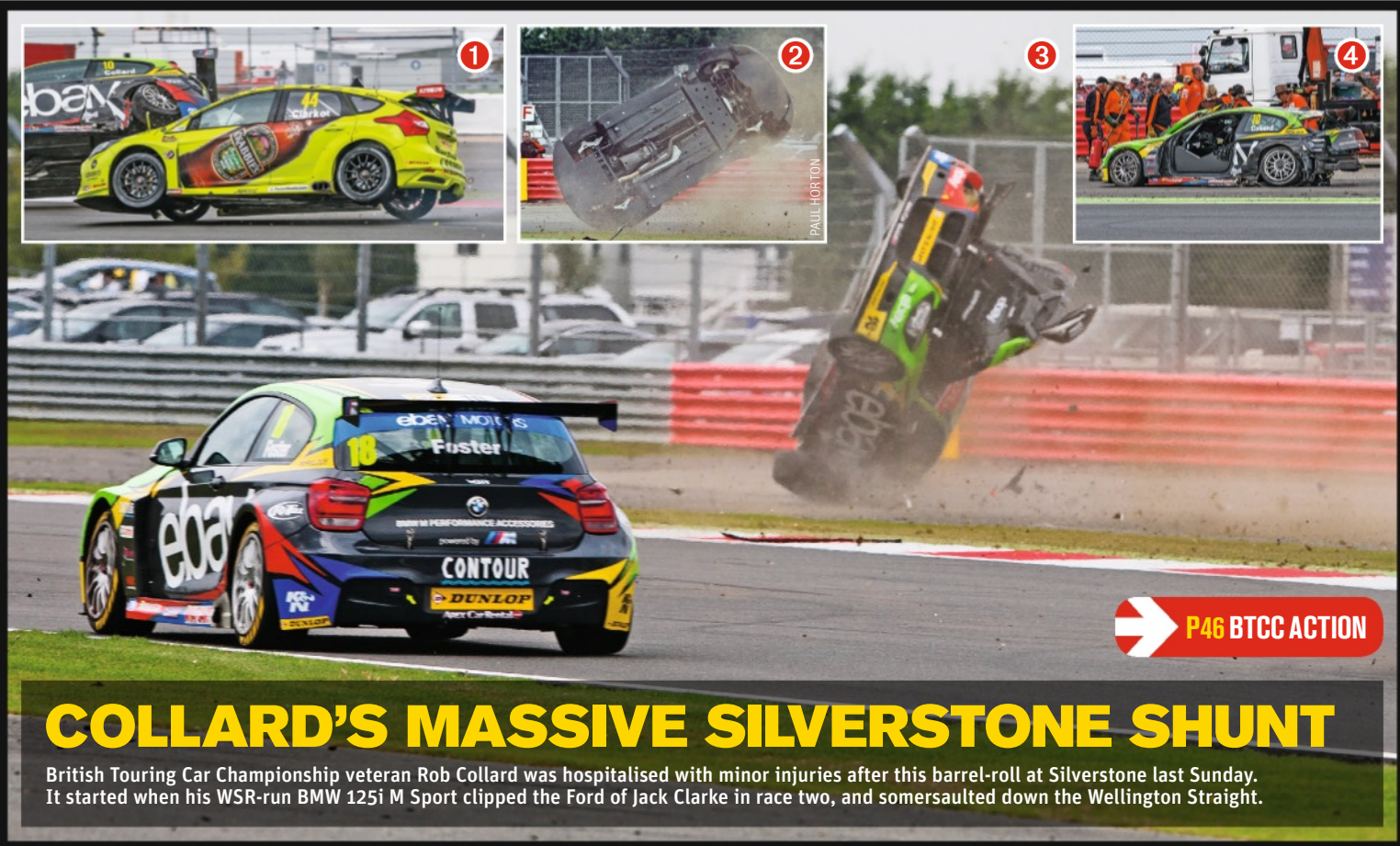
“We are in a new era of F1. There is a lot of unpredictability out there. It has thrown up some thrills and spills and unusual grid positions, which is causing strain for some of us and joy for others. But in the end if you win a world championship you deserve it. I think we are a long way off taking jeopardy off this sport.”

So perhaps Mercedes, with its blue rubber tubes and servicing procedures, has proved that despite F1's advances, and the determination by teams to deliver perfection, a decent level of unpredictability remains.

And however much those on the receiving end hate it at the time, such jeopardy is a good thing overall for F1. ❧

This week in motorsport

MOTORSPORT-IMAGERY



COLLARD'S MASSIVE SILVERSTONE SHUNT

British Touring Car Championship veteran Rob Collard was hospitalised with minor injuries after this barrel-roll at Silverstone last Sunday. It started when his WSR-run BMW 125i M Sport clipped the Ford of Jack Clarke in race two, and somersaulted down the Wellington Straight.

10

WILLIAMS/LAT



Pagenaud joins Penske

French IndyCar star Simon Pagenaud has been snapped up by Team Penske as the US motorsport powerhouse expands to four cars for 2015.

The 30-year-old, who joins champion Will Power, Helio Castroneves and Juan Pablo Montoya, was fifth in this year's rankings with the small Schmidt Peterson Hamilton Motorsports squad.

Team boss Roger Penske said: "We feel we have four drivers very capable of winning on any given weekend and four guys who are legitimate championship contenders."

● GP2 racer Daniel Abt gets his first IndyCar test this month. The German will run with Andretti Autosport at Barber Motorsports Park on October 27.



Ginetta for works LMP3 squad

Ginetta will run LMP3 cars on a factory basis in next year's European Le Mans Series.

The Yorkshire constructor has given the green light to build 15 of the new-for-2015 prototypes, and factory driver Mike Simpson is optimistic that "two of three"

will be entered under owner Lawrence Tomlinson's Team LNT banner.

Tomlinson bought sportscar maker Juno last month to facilitate the programme, and Simpson believes the Ginetta-Juno will be competitive after winter testing.

YORKSHIRE SET FOR ERC

Rally Yorkshire's inclusion in the European Rally Championship will be confirmed by inclusion on the series' 2015 calendar, expected this week.

The Harrogate-based event – which will most likely have an autumn date – will be included in a 10-round ERC. Series promoter Francois Ribeiro said:



"Yorkshire is looking in a very good way."

The last international rally to start in Harrogate was the 1991 RAC (above).

CRONIN BACK IN CORSICA

Triple British Rally champion Keith Cronin will drive JRM's Subaru Impreza on the Tour de Corse next month.

Cronin, who has not competed at the highest level since missing out on last year's Citroen Top Driver award, will stand in for Mark Higgins, who has to miss the European Rally Championship round due to a Chinese series commitment.

"I haven't been able to do many events this season, so it's going to be great to return to competition in a car that's already shown itself to be an impressive package in the ERC," said Cronin.



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HONDA STILL PLANS FOR DYNAMICS

Honda is likely to continue with current works squad Team Dynamics if its 2015 British Touring Car plans come to fruition.

Honda UK MD Philip Crossman says the target is to carry on in the championship. "It's a great series to be in," he told AUTOSPORT. "We love the action and the coverage. But we want to do it right, so we need to get the package in place."

Crossman believes remaining with Dynamics, which runs triple champion Matt Neal and 2012 title winner Gordon Shedden, is a strong option, despite the recent controversy surrounding turbo boost and the squad's suspended penalties (see page 49).

"The most straightforward thing would be to continue with Dynamics," he said. "We have had a lot of success with Matt and Gordon."



EBREV/LAT



London track a 'mini-Macau'

The proposed Battersea Park Formula E circuit has the makings of a 'mini-Macau', according to championship leader Lucas di Grassi.

The Brazilian, winner of the Macau Formula 3 Grand Prix in 2005, believes that the track of just under two miles on the perimeter roads of the London park is a potential classic.

"It's really old school, very quick and with not much margin for error," he said. "My only concern is that it's a bit narrow,

but our test [when di Grassi drove an FE car on the layout] proved that it's possible for a car to go around there."

Plans for the Battersea race, set for June 27 2015, took a step towards reality last week when the relevant scrutiny committee of Wandsworth Borough Council voted in favour of the track in principle. The final decision is set to be taken by the beginning of November. Then a formal application for planning permission could be made.

In brief



MCKLEIN/DE

DELECOUR'S PORSCHE

World Rally veteran Francois Delecour will drive Tuthill Porsche's 911 RGT on this week's Rally France. Delecour described his outing in the 997 as a "dream drive", and tested the car Richard Tuthill used to win the RGT class in Germany (above) on Monday this week.

TANAK'S GB FIESTA

Estonian Ott Tanak will drive a DMACK-backed Ford Fiesta RS WRC on next month's Rally GB. This will be Tanak's third World Rally Car outing of the season.

GILHAM BACK IN BTCC

BTCC podium finisher Tony Gilham makes a return to the driving seat in the Brands Hatch finale. Gilham replaces Robb Holland, who has a clashing commitment, in RoteK Racing's Audi A3.

LLOYD'S PETIT DRIVE

GT rookie Daniel Lloyd makes his US sportscar debut at Petit Le Mans this weekend. The 22-year-old Brit will drive a GTD Muhlner Motorsports America Porsche in the United SportsCar finale at Road Atlanta.

FAISCA GETS P2 SHOT

Portuguese Miguel Faisca will become the sixth Nissan GT Academy winner to race an LMP2 prototype when he makes his European Le Mans Series debut at Estoril this month. The 25-year-old will race a Greaves Motorsport Zytek-Nissan Z11SN with American Matt McMurtry and potentially one other.

CARLO GIORGIO 1948-2014

Carlo Giorgio, Italian Formula 3 Champion in 1973, has died at the age of 66. He won the title under the Jolly Club banner, driving an Ensign LNF3 and then a new March 733 before becoming a sporadic competitor in European F2 with a March 742 from 1975-79, claiming his only points-scoring finish with fifth at Mugello in '75.

BTCC considers ballast tweaks

The British Touring Car success ballast system could be revised for next year.

The series has run 45kg-36kg-27kg-18kg-9kg for the top five in the championship or previous race since the days of Super Touring. But with the current NGTC machines being

significantly heavier, the impact of the ballast has been reduced.

Series boss Alan Gow also hinted that there could be changes to the turbo-boost equalisation, including dropping the laptime-based adjustments before each event.

Bleekemolen's Ferrari debut

GT star Jeroen Bleekemolen will race a Ferrari for the first time when he joins the AF Corse team at the Fuji World Endurance round next month.

The Lamborghini, Dodge and Porsche regular will share the team's #61 GTE Am class 458 Italia with Americans Mike Skeen and Bret Curtis.

They replace Luis Perez Companc, who has been forced to withdraw with family commitments, Marco Cioci and Mirko Venturi.

CASSIDY JOINS T-SPORT IN F3

British team T-Sport is to expand to three cars for the final two rounds of the Formula 3 European Championship and has added New Zealander Nick Cassidy to its line-up.

The two-time Toyota Racing Series champion contested two F3 events last year,

but budget constraints forced him down to the Formula Renault Eurocup in 2014.

Cassidy will join Spike Goddard and Alexander Toril in T-Sport's NBE-powered Dallaras for next week's two-day Imola test, before racing at the Italian circuit and Hockenheim.

STALEY/GP3

BIG NUMBER

85,000

Auto GP surely wins the prize for Europe's most lucrative non-Formula 1 single-seater series. This is the amount in euros won so far this season by 2014 champion Kimiya Sato.



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Petter Solberg

The Inside Line

The new World Rallycross champion talks about the trials of team ownership, hard graft and the fulfilment of a dream

Two years ago, I didn't know what to do. AUTOSPORT readers know rallying is my life and now I was thinking about life without rallying. It was crazy. But something had to change.

I had the chance to do lots of different things, lots of racing. But rallycross was also an option. I started my career in rallycross and it's always been a big passion for me; it's the other kind of motorsport which makes me smile.

I talked to a few people and understood that there was a world championship coming. That made my mind up. The chance to be world champion again was so important to me. Rallycross was the way forward.

That was the start of last season. And, like when I first started my own team in rallying in 2009, we had a hell of a lot of work to do. Too much work. Looking back, maybe it was a bit of a mistake to rush so much to make the first round of the championship last season. I'm not sure the car was really ready.

We worked on the car throughout last season, but we weren't really ready. Having said that, I think we were also really unlucky not to win some races. All of that just made me even more determined for this season.

When I picked my team, I really took my time and picked every single one of them because I know how good they are. I know they are the best in the world at what they do. And they worked like world champions through the winter.

We locked ourselves away in the factory in Sweden and we just worked flat-out. Flat. Out. I tell you, those guys



in Sweden, then we were fourth in Belgium, which was enough to put us back in the championship lead.

I loved the race in Canada, which finished in the night. That was a fantastic atmosphere, just a shame it didn't last for more than one day. It was even better when we won. And then won again. And again.

The win in France at Loheac, in front of so many people was a big, big one for me. That circuit doesn't suit my car so much, but we still won. After the last victory in Germany, I began to think a little bit more to the title. It's impossible not to. This is all I wanted. This was my dream.

And then it turned into a nightmare on Saturday! We had an oil leak and big, big problems with the engine. It was terrible. I couldn't believe it.

“We are a small team – a family team – and we took on the big manufacturers and beat them”

didn't put their heads outside the door until nearly the end of the spring, it was like we were hibernating. But we had to do that. We had to make the car into a winner.

And me, I had to spend another winter on my mobile phone finding some money for us to run the team. When we came to the first round, we didn't have all of the money, but we had to start.

And what a start. On the Sunday in Portugal, we won two heats, the semi and the final. Incredible. Unbelievable. Bang. We had done it. After a year of trying and a winter of solid, solid hard work, we won. The feeling after that win was so special, so special.

I knew then that we could be in for a good year. I had a fantastic feeling with the car. We had made changes on the engine and in the suspension, the car was really running so well. And the points kept coming. OK, sixth at Lydden [round two] was disappointing – maybe I was a little bit enthusiastic in trying to pass Tanner [Foust] where I did!

But second place in my home race and another podium

But, once again, this was where my team showed why they are the world champions again. They worked so hard, long into the night and fixed the car. They gave me the perfect car. And I gave them the title.

Winning my heat on Sunday morning was the perfect way to settle the nerves. In the semi-final, I had a quick look at Timmy [Hansen], but kept out of trouble and took the second row for the final.

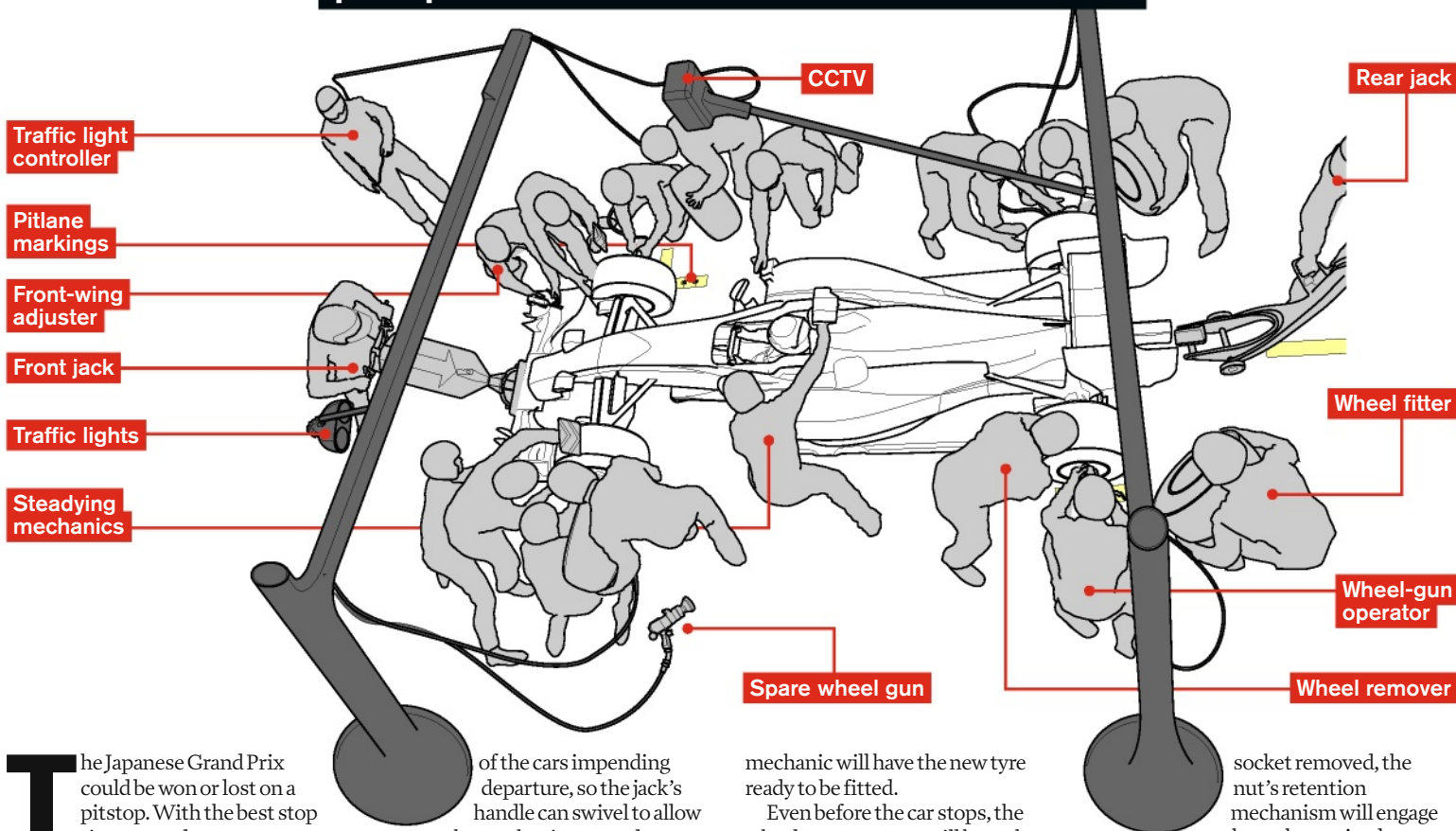
Pretty much straight away, I was up to second in the final and I just kept thinking, ‘Third is enough, third is enough...’ And then the suspension broke on the rear. I mean, come on! F**king hell! I stayed focused. Kept on driving. My dream was there, I could almost touch it. And then it came true. I crossed the line as world champion for the second time in my career.

We are a small team, a family team, and we have taken on the big car manufacturers and beaten them. This world title is for my family – my wife Pernilla, my son Oliver and my big PSRX family. 🏆

JAPANESE GP PREVIEW

SECRETS OF A FAST TURNAROUND

CRAIG SCARBOROUGH explains how F1 teams have managed to get pitstop times down to around the two-second mark



The Japanese Grand Prix could be won or lost on a pitstop. With the best stop times now down to a mere two seconds, several seconds have been shaved from the stops by diligent design and pit-crew training.

Approaching the pitstop area, the track is marked with lines to show the driver where to stop. A stop over 20cm from the centre marking is considered out of position. The more accurately the car can stop, the quicker the mechanics can get to work.

The front jack is a hugely complex device. Rules demand the car is lifted without external powered systems, so it's left to a mechanic to lever the car up in the air.

Once lifted the jack is now in the way

of the cars impending departure, so the jack's handle can swivel to allow the mechanic to stand to one side of the of the car, while still being ready to drop the car to the ground. Once the mechanic can see both front tyres are fitted they can drop the car, the jack's pivoting section drops the car as a hydraulic lever is pulled. The rear jack is similar, the mechanic having to run in behind the car as it stops having not being in the way.

As the car comes to a stop, each wheel area is filled by three mechanics. One will point to where the car needs to stop and then remove the front tyre, another mechanic will have the pneumatic wheel gun to remove and refit the wheelnuts and then another

mechanic will have the new tyre ready to be fitted.

Even before the car stops, the wheel-gun operator will have the socket over the wheelnut and ready to fire the gun to spin the nut off. The wheel nuts are retained by both their threads and a retention mechanism, the act of pushing the wheel gun socket over the axle releases the retention mechanism.

The wheel is retained within the wheel by a clip or spring design. Detail design allows the wheel and nut to align with the axle repeatedly without misalignment. As the new wheel is placed over the axle, the wheel gun operator will reverse the gun's direction by a large plunger on the back of the gun. Once torqued down and the

socket removed, the nut's retention mechanism will engage to keep the nut in place.

As the nut is tightened the mechanic will press a button on the gun to alert the traffic light system that the wheel is fitted.

Two mechanics are dedicated to adjusting the wing. Increasingly teams are using cordless electric tools that are preset with the correct number of 'turns'. These mechanics will also often clear the front wing of debris and marbles with spatula like tools.

The traffic light system will show the chief mechanic that the team is finished; they will also keep an eye on the pitlane to ensure the exit is clear before giving the driver the green light.

WHAT TO WATCH OUT FOR

Another ultra-close qualifying session?

The last race in Singapore featured the closest qualifying session of the season, where the top nine cars were covered by less than six tenths of a second. The classic layout of Suzuka should tell us if rival teams have genuinely closed the gap to Mercedes, or whether Marina Bay was merely a flash in the pan.



Verstappen's debut

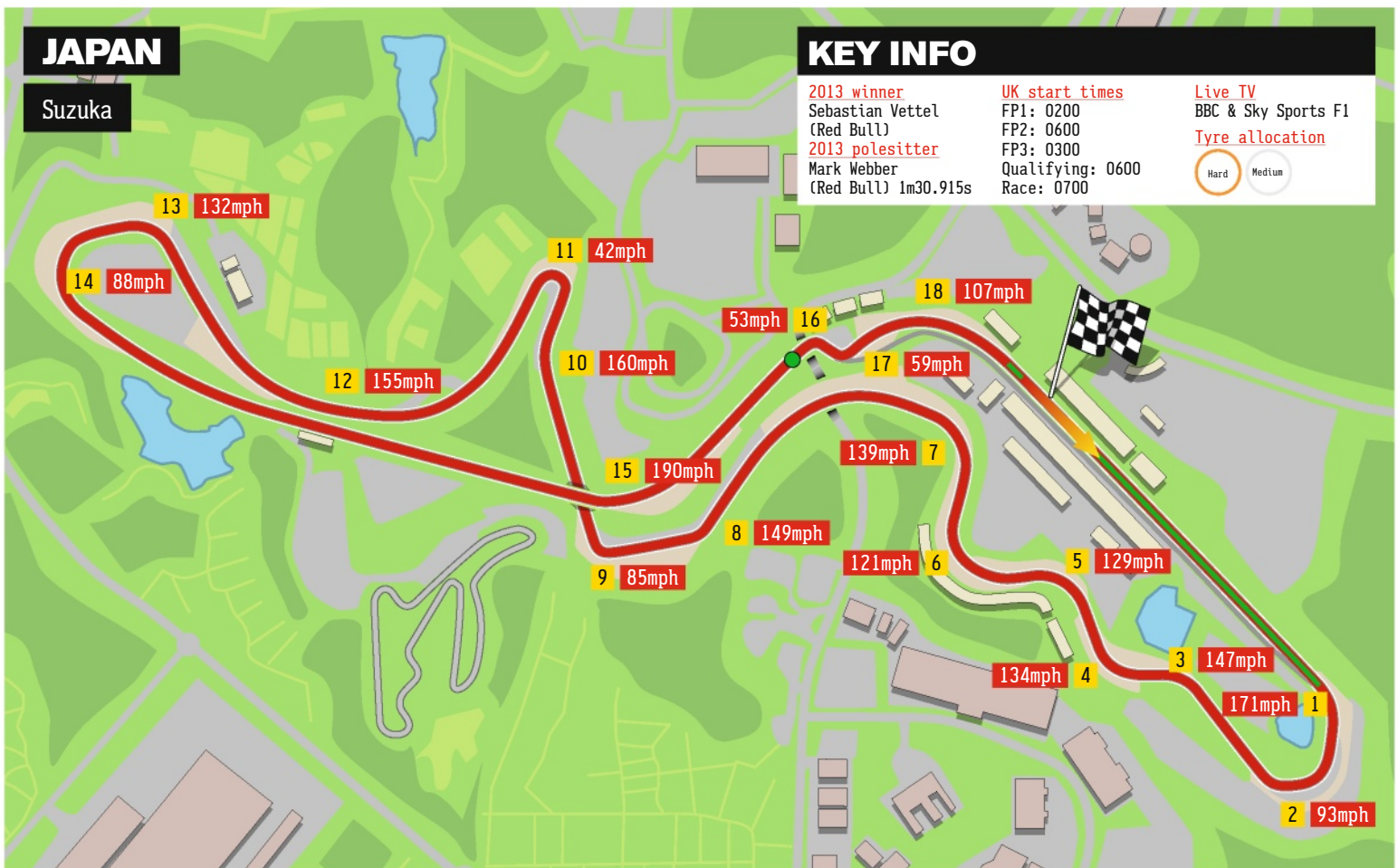
If his FIA superlicence arrives in time, the plan is for new Red Bull prodigy Max Verstappen, 17, to become the youngest driver to participate in a GP weekend by taking the wheel of a Toro Rosso during free practice. It should be a first chance for mainstream F1 fans to see this teenage star in action.

The hunter becomes the hunted

Lewis Hamilton leads the title race for the first time since the conclusion of May's Spanish GP, which ends four months of hunting down Mercedes team-mate Nico Rosberg. The pressure of chasing a lead is very different to being chased, so it will be interesting to see if the dynamic between the pair shifts in Japan.



ROMNEY/GETTY



CLASSIC RACE: 1987

Gerhard Berger claimed Ferrari's first victory in over two years by dominating F1's inaugural race on the Honda-owned Suzuka circuit.

This monumental achievement in the first Japanese GP for a decade was somewhat overshadowed by the effective settling of the world championship in Nelson Piquet's favour, as Piquet's Williams team-mate Nigel Mansell suffered a huge accident in qualifying that meant the Brit would

miss the final two races of the season.

A puncture forced poleman Berger's closest rival – McLaren's outgoing world champion Alain Prost – into the pits on lap two, ending any hopes of a genuine contest at the front. Stefan Johansson's sister McLaren rose to second – and closed down Berger's Ferrari in the middle of the race – but Johansson experienced fuel-consumption problems so slipped back.

He ultimately lost second spot to the



Honda-powered Lotus of Ayrton Senna on the final lap, while Prost set a fastest lap 1.7 seconds faster than anyone else ended the race in a pointless seventh, after losing a lap to his earlier delay.



Alonso and Ferrari reach crossroads

The Spanish star and iconic Italian squad face a crucial decision: stay together or go their separate ways. By **JONATHAN NOBLE**

Five years ago, Fernando Alonso walked in to the Suzuka paddock having just been announced as a Ferrari driver – and the only thought for him was of ending his career at Maranello. Fast-forward to this weekend's Japanese Grand Prix, and the relationship between the Spaniard and the Italian team is under the spotlight like never before.

While rampant speculation linking him with moves to Red Bull, Mercedes, McLaren and Lotus may be jumping the gun, there is no denying that the relationship between Alonso and Ferrari is at a defining moment.

No one can predict what the outcome will be right now, but the time has come for Alonso and Ferrari to renew faith in each other and commit to a long-term future together, or agree to go their separate ways.

HOW THINGS GOT TO THIS POINT

The 2014 season has been one of huge upheaval at Ferrari, as the acceptance it needs to change its ways has hit home on the back of a disappointing campaign.

Crucially, two of Alonso's closest allies – chairman Luca di Montezemolo

and team principal Stefano Domenicali – have departed amid the shake-up. Now there is a determined push by new boss Marco Mattiacci and chairman Sergio Marchionne to do whatever it takes to get Ferrari back to the front in F1.

Both men have talked about the

need for change: that things should not carry on being done in the same way just because that is how they have been done in the past. They are after the best from everyone: and if people are not committed to the work needed then they should perhaps look elsewhere.

“When the company changes its mind, or objectives aren't shared any more, things change”

Sergio Marchionne

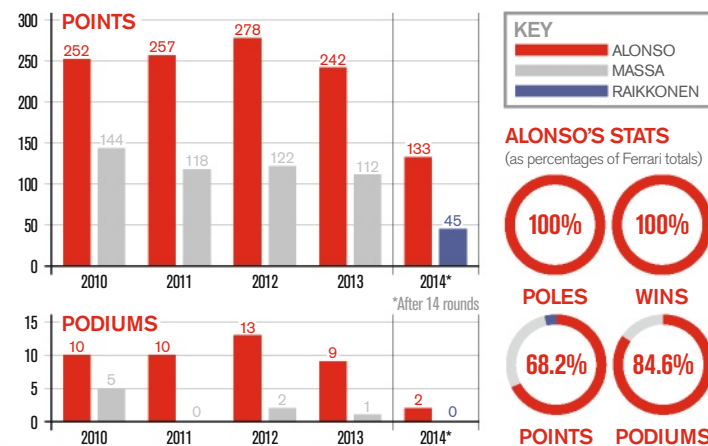
It is commitment that has emerged as a key element that Mattiacci and Marchionne are looking for from Alonso too. At a time of refocusing efforts, Ferrari needs to know Alonso's heart is in driving Ferrari forward to long term success together – not simply biding his time until he wins or a better offer comes up elsewhere.

Marchionne himself made clear recently in reference to di Montezemolo that nobody at Ferrari was indispensable, and his words ring true of Alonso now. “When the company changes its mind, or at least when objectives aren't shared anymore, things change,” he said.

Such a stance may explain why there is talk of unease at some of the excessive demands that Alonso has put on his future at Maranello: plus

HOW ALONSO COMPARES

While Alonso may be a hard driver to manage at times there is no denying his brilliance on track. Here is a look at how his performances during the Ferrari years compare against his team-mates, Felipe Massa and Kimi Raikkonen.





ALONSO'S OPTIONS FOR 2015

FERRARI

Alonso is under contract until the end of 2016, and he and the team have been talking about extending their commitment beyond that. Staying together may be the best path for both of them.



HONE/LAT

McLAREN

The Woking squad has openly courted Alonso, and still has vacancies. However, Alonso would have to move fast as McLaren's chiefs are eager to get things sorted for the start of their Honda era.



STALEY/LAT

RED BULL

Daniel Ricciardo and Sebastian Vettel are under contract for next season and the team management sees no reason to change anything.



DUNBAR/LAT

MERCEDES

German marque currently has the best car in F1, but it also has Lewis Hamilton and Nico Rosberg under contract until at least the end of next year. Although tensions inside the team have led to suggestions one of them could leave, moving from the dominant car to a rebuilding Ferrari would not make sense for either Merc man.



TEE/LAT

LOTUS

Speculation in Germany linked Alonso with a move to Lotus thanks to its imminent switch to Mercedes power. However, the team's current lack of competitive form means there is no guarantee for Alonso that he would be better off there than staying at Ferrari.



SBLOXHAM/LAT

SABBATICAL

With options elsewhere on the grid limited but 2016's driver market opening up, if he and Ferrari agree to part ways then Alonso could find himself sitting on the sidelines for a season so he is best-placed for a return.



TEE/LAT

DUNBAR/LAT



frustration that, at a time when Ferrari is doing all it can to move forward, the Spaniard has been evaluating other options.

COMPETITIVE FRUSTRATIONS

On track, the 2014 season has been Ferrari's least competitive since Alonso joined in 2010. He has taken just two podium finishes so far, and is under no illusion that unless there are freak circumstances he is not going to win a race.

Aged 33 and determined to take a third world championship, it is

understandable that, with Ferrari accepting it will take several years to be back to the top, he may feel time is running out to achieve his aims at Maranello.

Despite clear frustrations on both sides at where things stand right now, it does not mean their relationship is doomed. However, it has got to the point where a decision must be taken: renew the vows that brought them together in the first place or part and move on.

There is no automatic way out for Alonso though. Several sources with



good knowledge of the situation have made it clear there are no performance clauses in his Ferrari contract that let him leave if the team is not delivering. However, it is also unlikely that — if Alonso and Ferrari reach a point where they decide theirs is not a future together — the team would force him to see out his contract.

The situation has time pressures surrounding it. Alonso's current deal runs until the end of 2016, whereas the two men who would satisfy Ferrari's desire for a top-line

racer — Sebastian Vettel and Lewis Hamilton — could be available at the end of next year.

What goes on behind the doors of Maranello over the next few weeks will be defining both for the future of the team — and one of F1's leading lights.

Alonso's manager Flavio Briatore told AUTOSPORT recently that even he could not predict what his driver's long terms plans were. "I don't have the crystal ball," he said. "I just see now — and Mercedes are up there." ❧

Why Honda will make McLaren winners again

Turning your back on Formula 1's best engine might seem bold, but McLaren's Eric Boullier argues it is the only way to win. He spoke to **BEN ANDERSON**

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This weekend's Japanese Grand Prix is likely to be another unremarkable race in another disappointing season for McLaren, but in 12 months' time the Suzuka round of the Formula 1 world championship will once again become one of the most important events on the Woking team's calendar.

That's because next season McLaren will end its 20-year engine partnership with Mercedes to link up with Japanese motor giant Honda – owner of the Suzuka circuit – for a second time, thus turning its back on what is currently the best engine in F1 in the process.

The last couple of seasons have been particularly trying for a team that is used to winning – no podiums in 2013 and locked in a battle with Force India for a lowly fifth in the constructors' race this season. All the while, Mercedes' own works team is heading for a dominant drivers' and constructors' championship double.

This is not where McLaren wants

to be; not where it feels it belongs. McLaren's 'rightful place' is battling Mercedes, Ferrari and Red Bull (the other 'works' squads) for top honours.

This is something McLaren racing director Eric Boullier, who has overseen substantial reshuffling in his first season at Woking, believes can only be achieved with a works engine partnership. That's where Honda comes in.

"With respect to Mercedes, they will always design the best engine suiting their car, and the customer will get what they get," says Boullier. "Being a works team is a massive difference – it's impossible for a customer team to be world champion. Impossible."

"Honda has moved, changed, everything we ask them to do to fit the performance of our car. Being a customer, even if you are [with] Renault having maybe 10 per cent customisation, it's not the same."

"Mercedes' engine and Mercedes' chassis are working together, and it's exactly what we're doing with Honda."

This season has been tough for a team as proud as McLaren. Its car has lacked downforce, and although it has F1's current leading engine in the back of the MP4-29, that power unit is optimised around Petronas fuel and lubricants (McLaren has a long-standing partnership with Mobil), and Mercedes must naturally be keen to avoid too much of its hard-won knowledge falling into Honda's hands.

Thus, it's practically impossible for McLaren to have as close a relationship to its current engine supplier as fellow Mercedes customers Williams (in which Mercedes commercial boss Toto Wolff is a shareholder) or Force India (which has a technical partnership with the Three-Pointed Star). This is something that absolutely won't be the case when Honda's V6 is slotted into the back of McLaren's MP4-30.

"They [Honda] are working already," Boullier explains. "If you look at the full range – fuel, fluids, lubricants, engine, ancillaries – everything is done by a works

"Being a works team is a massive difference – it's impossible for a customer team to be world champion"

McLaren racing director Eric Boullier

team throwing a lot of money to make sure we have the best suiting the engine, the best suiting the team.

"You can do a good job using a customer engine, like Williams for example, but still, if you compare the resources between us and them, yes they are doing a good job this year, we are not doing such a good job. But in three years we will be fighting with Mercedes and Ferrari, and the others will be nowhere, because this is how it is."

McLaren Group CEO Ron Dennis has urged the watching world to be patient. Honda has been out of F1 since 2008, and is a year behind rival manufacturers Mercedes, Ferrari and Renault in joining F1's fledgling V6 hybrid turbo formula, so will need time to deliver the expected results. It's a sentiment Boullier shares.

"We need to give the benefit of the learning process to Honda," he says. "They were in F1 not a long time ago, but it's a new project, a new engine, new technology as well. This is a huge programme to put in place."

"I think Honda will surprise everybody by the quality of the product they will bring, but still we have to fine-tune everything –





F1 STATS

McLAREN-HONDA

1988-1992	Seasons	5
	Races	80
	Wins	44
	Podiums	91
	Poles	53
	Fastest laps	30
PTS	Points	699
	Drivers' titles	4
	Constructors' titles	4

McLaren is only sixth
in constructors' fight



Ron Dennis urges
patience, a sentiment
echoed by Boullier

the relationship, the experience – and you need some time anyway to build this. You can only rely on track experience.”

According to Boullier, it's this lack of recent track experience that means Honda cannot justifiably be held to the same standard as Mercedes, which has dominated the first season of these new regulations.

“Who can do it in the first year? Nobody,” adds the Frenchman. “Mercedes already had their team three years, so I don't think this is comparable.

“Everything was working already. So when the new regulations came they made the best job out of the three engine manufacturers. But Honda is joining from a clean piece of paper. This is a big difference.”

Although keen to downplay expectations, there is no doubt Boullier and everyone else at McLaren – which has been

simultaneously ramping up investment in its engineering team, and pursuing top drivers such as Fernando Alonso and Sebastian Vettel to lead the charge – is convinced Honda will eventually help return McLaren to the front of the grid.

“The association of McLaren and Honda will be very powerful,” Boullier argues. “The project has been started early enough for the partnership to be very well cemented already.

“It's a long-term project, so we made it the McLaren and Honda way, which is very, very serious and very well done. They [already] have people in Woking, and we have people in Japan.”

Turning your back on F1's leading engine supplier is a bold step, but when McLaren returns to Suzuka in 2015 it will do so with the status of a works team, and – it hopes – with the power to once again become a force to be reckoned with in F1. **W**

ALAIN PROST

McLaren and Honda first time around

Although his time at Woking ended acrimoniously, amid high-profile feuding with Ayrton Senna, Alain Prost knows very well the power of McLaren-Honda as a pairing.

Le Professeur won the third of his four world titles with the combination in 1989, and the Frenchman believes the renewed partnership will succeed – eventually.

“Having this kind of history is always a good thing,” Prost

tells AUTOSPORT. “You have the credibility and a bit of experience – even if the people aren't the same and it's a new generation.

“And Ron [Dennis] knows very well the Japanese mentality, and the team knows the Japanese mentality, which is not easy. That is a big advantage.

“It will be interesting. Can they be competitive in the first year? It's difficult to know, but it's going to work for sure.”



Prost took 1989
championship with
Honda power

TEE/LAT

THE ART OF OVERTAKING

Nothing sums up the excitement of racing like a great passing manoeuvre. **KEVIN TURNER** looks at how the skill has developed as motorsport has changed

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Overtaking. It's one of the things motorsport fans and drivers all agree on: we want it. Most people's idea of a great race includes either someone charging through the field, or a close wheel-to-wheel battle between the leading players. Over the years, different championships and categories have tried or suggested all sorts of ways to increase the amount of passing, whether it be reversed-grids, push-to-pass or Formula 1's current DRS system.

You can have too much of a good thing, too. Some feel the constant passing you can get in a series like NASCAR makes each move less relevant. But too far the other way – like F1 sometimes felt in the early 2000s – and you lose the excitement. If a faster car catches another, you at least want the

possibility that something could happen.

When AUTOSPORT tried to come up with its list of F1's greatest passes (see page 23), it was hard to see much further back than the 1980s. Partly that's a function of the increased coverage – images of a great pass stay in our minds much better if we can see them again and again – but it's also partly due to the fact that the arrival of downforce changed the art of overtaking.

'Dirty' air from wings, slick tyres and improved braking, particularly in F1, made overtaking much harder. Which meant each move had the potential to be much more dramatic and memorable.

Sir Stirling Moss, who scored his 16 grand prix wins years before F1 cars sprouted wings, agrees the challenge was different in the '50s and '60s.

"Provided you got into the full tow, which was about three or four car lengths behind, you would get sucked along and you could pass if

you had a car of equal performance," he says.

"I remember being in the HWM, which wasn't particularly quick, and getting overtaken by Luigi Villorosi and Alberto Ascari. One of them pulled over and as he did so my engine revs rose pretty sharply by 500rpm. I'd had a bit of slipstreaming in 500cc F3, but nothing as much as this."

With straights being longer (either literally or realistically due to slower machinery), a lot of overtaking could happen in a straight line. There were, of course, still passes done on the brakes, but even here Moss believes the relative lack of grip and the hard treaded tyres of his era helped.

"To brake really late is quite difficult," he says. "I always had quite a narrow entry and that helped me get underneath people. It was always best to pass on the inside.

"It must be very different now. We still had the issue of locking up, but it wasn't such a problem ►

TAKING



21

SBLOX/HAW/LAT



LAT

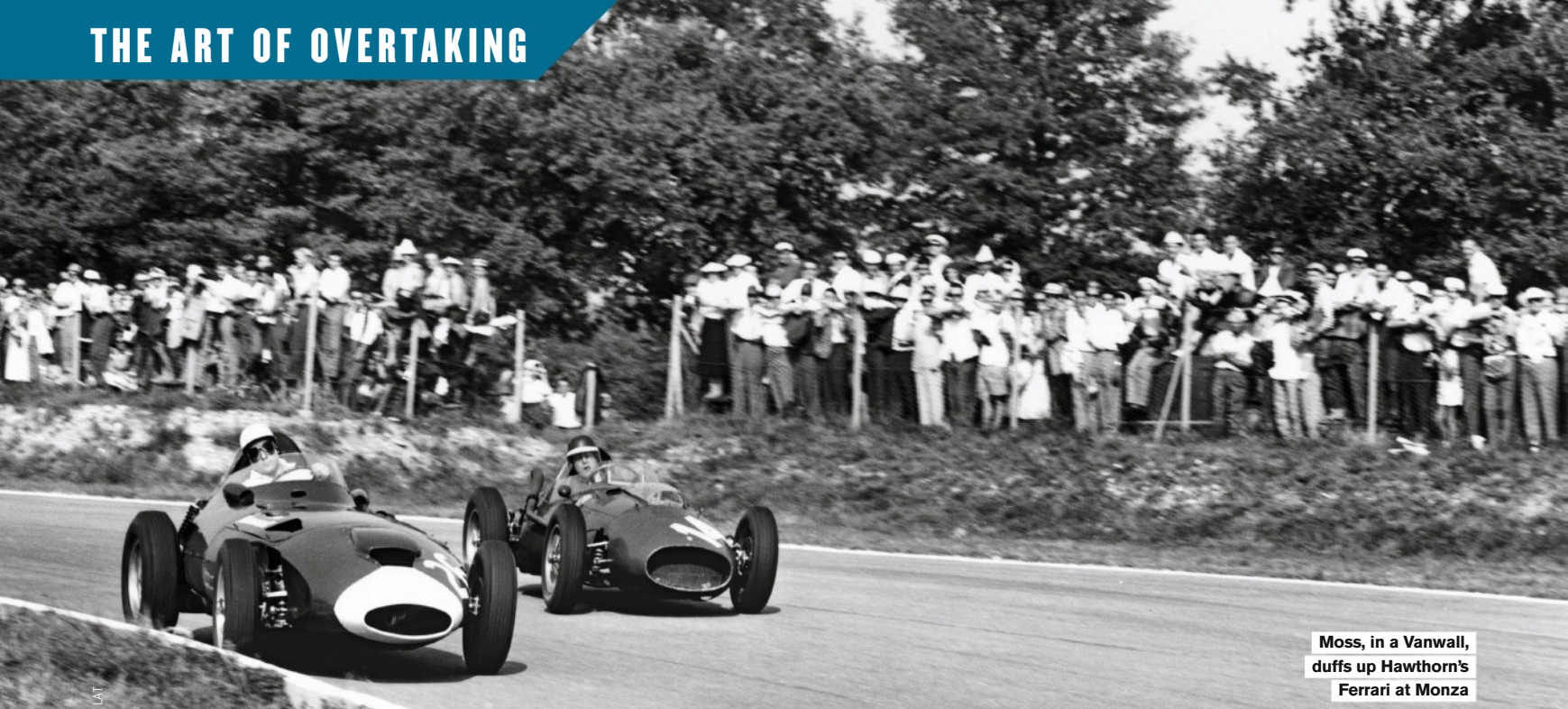
ACCEPTING WHEN YOU'VE BEEN PASSED

Knowing when to fight and when to concede is also an important, and sometimes controversial, element of wheel-to-wheel racing and making it to the finish.

Look at most great passes and at some point the move requires co-operation, a realisation from the victim that he has to give the attacker room. It's not a surprise that the top drivers tend to be the best at judging it. Think Jenson Button and Sebastian Vettel in Abu Dhabi in 2012, or Daniel Ricciardo and Fernando Alonso at Hockenheim this season. Put it another way: Would Jacques

Villeneuve's move at Jerez in 1997 have gone down as one of the great passes had Michael Schumacher not decided to hit him? Given the high stakes involved, quite probably.

It's true whatever the series: defend too much and at best you can end up delaying yourself, at worst you can put yourself (and others) out of the race. "If someone's got a fair run on you, you've got to give it up," says reigning British Touring Car champion Andrew Jordan. "Sometimes you've got to accept someone's done a good move on you."



Moss, in a Vanwall,
duffs up Hawthorn's
Ferrari at Monza

“The cars now have such enormous cornering speed that it's changed the game”

STIRLING MOSS

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► for us because we wouldn't normally flat-spot a tyre; we didn't have the grip or the downforce. The cars now have such enormous cornering speed and downforce, it's changed the game.”

This perhaps helps explain why the 'rules' of combat moved on, too. Mario Andretti and James Hunt fell out over whether or not you could – or should – try going round the outside of a rival through Zandvoort's Tarzan hairpin, and the Gilles Villeneuve/Rene Arnoux dice at Dijon in 1979, now celebrated as one of the all-time great battles, was widely condemned by drivers at the time.

The other factor that changed attitudes, of course, was increased safety. Safer cars, more run-off, and better medical support have all contributed to making risky moves a matter of perhaps putting you and your rival out of the race, rather than anything more permanent.

“Only one person in my era was quite dirty and that was Giuseppe Farina,” says Moss. “I remember being lapped by Juan Manuel Fangio and Farina, and Farina chopped across me in quite a bad way. It was so bad he started to fishtail and I repassed him.

“There weren't any rules, but I think most of the drivers knew it was dangerous. Generally you knew the other guy quite well and you realised which manoeuvres were dangerous and drove accordingly.”

The reduction in danger, along with tighter regulations on track limits, has led to more rules being required to police what is and isn't acceptable. Consistency has been a challenge, which helps explain why F1 has used a driver steward at each GP in recent years (see p38).

One of those stewards is Nigel Mansell, arguably F1's greatest-ever overtaker. Competing during an era in which not only were there a lot of top drivers but also when passing moves were irregular and memorable, his approach (p26) highlights the key mix of planning and opportunism required.

Mika Hakkinen's recollection (p32) of his famous Spa 2000 pass on Michael Schumacher illustrates that the need for the car behind to have a significant advantage in a particular area – in this case through Eau Rouge – grew more important.

As the issue of following another car's dirty air became increasingly severe through the 1990s and into the 2000s, even F1 realised something needed to be done. DRS – essentially a way of giving the chasing car less drag and thus more speed on a straight – is its current answer, but not everyone is convinced it's a step in the right direction.

“What we do now is just driving by, there is no overtaking any more,” says Sauber driver Adrian Sutil. “We see the so-called overtaking, but this is

just in the middle of the straight because someone has 10 points less drag or something. It's artificial.

“When I started in F1 it was different, you had to brake late, you had to work hard, 10 laps, 20 laps until you found an area where you were a little bit quicker and then you had to get everything right and do it on the brakes. It was a better feeling when you got someone. There might be only one overtake, but this one overtake was so much adrenalin, it was perfect. It was worth a lot.”

Sutil's position is perhaps a bit strong – as Fernando Alonso says, “Every overtake is unique, it's one of the best things for a racing driver” – but it does demonstrate how much the challenge can change depending on the prevailing rules. And that more passing moves do not necessarily mean there will be more great moves.

Then there are the variables in other forms of the sport, such as oval combat, where the speeds and risk are much higher. Or overtaking in series with multiple classes, like the Le Mans 24 Hours, or touring car fights in which ‘rubbing’ is an accepted part of the game.

But whatever the flavour, a great passing move – sometimes even the prospect of an overtake – remains one of the highlights of our sport. And an essential skill for any driver. ❧



Hunt and Andretti are
about to fall out at
Zandvoort's Tarzan



LMP1 prototypes have
to pick through GT
cars at Le Mans



Three-abreast on
the banking of an
oval, IndyCar style

AUTOSPORT'S 10 GREATEST F1 PASSES

What makes a great overtake? Surely the calibre of adversary has to be a key factor – it's no coincidence that all but one of our top 10 includes world championship-winning 'victims'. It also helps if it is for a leading position, preferably for the win, and that the cars are relatively evenly matched.

Then, of course, there is the move itself. How spectacular was it? Where was it done? How close was it to going wrong? Moves around the outside tend to grab the attention, which helps to explain our top three...

1 PIQUET ON SENNA, HUNGARIAN GP 1986

Not many people managed to overtake Ayrton Senna around the outside, but Nelson Piquet did, and at the tight and twisty Hungaroring, too. Having already tried down the inside at Turn 1 on a previous lap, but slid wide and been repassed, Piquet tried again on the other side. His Williams snapped luridly sideways, but Piquet not only kept control, he was able to complete the move across the front of the Lotus to make the corner on his way to victory.

2 MANSELL ON BERGER, MEXICAN GP 1990

When Gerhard Berger's McLaren, on fresher tyres, lunged down the inside of Nigel Mansell's Ferrari, the fight for second looked over. But Mansell somehow homed back in on the Austrian and, full of anger at Berger's move, swept around the outside into the bumpy, high-speed Peraltada corner.

3 J VILLENEUVE ON SCHUMACHER, PORTUGUESE GP 1996

This one was special not just because of who it was on and where it was at – Estoril's long Parabolica right-hander – but also because it was crucial for the championship fight. F1 rookie Jacques Villeneuve went round the outside of Michael Schumacher's Ferrari, boxed him behind a backmarker, then headed off to hunt down Williams team-mate Damon Hill to keep his title hopes alive.

4 MANSELL ON SENNA, HUNGARIAN GP 1989

Having already risen from 12th on the grid, Mansell's Ferrari pounced on Senna when the leader's McLaren hesitated momentarily lapping the slow Onyx of Stefan Johansson exiting Turn 3. For a split second the cars were three abreast as Mansell took the lead before heading off to his second victory for the Scuderia.

5 HAKKINEN ON SCHUMACHER, BELGIAN GP 2000

Another great use of a backmarker, this time Ricardo Zonta's BAR. Mika Hakkinen's McLaren had already been forcefully rebuffed by the Ferrari of title rival Schumacher on the run to Les Combes when he got another great run out of Eau Rouge (see p32) on the blast to Les Combes. As the duo came upon Zonta, Schuey chose to go to the left. Hakkinen darted to the right, and secured one of his finest victories.



Piquet got the better of Senna, Hungary '86



Alesi squeezed past both Barrichello and Hakkinen in Adelaide in '94

6 VETTEL ON ALONSO, ITALIAN GP 2011

Thanks to the strengths of his Red Bull, Sebastian Vettel has sometimes been accused of lacking racecraft, but he's provided quite a few examples to the contrary. Perhaps the best was his pass of Fernando Alonso's Ferrari – using the grass – on the outside of Monza's Curva Grande in 2011. It's just a shame he didn't give Alonso quite enough space when the Spaniard tried to return the favour the following year...

7 ALONSO ON SCHUMACHER, JAPANESE GP 2005

Kimi Raikkonen's last-lap pass on Giancarlo Fisichella to win the race is more memorable (see p35), but Alonso's outside move on Michael Schumacher into Suzuka's fearsome 190mph 130R beats it onto this list. It was also part of Alonso's eventful climb from 16th to third.

8 J VILLENEUVE ON JONES, DUTCH GP 1979

More famous for Villeneuve's wheel-flailing antics later in the race, the 1979 Dutch GP was also scene of one of the best Gilles Villeneuve-Alan Jones battles. The special thing about the Ferrari driver's move at Tarzan was how far back he had to come to get alongside into the corner, and that he managed to take in enough speed to hold on alongside the Williams. Kudos to Jonesy for giving him room, too.

9 ALESI ON HAKKINEN AND BARRICHELLO, AUSTRALIAN GP 1994

Jean Alesi's Ferrari went on to the back straight behind both Rubens Barrichello's Jordan and Mika Hakkinen's McLaren. Barrichello ran wide, allowing Hakkinen through, while Alesi followed by on the left. The Ferrari continued its run by then diving across to the right and inside the McLaren as well. Alesi made it through, despite a squeeze from Hakkinen.

10 HAMILTON ON RAIKKONEN, ITALIAN GP 2007

Lewis Hamilton proved that he is one of the best racers on the current F1 grid with this surprise attack on Raikkonen during his rookie campaign. A finely judged late-braking move into the first chicane at Monza, with a well-held slide into the corner, helped Hamilton complete a McLaren one-two behind Alonso.

HONOURABLE MENTIONS

For an early effort, John Surtees tempting Jack Brabham down the inside and onto cement dust at the Parabolica on the final lap of the **1967 Italian GP** and then repassing him to win is worthy of mention. Mansell's famous dummy on Williams team-mate Piquet into Stowe in the **1987 British GP** almost made the list, as did Schumacher's round-the-outside move on Alesi to snatch victory in the **1995 European GP**. Alain Prost's opportunistic effort – in traffic – on McLaren team-mate Senna into Le Beausset at the **1988 French GP** is often overlooked. David Coulthard overcame Michael Schumacher's rear-gunner defence for Eddie Irvine by robustly diving down the inside of the Ferrari at Turn 2 in **Malaysia in 1999**, while Felipe Massa's pass of Bruno Senna in **Singapore in 2012** is one of the most spectacular moments of the Pirelli era.

Disagree with our list? Has your favourite been overlooked? Let us know on our Facebook page or use #autosport on Twitter.

Passing acquaintances

How do the current crop of Formula 1 superstars approach their overtaking strategies in the heat of battle? **EDD STRAW** finds out

OUTBRAKING MASTER LEWIS HAMILTON

A lot of it is instinct, really. It would just blow your mind if you could see everything, you have so much information coming in, so much in your peripherals, the 100-metre signs... And you are very conscious of the car that you are overtaking, his position. And you judge your braking from where he brakes. But it's within a split second, a tenth of a second. From where he brakes,

you want to brake after him and then hope you make the corner. It's really an instinct thing, I can't really break it down more than that.

Sizing them up, you have to know what that driver is used to doing from history. Are they erratic, are they controlled, are they strong, dangerous, easy, fair?

You have to weigh those things up and that comes into play in how you



attack that individual because you don't want to take risks. There is some serious calculation going on and it's my favourite part of racing.

MR PRECISION JENSON BUTTON

Maybe it's because the way I drive, I'm not as aggressive as others. Some drivers are very aggressive with everything – throttle, brake, steering – and it works for them in some ways.

In a race situation, if you are less precise there is no room for error. If you're throwing the car around, it's very likely you're going to touch something. If you're more precise, you can gauge things easier – that's been my weakness sometimes as well with not being able to get as much tyre temperature, but it does help me when I'm fighting wheel-to-wheel.

HOW TO REIN IT BACK ROMAIN GROSJEAN

With the experience I gained [after a sequence of crashes in 2012] and some work I did on myself, I assessed much better what I did in the past. I know now that you don't win a grand prix in the first corner.

It's not an easy one because you still have to trust yourself and think that the best decision is your decision. To take an example, you are second and fighting for first and it's the last lap – what do you do? It could be your first win or just second place; that's why you have to trust yourself and believe that your decision is going to be the right one.



USING YOUR TOOLS FERNANDO ALONSO

Every driver has a different approach and different technique, so you also have different approaches to overtaking. This year, probably we're missing some extra power to overtake. Last year, you had KERS with 6.7s to play with in different places, so that gave you more chance. This year, with ERS, we miss that opportunity because all cars use the same power in the same places. Circuit to circuit, opponent to opponent, everything is different.



USING NEW RADIO RULES TO YOUR ADVANTAGE NICO ROSBERG

Now there can be more surprise moments. For example, there was a situation when I was racing Lewis and his engineers did a great job because they would always tell him what

I was doing with my engine and if I increased my boost. So he would increase his boost when I did and when I came back down, he came back down.

So he mirrored me. So it

wasn't possible to make a surprise attack. That's a particular case, which is good because now we can use our own tactics and try to get the other guy with that.



JUDGING THE RISK SERGIO PEREZ

It always depends what position you are in, what are you looking to get out of the race? Are you looking to get on the podium, are you fighting in the drivers' championship, are you fighting in the constructors' championship? It's always a different story. It's always different elements that you have to think about and you can then decide on what risks to take.

First of all, you close the gap. Then, when you are in position

to think about where you can get him, how you can get him, how you can get him to make a mistake. But before that, you have to close the gap to put him under pressure. Who it is, that's a factor. You know the drivers over the years. Some will fight you hard but clean, whereas the others just don't really. Some drivers, they are clever and are on different strategies so it's easy to pass them. But others are a nightmare to pass.



CONFIDENCE TRICKSTER DANIEL RICCIARDO

Overtaking is all about finesse! I feel good, I have built confidence as the season has gone on, and race day I've never loved as much as I do now.

HOW TO MANAGE BLUE FLAGS MAX CHILTON

It's something that comes with experience. But it's not really a part of competition in the junior formulas, so the first time you really experience it is in F1.

There's more to it than it looks, to try to lose the minimum time, so last year I felt I learned the best way to do it. And that's why at Spa this

year it helped me because I let all four faster cars through in one corner, which only affects one lap, while Marcus [Ericsson] did it individually – that really helped me close right up to him. He spent more laps letting them past, so he lost tyre temperature and I could easily get past him.



INSTINCTIVE LATE BRAKER KAMUI KOBAYASHI

Braking is the most important thing – if you can really brake five or 10 metres later, it is enough to overtake.

I have confidence in my braking style and that's why I have more chances to overtake than some others.

THE TECH EXPERT'S VIEW



Gary Anderson F1's passing problem

The reasons for overtaking being difficult in Formula 1, leading to the introduction of the DRS, are simple. Over the years, the influence of aerodynamics and shortening braking distances has made it more and more difficult to make a genuine pass. While teams can trim back the downforce if they anticipate having to make passes in a race, there's a limit to what can be done.

The DRS does allow far more passes to happen in races than in the years before it was introduced in 2011, but it's a negative in terms of encouraging genuine overtaking. A driver knows where the DRS zones are and knows he needs to be within a second of the car in front at a certain point, then he can use the DRS to go past. Why make the risky move when you can wait for the DRS to let you make an easy one?

F1 teams have improved aerodynamics to the point where they are trying to get the absolute maximum out of all the flow surfaces. That makes front wings, for example, very critical and sensitive to turbulence. You can lose 20-25

per cent of your downforce following another car, which is why it's hard to follow closely in corners.

The braking zones are also very short. Let's say you are braking at 100 metres. If you are a car's length behind, that's damned close in F1 terms. A car is 4.5 metres, so to get alongside you need to close nine metres. That's almost 10 per cent of a braking zone. You can't brake 10 per cent later than your rival, and they aren't going to brake early.

The tyres are also a problem. The current Pirellis aren't exceptionally good in terms of in-line grip, so it's very easy to lock up and damage them. So you have to be careful on the brakes. The difficulty of making a proper attacking overtake is the sum of these problems.

But the solution is simple. Cut aero 50 per cent and simplify the front wings so they are less sensitive. To make up for that, allow more underfloor downforce to be generated and provide tyres that are both larger and similar in characteristics to the old Bridgestones. Then you won't need the DRS.



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MANSELL

THE GREAT ENTERTAINER

Arguably F1's greatest passer, **NIGEL MANSELL** talks about his approach, and some of the moves that made the 31-time GP winner and 1992 world champion so exciting to watch

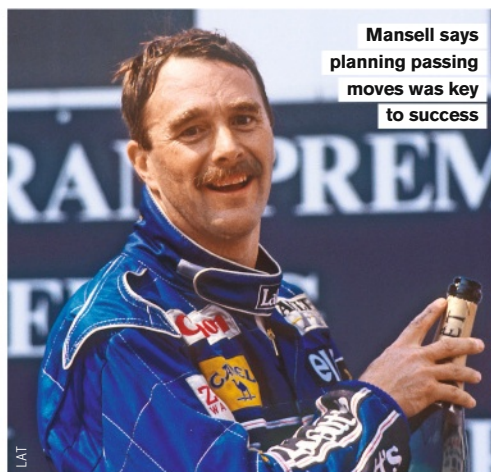


Magny-Cours, 1991:
Mansell gets his Williams
past Prost's Ferrari

It's incredibly flattering for me, later in life, to have people like Patrick Head and Adrian Newey saying I always gave my all. Christian Horner mentioned that to me the other day as well, when we did something together — he said he was a huge fan. People knew that whatever car I was driving, whatever place it came in the race, I couldn't get any more out of it.

In our day, because we didn't have aids like the DRS system, overtaking was far more important. You had one or two opportunities during a race, and if you planned it and executed it, you could pull off something quite quickly, and you didn't lose time. If you got it wrong, it could mess up your whole race, whereas today if you get it wrong on one lap, or half way through the lap, if you've still got DRS on the next straight you can still get it done within the same lap. So it was far more important back then, basically.

It was like a chess game to me — which meant planning ahead. Planning ahead and then doing literally spur-of-the-moment decision-making, so when something presented itself you were actually ready for it, as opposed to being left



Mansell says
planning passing
moves was key
to success

thinking, 'Oh, I could have done that.' A great saying in motorsport is, 'If ever you have to think, it's already too late!' Some of it was instinctive, and some of it was a case of 'If you do it a few times, you get better at it' as well.

You have to have an incredibly healthy respect, and the great thing with the best racers is that even when they know they've lost the corner they don't give it up until the last possible

moment. And then that's when accidents can happen, because unless you realise they are going to pull out, there is going to be contact and accidents.

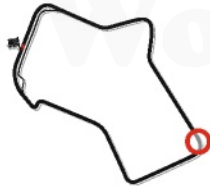
There's no question that Ayrton Senna was exceedingly good at overtaking, as was my Williams team-mate Nelson Piquet, and Michael Schumacher. There were a number of drivers who would hustle the car and put it in there. Also, there were a lot of less-skilful drivers who would always stick their nose in, but not come all the way alongside, and then flip your car up at the back by making really bad mistakes. There were quite a few drivers who would do that.

When you have a driver who's incredible skilful, and actually thinks that they can't get hurt or don't have the respect that it's a very dangerous game, then sometimes it leads to some really bad accidents.

We rewrote the overtaking on ovals in America, and people were saying you can't do this and you can't do that. Until proved otherwise, you can do anything, really. Overtaking on the outside of any car at very high speed is an incredible manoeuvre. What you have to do is make sure that you give them enough room, so they don't just nudge you straight into the wall.

MANSELL MOMENT 1987 BRITISH GP

After a late tyre stop Nigel hunts down Williams team-mate and title rival Nelson Piquet to win his home GP



The perfect example of planning ahead was the 1987 British GP, and knowing my team-mate Piquet only too well. I knew when I caught him — and basically I only caught him with a few laps to go or something — that if I was really lucky I'd have one chance to execute something. And if I didn't get it right the chances were that my tyres would be completely gone, and basically I wouldn't get another opportunity to win the race.

Lap after lap I planned it and watched how he was driving down the Hangar Straight, and then came up with a plan that, fortunately for me, worked. It's an easy one to use as an example, because people could see, lap after lap, what was going to unfold, and they could see there was one chance or the race would be over, and if I screwed up and lost momentum, it wasn't going to happen.

MANSELL MOMENT 1989 HUNGARIAN GP

Nigel is chasing Ayrton Senna at a track where overtaking is virtually impossible. Then they come up to lap Stefan Johansson's Onyx...



People remember Hungary in 1989, with Ayrton — blocking him in with Stefan Johansson was brilliant. We were hunting him down, and the thing was backmarkers didn't have to get out of your way like they are obliged to now, they just sort of couldn't deliberately hold you up. It was very rare that Ayrton put himself in a position that he just got a little bit too close, and before he knew it, there was nowhere for him to go, because I'd boxed him in behind Stefan.

That was probably one of the most tremendous, spontaneous moves that you could possibly have, so that was very satisfying. I had to hang on pretty tight, and I put myself in his place and said to myself, 'These next few laps are going to be dynamic, because I know how upset he is with me!'

NEIL RANDON



Mansell (left) makes his move on Piquet approaching Stowe

LAT



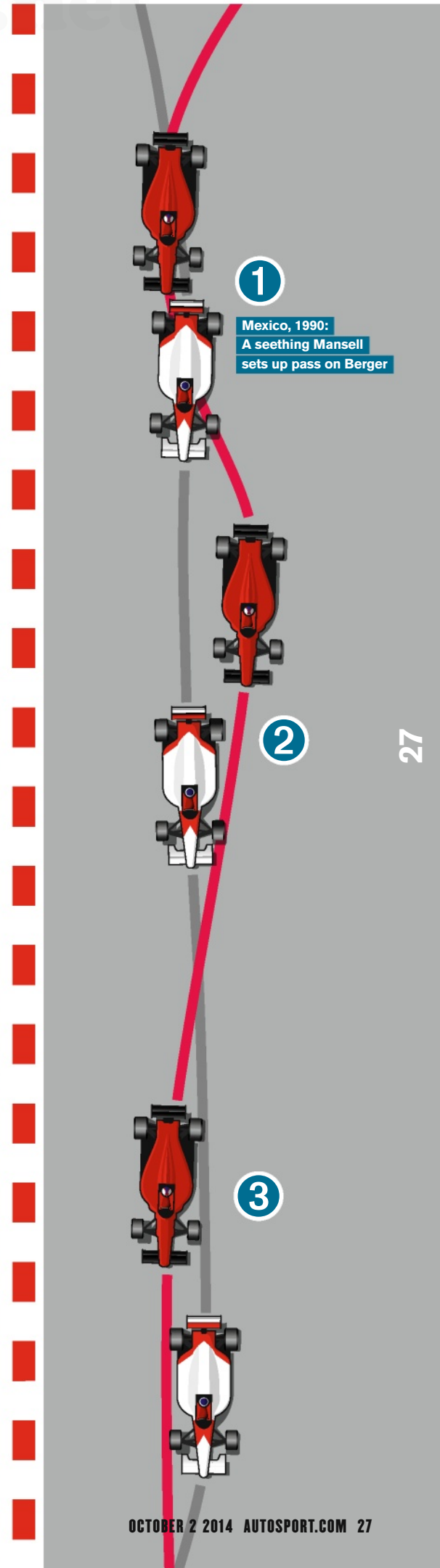
Ferrari win #2 came after passing Senna

So I knew that he would throw the car at me for the next few laps, just to see if he could get it back.

I remember distinctly, all these years later, thinking that on all these next laps I've got to be in the purest qualifying mode and get the most out of the car as possible. I had to extend the gap and I had to break his spirit momentarily, which is very difficult to do. ▶



Mansell catches Senna, but he'd need Johansson's help...



MANSELL MOMENT 1990 MEXICAN GP

Nigel is running in second place behind Ferrari team-mate Alain Prost in the closing laps when Gerhard Berger's McLaren, on fresher tyres, barges past...

Mexico with Gerhard Berger in 1990 was played out a different way. I was sitting there, not terribly happy because I wasn't very quick down the straights, but we won't go into that. I was just about to turn into the first corner at the end of the main straight and I saw this car all locked up, smoke coming off the tyres, on the inside. If I'd turned in at that point then I would have been T-boned, and we would have both been out of the race.

And so I turned away from the corner, which is not what you do when you're racing. I actually turned left instead of right. And he came steaming down the inside, unlocked his wheels, went round the corner, and got into second place. I had to have a fight to hustle the car to get back behind him, and I was absolutely furious with his

"That was one of my worst-ever overtakes, because if anyone had got really hurt it would have been me"

NIGEL MANSELL

driving. I said to myself there is no way he is going to take second place from me.

I didn't really plan going around the outside of the Peralta. That was one of my worst-ever overtakes, because it was what I call a totally 'shit-or-bust' move! It wasn't a clever one, because if anyone had got really hurt, it would have been me, because I was on the outside. It's not the place to go off there, because it's a very dangerous corner.

But it was fantastic. It was just: 'He's not going to do this to me,' and I was very indignant about it. It's not very often that you go in and,

just for one lap, you'll trust the car and keep your foot in, and just try to find that extra grip.

I still had a lot of adrenaline when I came in, and everyone was coming off the pitwall and out of the garages and clapping me in. I honestly thought for a happy moment that Alain [Prost] must have stopped, and I had missed him on the slowing down lap, because it felt like I had won the race. It was the most incredible anti-climax when I pulled up and saw Alain there. It was: 'I haven't won the race, so what are they doing?' I had to revisit what I'd done, and it obviously impressed them!



Another memorable move was on the outside of Alain at Magny-Cours, but for me one of the most famous ones was coming out of the Monaco tunnel and down the inside of Alain into the chicane, in 1989. I remember Alessandro Nannini and me at Silverstone in 1988, with the Judd-powered Williams. That year I had two second places, and nearly all the rest were non-finishes. There were some amazing overtakes in that race.

As for defending, I could keep people behind when I wanted to. Perhaps not as ruthlessly as a couple of other drivers I won't mention! Going back to 1981, when I was on the podium at Zolder with Carlos Reutemann and Jacques Laffite, that race was sensational. To have Gilles Villeneuve breathing down your neck the whole race was an uncomfortable feeling, because you knew he would never give up.

The thing is now it's very different times, because when a car is 15, 20, 25km/h quicker with the DRS open you can't defend, can you? You just get passed.

Now it's just a different time, in terms of safety, thanks to the FIA and the teams. I think the tracks win the day in terms of having such good run-offs, with the engineering of the cars a close second, and how far the driver's legs are behind the front axle, the dispersion of the energy, and so on. When you have cars

Mexico move helped
Mansell finish second
to Prost in 1990

Berger v Mansell Mexico 1990

After catching Berger's McLaren, despite older tyres, Mansell has just over a lap to go as the duo approach the high-speed Peralta right-hander. The Ferrari bobs around in Berger's mirrors before Mansell commits to the outside.

As they turn in, the two cars are side-by-side. Berger backs off and concedes, allowing the Ferrari to sweep ahead. Mansell then holds Berger off on the final tour to secure second by just 0.179s.

4

Mansell pulls out
to perform amazing
round-the-outside
overtaking move

5

6

7

go in as hard as Felipe Massa's Williams and Sergio Perez's Force India did in Montreal this year, and they walk away, it's a great testament to the engineering feats and the new track designs.

I think today some of the drivers think it's a sport that you can't get hurt in any more. You see cars somersault and turn over and do all sorts of crazy things – look at Mark Webber in Valencia a few years ago. In the past that would have been it, but he walked away.

I think the drivers are able to push the limits knowing that on some fast corners the worst that's going to happen is that they run wide, they come back on the circuit, and lose a second. And then they complain that the run-off doesn't have much grip! ☹

ILLUSTRATION: ALAN ELDREDGE

'Our Nige'
pips Berger
to the flag



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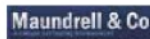
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Behind the visor

How do you ensure that you're the hunter and not the hunted when it comes to overtaking? Our resident sports psychologist reveals all

Assuming you have a car that is at least as quick as the car in front, and your skills are good enough to nail the overtake, then there is only question left: is your brain going to allow your body to 'do the doing'? A well-tuned brain will know instinctively when to back out, how to provoke a mistake by the guy in front, and especially when and how to pounce like a cat on a mouse.

I believe the main overtaking skills are the 3 Cs: calmness, confidence and concentration. This trio works closely together in that if you are mentally calm, you are automatically more confident. And, if you are calm and confident you are going to be able to concentrate like a Zen warrior, and focus like a dog with a juicy bone.

You can learn specific techniques that will raise your concentration levels higher than you thought possible. To be more calm you can practice special breathing techniques, and learn how to quieten the monkey-mind voice of your conscious mind. To be confident you will need to be able to dip into past experiences of successful overtakes, action replay them in your mind.

These visualisations will fire up and strengthen the cells in your brain that run your programme for overtaking. You will now feel a strong boost to your confidence and be able to absolutely commit to the overtaking manoeuvre.

Some drivers have had considerably more experience in overtaking and so their skills are more developed. Those who haven't may struggle to commit to an overtake through a lack of confidence, even if their car is up to the task.

it instinctively, ready to execute when the time's right.

Obviously, there are differing styles of seizing and ravishing requirements for touring cars, sportscars and ovals. But let's focus on Formula 1...

WHO'S THE CURRENT CREAM OF THE CROP?

① Fernando Alonso has a highly tuned brain allowing him extra mental space to be more creative. He's very smart and often starts stalking his prey several laps before pouncing. And recently in a quick, but not quick enough, Ferrari he has had lots of practice of that.

② Lewis Hamilton. Lots of early practice in wheel-to-wheel combat — especially top-level karts, GP2 and F1. Brain fade in other aspects of his racing weekend doesn't affect his overtaking skills. Brave, instinctive and always committed.

③ Daniel Ricciardo. Seems to have suddenly emerged as one of the best overtakers, or have I missed something in his junior career? Ballsy and confident. Smart and instinctive.

HOW ABOUT THE PAST MASTERS?

① Nigel Mansell was one of the best all-time overtakers. Very brave, committed, quick to smell blood and a real hunter's mindset. Confidence in his ability and hunter mentality were his prize skills. Extremely large gonads also provided for extra-creative "seizing and ravishing" overtaking.

② Ayrton Senna. Very confident and assertive — a school bully in the playground style at times, but usually in a car so fast the sight of his yellow helmet would often be enough

"Ayrton Senna was very confident and assertive.

He had high concentration & unshakable belief"

An example was Daniil Kvyat being given two laps to pass Kevin Magnussen in Singapore, or yield to team-mate Jean-Eric Vergne. "I can pass him!" he insisted. He didn't.

Unfortunately, practising the art of the overtake is very difficult. Besides the racetrack, there is only one other place you can learn and develop the skill... in your mind.

As Muhammad Ali so eloquently put it: "Fake it 'til you make it". You can mentally rehearse as many overtaking scenarios as you like using special visualisation techniques. But simply closing your eyes when you are running on a treadmill, for example, isn't going to cut it. Better than nothing, but you really need to learn specific visualisation techniques that actually fire up the very same cells your brain will use for the real deal: an overtake on the track.

One of my favourite definitions of the word 'overtake' is from 13th century old English: "overtake: to seize and ravish". What might you be seizing and ravishing? Perhaps you're a cheetah closing rapidly on its prey? The cheetah isn't thinking how to overtake the prey, he/she is just doing

for the prey he was chasing to simply lie down and beg for mercy. High level of concentration and unshakable belief were his main mental strengths.

③ Sir Jackie Stewart. Very accurate and also brave. A tuned and intelligent brain. GCHQ tells us that neuro-diverse individuals possess a "spiky skills profile" — JYS is the Albert Einstein of the art of overtaking.

WHO NEEDS TO GO TO 'OVERTAKING SCHOOL'?

① Pastor Maldonado needs to calm down and reduce brain fade through poor decision making.

② Max Chilton has not had enough practice to develop skills throughout his career in my opinion, and isn't getting any at Marussia currently. If he were driving a Mercedes can you honestly see him overtaking with confidence? Go and see Rob Wilson, Max.

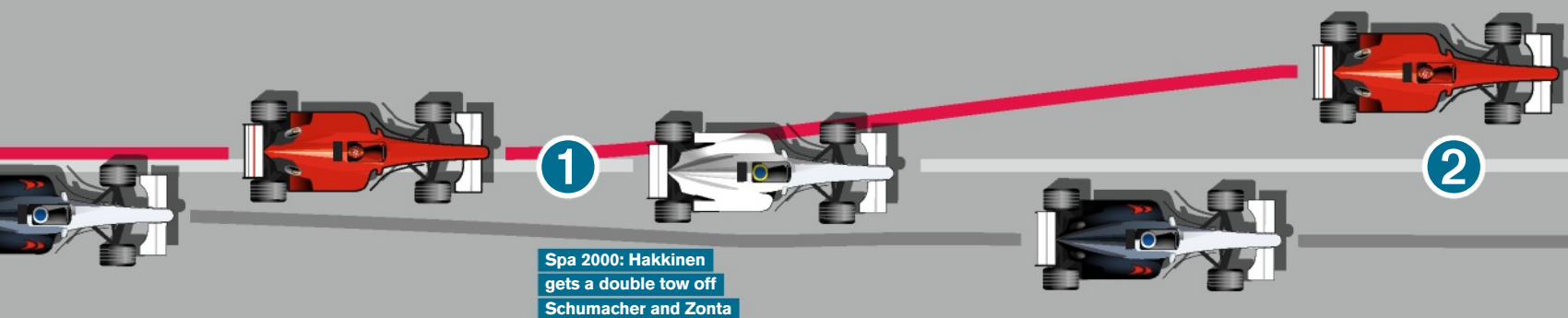
③ Sergio Perez. Shows lots of promise, but poor decision making has spoiled too many attempts. Very watchable though — a bit more finesse required. ❧

THE BEST OVERTAKING MOVE EVER?

Mika Hakkinen's overtaking move on Michael Schumacher to win the 2000 Belgian GP is hailed by many as the greatest pass in F1 history. Here, the Finn recounts the move with **EDD STRAW**



32





August 27, 2000. Lap 41. The silver McLaren-Mercedes driven by Mika Hakkinen closes in on the scarlet Ferrari of Michael Schumacher through Eau Rouge and down the long Kemmel Straight. F1's greatest drivers of the era going head-to-head for Belgian Grand Prix victory. Schumacher had defended robustly on the previous lap, almost putting the Finn on to the grass. But this time, Schumacher has a decision to make. Ricardo Zonta's ailing BAR-Honda is in the middle of the track. He goes left, Hakkinen dives right into a gap barely big enough for the McLaren. Moments later, the pass is complete.

"It was unbelievable," said McLaren team boss Ron Dennis of the pass. "I think I would put the move as the best ever seen in F1."

The race situation was simple. After starting ahead, Hakkinen had led before a spin in damp conditions had allowed Schumacher to get past. But with Schumacher having already pitted for slicks, Hakkinen stopped on lap 27 of the 44-lap race and was six seconds behind. He started to catch the Ferrari and 10 laps later was within a second. On lap 40, he attacked, but Schumacher moved over on him on the Kemmel Straight, forcing Hakkinen to abandon the move.

A lap later, Hakkinen was again in the tow as the pair bore down on Zonta. Schumacher went to the outside, Hakkinen to the inside, and the rest is history.

For all the hyperbole, this does remain one of the most dramatic and high-stakes passing moves ever seen in grand prix racing. Double world champion Hakkinen explains how it happened.

MIKA'S PHILOSOPHY OF OVERTAKING

"There are a few different types of overtaking situations. The important thing is to understand your competitor. Who is your competitor as a person? You need to know them, you need to understand how they think, their behaviour on the track, their driving style.

"You need to understand your own performance,



Hakkinen had Schumacher in his sights at La Source

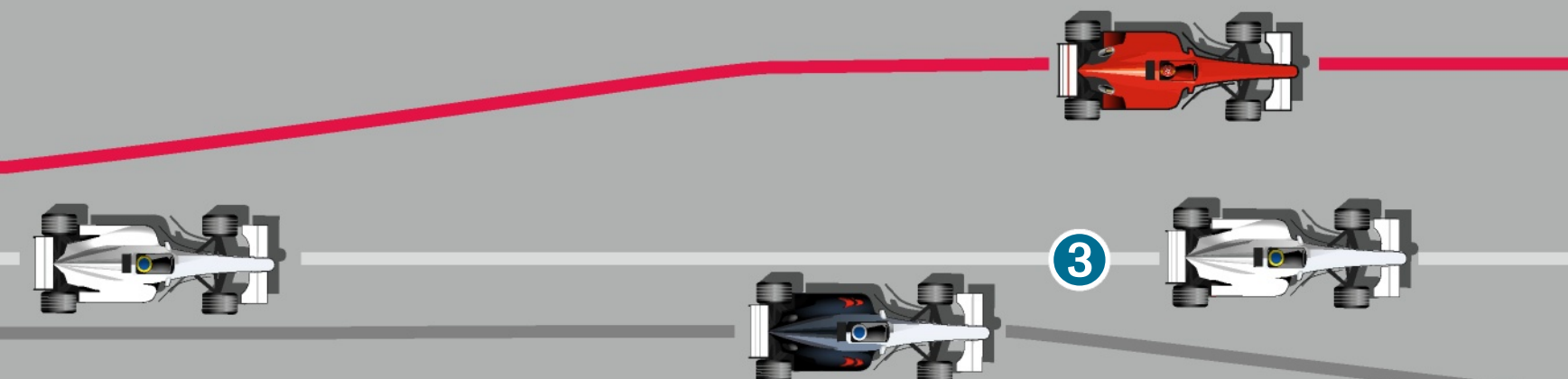
the performance of your car and the strengths and weaknesses of your competitor's car. You need to see the whole situation. How many laps to go? You need to build up a plan in your head, not just the overtake, but what is going to happen after. Can they pass me back? And where are they strong? Straightline speed? Acceleration? Braking? You need to know all of these elements.

"It sounds very complicated, you are driving *bbwwwwaaaaaaahhhhh* at top speed and you have to make this plan in your head. And if the moment of overtaking is very competitive, the differences are only a few tenths of a second, so then you have to learn certain tricks to put pressure on the driver in front of you. But they can see in the mirror who is behind.

"You can start pressuring the driver into a mistake. Some drivers don't care about who is behind them, but some start thinking about you and planning their tactics to defend."

SIZING UP SCHUMACHER

"Spa is a fantastic track and very good for overtaking. There are six places at Spa where, if the driver ahead makes a small mistake, you can overtake easily. Six is quite a big number, but if they don't make a mistake in any of these places, overtaking is very difficult. At Spa, I was battling ▶





MICHAEL SCHUMACHER ON MIKA'S MEGA MOVE

Speaking after finishing second at Spa in 2000, Schumacher was magnanimous in defeat. While he recognised the key role Zonta had played in giving Häkkinen the opportunity to pass where he did, he believes the Finn would have passed him eventually.

"Obviously I was quite happy to see the backmarker in front of me, because from what the team was telling me I knew I was a lot slower on straightline speed," said the then-double world champion.

"Being in the slipstream of the guy in front of me, I thought Mika wouldn't have enough straightline speed to catch me. Once there is somebody on the same bit of road as you, normally only two cars will fit on it next to each other. But Mika made a really outstanding manoeuvre to pass me on the inside there.

"It was unexpected from my side, but, honestly, if he hadn't caught me there he would have caught me one or two laps later because he was too fast down there. You are allowed to change your line once and he would have taken me on the outside. I tried my best. It was not enough today."

► with Michael and, unfortunately, he did not make any mistakes in these six places!

"But there was one place where our car was simply better and that was through the famous Eau Rouge. My McLaren was very quick through there and it was important to have that speed because you have a massive straight after it and can gain a lot of time if you carry speed through that section. We compromised the car in other areas, but in that corner our car was flying.

"The Ferrari was not so fantastic in Eau Rouge, but in all other areas of the track it was good. So there was no other possibility – it could only be off Eau Rouge on the straight."

SETTING UP THE PASS

"Planning to overtake Michael there was very difficult but it was clear that he knew it was the only place I could do it. So he was defending as much as he could, going to the borderline all the time. So you had to take risks.

"Time was on my side at first because there were quite a few laps to go. So if I tried one side and he didn't let me, I tried the other. But I had tried several times and the laps were running out. And he was learning what I was doing.

"I needed to take more and more risks through Eau Rouge. And when I did that, I was wearing the tyres out more, so they were losing performance and that made it more difficult for me in the twisty section of the track because the grip was dropping. Every time I got to Turn 1, the hairpin, the gap was bigger. And when I was catching Michael through Eau Rouge, my gap was not as good as it was.

"And Michael was definitely playing a dirty game

[defensively]. But I couldn't do anything. Even if I screamed on the radio 'do something' – and maybe I did, actually – it wouldn't make any difference."

CATCHING THE BACKMARKER

"By pure luck, on lap 41 there was a backmarker on the straight – Ricardo Zonta. Michael could see him going at quite a low speed. And this backmarker was not driving on the racing line but he was also not on the inside line. He was in the middle of the track. In his position, I would definitely make sure that I would not give the driver lapping me the chance to overtake on the outside or the inside as anything could happen.

"Michael decided to go to the outside. He knew that when he got to the braking point for the corner, the track was cleaner. Typical Spa, it was still a bit damp off line so the inside for the corner was not good. When I saw Michael go to the outside, naturally I said to myself: 'That's it, I'm going to go flat out inside'.

"I knew the risk. If he decided to turn to the inside for whatever reason, it would be a horrible experience for me! I was relying on him. I expect a racing driver to decide a line and then stick to it."

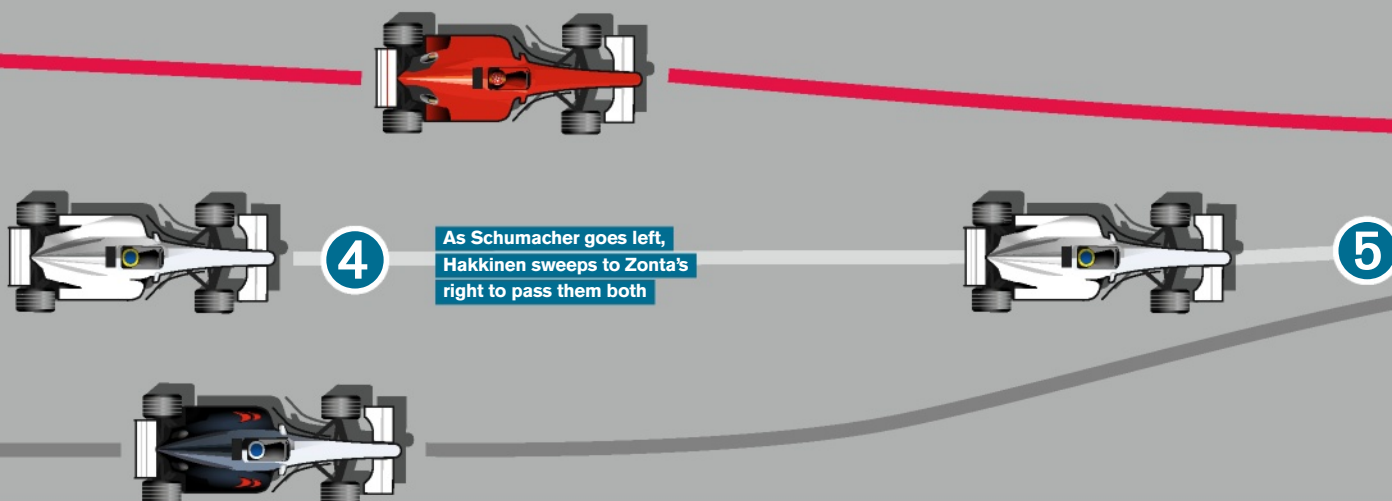
COMPLETING THE MOVE

"In F1, you have to take risks. The battle with Michael was so intense that sometimes we both took risks that were not normal. But at Spa, it worked for me. I had the speed through Eau Rouge and without Zonta, it would have been the same game as before. But I didn't show if I was going to go left and right, I waited for him to decide.

"I was in his tow, which was a massive advantage,



ALL PICS: LAT





Schuey credits his adversary on the podium afterwards

but then when Michael moved, I also got a tow and some extra speed from Zonta. That was an amazing feeling. After that, the overtake was quite easy because Michael gave up. He saw Zonta, realised he had fought enough and didn't want to push his luck any further. If he had fought in the corner, we could both have ended up in the gravel. And he realised that."

THE GREATEST OVERTAKE?

"When I was about 10 years old and doing go-karting, I did a minimum of 200 races in a year. In F1, you do maybe 17 starts a season. But I did 200 a year in karting. So imagine how many overtaking manoeuvres I have done, and great overtaking manoeuvres, in my career.

"But in F1, at that speed, we were going at maybe 320km/h, with all of that pressure, trying for many, many laps before to pass him. Yes, of course it was a highlight, there is no doubt about it." 🏆

THE OTHER FLYING FINN'S FAMOUS PASS

Kimi Raikkonen's victory in the 2005 Japanese Grand Prix at Suzuka from 17th on the grid is one of the most celebrated in Formula 1 history, and he left it even later than Mika Hakkinen's legendary pass at Spa in 2000. After being caught out by rain in qualifying, the McLaren driver passed Giancarlo Fisichella for the lead into Turn 1 on the last lap.

After making his final pitstop, Raikkonen started the 47th of 53 laps five-and-a-half seconds behind. By lap 50, he was right on Renault driver Fisichella's tail and coming across start/finish line to start the penultimate lap, had a vague look to the outside into Turn 1 before backing out of it. Approaching the start of the final lap, Raikkonen knew it was now or never and Fisichella's willingness to defend into the chicane that led onto the main straight was key to the move.

"You can plan in certain ways," says Raikkonen. "If you have been following the guy for a while, then you know what he's going to do, where you can be a bit stronger than him and where he is stronger

than you. I followed him for a few laps, so I knew what he was going to do."

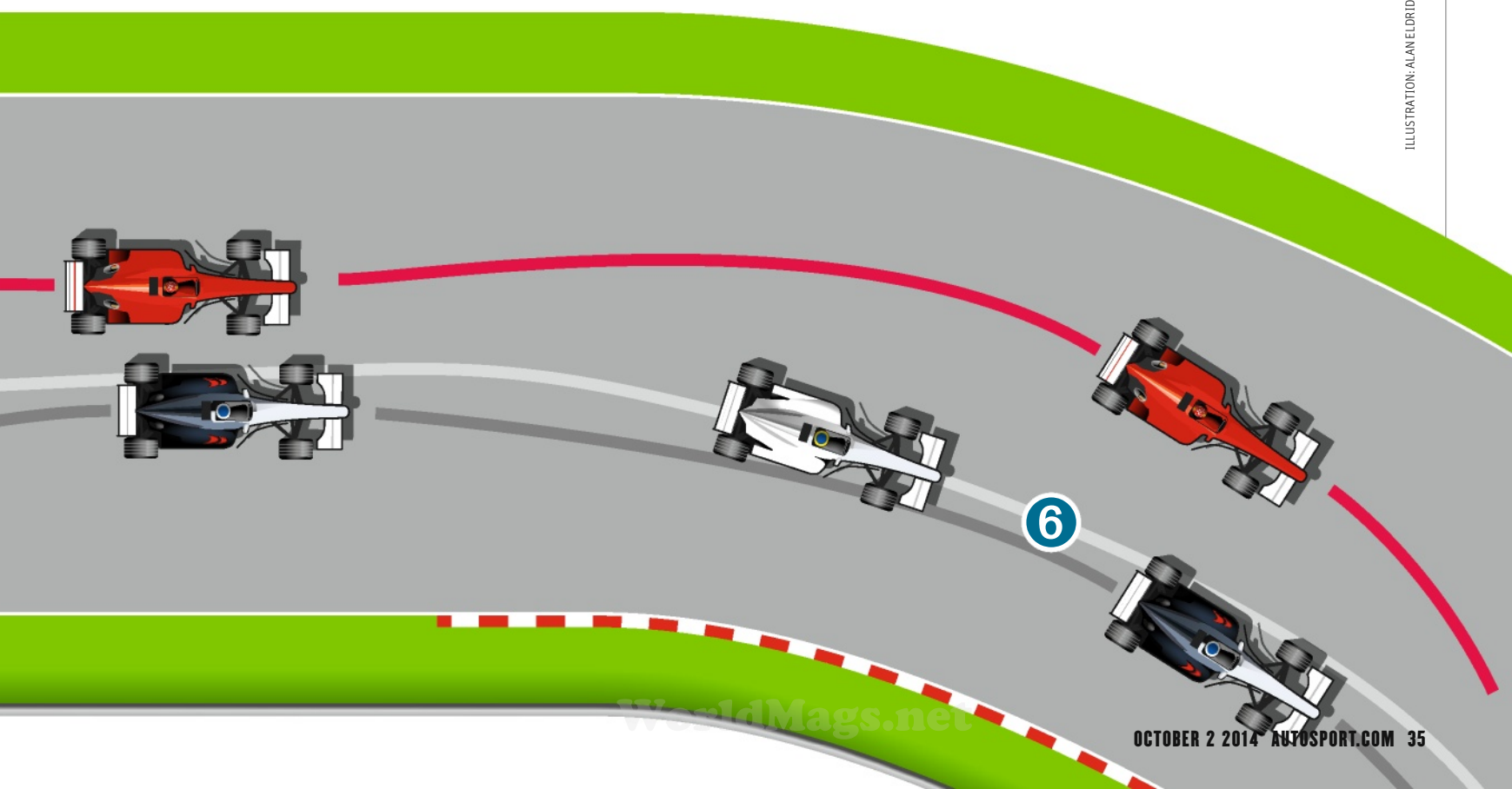
But even with Fisichella compromising his exit from the chicane and Raikkonen getting a run on the Italian off the corner, there was still a lot to do. Fisichella again took the inside line into the ultra-fast Turn 1 right-hander, drifting back towards the McLaren as Raikkonen approached the turning-in point fully intending to go around the outside.

"We were a bit limited on straightline speed because we were hitting the limiter," says Raikkonen. "But I knew if I got a good run I would get at least next to him. Then I would not lift and see what happens.

"Luckily, he backed off. Sometimes, you have to take a chance and see what happens. Obviously, on some occasions, if you are much faster then it is easier to overtake and you don't have to take a risk. But for me, between a win and a second place, only the win mattered. So it paid off."



Raikkonen hunts down Fisichella to take Suzuka victory





The principles of passing

Renowned overtaker John Watson, who won several grands prix from lowly grid positions, tells PETER MILLS that passing is as much about the mindset as it is the car you're driving

John Watson's credentials as a maestro of the 'Art of Overtaking' are chiselled into the tablets of Formula 1 history. By winning from 17th on the grid at the inaugural Detroit Grand Prix in 1982, and an incredible 22nd at the United States GP West at Long Beach 10 months later, Watson established a reputation as one of the sport's most revered passers.

In a career boasting a heavy concentration of darting dives, fabulous feints and late-braking lunges, one lap has become fabled. On lap 33 of that first running in Detroit, Watson hustled his McLaren from fifth to second. Team-mate Niki Lauda, hard man Eddie Cheever and the Ferrari of Didier Pironi were dealt with in deft succession. In his autobiography, Lauda insightfully recalled chastising himself for sitting impassively behind Cheever's Ligier for so long, as he suffered the ignominy of watching Watson in an identical car prove that passing had been possible.

WATSON ON DETROIT

"I happened to see that clip recently," recounts Watson. "In that kind of context in Detroit, Niki

was not perhaps the most natural overtaker or racer. He got caught behind Cheever. Other drivers were also guilty of it, but Niki decided that overtaking was impossible and slipped into that notion."

The incident is used by Watson to illustrate that overtaking is as much dependent on mindset as driving ability. If Detroit, with its jarring bumps and railway crossing, could be likened to an assault course, Watson negotiated it with the

aptitude of a seasoned marine competing against fumbling Krypton Factor hopefuls.

"I came along and in one lap overtook three cars. What I was doing, without appearing to be smart or smug, was run at my own momentum. I had developed the ability to project a very strong positive image coming up behind another car. I passed Niki into the corner at the end of the pitstraight. It was a well-executed move, but he didn't offer any resistance. He sat back and said, 'Okay, smart arse, let's see what you can do now.'"

"What I continued to do was not lose my momentum. The move I made on Cheever was a much more difficult judgement. Cheever was slightly more awkward to deal with on the circuit. As I was going for the inside of the corner he started to come across on me. But I held my ground, and did not give any indication of negativity, and he then cut away again.

"I then knew I needed to get past Pironi as quickly as possible. I came out of the corner where I had overtaken Cheever, and got a good run. Down to the next left I just took a punt down the inside. I suppose Pironi didn't expect my car to be alongside."

Watson's progress would take him past leader





Lining up a move on Derek Warwick, Wattie took P2 from ninth, Las Vegas '82



Celebrating beating Cheever and Pironi after Detroit charge



Leading team-mate Lauda to a McLaren one-two at Long Beach in 1983

Keke Rosberg in similar style. But after initially emulating the Ulsterman's moves, a perhaps rattled Lauda crashed in his attempt to pass the Finn, who had lost third gear.

"Keke was an intelligent guy, a good race driver," continued Watson. "His pit board was showing 'P1 +18s WATSON', the next lap 'P1 +15s WATSON', and maybe the next lap 'P1 +11s WATSON'. I was taking literally lumps out of his lead when he was driving on the limit, so he accepted I was miles quicker.

"Niki demonstrated indecisiveness in his overtaking manoeuvre and put himself in no-man's land into Turn 1. Eventually, Keke had to turn into the corner and as a consequence Niki got his nose clipped and that was it – out. After the race the team were pissed off with Niki because he should have won. He had created a judgement, 'It's not possible', and didn't vary from that judgement. He didn't have what I would describe as the creativity that I had in overtaking. Those passes weren't given to me; I made them happen."

The right choice of Michelin tyres and a driveable racecar are also cited by Watson as key factors in his progress, but the theme of being self-assured and assertive is returned to.

"I was positive in my perception in what was coming up and I projected that in a manner that enabled me to make those three passes on one lap. It is part about momentum and part being positive in making your moves. You really need to catch somebody so they think, 'Oh, bloody hell! What's happened? Where has he come from?'"

SET-UP AND TECHNIQUE

As the only leading Michelin-shod Cosworth team in 1982 and 1983, McLaren was hampered by an inability to generate sufficient heat into qualifying tyres or match the high-boost qualifying antics of the turbo pioneers. Watson's

"The thing I enjoyed was manipulating other people to do what I wanted them to do"

JOHN WATSON

and Lauda's overtaking faculties received a regular workout in overcoming consistently poor grid positions. To that end it is illuminating to hear their contrasting approach to set-up.

"Principally what I wanted was a racecar that was useable," explains Watson. "Maybe Niki [in 1982 and '83] was better at achieving a single-fast-lap car. I felt I had a better car with the need to overtake, because we weren't starting at the front.

"I could hustle my car under brakes. If I had to go offline to do things, I could do it. I had worked with my engineers to achieve a lot of stability at the rear of the car. I didn't depend on the front wheels to give me entry into a corner. I would come into a corner, do my braking, give it a fairly quick initial turn to get the car to rotate around what you could loosely term the centre-line of the car, so that by the time I got to the apex my steering input was very little.

"All my turning had been done from the end of the braking zone up to the apex, because I got the car to rotate, whereas Niki had the car with more front downforce, stiffer front bar, using aero more. That may have proven to be, in terms of speed, a quicker way to go racing, but in my opinion, what

I was able to do with my racecar was better when you were in a situation of having to fight."

COMPARING ERAS

Watson doubts that what worked in the 1980s would be as effective in modern formula racing, but is certain that many of the greats have possessed the ability to hoodwink an opponent into facilitating a passing manoeuvre.

"In my era we didn't see the sort of blocking that we see far too frequently in all levels of single-seater motor racing," reminisces Watson. "None of the cars I overtook on that lap in Detroit offered up any what you might call defensive resistance.

"The thing that I enjoyed was manipulating other people to do what I wanted them to do. We all have that ability, but it is a question of if you know how to exercise it. That became the high point of overtaking, because it meant that you were actually controlling someone else for your own benefit. Ayrton Senna did it all the time, although maybe more through bullying people. Nigel Mansell was a great overtaker and he wasn't necessarily a bully in doing it.

"My thoughts are all relative to the context of the times. Once flat-bottom cars came in, for the junior formula and in Formula 1, it changed an awful lot how people go racing and how they overtake. The cars are significantly different 30 years down the road to the cars I had.

"GP2 cars are way more powerful than F1 cars of the late '70s or early '80s. Now you have artificial aids to pass, the braking areas are shorter and tyre degradation is different. I can't say if I was a current grand prix driver that I could do the things that I have done 30-odd years ago. I don't think the context would let me do it so much. I might find other ways of doing it, but I couldn't apply my driving technique or style in the '80s into 2014."

KEEPING F1 DRIVERS IN LINE

When overtaking moves go bad, who polices the superstars?

ADAM COOPER asks two ace poachers turned gamekeepers

The job of an F1 steward is not an easy one. Just like a football referee, it's impossible to keep everybody happy. If driver X is involved in a collision with driver Y, inevitably fans of both will take to social media to argue the case for and against a penalty, or lack thereof. The system has been vastly improved since the FIA introduced the role of the driver steward in 2010. Since then an impressive array of big names have filled the role. The initiative has ensured that at every grand prix someone knows how drivers think – and can assess every nuance of a telemetry printout – to play a part in the judicial process. Intriguingly, those who take on the (unpaid) job see their main role as helping the drivers, via their shared experience.

"I think it's been a wonderful development," says 1992 world champion Nigel Mansell. "I know the drivers give the stewards a fair bit of static, but the driver stewards without exception always try and see things from a driving perspective. As long as the driver hasn't heinously gone out of his way to do something, the stewards will be sympathetic to their cause, to a point. And that point for me comes when they try to 'snow' the stewards, totally be untruthful

to them, and treat them with disrespect."

Former GP racer and world sportscar champion Derek Warwick adds: "The one thing the other stewards don't have is experience at 220mph. We know what the driver is thinking, we know the tilt of the helmet, where he's looking, and we know the intention."

"I think the drivers quickly realised they couldn't pull the wool over our eyes! I saw a big difference from the first GP I did, to now. They now come in with quite a different way of explaining the incident. I think they also respect the fact that there's a driver there who can sometimes help them."

Mansell is adamant that attitude plays a big part: "What people don't see is how the driver behaves and operates in the stewards' room. Some drivers come in there and have obviously done something wrong, and are open and complicit and apologetic, sometimes apologise to the driver it's happened with and all the rest of it, and they accept it."

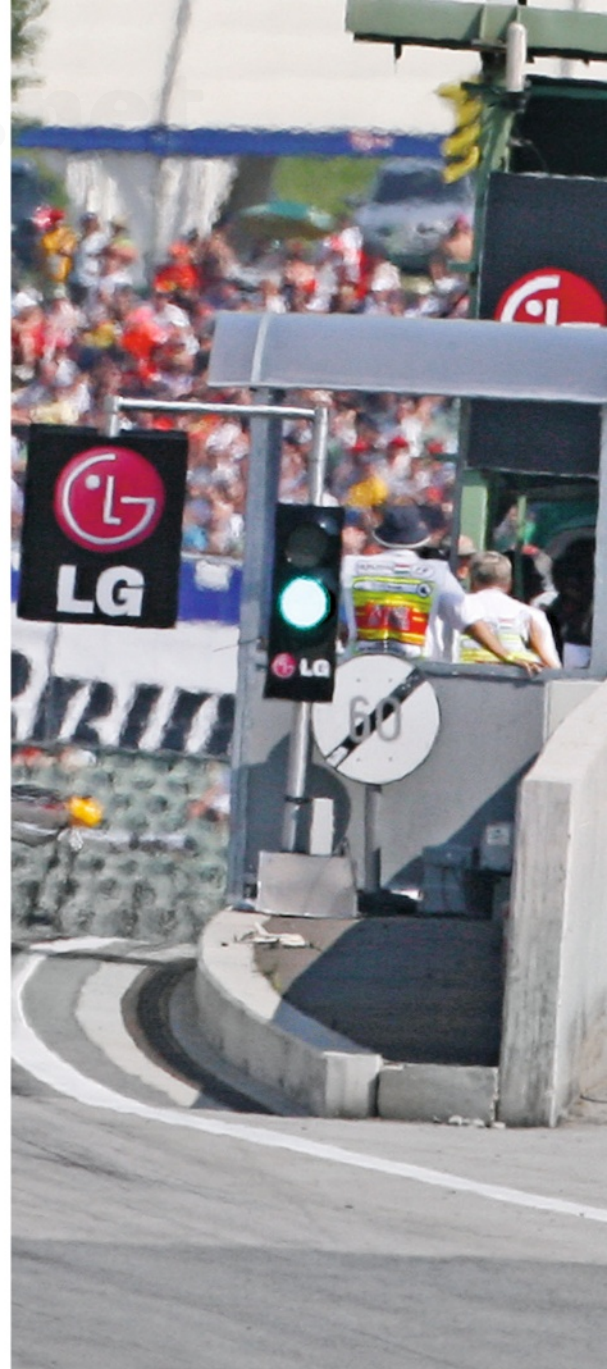
"In Spa about three years ago Rubens Barrichello lost his braking into the chicane and hit Alonso so hard, it was incredible. When we had them up after the race Rubens was such a consummate professional, and Fernando was really, really cool, and really good with it. No action was taken because of their respect for one another, and they understood what happened, and what went wrong. "We could have given a really severe penalty for that particular incident, but we put it down to a racing incident because both drivers learned something and were incredibly respectful for one another."

"On the other side of the coin if you've got two drivers raging at one another, then you obviously have to take sensible action. And you have to get to the truth, and both drivers can't be right – one's lying through his teeth! Then it's just like a court room."

Barrichello was the innocent party in another infamous incident in 2010, when Michael Schumacher edged him towards the Hungaroring pitwall. Warwick was on duty that day, and was inclined to punish

"Right now we're allowing the guys to race, we're allowing them to make the odd mistake"

DEREK WARWICK, FIA DRIVER STEWARD



Mansell says he wants the drivers to respect one another

LEE/GETTY

the former world champion, but the consensus was to let it go at the time and he was punished retrospectively with a 10-place grid penalty.

"I think Michael was out of order there," says Warwick. "And I think if I had my experience now, there might have been a different outcome."

"I thought that was dangerous, to be honest. However, I have never left the room without there being 100 per cent agreement. There's a discussion that might start 50:50 in the room,

F1 STEWARDING: HOW IT WORKS

F1's stewarding system is based around group of four Permanent Chairman, with Garry Connelly (Australia), Gerd Ennser (Germany), Paul Gutjahr (Switzerland) and Lars Osterlind (Sweden) taking turns to fill the role.

At each race the chairman is joined by three other stewards – one from an FIA pool, one nominated by the ASN of the country concerned, plus a driver. Decisions are reached by a majority, and if it's a 2:2 split, the chairman has the casting vote, although that's rarely needed. After a race weekend reports are circulated to all other qualified FIA stewards, so everyone knows what sort of precedents have been set, and why decisions were made. There's also an opportunity to pass on ideas for improvements.

"Last year was the first time we really started doing it," says Connelly. "And at the end of the season there were a lot of recommendations just for a little tidying up of the rules, and sometimes major things like the 5s penalty. The stewards were actually the ones that pushed for that, because many of us felt that it was very difficult sometimes, knowing a driver was going to get a drivethrough."

Connelly supports the move towards leniency: "None of the stewards like penalising drivers at all, we'd rather have a race like Hungary, where we had a great race and the stewards didn't need to do anything."

"Under Jean Todt the whole process has improved enormously. He was the man who introduced the driver stewards, and that's been a great benefit for the sport."



Hungary 2010: Schuey squeezes Barrichello to the brink of disaster

but we always come to 100 per cent."

Since then the role of the driver steward has become more established, to the point where some argue that they have too much sway over their colleagues. The goalposts moved this summer when a directive came from the F1 Commission asking the stewards to be more lenient on driving offences. The move was welcomed by the driver stewards who, like a referee who prefers to keep the action moving, would rather see a race unspoiled by penalties.

"Johnny Herbert says 'I'm not here to be a policeman, I'm here to allow the drivers to race,'" adds Warwick. "I've always carried that same philosophy. Every now and again a driver will make a mistake, and they shouldn't be punished for everything. Where we are at the moment is not a bad place. We're allowing the guys to race, we're allowing them to make the odd mistake. I think that's appreciated by the drivers, the teams and the spectators."

"I look at it a different way," says Mansell of the move to leniency. "It's trying to give the drivers more responsibility to respect one another. You can't go out on the racetrack and keep hitting people and let the stewards have to sort it out. If they don't ever respect for one another they are going to keep doing it all day long."

"You have to have a set of rules to completely

slam dunk them, or you say, 'Guys, we want you to go racing, respect one another, otherwise we will step in'. But they still need to understand that certainly, when I'm being a steward, if they take the Mick too much, then they will be penalised."

What armchair viewers don't always appreciate is that the stewards often have more camera angles than those seen on the world feed, together with both FIA and team data.

"I sometimes watch an incident on my TV at

home," says Warwick. "And of course I'm an expert, so I've already decided what the penalty is! And then it may go the other way. Now I think, 'they have obviously seen something else'. I know the tools the stewards have."

"So I understand the criticism now, I didn't at first, because I've made the same criticisms sat in front of my TV watching an outcome. When I've reviewed that outcome at the next race I then realise why the stewards made that decision." ❧



MARTIAL ARTS

The challenges of overtaking vary from category to category and circuit to circuit. **AUTOSPORT** spoke to some of the best exponents, from sportscars to ovals, rallycross to touring cars and NASCAR



SPORTSCARS

Overtaking in the world of long-distance sportscar racing is a twofold art. Or at least it is if you happen to be driving something other than the top class of car. Then it is the art of being overtaken as well as overtaking – and that is arguably the most important skill of multi-class endurance racing.

“In these days of more-or-less bulletproof cars, arguably the biggest skill in sportscars has to be losing the least amount of time in traffic,” says Karun Chandhok, who has raced in both LMP1 and LMP2 in Le Mans-style sportscars, as well as sampling GT3 machinery. “It has to be the most important factor in determining a result in the era where a driver no longer has to nurse the engine and the gearbox through the race.”

Not only does a driver need to overtake losing the least amount of time for the lowest possible risk, but he or she also has to work out how to minimise the time loss when being overtaken. It's a complicated process that requires experience, guile and foresight.

“If you are driving an LMP1 and coming up on some P2 cars, you might try to use them to box your rival in,” explains Chandhok, who raced for the HPD-equipped JRM P1 team in the inaugural year of the revived World Endurance Championship in 2012. “On the flipside, if you are in an LMP2 car and dicing with a rival, and an LMP1 comes past both of you, you always try to get a slipstream off the faster car to drag you clear. You have to be smart when you are being overtaken.

“Sometimes you have to be a real bastard about where you choose to let a quicker car past,” continues the ex-Formula 1 driver, who made his third start at the Le Mans 24 Hours this year in P2 with the Murphy Prototypes squad. “If I’m going into Tertre Rouge, I’ll do my utmost to stay ahead until the exit of the corner, because I know then that I’ll benefit from the tow down to the first chicane on the Mulsanne Straight. That’s tough for them, but good for me.”

Overtaking in sportscar racing is also about



Chandhok has experience in LMP and single-seaters

minimising risks because each driver will undertake so many manoeuvres over the course of a race.

“It’s simple maths,” adds Chandhok. “In a single-seater sprint race, one move can be decisive on the outcome of the race. In sportscars, the races are so long and you make so many moves, the benefit per manoeuvre is much less, so the risk each time has to be correspondingly lower.”

That’s not to say that overtaking is not to some extent instinctive as well as calculated in

S. BLOCKHAW/LAT



Allowing faster cars past efficiently, and swiftly lapping slower ones, are key in enduros

“Sometimes you have to make risky moves otherwise you are going to lose so much time” KARUN CHANDHOK

long-distance sportscars. “There are some moves you have to make,” explains Chandhok. “At the fast right-hander where Loic Duval crashed at Le Mans this year, you have to make a move on a GTE car. That means running around the outside, hoping you’ve got enough grip off line and that they don’t understeer into you. Those moves are the risky ones, but you’ve got to make them because otherwise you are going to lose so much time through that corner and the next one.”

Gary Watkins



Solberg had to adjust to battling other cars

RALLYCROSS

Q&A

PETTER SOLBERG WORLD RALLYCROSS STAR



Former rally ace is a winner in rallycross

How do you approach overtaking? How much is it planning and how much is it instinctive?

Overtaking is very instinctive in rallycross, but you are looking for the perfect situation to do it – you don’t want to drive over somebody. The races happen so quickly that there’s not always time to plan a move; if I see an opening then I go for it. But there is time to plan the joker lap and when you take it – that’s something I use to help me overtake.

Is it the best part of racing, and how much of a culture shock was it after rallying?

It was definitely a big shock to be surrounded by cars after being in rallying for so long. And it’s an even bigger shock when you get hit by another car; I don’t like that, I must admit. I am always trying to be clean in the way I race. I would rather settle for second than destroy somebody else’s race. I do like the long corners at some of the tracks – in these places you get some of the drivers braking in the middle of corners and that’s where I have the chance to put the car sideways, go flat-out and pass them on the outside.

What’s the best way to defend?

I spend a lot of time watching the other drivers in practice and in the heats, watching

their lines and how they approach the corners, so I know where they might be if they are trying to pass in the race. It helps to know what they might be doing and where they might be doing it. But really, it comes down to being smart and brave and braking as late as you possibly can. But what you have to keep in mind is that this is a championship. If you can’t defend the corner cleanly then let it go – this thing is not about revenge; it’s about winning races and the title.

What makes rallycross overtaking difficult?

The weather! When we get the mud coming onto the windscreen it’s just impossible to see where you are going and that’s before you start trying to overtake somebody. You know, you go off the start line on the asphalt and it’s nice, all good, maybe a bit of dirt, but then you get to the first gravel corner and – if you’re not at the front – womph, your screen is full and the wipers are working like hell to try and clean it. It’s crazy!

Can you think of any specific passes you are particularly pleased with?

I would like to say that my pass on Tanner Foust in the final at Lydden Hill was perfect this year. But I locked the brakes and... it wasn’t perfect! I don’t remember the perfect one yet; for me any pass that’s clean is the perfect one.

Petter Solberg was talking to David Evans ►



Solberg won the 2003 World Rally crown, competing against the clock

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OVAL RACING

EXPERT VIEW



Ed Carpenter
IndyCar oval specialist

Some aspects of overtaking are similar no matter where you're racing. There's a lot of anticipation, timing, and setting up the pass several laps ahead of time, figuring out where your opportunity is going to be.

I guess the biggest difference on an oval compared to a road course is that depending on the track, there tends to be more opportunity. On a road course there might be one, two, maybe three places where you can pass, but on an oval when you have a better car, a better handle on things, there are more places to overtake.

If you look at a place like Indianapolis, passing there is all about timing and momentum; catching the car you are trying to overtake at the right time to use the draft to get by. If you get too close to the lead car too soon then you won't have enough downforce in the dirty air to keep your momentum up to make a move onto the next straight or into the next corner. So making a pass at Indy is about timing it so that going into Turns 1 or 3, you're close enough to use the draft through 1 and 2 or 3 and 4 so that as you exit onto the long straight you're close enough to suck up behind the car ahead and get enough momentum to help you go by.

When you go to a place like Fontana, Iowa, Texas, where there are at least two lanes you can run, then you're just sizing up where your car works in different grooves compared to the guy you're racing against. Then it's about using the draft, but also being able to keep your car in some clean air to keep momentum up and then just placing your car so that you can get by — when the other car is using the outside, you have to be able to get your car to work on the bottom, and vice versa. A lot of what we're doing during practice at those tracks is working to get the set-up to where it will work in multiple lanes.

At Fontana, the last race, everyone kind of gravitated towards the fourth lane, the high line, as where they wanted to run. So I spent the early



Carpenter has three
IndyCar wins to his
name, all on ovals

“Even on the slowest oval we're going really fast, so you have to give each other a little more room”

ED CARPENTER

part of the weekend working on getting our car working in other lanes that I knew weren't going to be the preferred ones. So a lot of it just depends on the type of track you're racing on.

At Milwaukee, when everyone is on new tyres, it's about handling; being quicker than the next guy. Where you can set yourself apart at a place like that is in how well your car handles at the end of a stint. If you can keep a good balance at the end of a tyre run and keep your minimum speed up, you're going to have momentum down the next straight to get into position to take your preferred line. A place like that, when you have a car that handles better over the course of a stint, it makes overtaking a lot easier. Drafting doesn't really come into play so much as coming off the corner with more speed than the next guy.

You don't have the ability to outbrake because everybody is going into the corner the same way

unless they're really struggling. But it is about getting a better run through the corner, just as you would on a road course to come out with enough momentum to outdrag them into the next corner.

I think it's easier to defend on a street course sometimes; it's easier to be more aggressive because the speeds are lower, so you can risk a little more contact. Whereas at Milwaukee, which is our slowest oval, we're still going really fast. So you have to give each other a little more room and respect, not only to protect the other guy, but to protect your own car and race. So you see a little more give and take on ovals just out of necessity to avoid contact.

To be honest, it's hard to defend on an oval if someone is just faster than you are. Defending on an oval is more about understanding that if the guy behind you is working the second groove, then you've got to get your car working in that groove. If you can take the guy behind's preferred line away from him, maybe his car doesn't work as well down at the bottom. There are more racing lines on most ovals than road courses, so you just have to take away what's working for them and make it harder for them to find clear air. It's hard to block and not put yourself into a position where you'd not get a penalty. The way IndyCar defines blocking is that you can make a move proactively and keep a guy behind you, but you can't move in reaction to a car trying to overtake you. If a guy has a run, you're going to be moving in reaction. So you've really got to be 'ahead' of their move in order to defend it.

Ed Carpenter was talking to Mark Glendenning ►



Carpenter tries a
low groove against
Scott Dixon

NOIST/LAT

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Talladega is a Mecca for three-wide NASCAR nirvana...

GRANT/HEIN/GETTY

NASCAR

There's arguably no other discipline on earth where overtaking is of such paramount importance than NASCAR. The American stock car series bases its entire 'show' on the levels of excitement that passing generates, and racing on high-speed ovals for much of the time promotes that.

But a gigantic superspeedway such as Daytona or Talladega offers a totally different challenge to the smaller, less-banked ovals that proliferate. Therefore, NASCAR is often tinkering with its rules and only last week revealed a package for 2015 with almost 60 changes to enhance the racing, featuring a power reduction (from almost 900bhp to 750bhp) and a two-inch reduction in rear-spoiler height.

"I'm a firm believer that less downforce is going to be better as far as our ability to pass other cars," says former champion Matt Kenseth, who tested the aero package at Michigan. "You don't have that turbulent air so bad in traffic. You could roll around outside of people. It really opened the track up."

"Instead of Michigan being a one-groove track, it turned into at least a three-groove track. I think everybody was encouraged by the results; a lot of people were really surprised by it. Maybe it will separate the back of the field from the front of the field a little bit too."

Charles Bradley



...whereas the 'flat' Indianapolis leads to strung-out packs

GRANT/HEIN/GETTY



Packed tin-top racing provides plenty of action

EBREY/LAT

TOURING CARS

The rules of engagement in touring cars are a little different compared to single-seaters. The closed wheels, lower speeds and shorter races encourage more doorhandle-to-doorhandle action, and a bit of contact is accepted. Some even see it as part of the appeal of tin-tops.

Nevertheless, some of the basic tenets of racing remain.

"The biggest thing is you've got to surprise them," says reigning British Touring Car champion Andrew Jordan. "If you catch someone you can't lose the momentum. Don't show your nose, just pick your moment and make the move. If you're catching up you can see where they are strong or weak and you can plan the move a few corners ahead. You have to do it quickly."

Similarly, knowing your foe is an important part of the touring car game: "It varies a little bit with who it is. With some you have to get more alongside or they will turn in."

"You also have to be reactive with your move in terms of brake pressure into the corner. For example, braking harder to stop more on the apex to prevent them getting the undercut."

But what about that contact? How do drivers know what they can get away with?

"I think the good drivers know what is acceptable," adds Jordan. "A lot of the rubbing



Jordan: rubbing OK; slamming not so much

EBREY/LAT

you get at hairpins you don't really feel. It's a slight rub — it's not a slam; you just roll off the brakes a little to get underneath them."

"I can see why they have clamped down on it [in the BTCC] because some of the midfield guys crash into each other, but a bit of rubbing I accept. It doesn't need to be slamming into each other. You give a little out and expect some back."

Kevin Turner



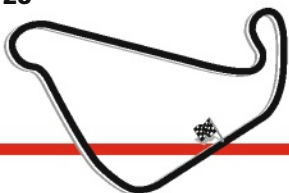
Jordan and Plato put on great show at Silverstone in 2013

EBREY/LAT

BTCC Silverstone (GB)

September 28

Round 9/10



RESULTS

RACE 1: 22 LAPS, 36.089 MILES

1	JASON PLATO (GB) MG (Triple Eight) MG6	21m56.060s
2	COLIN TURKINGTON (GB) WSR BMW 125i M Sport	+1.453s
3	MAT JACKSON (GB) Motorbase Ford Focus ST	+1.578s
4	SAM TORDOFF (GB) MG (Triple Eight) MG6 (S)	+3.561s
5	ALAIN MENU (CH) BMR Volkswagen CC (S)	+4.602s
6	ARON SMITH (IRL) BMR Volkswagen CC (S)	+4.909s
7	ROB COLLARD (GB) WSR BMW 125i M Sport	+11.151s
8	MARC HYNES (GB) MG (Triple Eight) MG6	+11.729s
9	ROB AUSTIN (GB) Rob Austin Racing Audi A4 (S)	+12.040s
10	ANDREW JORDAN (GB) Eurotech Honda Civic (S)	+12.687s
11	JACK GOFF (GB) BMR Volkswagen CC (S)	+12.978s
12	FABRIZIO GIOVANARDI (I) Motorbase Ford Focus ST	+13.275s
13	JACK CLARKE (GB) Motorbase Ford Focus ST	+13.623s
14	GORDON SHEDDEN (GB) Honda (Dynamics) Civic Tourer (S)	+14.567s
15	NICK FOSTER (GB) WSR BMW 125i M Sport	+16.012s

Winner's average speed: 98.72mph. Fastest lap: Matt Neal (Honda Civic Tourer) (S), 59.224s, 99.71mph. Pole: Plato, 58.511s, 100.93mph. (S) = soft tyres used in this race.

RACE 2: 20 LAPS, 32.808 MILES

1	PLATO MG	19m56.217s
2	TURKINGTON BMW (S)	+1.013s
3	MENU VW	+1.739s
4	M JACKSON Ford (S)	+2.778s
5	SMITH VW	+2.979s
6	TORDOFF MG	+5.739s
7	GIOVANARDI Ford (S)	+5.942s
8	JORDAN Honda	+6.981s
9	WARREN SCOTT (GB) BMR Volkswagen CC (S)	+8.417s
10	CLARKE Ford (S)	+9.353s
11	SHEDDEN Honda	+9.869s
12	HYNES MG	+10.062s
13	MATT NEAL (GB) Honda (Dynamics) Civic Tourer	+11.355s
14	GOFF VW	+11.615s
15	ADAM MORGAN (GB) Ciceley Mercedes A-class	+11.930s

Winner's average speed: 98.73mph. Fastest lap: Goff, 59.138s, 99.86mph. Pole: Plato.

RACE 3: 24 LAPS, 39.370 MILES

1	M JACKSON Ford	26m31.087s
2	SMITH VW	+2.753s
3	TURKINGTON BMW	+5.257s
4	PLATO MG (S)	+5.972s
5	MENU VW	+6.303s
6	JORDAN Honda	+6.926s
7	MORGAN Mercedes	+7.245s
8	SHEDDEN Honda	+8.121s
9	SCOTT VW	+8.384s
10	GOFF VW	+8.839s
11	GIOVANARDI Ford	+9.427s
12	NEAL Honda	+9.751s
13	CLARKE Ford	+11.464s
14	DAVE NEWSHAM (GB) AmD Ford Focus ST	+13.901s
15	FOSTER BMW (S)	+15.017s

Winner's average speed: 89.06mph. FL: Morgan, 59.081s, 99.95mph. Pole: Giovanardi.

CHAMPIONSHIP

1	TURKINGTON	417	6	COLLARD	251
2	PLATO	367	7	NEAL	207
3	SHEDDEN	317	8	TORDOFF	207
4	M JACKSON	283	9	SMITH	176
5	JORDAN	279	10	MENU	173

Luke Hines returned
in UA Toyota



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Attack is best form of defence

Colin Turkington didn't need to get too stuck in, but he did,
protecting his title lead over victor Jason Plato. By KEVIN TURNER

JUST HOW COMBATIVE SHOULD YOU BE WHEN

trying to close out a title? Too aggressive and you can put yourself at risk, too meek and you can reverse into trouble or fall too far back.

Colin Turkington seemed to get it right at Silverstone, just. The National circuit, which places emphasis on straightline speed, was expected to play into the hands of the TOCA-engined cars, chiefly the Triple Eight MGs and BMR Volkswagen CCs, as well as the Mountune-powered Ford Focuses, but Turkington's WSR BMW was right in the mix.

That was partly thanks to the rear-wheel-drive BMW's excellent traction, which helped it make up for a relatively slow top speed. The 125i M Sport was no quicker than the Honda Civics through the Wellington Straight speed trap (see table, right), thanks to a similarly low turbo boost allowance, but Turkington qualified second compared to the best Honda's 16th.

"It's like everywhere, our strengths are in slow-speed corners," said Turkington. "We're getting a good run out of Becketts, but I'm surprised we're that close to Jason. I thought there'd be a few others between us."

TOP MARQUE QUALIFIERS WITH SPEED TRAP FIGURES

Pos	Driver	Car	Qual time	Speed
1st	Jason Plato	MG	58.511s	135.2mph
2nd	Colin Turkington	BMW	58.575s	133.6mph
4th	Mat Jackson	Ford	58.602s	136.3mph
5th	Aron Smith	VW	58.653s	136.6mph
7th	Tom Ingram	Toyota	58.798s	133.9mph
9th	Adam Morgan	Mercedes	58.832s	135.0mph
10th	Rob Austin	Audi	58.891s	135.2mph
15th	Aiden Moffat	Chevrolet	59.034s	135.0mph
16th	Andrew Jordan	Honda	59.036s	133.6mph
29th	Ollie Jackson	Proton	1m01.748s	121.5mph



Jackson (left) overtook
team-mate Giovanardi
on way to race-three win



**Turkington fought
Plato et al and
escaped unscathed...**



**...which could not
be said for Collard
in race two (see p49)**

The pace of the MG6, running like the BMW on base boost, wasn't just down to straightline speed – Jason Plato admitted it was “probably the best it's been relative to the rest”.

Triple Eight's chief engineer Carl Faux added: “The set-up we put on here is completely different to what we use anywhere else. We're only interested in turning right...”

The downside to all this was that it put Turkington right in the danger zone for race one's grid, between title rival Plato and his MG team-mate Sam Tordoff. How involved did Turkington want to get, given he had a 55-point lead coming into the event?

The initial answer was ‘very’. The 2009 champion used the RWD traction to beat Plato off the line and then had to defend thanks to the MG's tyres getting up to speed faster.

Twice Turkington defended the inside line into Brooklands but on the third lap Plato made his move and Turkington yielded. He then chased the MG home, while holding off the fast-starting

Motorbase Focus of Mat Jackson, which was a real threat in the closing stages.

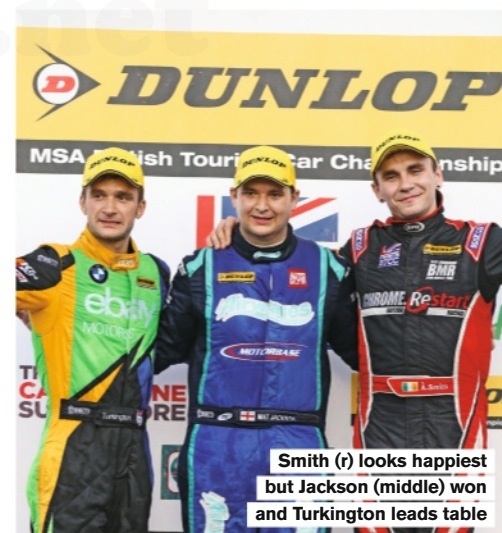
Race two was similar, but this time – with Plato knowing he was heavier and Turkington was on the softer Dunlop tyre – there was more urgency in the MG's attack. And the Brooklands move on lap two was a little more tense.

“I knew that if I sent it down the inside, providing I was in control, he'd concede,” said Plato after completing the double. “I knew I had to strike early in race two when he was on the softs otherwise he'd have been away and gone once he was in the groove.”

“There wasn't a gap there – it was lairy – but I needed to pass Colin. The second win was better because I had more to do, and he came back at me.”

“Jason's moves were fair enough,” reckoned Turkington. “I don't think I left him much space in race two, but once I felt him there I had to concede. His car was very strong early on.”

“There's only so much risk I'm prepared to take. My job is not to leave any opportunity for contact.



**Smith (r) looks happiest
but Jackson (middle) won
and Turkington leads table**

If I leave the door open there's a chance it can happen. I'm conscious of his will to win!”

In both races, it was perhaps fortunate the man chasing Turkington for much of the distance was the hard-but-fair Jackson. “Race one was difficult because Colin was fighting very hard,” said the Ford ace. “Their title fight is always in the back of your mind, especially as I fired him off here last year.”

But if the first two encounters were therefore relatively sensible, the reversed-grid finale had moments of high drama that could have been Turkington's undoing.

While Jackson drove a finely judged race to his second win of the year, team-mate Fabrizio Giovanardi grew increasingly robust in his defence of third. The former double champion had a large line of cars behind him, led by Turkington, and at three-quarters distance the BMW star attacked into Brooklands.

Despite not having much space to work with, Turkington made it through, only to get a biff from the Ford into Luffield. That allowed Alain Menu's VW CC to get a run on both and they ran three-abreast on the blast to Copse, where Turkington found himself back in fifth.

As Giovanardi and Menu fought through the corner, however, the championship leader got a better run and made it three-wide once again on the approach to Becketts. Holding the inside line (and having used a bit of the grass), Turkington looked to have secured the spot, but received a hit from Plato, pushing the BMW into Giovanardi and causing the Ford to have a big slide. Turkington nevertheless held on to his BMW and defended the inside, holding back Plato and the jostling pack into Brooklands, before edging away to secure third.

“Colin did exactly what I'd have done and braked early into Becketts,” said Plato. “If he'd been on the limit and got a tap I'd have been up the inside.”

WSR boss Dick Bennetts hadn't been entirely convinced of Turkington's approach but was pretty effusive by the end of the day. “I said he didn't need to be so aggressive because of the points lead, but Colin doesn't want to get out of his groove,” said Bennetts. “He wasn't like that in 2009, he's gone up two or three rungs. The championship's looking good, but it's not over yet.”

Tordoff might have been able to help Plato's cause in the finale. The Donington Park race winner was set to start from the front row in the reversed-grid encounter, but the engine went bang when he tried to pull away on the green flag lap.

“I thought we had a bit of an issue in race two,” he said. “We couldn't find anything, but there obviously was because it's gone straight away.”

For his part, Plato couldn't have done much more. His two wins and a fourth were enough ▶



Lead jostling was tight: this is Plato heading race one

► to take the points race to the Brands Hatch finale next month, but he knows his chances are mathematical rather than realistic: 50 behind with 67 left on the table.

"It would take catastrophic bad luck for Colin and I don't wish that on him," he said. "He's a proper world-class driver. I just want to win races."

That's something Jackson had managed in race three, after getting ahead of Giovanardi early on and controlling the race thereafter. "The car is absolutely awesome," said the Ford driver, who has now moved up to fourth in the drivers' table. "It's like it was in 2012 and it's got the traction."

Although not appearing on the podium, two other drivers impressed during the weekend. Adam Morgan's Mercedes qualified ninth, climbed to seventh and then joined the lead pack in race one. Having dived by Aron Smith's VW into Becketts he looked set to challenge Menu, but an electrical problem forced him out.

Thereafter, the progress of the A-class was impressive, charging from row 14 to 15th in race two and then seventh in the finale. Morgan also recorded the fastest race lap of the weekend.

Despite their relative lack of speed on the

straights, the Hondas did move forward. Andrew Jordan led the charge, as the Eurotech squad successfully battled to fix the oversteer of Saturday, and it was hard to see how Jordan's tally of 10th, eighth and sixth could have been bettered without some more carnage ahead.

"We're pretty happy with that," said the outgoing champion on Sunday evening. "There wasn't much more I wanted from the car in race three. I'd like to go out and qualify it now – it's much better!"

Jordan conceded his crown many races ago and now Plato is the only man with even a slim chance of preventing Turkington taking his second BTCC crown. As Motorbase team manager Oly Collins pointed out, the pace of the 125i M Sport on one of its 'weaker' tracks, proved a point. "You can accept they have their stronger circuits, but when they're so quick at one of their bogey tracks it shows it needs looking at," he said. "I think it's apparent the car has an edge, but you can't take anything away from WSR and Colin."

Turkington suffered a disastrous Brands Hatch Grand Prix finale last year, but he still scored 17 points. And that's what he needs to secure the 2014 title. It's Turkington's championship to lose. ❧



Clarke was in the points in every race

ALL PICS: EBREV/LAT

DRIVER BY DRIVER



1 ANDREW JORDAN

Qualifying: 16 Race: 10/8/6

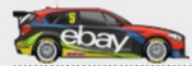
Quietly impressive on raceday despite lack of balance on Saturday and relative paucity of top speed.



30 MARTIN DEPPER

Qualifying: 23 Race: 18/R/24

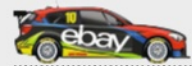
Got a puncture in R2 and was an unfortunate victim of Cole-Holland Becketts contact in the finale.



5 COLIN TURKINGTON

Qualifying: 2 Race: 2/2/3

Did what was required and maybe a little more. R3 performance was one of the drives of the season.



10 ROB COLLARD

Qualifying: 11 Race: 7/R/NS

Probably should have been higher in qualifying. Weekend ended when pitched into high-speed R2 roll.



9 ALAIN MENU

Qualifying: 6 Race: 5/3/5

Another strong weekend. The points battle with team-mate Smith is intriguing: Menu is three behind.



40 ARON SMITH

Qualifying: 5 Race: 6/5/2

Up near the front all day, but could not catch former team-mate Jackson to give BMR its third victory.



80 TOM INGRAM

Qualifying: 7 Race: R/26/19

As ever, quick in qualifying. Sunday ruined by tyre blow-out, then drive-through for exceeding track limits.



11 SIMON BELCHER

Qualifying: 25 Race: 25/24/22

Contact with Abbott and Welch in R1 put him back and the points were a long way away from there.



Jordan battled through after tough qualifying

IN THE PADDOCK

KEVIN TURNER
FEATURES EDITOR

@KRT917



COPSE IS A FINE CORNER TO WATCH any racing car and a quick trip to the fast right-hander during second free practice proved informative.

The MG6s seemed particularly well planted, while the big surprise was that

the Hondas looked tricky. It's become common for the Civics to provide the handling benchmark, but hatchback and estate alike were moving around and giving their drivers some work to do.

Most exciting to watch, though, were the

Motorbase Ford Focuses, particularly that of Fabrizio Giovanardi. The Italian had suffered a diff issue in FP1 and was lacking track time. While AUTOSPORT was there he had two offs, and they were not his only moments of the day...

Once back to the paddock, however, it became clear the main talking point was track limits – on the inside of Copse. In FP1 a tyre barrier had been placed at the apex to prevent drivers cutting the corner and bringing dirt onto the track. But not everyone thought it was safe, so the wall

was taken away again before FP2.

That didn't please everyone, particularly Dick Bennetts, whose RWD BMWs tend to get hit harder when detritus finds its way onto the circuit, but having a barrier so close to the track on a high-speed corner didn't seem ideal either.

As it was, the issue was overshadowed by other events on Sunday, though there were a few warning flags and penalties for track limit transgressions during the races. Fortunately, it didn't stop some of the best wheel-to-wheel action of the season so far.

Collard survives monster crash

ROB COLLARD WAS TAKEN TO hospital but escaped serious injury after a spectacular crash in race two.

Collard had just fallen out of the top 10 when the incident occurred in the closing stages. A clash ahead of the WSR BMW caused Jack Clarke's Motorbase Ford Focus to go into a slide after the Becketts right-hander.

The Ford side-swiped Collard, flicking the BMW into a series of rolls and bringing out the red flags.

Collard complained of pins and needles and was taken to hospital in Coventry for checks. He missed race three and son Ricky also failed to start the final British Formula Ford event.

Dynamics penalties suspended

WORKS HONDA SQUAD TEAM

Dynamics has been handed a suspended £25,000 fine and the loss of its two TOCA BTCC licenses for comments made by Matt Neal.

Triple champion Neal made remarks concerning the regulations and treatment of the team at the difficult round at Rockingham earlier this month.

Series boss Alan Gow requested that the championship stewards look into the matter to determine whether it was prejudicial to the championship and/or had brought the series into disrepute.

After a meeting last week, a series statement said it had been decided that Neal's remarks "are prejudicial and have

brought the championship into disrepute".

Team Dynamics has thus been fined £25,000, with its two TBLs – currently used by Neal and Gordon Shedden – revoked, but both penalties have been suspended until the end of 2015.

The statement continued: "Team Dynamics and Matt Neal are highly valued participants in the BTCC. Their deep and long-term commitment to this championship is greatly respected and valued.

"In view of this the championship administrator suspends both penalties until December 31 2015, on which date these will be discharged if no further infractions occur during that time."

Neal said: "I regret the comments made



in the immediate aftermath of Rockingham and sincerely apologise for any offence they may have caused.

"It was never my intention to bring the series into disrepute and therefore I understand that my comments were unacceptable and completely accept the sanctions imposed.

"I am fully committed to Honda, Team Dynamics and the BTCC and look forward to moving on from this incident."



4 MATT NEAL

Qualifying: 18 Race: 21/13/12
Scrapped hard to move forward from row nine, but things just wouldn't go his way last weekend.



52 GORDON SHEDDEN

Qualifying: 17 Race: 14/11/8
Managed to make some progress, though he perhaps flirted with being a tad robust at times.



99 JASON PLATO

Qualifying: 1 Race: 1/1/4
Could not have done any more. Now focusing on winning races rather than thinking about the title.



88 SAM TORDOFF

Qualifying: 3 Race: 4/6/NS
Looked good in qualifying, but not quite there in the races. R3 engine drama denied him a podium chance.



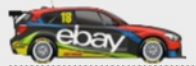
888 MARCH HYNES

Qualifying: 8 Race: 8/12/16
Weekend promised much but delivered less and less as he slid back in each race.



33 ADAM MORGAN

Qualifying: 9 Race: R/15/7
A case of what might have been. One of the stars of the event, but still waiting for that first 2014 podium.



18 NICK FOSTER

Qualifying: 20 Race: 15/16/15
Solid, though he felt there wasn't enough progression in the races and delayed more than once by incidents.



6 MAT JACKSON

Qualifying: 4 Race: 3/4/1
Once again on top form. In the mix in first two races, then nailed R3 – and his team-mate – to take victory.



7 FABRIZIO GIOVANARDI

Qualifying: 19 Race: 12/7/11
Recovered well from diff issue on a wild Saturday, though seemed asleep on R3 restart.



44 JACK CLARKE

Qualifying: 12 Race: 13/10/13
Best weekend of his BTCC career, always in the top third of the field and almost doubled his 2014 points tally.



17 DAVE NEWSHAM

Qualifying: 31 Race: 22/17/14
Blotted his copybook by crashing on cold tyres in qualifying and it was always going to be tough from there.



43 LEA WOOD

Qualifying: 22 Race: R/21/20
Gear linkage failure put him out of the first encounter. Day improved, but points remained elusive.



31 JACK GOFF

Qualifying: 13 Race: 11/14/10
Still not quite up with Menu and Smith, who have more experience of the car, but his race pace was good.



39 WARREN SCOTT

Qualifying: 14 Race: 16/9/9
Comfortably his best event yet. His rate of progress has been strong. Battled with Shedden in R3.



101 ROB AUSTIN

Qualifying: 10 Race: 9/R/18
Pleasantly surprised by qualifying, less so by the contact with Shedden in R2 that hurt the rest of his weekend.



54 HUNTER ABBOTT

Qualifying: 28 Race: R/23/23
True pace hidden by alternator and power steering problems on Saturday and contact on Sunday.



20 JAMES COLE

Qualifying: 21 Race: 19/19/R
Feels progress is being made on set-up. First two races were solid, then tapped into a spin and hit in R3.



23 LUKE HINES

Qualifying: 26 Race: 20/20/R
Team was pleased with his efforts on first BTCC outing for more than nine years. Tyre blew in R3.



28 CHRIS STOCKTON

Qualifying: 27 Race: 23/22/21
No points, but this was probably the best weekend yet in terms of putting the miles in with hatchback Cruze.



16 AIDEN MOFFAT

Qualifying: 15 Race: 17/18/17
Strongest qualifying effort of 2014, but couldn't quite celebrate his 18th birthday with points.



48 OLLIE JACKSON

Qualifying: 29 Race: R/R/NS
Another weekend to forget, with head gasket issues kicking things off on Sunday for two DNFs and a non-start.



12 DAN WELCH

Qualifying: 30 Race: R/R/R
Still a struggle. Team worked hard to get car out for all three races, but weren't rewarded with a finish.



67 ROBB HOLLAND

Qualifying: 24 Race: 24/25/R
Not one of the stronger events, though was unfortunate to collect half-spun Cole in the final encounter.



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Kruger (2) and Scott are now neck-and-neck with three races remaining



BRITISH FORMULA FORD SILVERSTONE (GB), SEPTEMBER 27-28 RD 9/10

Kruger slashes Scott's lead to zero

A JAYDE KRUGER DOUBLE RESET THE BRITISH

Formula Ford counter to zero, as the South African drew level on points with Harrison Scott to set up a final-round showdown.

The JTR driver clinched his 11th and 12th victories of the season and added a third place in between to turn a 17-point deficit into level-pegging heading to Brands Hatch.

He led Scott from start to finish in the opening encounter, but the erstwhile points leader was rejuvenated by fighting for victory again for the first time since the summer break.

"The pace is back and we're able to go racing again," Scott enthused, having ended his run of five consecutive third-place finishes by fending off Ashley Sutton for second.

Sutton was not happy with the performance of his engine in the opener, but was superb in the reversed-grid race on Sunday morning. Starting fourth, he (and most of the field)

passed a slow-starting Juan Rosso into Copse and put a terrific late-braking move on James Abbott to wrest second at Becketts.

As he turned his attentions to poleman Ricky Collard, Scott dropped behind Kruger after getting wheelspin at the start and attempted to pass his rival around the outside at Brooklands.

They touched, spinning Scott to last, and as he recovered to eighth, Abbott restricted Kruger to second with some robust defending as Sutton made good his escape.

Unsurprisingly, Scott and Kruger disagreed on their first-lap clash, and the hunter sat on pole for the finale with the hunted in third. Sutton was between them on the grid, but Scott was in no mood to sit behind the MBM car and drafted past on the run to Copse second time around.

He chased Kruger thereafter, getting within half a second at one stage, but fell back and had to settle for second. "We're leading on race wins

so have a mental advantage," said Kruger.

"Confidence is high; we know the speed is there."

Behind on track, Sutton's attentions turned on fending off Max Marshall — who had endured torrid luck — for the final podium place, and in doing so moved to joint-third in the points.

● Scott Mitchell

RESULTS (All 22 laps)

Race 1 1 Jayde Kruger (Mygale M12-SJ) 20m31.984s (105.45mph); 2 Harrison Scott (M13) +1.642s; 3 Ashley Sutton (M12); 4 James Abbott (M13); 5 Juan Rosso (M13); 6 Ricky Collard (M12). **Fastest lap** Kruger 55.656s (106.11mph). **Race 2 1 Sutton 20m39.644s (104.80mph);** 2 Abbott +1.929s; 3 Kruger; 4 Collard; 5 Juan Rosso (M13); 6 Michael O'Brien (M12). **FL** Kruger 55.621s (106.17mph). **Race 3 1 Kruger 20m39.499s (104.82mph);** 2 Scott +1.615s; 3 Sutton; 4 Max Marshall (M12); 5 Abbott; 6 Louise Richardson (M12). **FL** Scott 55.898s (105.65mph). **Points 1 Kruger, 651;** 2 Scott, 651; 3 Sutton, 513; 4 Marshall, 513; 5 Abbott, 506; 6 Rosso, 499.

PORSCHE CARRERA CUP GB SILVERSTONE (GB), SEPTEMBER 27-28 RD 9/10

Meadows to the max at Silverstone

MICHAEL MEADOWS FIRED HIMSELF TO JUST FOUR points behind Josh Webster with a Porsche Carrera Cup GB grand slam at Silverstone.

The double champion was infallible last weekend, and although his team-mate kept him honest in the opening encounter and threatened to take away the bonus point for fastest lap, qualifying dominator Meadows would not be denied a maximum score.

Paul Rees elbowed past Webster at the start of the sequel and shadowed Meadows until dropping back unexpectedly on the last two laps, while Webster forced Victor Jimenez into a mistake at Luffield and salvaged third.

"The maximum was exactly what I needed," Meadows said. "When there's only two or three guys that are going to win you need to be at the top of your game."

Webster, still atop the points table, cut a frustrated figure post-race on Saturday and his mood was not boosted despite grabbing a late podium in race two.

"It's frustrating," he said. "I'm in a bit of a funny place at the moment; we're not extracting the most out of it at all."

Behind the title fight and the interloping Rees, the guesting Josh Files and James Fletcher had strong runs to top-six finishes, while Kelvin Fletcher (no relation) enjoyed his strongest Carrera Cup outing to date with sixth in the second race, despite missing practice on Friday due to *Emmerdale* filming commitments.

Pepe Massot suffered a disaster, mashing his gearbox in the opener before enduring another mechanical failure on Sunday.

● Scott Mitchell



Meadows was in total control

RESULTS

Race 1 (both 23 laps) 1 Michael Meadows 26m40.081s (103.34mph); 2 Josh Webster +1.145s; 3 Victor Jimenez; 4 Paul Rees; 5 Josh Files; 6 James Fletcher. **FL** Meadows 56.687s (104.18mph). **Race 2 1 Meadows 26m48.044s (102.83mph);** 2 Rees +2.547s; 3 Webster; 4 Files; 5 J Fletcher; 6 Kelvin Fletcher. **FL** Meadows 56.992s (103.62mph). **Points 1 Webster, 316;** 2 Meadows, 312; 3 Rees, 231; 4 Jimenez, 210; 5 Peter Kyle-Henney, 120; 6 Pepe Massot, 113.



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GINETTA GT4 SUPERCUP SILVERSTONE (GB), SEPTEMBER 27-28 RD 9/10

Superb Pittard leads youthful charge

DAVID PITTARD TOOK A SUPERB SILVERSTONE double as Charlie Robertson edged a step closer to the title with a brace of third-place finishes.

Pittard was peerless in the first race, getting the jump from pole position and immediately setting about escaping from second-place man Andrew Watson after an early safety-car period.

Though Watson was able to keep the leader in his sights for the first few laps after the restart, by half-distance Pittard was routinely lapping two tenths a lap quicker, building an advantage of two-and-a-half seconds en route to a first win since Croft in June.

Watson was forced to turn his attention to defending second in the closing laps, as Robertson went on a charge after passing title rival Carl Breeze at Brooklands in an audacious manoeuvre.

"Carl made a tiny mistake exiting Becketts, and I was able to get a great tow and go for a move around the outside," said Robertson. "It just goes to show that I'm not just going to sit back and collect points; I still want to win races."

Robertson missed out on overhauling Watson by half a second, while Breeze was forced to settle for fourth place, with Tom Oliphant coming out on top of a three-way battle with Jamie Orton (who lost a lot of ground at the start having lined up second) and Carl Boardley. Debutant Josh Cook completed the top eight.

Pittard's second win was a far tighter affair as Watson was able to stay much closer to the leader, never falling more than about half a second adrift.

But Watson couldn't get close enough to the SVR driver to attempt a move, having to settle for



the runner-up spot once more as an elated Pittard secured a fifth win of the season by half a second.

Pittard said: "We were focused on third, but now we're going to have a crack at second at Brands."

Robertson took another third, hounding the leaders throughout the opening half of the race but losing ground during lappery at mid-distance, while Breeze, Oliphant and Orton completed a top six identical to that of the opener.

● Jamie Klein

RESULTS (both 27 laps)

Race 1 1 David Pittard 29m31.103s (90.03mph);

2 Andrew Watson +2.289s; 3 Charlie Robertson; 4 Carl Breeze; 5 Tom Oliphant; 6 Jamie Orton.

FL Pittard 58.745s (100.53mph).

Race 2 1 Pittard 29m30.397s (90.06mph);

2 Watson +0.324s; 3 Robertson; 4 Breeze; 5 Oliphant; 6 Orton. **FL** Pittard 59.204s (99.75mph).

Points 1 Robertson, 645; 2 Breeze, 589; 3 Pittard, 548;

4 Watson, 542; 5 Oliphant, 476; 6 Luke Davenport, 399.



GINETTA JUNIORS SILVERSTONE (GB), SEPTEMBER 27-28 RD 9/10

Mitchell, Kellett win Junior thrillers

JACK MITCHELL CLOSED IN ON THE GINETTA Junior crown with a first victory since his Oulton Park double, sharing the spoils with closest championship rival James Kellett.

Kellett took command of a frenetic first race on the fourth lap, diving up the inside of early leader Dan Zelos at Brooklands, but light contact at Copse between the pair several laps later handed the advantage to a patient Mitchell.

Mitchell was left to fend off Kellett to take a seventh victory of the season by just one-tenth, as Jamie Chadwick benefited when Jamie Caroline and Zelos clashed and dropped back.

Kellett passed the fast-starting Ben Pearson at Becketts at half-distance to take command of the second race, easing away to victory by 1.7 seconds as the battles raged in his wake.

Lando Norris grabbed second with two laps to go, defending from an attack by Zelos on the last lap. Caroline took fourth from Mitchell, only to virtually stop at the chequered flag and hand it back, as Pearson completed the top six after being shuffled back through the order.

● Jamie Klein

RESULTS (both 11 laps)

Race 1 1 Jack Mitchell 13m20.415s (81.16mph); 2 James

Kellett +0.103s; 3 Jamie Chadwick; 4 Jonathan Hadfield; 5 Lando Norris; 6 Ben Pearson. **FL** Senna Proctor 1m11.323s

(82.80mph). **Race 2** 1 Kellett 13m18.146s (81.39mph); 2

Norris +1.709s; 3 Dan Zelos; 4 Mitchell; 5 Jamie Caroline; 6 Ben Pearson. **FL** Caroline 1m11.319s (82.80mph).

Points 1 Mitchell, 491; 2 Kellett, 421; 3 Norris, 394; 4 Zelos, 346; 5 Ryan Hadfield, 325; 6 Pearson, 292.

FORMULA RENAULT BARC SILVERSTONE (GB), SEPTEMBER 27-28 RD 6/6

Noble breaks his duck in FR finale

PIERS HICKIN SNATCHED THE RUNNER-UP SPOT IN the championship with a win in the final round of the year, after Colin Noble broke his victory duck in the opening encounter.

Hickin shadowed poleman Noble for the entire distance in the first race, losing out to the Scot by six hundredths at the finish having been right on his tail on the final lap.

The two protagonists swapped roles in the second race, but Noble dropped away from Hickin in the closing stages after coming under pressure from a charging Pietro Fittipaldi, who came within 0.034s of taking second place after getting a superb run out of Luffield.

That marked the end of an eventful weekend for series champion Fittipaldi, who finished third on the road in the first race before being demoted to fourth by the stewards for contact with Matteo Ferrer, the Italian inheriting the final podium spot.

● Jamie Klein

RESULTS (both 11 laps)

Race 1 1 Colin Noble 17m09.274s (103.27mph); 2 Piers Hickin

+0.060s; 3 Matteo Ferrer; 4 Pietro Fittipaldi; 5 Travis Jordan Fischer; 6 Alex Gill. **FL** Fittipaldi 56.549s (104.43mph).

Race 2 1 Hickin 17m17.050s (102.50mph); 2 Noble +0.655s;

3 Fittipaldi; 4 Fischer; 5 Ferrer; 6 Michael Epps. **FL** Fittipaldi 56.812s (103.95mph).

Points 1 Fittipaldi, 431; 2 Hickin, 366; 3 Ferrer, 347; 4 Gill, 342; 5 Noble, 286; 6 Fischer, 240.

FR3.5

Paul Ricard (F)

September 27-28



Round 8/9

RESULTS

RACE 1: 22 LAPS, 79.861 MILES

1	CARLOS SAINZ JR (E)	42m45.660s
DAMS; Grid: 1st-1m47.436s		
2	PIERRE GASLY (F)	+4.568s
Arden Motorsport; Grid: 2nd-1m47.498s		
3	MATTHIEU VAXIVIERE (F)	+9.054s
Lotus (Gravity-Charouz); Grid: 3rd-1m47.784s		
4	SERGEY SIROTKIN (RUS)	+12.170s
Fortec Motorsports; Grid: 5th-1m47.950s		
5	ROBERTO MERHI (E)	+17.957s
Zeta Corse; Grid: 4th-1m47.879s		
6	MARLON STOCKINGER (RP)	+18.670s
Lotus (Gravity-Charouz); Grid: 7th-1m48.068s		
7	LUCA GHIOTTO (I)	+28.575s
International Draco Racing; Grid: 11th-1m48.255s		
8	MARCO SORESENSEN (DK)	+32.454s
Tech 1 Racing; Grid: 10th-1m48.208s		
9	MATIAS LAINE (FIN)	+32.768s
Strakka Racing; Grid: 14th-1m48.352s		
10	NORMAN NATO (F)	+33.433s
DAMS; Grid: 17th-1m48.505s		

Winner's average speed: 112.033mph. Fastest lap: Gasly, 1m50.855s, 117.874mph.

RACE 2: 22 LAPS, 79.861 MILES

1	SAINZ	42m02.446s
Grid: 2nd-1m47.725s		
2	GASLY	+12.637s
Grid: 1st-1m47.655s		
3	OLIVER ROWLAND (GB)	+19.676s
Fortec Motorsports; Grid: 8th-1m48.186s		
4	MERHI	+22.253s
Grid: 5th-1m48.022s		
5	JAZEMAN JAAFAR (MAL)	+23.671s
ISR; Grid: 4th-1m47.913s		
6	VAXIVIERE	+24.653s
Grid: 6th-1m48.042s		
7	SIROTKIN	+33.820s
Grid: 3rd-1m47.731s		
8	WILL STEVENS (GB)	+39.277s
Strakka Racing; Grid: 11th-1m48.290s		
9	NICHOLAS LATIFI (CDN)	+41.967s
Tech 1 Racing; Grid: 18th-1m49.019s		
10	WILL BULLER (GB)	+42.392s
Arden Motorsport; Grid: 16th-1m48.619s		

Winner's average speed: 113.959mph. Fastest lap: Sainz, 1m51.857s, 116.817mph.

DRIVERS' CHAMPIONSHIP

1	SAINZ	227	6	STEVENS	97
2	MERHI	183	7	NATO	84
3	GASLY	172	8	JAAFAR	73
4	ROWLAND	138	9	STOCKINGER	71
5	SIROTKIN	107	10	VAXIVIERE	67

TEAMS' CHAMPIONSHIP

1	DAMS	311	4	ZETA	183
2	FORTEC	245	5	LOTUS	159
3	ARDEN	187	6	STRAKKA	136

POINTS SYSTEM EXPLAINED 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.



Rowland was taken out at first corner

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Sainz heads Gasly as Rowland (far right) makes mega start

Sainz bounces back to seize control of title race

WHEN CARLOS SAINZ JR TRUDGED OUT OF THE

Hungaroring paddock two weeks ago, he couldn't hide his mood. His countryman Roberto Merhi had slashed his once-dominant points lead to just 16 with two weekends to go and, based on the evidence of the Hungarian weekend, there wasn't much Sainz or DAMS could do about it.

But as he tried to deal with the disappointment — this on the back of a summer break in which he learned he had been overlooked by Red Bull for a promotion to Formula 1 next year — Sainz quietly assured anyone who would listen that things would be different at Paul Ricard. Sure enough, that 16-point gap is now up to 44, and there are just 50 still to play for. Seventh place in race one at Jerez on October 18 will seal the title.

"When I said we were going to be much better in Paul Ricard I never meant that we were going to win both races," Sainz beamed on Sunday night. "I expected to be back fighting for the top spots, but you never expect a weekend like this. This has been the strongest turnaround in my whole career. To go from so bad to so good, it's amazing."

His weekend was topped off by Merhi having a tough few days in France, salvaging fifth and fourth-place finishes from the two races. Sainz had privately anticipated that his rival would struggle, knowing from his experience in 2013 how difficult Merhi's Zeta team had found this track.

Merhi said: "It looks like we missed something here. We never really had a good balance; we never went in the right direction. It was tricky and we were a bit confused, but we'll fight again at Jerez."

Sainz's main threat all weekend came from closer to home, in the form of Red Bull junior stablemate Pierre Gasly. The 2013 Formula Renault Eurocup champion has firmly found his feet in FR3.5 and seems to get stronger every weekend. After keeping Sainz honest in race one, Gasly finally took his first pole of the season on Sunday.

Gasly was all set up for a maiden victory on home soil, and made one of his best starts of the season — Arden clocked the crucial 0-100km/h indicator at 3.1 seconds — yet before he was anywhere near the first corner he was being squeezed to the inside by an even faster-starting

Sainz. The championship leader then barely made the corner, and Gasly, in his attempts to hold onto the lead, braked even later and straightlined the first left-right sequence. He slotted back in behind Sainz, and the leader was able to scamper away as Gasly fought frantically to keep the chasing pack at bay on what were now very dirty tyres. By the time he'd shaken off the threat of Jazeman Jaafar and Merhi, there was to be no battle for the lead.

"My start was really good, so I wasn't expecting Carlos alongside me after 100 metres," said Gasly with a hint of disbelief. "When you start first and finish second it's a shame, but Carlos was faster today. Six times in second place is too many! I really want that first win."

Defeat to Sainz eliminated Gasly from the title picture heading to Jerez, and the same had been the case for Oliver Rowland a day earlier. The Briton had made up for a fuel-pressure glitch (not his first of the year) in qualifying by leaping from eighth to third at the start despite not having a working clutch ("I just revved it in neutral and banged it into first — it was a fluke"), but as he turned into the first corner Matthieu Vaxiviere locked up and drifted into his left-rear tyre, giving him a puncture.

"In a way it's a relief to no longer have to race thinking about the championship, but you don't get too many chances at a title like this," said Rowland, who used an early pitstop to repeat the eighth-to-third trick in race two. "But it feels like I'm in a bad dream — we've had so many problems this year, and lost a lot of points that I could do nothing about."



Merhi is praying for a turnaround

IN THE PADDOCK

GLENN FREEMAN
ONLINE EDITOR
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TWELVE MONTHS AGO KEVIN Magnussen overcame a potentially huge mental hurdle to put together a race weekend that sent him well on his way to the Formula Renault 3.5 title, and what turned out to be a Formula 1 graduation.

Having dominated the first race at Paul Ricard, Magnussen was excluded because his DAMS team had stiffened his DRS flap to prevent it losing performance as it aged. Despite the team's protestations (with decent evidence) that it had tried to clarify if such a practice was legal earlier in the year, Magnussen was thrown out, and 25 crucial points were lost. A day later, with a legal car, Magnussen trounced the field again. A big mental test was passed with flying colours.

Fast-forward to 2014, and Carlos Sainz Jr's world appeared to be crumbling around him. Overlooked for an F1 seat with Toro Rosso, he was now on the ropes in the FR3.5 title race. Cue two victories, the second of which was absolutely dominant. If Roberto Merhi thought he'd found a few chinks in his fellow Spaniard's armour heading into this weekend, they once again are nowhere to be seen.

Sainz is back on course to become the first Red Bull driver to win this championship. Then, the decision not to promote him to Formula 1 for 2015 will look very strange.



Magnussen bounced back at Ricard in '13

RECORD BREAKER

Carlos Sainz Jr's race-two victory means the Spaniard has set a new record for the number of wins in a Formula Renault 3.5 season:

DATE	WINS	YEAR
Carlos Sainz Jr	●●●●●●	2014
Esteban Guerrieri	●●●●●●	2010
Giedo van der Garde	●●●●●●	2008
Bertrand Baguette	●●●●●●	2009
Jean-Eric Vergne	●●●●●●	2011
Robert Wickens	●●●●●●	2011
Kevin Magnussen	●●●●●●	2013

FORMULA RENAULT EURO CUP RD 6/7

McLaren's de Vries seals Eurocup crown in style

NYCK DE VRIES HAD TO SIT

through a red-flag stoppage at Paul Ricard on Sunday knowing that he was effectively the Formula Renault Eurocup champion. Before race two was halted he had seen his main rival Dennis Olsen parked at the side of the road and, with Andrea Pizzitola back in ninth – and 75 points behind with 75 available – McLaren junior de Vries knew the title was his as he waited for the restart.

There were to be no celebrations until after the chequered flag though, when the Koiranen GP-run Dutchman described the championship as "a bonus" to cap off his first clean sweep of a weekend in three years of racing in the Eurocup.

"Before the race things were already looking good for the championship," he said. "Then I saw Dennis already parked up, and after three years working towards this it feels like a bit of a relief."

De Vries didn't let the inevitability of his championship success get in the way of his bid for race victory, storming away from the front as one of the battles of the season went on behind him for second place. Aurelien Panis defended like his life depended on it to keep race-one runner-up Egor Orudzhev at bay, and at times their scrap enabled a long train of cars to form



De Vries added Eurocup to his ALPS title

behind them. "I tried everything," said Orudzhev. "Inside, outside, late braking, switching from outside to inside. But it was nice defending from him."

It was a small form of payback for Panis, who had lost out to the Russian the day before, costing him a podium. Orudzhev's race-one charge didn't stop there as he picked off Alexander Albon for second, but in both races the fight for best of the rest was a long way behind the new champion.

RESULTS Race 1 Nyck de Vries, 13 laps in 27m27.090s; 2 Egor Orudzhev, +11.050s; 3 Alexander Albon; 4 Aurelien Panis; 5 Andrea Pizzitola; 6 Dennis Olsen; 7 Kevin Jorg; 8 Bruno Bonifacio; 9 Gustav Malja; 10 Hans Villemi.
Race 2 1 de Vries, 11 laps in 41m48.498s; 2 Panis, +9.168s; 3 Orudzhev; 4 Ignazio D'Agosto; 5 Steijn Schothorst; 6 Jorg; 7 Malja; 8 Pizzitola; 9 Anthoine Hubert; 10 Matt Parry. **Points** 1 de Vries, 204; 2 Olsen, 116; 3 Pizzitola, 108; 4 Albon, 93; 5 Orudzhev, 82; 6 Bonifacio, 80.



Gasly (left): thumbs not up for cameraman

Gasly involved in pitlane scare

PIERRE GASLY'S SECOND RACE at Paul Ricard last weekend nearly ended in disaster when his pit box was blocked by a cameraman as he tried to make his mandatory stop.

The Frenchman, who had already had to battle an anti-stall glitch as he entered the pitlane, was delayed getting into his pit, allowing race leader Carlos Sainz Jr to extend his lead, and almost enabling Oliver Rowland to jump into second place.

"Someone was just in front of the box of another car and was just standing there," Gasly told AUTOSPORT. "I came towards the

box and I had to brake early and try to show him where I wanted to go. We lost quite a lot of time – I couldn't drive straight into my pit; I had to make a big turn.

"It was lucky today because I didn't lose any places, but if I had lost places it would have been a difficult situation. They have to be careful."

Rowland, who pursued Gasly after his stop but eventually had to settle for third, saw the funny side of the situation.

"The guy didn't get in the way for long enough," he joked. "I'll have to tell him off later for that."

DE VRIES EYES FR3.5

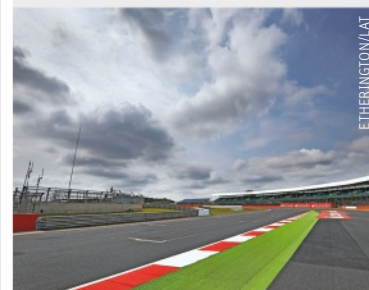
New Formula Renault Eurocup champion Nyck De Vries (see above) believes that moving into FR3.5 is a "logical step" for next season. He will pick up €500,000 from Renault towards his 2015 budget if he does.

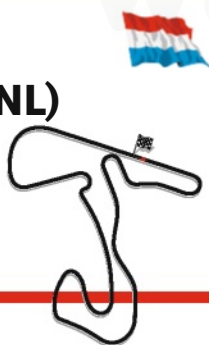
WEAVING MACHINES

Race officials grew frustrated with drivers weaving to warm up their tyres in qualifying, so an instruction went out from race control to all the teams simply saying 'STOP WEAVING'.

CALENDAR IMMINENT

Championship organisers are expected to announce the 2015 World Series by Renault calendar over the weekend of the season finale at Jerez on October 18/19. AUTOSPORT understands that a return to Silverstone (below) – which Renault admitted it was pursuing earlier this year – is still a possibility.



DTM**Zandvoort (NL)****September 28****Round 9/10****RESULTS**

43 LAPS, 115.078 MILES

1	MATTIAS EKSTROM (S)	1h16m35.761s	
	Abt Sportsline Audi RS5; Qualifying: 8th**~1m30.869s		
2	MARCO WITTMANN (D)	+7.414s	
	RMG BMW M4; Qualifying: 2nd~1m30.739s		
3	MARTIN TOMCZYK (D)	+11.144s	
	Schnitzer Motorsport BMW M4; Qualifying: 6th~1m31.904s		
4	EDOARDO MORTARA (I)	+12.234s	
	Abt Sportsline Audi RS5; Qualifying: 23rd***~1m30.757s		
5	CHRISTIAN VIOTORIS (D)	+12.730s	
	HWA Mercedes C-coupe; Qualifying: 17th~1m31.504s		
6	MAXIME MARTIN (B)	+14.260s	
	RMG BMW M4; Qualifying: 16th~1m31.425s		
7	PASCAL WEHRLEIN (D)	+15.128s	
	HWA Mercedes C-coupe; Qualifying: 5th~1m31.063s		
8	ROBERT WICKENS (CDN)	+16.182s	
	HWA Mercedes C-coupe; Qualifying: 20th~1m31.673s		
9	TIMO SCHEIDER (D)	+16.792s	
	Team Phoenix Audi RS5; Qualifying: 15th~1m31.118s		
10	JOEY HAND (USA)	+20.736s	
	RBM BMW M4; Qualifying: 7th~1m30.892s		
11	VITALY PETROV (RUS)	+21.518s	
	RSC Mücke Mercedes C-coupe; Qualifying: 22nd~1m33.002s		
12	TIMO GLOCK (D)	+23.799s	
	MTEK BMW M4; Qualifying: 13th~1m31.027s		
13	ANTONIO FELIX DA COSTA (P)	+24.233s	
	MTEK BMW M4; Qualifying: 18th~1m31.611s		
14	JAMIE GREEN (GB)	+25.008s	
	Team Rosberg Audi RS5; Qualifying: 3rd~1m30.957s		
15	MIKE ROCKENFELLER (D)	+36.746s	
	Team Phoenix Audi RS5; Qualifying: 1st~1m30.713s		
16	BRUNO SPENGLER (CDN)	+45.591s*	
	Schnitzer Motorsport BMW M4; Qualifying: 14th~1m31.102s		
17	DANIEL JUNCADILLA (E)	+45.729s*	
	RSC Mücke Mercedes C-coupe; Qualifying: 21st~1m31.784s		
18	MIGUEL MOLINA (E)		42 laps-accident damage
	Abt Sportsline Audi RS5; Qualifying: 9th~1m30.908s		
19	GARY PAFETT (GB)		34 laps-accident
	HWA Mercedes C-coupe; Qualifying: 10th~1m30.965s		
R	NICO MULLER (CH)		25 laps-accident
	Team Rosberg Audi RS5; Qualifying: 4th~1m30.968s		
R	AUGUSTO FARFUS (BR)		17 laps-accident
	RBM BMW M4; Qualifying: 19th~1m31.668s		
R	PAUL DI RESTA (GB)		16 laps-accident damage
	HWA Mercedes C-coupe; Qualifying: 12th~1m31.005s		
R	ADRIEN TAMBAY (F)		4 laps-accident
	Abt Sportsline Audi RS5; Qualifying: 11th~1m30.997s		

Winner's average speed: 90.145mph. Fastest lap: Wittmann, 1m32.411s, 104.257mph.
 * Includes 30-second penalty; ** Five-place grid penalty; *** Put to back of grid.

DRIVERS' CHAMPIONSHIP

1	WITTMANN	146	6	MARTIN	47
2	EKSTROM	81	7	WEHRLEIN	46
3	VIOTORIS	69	8	TOMCZYK	43
4	MORTARA	68	9	SPENGLER	42
5	ROCKENFELLER	54	10	WICKENS	41

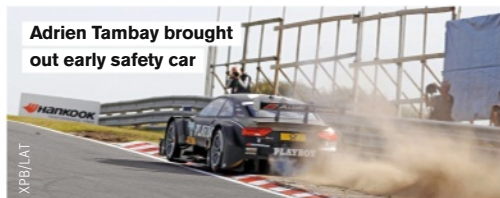
MANUFACTURERS' CHAMPIONSHIP

1	BMW	362	3	MERCEDES	206
2	AUDI	341			

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers.

Adrien Tambay brought out early safety car



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FORIX

Ekstrom has now won at Zandvoort on four separate occasions

Ekstrom ends year-long victory drought for Audi

AUDI FINALLY BROKE ITS LONG WINLESS STREAK

with a Mattias Ekstrom victory at Zandvoort. It was a race of firsts: Audi's first win since August 4 2013, Ekstrom's first win since October 11 2011, and the first time all season that a driver has started on the harder compound tyre and gone on to win the race.

Having been penalised for blocking Gary Paffett during qualifying, which turned what would have been third on the grid into eighth, Ekstrom and his crew decided to roll the dice and run the hards-to-softs strategy. Between the aggressive, rubber-chewing Dutch bitumen and the complete lack of decent run-off anywhere around the circuit, it was a well-calculated risk. If the strategy was going to work anywhere, it would be Zandvoort.

But even Ekstrom couldn't have predicted things would work out so well. Firstly, the time difference between the hard and the soft was smaller than usual, meaning he could compete in the mid-field in the first stint rather than being funnelled to the back with other hard-tyre runners. And two early safety-car periods – one for Adrien Tambay on lap five and a second for Augusto Farfus on lap 10 – meant the leading pack was never too far away.

Then, Ekstrom copped a huge hit of good fortune when the safety car made its third appearance of the day on lap 26 – three laps after the Swede had switched to the soft tyres. Suddenly the time lost on his stop had been negated, he was sitting seventh, and had the fastest car in the field.

When the race re-started on lap 31, Ekstrom went straight in to maximum-attack mode. In just over two laps he was into the lead, and once in front, the job was done.

"I could feel in the beginning of the race that I had better pace compared to the option runners than I expected," he said. "Even before the safety cars I thought this could be a good day, but I didn't imagine this good."

While the safety cars helped Ekstrom immensely, they ruined Mike Rockenfeller's day. The polesitter looked strong in the early part of the race, fighting back after losing the lead to Wittmann at the start to establish a decent lead. A third of the way through the race, it seemed odds-on that he was



Polesitter Rockenfeller chases champ Wittmann for the early lead

going to be the one to win Audi's first race of the season.

But when Farfus's crashed BMW sparked that second safety-car period on lap 18, Rockenfeller's strategy fell to bits. With Wittmann having made his stop a lap before, Rockenfeller was left stranded, still leading the race, but also still needing to stop.

Things got even worse when the safety car came out a third time, again before he had a chance to stop. By that stage his role had been reduced to holding up Wittmann until Ekstrom was in striking distance. Once he'd done that, he pitted, lost a heap of time, and went on to finish 16th.

While Ekstrom got lucky, and Rockenfeller got unlucky, the BMW pair of Wittmann and Martin Tomczyk had a luck-neutral race on their way to completing the podium. Both pitted from options to hards on lap 18 right before the game-changing safety car, which was good for track position and limiting time loss, but the third safety car left them sitting ducks for Ekstrom in the end.

Edoardo Mortara was the biggest mover of the race, coming from dead-last – where he was sent by the stewards after qualifying due to his front splitter sitting too low – to finish fourth. His soft-to-hard strategy was helped immensely by the timing of his stop, the last possible second before the second safety-car period, before he put the cherry on top with some aggressive defensive driving in the closing laps to scare off the soft-shod Mercedes of Oschersleben winner Christian Viotoris from trying to find a way past.

IN THE PADDOCK

ANDREW VAN LEEUWEN
DTM CONTRIBUTOR

@avlmelbourne



FROM A SPORTING POINT OF VIEW, the DTM's decision to swap Guangzhou for Zandvoort was a huge win.

An established circuit like Zandvoort, in a familiar part of the world, always has a better chance of putting on a good race than a street circuit in China. It's also much more convenient for the hardcore fan base, particularly in the way that Zandvoort also services the north-west of Germany.

But this is the DTM, and like it or lump it, sporting considerations aren't the only ones. This is a championship in which the

manufacturers play a huge part. China is a huge market for premium German cars, which is exactly why the race in Guangzhou was on the calendar in the first place. For those who pay the bills, not going to China will be seen as an opportunity missed.

With that in mind, it could be that the issue of China will come up again. The quotes from the official release back in July suggested as much – "we will keep on working on realising this goal," said ITR chairman Hans-Werner Aufrecht – and the issue could resurface as soon as 2015.

It's clearly a good commercial move for the DTM to push on with plans to race in China, and it doesn't have to be a sporting disaster, either. The challenge is to put together a better deal, at a good,



Zandvoort was a popular replacement for China

permanent circuit in China, so that everybody wins.

And regardless of what happens with the far east in the future, that this year's

event was switched to Zandvoort proves that the ITR isn't necessarily willing to sacrifice the quality of the product just to race in China. That's a very good thing.

**What next for Scheider:
Land yachting, perhaps?**



Scheider squad in ADAC F4 bid

TEAM SCHEIDER HAS OFFICIALLY become the first team to confirm it will compete in Germany's inaugural ADAC Formula 4 series next season.

Run by two-time DTM champion Timo Scheider the squad has been competing in karting since 2010, with its step into the new-for-2015 F4 series set to be Team Scheider's first foray into car racing.

"F4 is cost-effective and provides an excellent framework," said the Audi driver, who finished ninth at Zandvoort. "It's the perfect opportunity to take the next step in terms of youth development."

It was announced in July that F4 will take over from Formula ADAC as Germany's entry-level open-wheeler category.

Vietoris handed new Merc

CHRISTIAN VIETORIS'S FIFTH place at Zandvoort marked a promising debut for the new-specification Mercedes.

Vietoris was chosen to debut the only new-spec car currently in existence, and was promptly the fastest Mercedes driver across free practice. But a power-steering problem hampered his qualifying run, leaving him 17th on the grid.

In the race, clever use of the hard-to-options strategy allowed Vietoris to fight his way back up to fifth, again the best finish for a Mercedes driver.

Despite the promising debut, Vietoris says it's too soon to judge how good the new car is.

"It's too early to say," he said.

"When you're updating a car you expect it to be better. We hope we can close the gap to BMW and Audi.

"It has to be a step in the right direction. And I just hope that the step we made is big enough to close the gap.

"I'm not sure yet, I'm not convinced yet, we just have to unlock all of the potential that is hopefully in the car. I hope that there is more to come. I would like to say more, but I can't."



New-spec C-coupe was best Mercedes



JUNCADELLA DEMOTED

Daniel Juncadella finished eighth on the road at Zandvoort, but the Mucke Mercedes driver was ultimately classified 17th after being hit with a 30-second post-race penalty for his part in Augusto Farfus's race-ending crash on lap 18 (above).

GREEN RECORD FALLS...

Four drivers beat Jamie Green's qualifying lap record this year – including Green himself. Edoardo Mortara, Nico Muller, Green and Pascal Wehrlein all beat the former benchmark of 1m30.644s (set in Q3 in 2011), with Wehrlein's 1m30.449s from Q2 the new record.

...AS BRIT TAKES 14TH

Meanwhile, Green's race was ruined by a combination of poor timing with the safety cars and being spun by Bruno Spengler late in the race. He finished 14th. Paul di Resta was also spun by a BMW, in his case Antonio Felix da Costa's M4, and he retired soon after.

TEAM RMG: CHAMPS

BMW Team RMG wrapped up the teams' championship at Zandvoort, thanks to Marco Wittmann finishing second, and Maxime Martin finishing sixth. The constructors' championship is the only one that will go down to the finale at Hockenheim, with BMW currently leading Audi by 21 points.

Who are you? I don't remember you anymore...



After a two-year podium drought Martin Tomczyk joked that he didn't recognise the series' press conference host Peter Reichert.

Safety car busy at Zandvoort

ZANDVOORT'S WALLS TOOK A beating by the DTM drivers during the race, with all four safety-car periods caused by crash damage.

The first was Adrien Tambay, who ran wide and collected the wall at Mastersbocht on the fifth lap, causing the first safety-car period. The next to crash out was Augusto Farfus, who was helped into a spin by Daniel Juncadella at Hans Ernst Bosch on lap



Muller crashed on the exit of Tarzan

18, before Nico Muller, who had been running in the top three, hit the wall exiting Tarzan on lap 26 after a squabble with Christian Veitris.

Gary Paffett copied Tambay on lap 35, triggering its final appearance.



EUROPEAN TOURING CAR CHAMPIONSHIP

Russian Nikolay Karamyshev wrapped up the title in the first race of the final round at Enna-Pergusa. Driving a Campos Racing Chevrolet Cruze (above), Karamyshev held off a challenge from BMW driver Mat'ò Homola to win race one. The other Campos Chevy of Igor Skuz won race two, with Homola again right behind, as Karamyshev went out with a technical problem. Petr Fulin claimed the S2000 crown, winning his class and taking third overall in both races with his Krenk BMW.

NASCAR NATIONWIDE

Kyle Busch took his second Dover Nationwide win of 2014 after beating Joey Logano off pit road midway through the race and leading every remaining lap in his Toyota. While Logano took second, third place extended Chase Elliott's series lead over JR Motorsports Chevrolet team-mate Regan Smith, who was eighth.

NASCAR TRUCKS

While Kyle Busch was winning at Dover, his team took a one-two finish way out west in Las Vegas as 18-year-old Erik Jones beat Darrell Wallace Jr to the line. The results were dominated by Toyotas, with series leader Matt Crafton, Timothy Peters and Brian Ickler taking third, fourth and fifth respectively.

NZ SUPERTOURERS

Simon Evans, the brother of GP2 star Mitch, took his first win in the redubbed series (which has lost its V8 tag) in the opening round of the 2014-15 contest at Taupo. He handed his Holden Commodore over to Shane van Gisbergen in the lead, and the V8 Supercar star went on to win, while Richard Moore and Tim Slade overcame gearshift problems in their Holden to take second. Evans and van Gisbergen won again in race two, but fading tyres dropped them to third in the finale, which was won by the Ford Falcon of Mitch Cunningham and Cameron Waters. Greg Murphy and Jack Perkins (Holden) were second in race two, with Ant Pedersen and Jonny Reid (Ford) taking that spot in the finale.

GLOBAL RALLYCROSS

Three-time European champion Sverre Isachsen scored the first GRX win for Subaru at Seattle, after poleman Ken Block bounced into Tanner Foust at the first corner. Second place for Joni Wiman – his third consecutive podium finish – has moved the Ford Fiesta-driving Finnish ex-Formula Renault racer into the series lead. Ex-F1 drivers Nelson Piquet Jr and Scott Speed were fourth and sixth respectively, with Brit David Higgins eighth.



Lotterer flies as Izawa launches off de Oliveira

SUPER FORMULA SUGO (J), SEPTEMBER 28 RD 6/7

Nojiri wins as championship fighters clash

HONDA FINALLY BROKE ITS SEASON duck with a win for rookie Tomoki Nojiri, but the headlines were grabbed equally by a dramatic first-lap shunt that played havoc with the title battle.

Honda locked out the front row, with the Mugen-entered car of Naoki Yamamoto claiming its second consecutive pole and the Dandelion Racing entry of Nojiri sitting alongside.

Andre Lotterer qualified third, but his TOM'S Dallara-Toyota went into anti-stall mode at the start. The German was swamped by the pack, and was in the midfield when he was pincered and clipped pre-weekend points leader Joao Paulo de Oliveira. The Brazilian was spun around, and

Lotterer and the following Takuya Izawa were both launched over him. Luckily, everyone escaped injury.

After a safety-car period, Nojiri led the race from Briton James Rossiter, Yamamoto and Kazuki Nakajima before the race went under caution again after Kodai Tsukakoshi shunted at the final turn.

At this point most cars refuelled, with Nojiri also taking on a new left-rear tyre. Now he was being chased by Nakajima and Loic Duval, who had both gained places in the pits by opting for fuel only.

Out front were Nojiri's fellow rookie Yuichi Nakayama and Yuji Kunimoto, neither of whom had pitted, but they were fighting a losing battle and with four laps to

go Nojiri was back into the lead.

Second place for Nakajima puts the TOM'S driver into the championship lead with one round remaining, but de Oliveira, Lotterer and Duval are all in contention for the title at November's Suzuka finale.

● Jiro Takahashi

RESULTS

1 Tomoki Nojiri (Dallara-Honda), 68 laps in 1h25m21.590s; 2 Kazuki Nakajima (D-Toyota), +1.870s; 3 Loic Duval (D-T); 4 James Rossiter (D-T); 5 Daisuke Nakajima (D-H); 6 Hiroaki Ishiura (D-T); 7 Naoki Yamamoto (D-H); 8 Ryo Hirakawa (D-T); 9 Yuji Kunimoto (D-T); 10 Takashi Kogure (D-H). **Points 1 K Nakajima, 33; 2 Joao Paulo de Oliveira, 29; 3 Andre Lotterer, 26.5; 4 Duval, 26.5; 5 Ishiura, 23; 6 Rossiter, 20.5.**

INTERNATIONAL GT OPEN MONZA (I), SEPTEMBER 27-28 RD 7/8

Thrillers take title chase down to the wire

A FRANTIC WEEKEND OF RACING AT Monza means that with one round remaining the top three title contenders – Corvette duo Nicky Pastorelli/Miguel Ramos and Ferrari crews Roman Mavlanov/Daniel Zampieri and Andrea Montermini/Niccolo Schiro – are separated by just four points.

In Italy the wins were shared by Mavlanov/Zampieri and Pastorelli/Ramos after two close races.

Saturday's race was a thriller, as long-time leader Kelvin Snoeks, who took the V8 Racing Corvette over from Maxime Soulet, was reeled in. Eventual runners-up Isaac Tutumlu/Archie Hamilton had the strongest pace in their Selleslagh Corvette, but Tutumlu couldn't find a way past the SMP Russian Bears Ferrari of Mavlanov, allowing the Russian to challenge Snoeks and build a decisive advantage.

Tutumlu passed the Dutchman a lap later but couldn't catch Mavlanov. There was heartbreak for Snoeks as the car ran out of fuel



Zampieri and Mavlanov triumphed in race one

metres from the line, allowing Schiro to snatch an unlikely third.

The Corvettes dominated on Sunday, with the V8 Racing car of Ramos having to defend from a flying Soulet for the final 20 minutes. Hamilton was going strongly and passed Viacheslav Maleev for his third podium in a row.

Of the other UK drivers, Richard Lyons claimed third in GTS in race one after a strong drive with Pasin Lathouras, while Duncan Cameron had a disappointing weekend after Irish co-driver Matt Griffin was spun when progressing well.

● Ben Evans

RESULTS

Race 1 1 Daniel Zampieri/Roman Mavlanov (Ferrari 458 Italia GT3), 38 laps in 1h11m14.228s; 2 Archie Hamilton/Isaac Tutumlu (Chevrolet Corvette C6.R), +0.459s; 3 Andrea Montermini/Niccolo Schiro (Ferrari); 4 Paolo Ruberti/Giorgio Roda (Ferrari); 5 Maxime Soulet/Kelvin Snoeks (Corvette); 6 Luca Persiani/Nikita Zlobin (Ferrari).

Race 2 1 Nicky Pastorelli/Miguel Ramos (Corvette), 33 laps in 1h01m58.227s; 2 Soulet/Snoeks, +0.702s; 3 Hamilton/Tutumlu; 4 Jose Perez Aicart/Viacheslav Maleev (Ferrari); 5 Zampieri/Mavlanov; 6 Persiani/Zlobin. **Points 1 Pastorelli/Ramos, 179; 2 Zampieri/Mavlanov, 178; 3 Montermini/Schiro, 175; 4 Soulet, 152; 5 Tutumlu, 134; 6 Roda, 118.**



Gordon is one of the dozen title fighters left

NASCAR SPRINT CUP DOVER (USA), SEPTEMBER 28 RD 29/36

Gordon's Chaser goes down smoothly

JEFF GORDON CAPITALISED ON A problem for Kevin Harvick to claim the win at Dover last Sunday and secure his progression to the next round of the Chase.

Harvick was dominant early on, but his charge was cut short when a wayward lugnut managed to knock out the valve stem on his left-front tyre. That allowed Brad Keselowski to take the lead, but Gordon's Hendrick Motorsports Chevrolet was stronger than the Penske Ford over longer runs, and the lengthy final green charge to the flag played to his advantage. He emerged from

the final stop around two seconds ahead of Keselowski, and remained in command to the finish.

"I don't know what happened to Harvick – that was unfortunate for him," Gordon said. "He was the class of the field. We tuned it to try to compete with him. When I saw him go out I knew we could compete with Keselowski. He was really good on short runs, but we could run him down."

With the race marking the first elimination point for the Chase, there was plenty of interest in what was going on behind the leaders.

Most of it was unwittingly provided by Kasey Kahne, whose title aspirations were seemingly thrown into chaos when he lost two laps to a loose wheel, but his final finishing position of 20th was enough to book him one of 12 places in the next Chase round by just two points.

The four drivers eliminated were Kurt Busch, who finished 18th, Greg Biffle (21st), AJ Allmendinger (23rd) and Aric Almirola (28th). The 12 remaining Chase drivers will have their points reset to 3000 for next weekend's race at Kansas Speedway.

● Mark Glendenning

RESULTS

1 Jeff Gordon (Chevrolet SS), 400 laps in 3h03m51s; 2 Brad Keselowski (Ford Fusion), +4.352s; 3 Jimmie Johnson (Chevy); 4 Joey Logano (Ford); 5 Matt Kenseth (Toyota Camry); 6 Kyle Larson (Chevy); 7 Martin Truex Jr (Chevy); 8 Ryan Newman (Chevy); 9 Clint Bowyer (Toyota); 10 Kyle Busch (Toyota). **Contender 12 (all on 3000 points)** 1 Keselowski, 2140; 2 Logano, 2136; 3 Kevin Harvick, 2123; 4 Johnson, 2121; 5 Gordon, 2117; 6 Kyle Busch, 2111; 7 Dale Earnhardt Jr, 2104; 8 Kenseth, 2097; 9 Newman, 2091; 10 Carl Edwards, 2091; 11 Denny Hamlin, 2081; 12 Kasey Kahne, 2079. **Eliminated AJ** Allmendinger, 2077; Kurt Busch, 2073; Greg Biffle, 2072; Aric Almirola, 2061.

JAPANESE F3 SUGO (J), SEPTEMBER 27-28 RD 6/7

Matsushita pulls well clear

HONDA PROTEGE NOBUHARU

Matsushita took a giant stride towards the title with a double win in the penultimate round at Sugoi.

Matsushita qualified his Dallara-Mugen Honda on pole for the first race and converted that into an all-the-way win, chased by the TOM'S Dallara-Toyota of Takamoto Katsuta and the Toda-powered machine of Shota Kiyohara.

Title contender Mitsunori Takaboshi lost ground with fourth, but claimed pole for Sunday's race

in his B-Max Dallara-Toyota. Takaboshi led the first 18 of the 25 laps but then ground to a halt, allowing Matsushita to further increase his series lead.

Kenta Yamashita, the other main man in the title race, claimed second in this one from TOM'S team-mate Katsuta, but has now fallen 17 points adrift with just 24 on the table at the finale, which supports the World Endurance round at Fuji the weekend after next.

● Jiro Takahashi

RESULTS

Race 1 1 Nobuharu Matsushita (Dallara-Mugen Honda F312), 18 laps in 25m47.130s; 2 Takamoto Katsuta (D-Toyota F312), +0.374s; 3 Shota Kiyohara (D-Toda F312); 4 Mitsunori Takaboshi (D-Toyota F312); 5 Daiki Sasaki (D-Toyota F312); 6 Kenta Yamashita (D-Toyota F314). **Race 2 1 Matsushita**, 25 laps in 32m05.650s; 2 Yamashita, +5.112s; 3 Katsuta; 4 Kiyohara; 5 Sasaki; 6 Nanin Indra-Payong (D-Toyota F312). **Points 1 Matsushita, 95;** 2 Yamashita, 78; 3 Takaboshi, 77; 4 Katsuta, 68; 5 Sasaki, 43; 6 Kiyohara, 21.



Matsushita leads Katsuta

EUROFORMULA OPEN MONZA (I), SEPT 27-28 RD 7/8

Stuvik Thais up the title

SANDY STUVIK SWEEPED TO THE title with two races to spare after another dominant weekend.

The Thai driver converted two pole positions into wins, making it six victories in a row. In both races he broke the tow early on and romped off into the distance.

Behind Stuvik the racing was excellent. Saturday was a classic Monza slipstreamer that eventually saw Pole Artur Janosz claim second from Yu Kanamaru. While Janosz drove tactically, Kanamaru's aggression and bravery lit up the race.

Sunday was slightly quieter, with the RP Motorsport cars largely dominating. Stuvik broke clear early on, with Janosz in second once more, this time from Christopher Hoher.



Celebration for Stuvik

Ex-GP2 racer Kevin Giovesi was fourth on both days, with last-lap overambition costing DAV Racing's late-season recruit podiums in both outings. Britain's Sean Walkinshaw drove well for points in both races on what was a challenging weekend for the Campos Racing team.

● Ben Evans

RESULTS

Race 1 1 Sandy Stuvik, 16 laps in 28m53.969s; 2 Artur Janosz, +12.142s; 3 Yu Kanamaru; 4 Kevin Giovesi; 5 Konstantin Tereschenko; 6 Sean Walkinshaw. **Race 2 1 Stuvik**, 16 laps in 28m45.781s; 2 Janosz, +6.948s; 3 Christopher Hoher; 4 Giovesi; 5 Damiano Fioravanti; 6 Andres Saravia. **Points 1 Stuvik, 293;** 2 Janosz, 216; 3 Alex Palou, 197; 4 Kanamaru, 108; 5 Yarin Stern, 92; 6 Tereschenko, 75.

Challenge update

Less than 114 days until the Rolex 24 At Daytona! Sunoco Whelen Challenger Phil Keen's (Radical SR3 Challenge) advantage was boosted when Tristan Viidas in Radical Euro Masters lost points after last year's Sunoco Challenge Winner, Bradley Smith, dominated the Monza round last weekend. However, there is still a chance for Viidas or Tomas Kostka (EUROV8) to steal the title as a win is not guaranteed until the chequered flag is waved!

Meanwhile, Sunoco 200 Challenger Oskar Kruger in Radical Clubman's Cup has dominated the standings since July, but can he hold on to his title at Cadwell next month? The Challenge continues...



www.sunocochallenge.com



1	P Keen	Radical SR3	92.92
2	T Viidas	Radical Euro	80.55
3	P Belshaw	Radical SR3	77.92
4	T Kostka	EUROV8	77.78
5	N Baldan	EUROV8	66.11



www.sunocochallenge.com



1	O Kruger	Radical Clubman's	100.36
2	T Sowery	F3 Cup	98.64
3	C Knox	MINI Challenge	97.89
4	S Burgess	Radical Clubman's	95.36
5	D Walley	GT Cup	93.58

Points correct as of 28.9.14



Next eligible races

Sunoco Whelen Challenge
EUROV8SERIES 4-5/10
Radical SR3 Challenge 11-12/10
Radical Euro Masters 1-2/11

Sunoco 200 Challenge
Radical Clubmans 11/10
GT Cup 25/10
F3 Cup 25-26/10



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MCKLEIN/LAT



Hansen leads Solberg over suspension breaker

WORLD RALLYCROSS FRANCIACORTA (I), SEPTEMBER 27-28 RD 10/12

Hansen leaps home as Solberg is crowned

PETTER SOLBERG WRAPPED UP THE title with two rounds remaining as Timmy Hansen claimed his first World Rallycross round victory.

Hansen topped the Intermediate Classification in his Peugeot-Hansen 208, and then the young Swedish ex-single-seater racer won his semi-final.

He started the final alongside team-mate Timur Timerzyanov, but the Russian suffered a puncture at the end of the first lap, dropping him out of contention.

Solberg only needed a top-three finish to become champion, and slotted into third place at the start. When Timerzyanov fell away the Norwegian moved into second, only to break the suspension of his

Citroen in a heavy landing. As a consequence his pace started to suffer, and he lost second place to multiple Swedish touring car champion Richard Goransson's OlsbergsMSE Ford Fiesta.

The only other two in the final – Johan Kristoffersson and Andreas Bakkerud – went out in the early stages, meaning that Solberg was able to cling on to third despite such serious problems.

Solberg's two main title rivals – Reinis Nitiss and Toomas Heikkinen – both made it to the semi-finals but were unable to progress into the final and take the title fight on to Turkey's penultimate round.

Italian former World Rally ace

Gigi Galli made his WRX debut on home ground and made a strong impression in his OlsbergsMSE Fiesta to beat Heikkinen to fourth in his semi-final.

Meanwhile, 18th place for Jacques Villeneuve at the Intermediate stage meant the ex-F1 champion missed out by six places on the semis.

● Hal Ridge

RESULTS

1 Timmy Hansen (Peugeot 208), 6 laps in 4m55.473s; 2 Richard Goransson (Ford Fiesta), +6.361s; 3 Petter Solberg (Citroen DS3); 4 Timur Timerzyanov (Peugeot); 5 Johan Kristoffersson (VW Polo); 6 Andreas Bakkerud (Ford). **Points**
1 Solberg, 235; 2 Toomas Heikkinen, 175; 3 Reinis Nitiss, 167; 4 Hansen, 152; 5 Timerzyanov, 148; 6 Bakkerud, 146.

V8 STOCK CARS SANTA CRUZ DO SOL (BR), SEPTEMBER 28 RD 9/12

Camilo cuts gap to Abreu and Barrichello

THIAGO CAMILO WAS THE BIG winner from the weekend, the Ipiranga RCM driver winning the first race from pole and adding ninth place in race two to take a record points haul from a single V8 Stock Car race weekend and move firmly into title contention.

Camilo turned things around from a disastrous free practice. He led the fast and tenacious Allam Khodair in the early laps, then gambled on taking just one tyre – the right-rear – and a mere 20 litres of ethanol at the mandatory pitstop. Daniel Serra

used the same tactic – brave on such an abrasive and fuel-thirsty circuit – to leap from fourth to second, while Khodair (who went for four tyres and 50 litres) was third.

Ex-IndyCar racer Rafa Matos had used the one-tyre/splash-of-ethanol ploy to vault from 20th to 10th, giving him pole for the reversed-grid race. After an early safety car, Matos's Hot Car Chevy had Julio Campos and Max Wilson all over it, but despite a ferocious battle the order was unchanged.

It was a disastrous event for the

points leaders. Atila Abreu is still in front – he held fifth in race one until a premature movement from the lollipop man at his stop sent him back into the fray with a fuel churn still attached. He charged from 22nd to 14th within five laps in race two, only to spin off.

Rubens Barrichello is now just half a point adrift. He lost 10th in race one – and reversed-grid pole – to a 20s penalty for hitting Galid Osman, but moved up from 15th to 11th on the last lap of race two.

● Lito Cavalcanti

RESULTS

Race 1 **1 Thiago Camilo (Chevrolet Sonic)**, 27 laps in 41m59.283s; 2 Daniel Serra (Chevy), +0.746s; 3 Allam Khodair (Chevy); 4 Marcos Gomes (Peugeot 407); 5 Felipe Fraga (Chevy); 6 Felipe Lapenna (Chevy). **Race 2** **1 Raphael Matos (Chevy)**, 13 laps in 22m44.812s; 2 Julio Campos (Peugeot), +0.221s; 3 Max Wilson (Chevy); 4 Antonio Pizzonia (Peugeot); 5 Fraga; 6 Lapenna. **Points** **1 Atila Abreu, 145.5**; 2 Rubens Barrichello, 145; 3 Camilo, 136.5; 4 Caca Bueno, 134; 5 Campos, 124.5; 6 Sergio Jimenez, 123.



Matos fends off Campos in race two



SHIRAZ RALLY

Lebanese Roger Feghali won the Shiraz Rally, the first Iranian event to be staged as a candidate for inclusion in the FIA Middle East Rally Championship. Driving a Mitsubishi Lancer Evo X (above), Feghali had a winning margin of four minutes over Qatari Khalifa Saleh Al Attiyah.

FRENCH GT

The series lead changed hands twice at Nogaro. The Imsa Porsche of pre-weekend leaders Nicolas Armindo and Raymond Narac went out early in race one with a broken radiator, while Philippe Giauque pulled away in his Sofrev ASP Ferrari. Morgan Moullin Traffort took over from Giauque and was third after the pitstop handicaps, but passed the Audis of Gregory Guilvert and Vincent Abril to win and move to the top of the standings. Guilvert was second with David Hallyday in their Sainteloc R8. Sebastien Loeb Racing duo Mike Parisy and Henry Hassid won on Sunday in their Audi to grab the points lead. Parisy led until his stop, and Hassid rejoined second before overhauling the Sofrev ASP Ferrari of Jean-Luc Beaubelique (started by Ludovic Badey) to win.

FRENCH CARRERA CUP

A win apiece for main title contenders Maxime Jousse and Come Ledogar at Nogaro kept the points race on the boil. Jousse escaped an early battle with Joffrey de Narda to win race one, while contact with Nicolas Armindo sent Ledogar spinning down the order. Ledogar soaked up pressure from Tom Dillmann to win the second race, with Armindo third. Jousse was penalised in this one for contact with Vincent Beltoise.

FRENCH FORMULA 4

A trio of wins at Nogaro for talented Dane Lasse Sorensen strengthened his points lead. He won the first by three seconds from Dorian Boccolacci. Sorensen was second home in the reversed-grid race, but was given the win when Russian Vladimir Atoev was penalised for shoving off Belgian Max Defourny. The third was a repeat of the first, with Sorensen beating Boccolacci and Anglo-Swiss Felix Hirsiger.

ITALIAN FORMULA 4

Thrilling racing and shunts galore featured at Monza, with CRAM Motorsport driver Mattia Drudi winning all three races. Drudi won a frenetic five-car battle in race one from Andrea Russo and Sennan Fielding, but a penalty for Russo promoted Brandon Maisano to third. Drudi charged through to win the reversed-grid race from Fielding and champion Lance Stroll. It was Drudi again in race three, from Maisano and Joao Vieira.

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Senior Electronics Production Technician

_Ref: LF1-ELE5

We are looking for a degree/HND qualified Production Technician. This position is factory based, and will involve design, mock-up and production of electrical equipment and instrumentation on the F1 car. This role requires practical skills in Raychem wiring and hands-on design of electrical wiring harnesses. Experience of complex electronic instrumentation in a motorsport environment, and in particular McLaren Electronic Systems (Standard ECU) products is also highly desirable.

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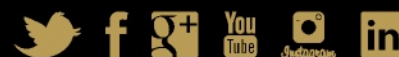
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Fortec, Carlin lead MSA influx

Crack single-seater squads top bumper list committing to new series

SINGLE-SEATER POWERHOUSES

Carlin and Fortec will run cars in MSA Formula next season.

The Ford EcoBoost-powered Mygale that the British Formula Ford successor will use next season was officially unveiled last weekend at Silverstone, where a number of new teams provisionally committed to the FIA-backed series.

Trevor Carlin, whose eponymous team runs cars in GP2 and GP3 as well as British and European F3, and Fortec Motorsport team boss Richard Dutton have each targeted four-car entries.

"We have an awful lot of drivers come to us in F3 totally unprepared," said Carlin. "If we start teaching them, when they get to F3 they are ready to drive and if they like us we can take them all the way."

Fortec ran three cars in British F3 this year and one in Formula Renault BARC, but with concerns over both categories' futures Dutton said it was important to strengthen its domestic presence again.



EBREV/LAT

"We've got nothing really going on in Britain and I really think it's going to be a strong package," he added. "We will be doing it for sure, probably with four cars."

T-SPORT, MGR, SCORPIO JOIN IN

European Formula 3 team T-Sport will also enter the new-for-2015 championship, running one car.

"You've got to get in there while you can," said team boss Russell Eacott. "We'll look and see what we can do."

Formula Renault BARC-winning squads Mark Godwin Racing and Scorpio Motorsport will also move into the series next season and each plans to run three cars.

Godwin's team also started the year with a three-car BRDC Formula 4 entry but he said that MGR would not be returning to the MSV-run series.

"Expanding into MSA Formula will be our next course," he said. "We have placed an order for two cars, but it's likely we'll run a third in next year's championship."

"I've ordered three," added Scorpio's Jon Pettitt. "At the moment we're focusing solely on MSA Formula."

In addition to new entries, leading Fford squads MBM and Falcon plan to return with four cars each and double champion JTR intends to run three. The race-winning Radical team is unlikely to continue but current Sinter squad SWB Motorsport will return.

AUTOSPORT understands that the orders, which did not require a deposit but will result in teams being invoiced this week, numbered at least 28 by Monday evening.

Ford head of racing in Europe Gerard Quinn said the response "overwhelmed" him, adding: "I couldn't ask for any more. We've a test plan for this prototype car now, that is going to run between now and the year's end."

"It's critical the first 15 cars go out to the teams by December 31 and it's done simultaneously. The first year you've got to be realistic, so anything more than 20 would be ideal."

STARLET NORRIS SIGNS UP

World KF karting champion Lando Norris will make his single-seater debut in the category next season, with Fortec a possible destination.

The 14-year-old has enjoyed a race-winning debut season in cars in the Ginetta Junior Championship and is believed to have already had his first tests in a formula car.

"It should be good," said Norris. "It's always something I've wanted to do but it would have been a lot harder to jump straight into it without doing Juniors first."

Dutton added: "He is high up on our priority list. We're talking to four or five drivers already and he's somebody we're looking at."

SCOTT MITCHELL
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MSA FORMULA CHIEFS WILL BE

feeling rather pleased right now. We need to see money changing hands before anyone gets too excited but the addition of Fortec, Carlin and T-Sport to the new series is a fine start.

That Renault squads are converting and existing teams are mostly sticking around adds to the encouraging start, and the baton is handed to Mygale now to turn around 15 cars by December and another dozen by February.

As company chief Bertrand Decoster was at pains to point out to me on Saturday night, this process did not start at the weekend. Mygale has commissioned 100 FIA F4-spec cars to be built, with orders from Germany and China as well, and Decoster knows this is a big opportunity in light of Tatuus's Formula Renault contract and Dallara's F3 monopoly.

Of course, you still cannot ignore the category's chief rival, BRDC Formula 4. Twenty-three provisional orders have been taken for its own new FIA F4 car (built by Tatuus), which will be introduced for next year's winter series and make its full-championship debut in 2016, and Jonathan Palmer is confident he will need to take up the option to buy another four cars.

Can they operate in tandem? That's the million-dollar question, especially with the mooted return of Formula Renault UK. If you look at the number of drivers who've been regulars in UK junior single-seater series this season, there aren't even 50 youngsters out there with £100,000 budgets...

● Former National Editor Kevin Turner is leaving AUTOSPORT after eight years to edit *Motorsport News*. A regular contributor to these pages even after becoming Features Editor in 2011, his passion for and knowledge of British motorsport will be greatly missed. We wish him all the best.



EBREV/LAT

BRDC F4 bosses are confident of keeping the grid strong



EBREY

BRDC F4

BRDC F4 teams commit to new Tatuus

BRDC FORMULA 4 ORGANISERS

have confirmed 23 orders have been received for the new Tatuus-built car that it will introduce for its 2015 winter series.

Series promoter Jonathan Palmer's MotorSportVision company ordered 26 chassis from the Italian constructor last month, with nine of the championship's existing teams purchasing cars and committing to F4 until the end of 2018.

Though it has not been officially confirmed which teams have placed orders, AUTOSPORT understands 2013 champion Lanan Racing has committed to a three-car team again, with title rival HHC Motorsport doing the same.

The winter series-winning Douglas Motorsport squad is likely to slim from three cars to two, while Caterham F1-affiliated Sean Walkinshaw Racing,

Hillspeed and Petroball will return as well.

Chris Dittmann Racing, Meridian Motorsport – which switched from British Formula Ford mid-season – and the title-winning Radical squad Mectech Motorsport are also expected to compete in F4 next season and beyond.

MSV, which gave teams currently competing in the series first priority on the new cars, has confirmed it is now also

inviting orders from external outfits and is expected to purchase a further four cars from Tatuus.

● Petroball has confirmed race winner Gaetano di Mauro and Brazilian compatriot Enzo Bortoleto will contest the Winter Championship. Bortoleto has tested with the team and will have further runs at Anglesey prior to the first winter round at Brands Hatch on November 8-9.

Italian F4

Monza debutant Fielding stars in Italian F4 one-off

BRDC FORMULA 4 RACE WINNER

Sennan Fielding made his overseas racing debut last weekend, contesting the Italian Formula 4 Championship races at Monza.

The Briton had no prior experience of either the series' Abarth-powered Tatuus or the famous Italian circuit, and his first taste of both was cut short when a thunderstorm curtailed Thursday's test.

Fielding, who received a late call to drive for Vincenzo Sospiri's Euronova Racing team, finished second in the opening two races but was eliminated in race three in a first-lap incident caused by series champion and Ferrari Driver Academy youngster Lance Stroll.

"It was a little bit out of the blue," said the 18-year-old, who is third in BRDC F4 with one round remaining. "I just went with

an open mind; I wasn't sure how tough it was going to be.

"To go out there and beat the champion and [Stroll's Prema Powerteam team-mate] Brandon Maisano was pretty good. Everybody seemed impressed and that's what I was aiming for really."

Fielding beat FDA ace Stroll



READ

Formula Renault Eurocup

Fittipaldi to make Jerez Eurocup bow with Koiranen

FORMULA RENAULT BARC

champion Pietro Fittipaldi will make his Eurocup debut in the season finale at Jerez later this month.

Fittipaldi, grandson of two-time Formula 1 champion Emerson, will compete at the Spanish venue on October 18-19 after concluding his victorious BARC campaign for MGR Motorsport at Silverstone last weekend.

The Brazilian, who will drive for the championship-winning Koiranen GP outfit, said that he was uncertain of his



Fittipaldi is off to Europe

2015 plans but the Jerez round would help shape his future.

"I'm definitely doing the final round of Eurocup for Koiranen, but after that I'm not sure," said Fittipaldi. "We're still finalising our plans for next season."

"I think I'll be ready to step up to something larger than a Formula Renault, but we'll have to wait and see."

Fittipaldi has also made several appearances in the Formula Renault ALPS series this year for MGR, taking a best finish of fourth place at Mugello.

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Radical European Masters

Smith seizes Radical lead in Italy with double victory

BRITON BRADLEY SMITH LEADS

the Radical European Masters Championship after winning both races at Monza last weekend.

Smith, who dominated both practice sessions, topped qualifying and survived a challenge at the first chicane from Marco Cencetti before edging clear as Alex Kapadia caught and passed Cencetti before half distance.

As Smith eased clear to win, title rival

Tristan Vidas came through to second ahead of James Littlejohn after Tom Jordan took over from Kapadia and crashed out at Ascari.

Smith led away again at the start of race two as Kapadia passed Littlejohn for second but dropped to second serving a 30-second success penalty in the pits.

Jordan took over the lead when Kapadia moved aside, but ran wide at the second Lesmo and allowed Smith through to complete his double.

It means the SR8 rookie, who was due to test his family-run Mectech Motorsport team's BRDC Formula 4 car at Snetterton on Wednesday (October 1), could make it three Radical titles in a row at the Catalunya finale on November 1 remaining. Smith won the UK-based SR3 Challenge last season after earning the Clubmans Cup title the previous year.



Smith won twice in Italy

Team USA Scholarship

Telitz, Stephens win US prize

AARON TELITZ AND MICHAEL STEPHENS

Stephens will contest the Formula Ford Festival at Brands Hatch as well as the Walter Hayes Trophy at Silverstone after winning this year's Team USA scholarship.

Telitz, a race winner in the US F2000 series, and former Skip Barber IndyCar Academy champion Stephens were chosen after participating in a six-way shootout at Fontana, and will now participate in the Formula Ford races for Cliff Dempsey Racing.

The scholarship aims to assist young Americans with their careers, with Jimmy Vasser, Bryan Herta, Charlie Kimball and Josef Newgarden among its past winners.

Telitz, 22, said: "There are some big shoes to fill, but I look forward to the challenge and learning as much as I can during this awesome experience."

Stephens, also 22, described his selection as "mind-boggling", adding: "My dream will be taking me as far from home as anyone in my family has ever gone."



Telitz and Stephens will race in FF1600

Scottish Sports and Saloons

Aston let loose at Knockhill

AN UNRESTRICTED ASTON MARTIN

V12 Vantage will contest the Scottish Sports and Saloon championship round at Knockhill this weekend.

British GT racer Phil Dryburgh will give the model its Scottish racing debut and plans to run without the engine restrictions and extra weight required when it competes as a GT3 car.

Knockhill's Rory Butcher, who races a similar car in British GT, said: "Phil's decided to take the restrictors out and run light, so it'll be quick – it should have an estimated 700bhp."

"He's doing it for fun. He loves Knockhill, goes there for trackdays,

and wants to show the Aston off in Scotland. Hopefully he'll be able to break the sportscar circuit record, which is just under 50 seconds."

Passenger rides in the Aston, for winners of a Knockhill competition, are also planned for the meeting's lunch break.



Aston will boast around 700bhp

HUMBLE PYE

The voice of club racing



Snetterton VSCC drew a good crowd

Snetterton's VSCC variety will be trumped at Combe finale

Continuing the trend of 2012-13, it was rewarding to see a large turnout of spectators at Snetterton on Sunday for the Vintage Sports Car Club's annual Seaman Trophies – a tribute to Cambridge-educated ERA, Delage and Mercedes-Benz ace Richard Seaman, who lost his life after crashing a Silver Arrow at Spa in June 1939.

The infield between Brundle and Murrays was chock-full of parked cars and race-goers enjoyed some excellent action. While many winners were seasoned veterans, they did enjoy seeing MG racer Harry Painter – who, at 16, is too young to hold a regular driving licence – add his name to the roster in style at the end of the VSCC's 80th anniversary season.

I adore the breadth of cars competing at VSCC meetings, from the hallowed ERA to the Austin 7; unsuitable specials like Mark Brett's Ballamy V8 to Andrew Kellock's beautifully proportioned Fiat AC hybrid; and impossibly sleek classical beauties such as Gordon McCullough's Maserati 200Si.

This weekend at Castle Combe's season-closer – an irresistible double-whammy comprising the championship finals (with the resident Formula Ford, Saloon and GT fields taking centre stage) and the historic-themed Autumn Classic – we'll be treated to an even wider array of cars ancient and modern.

I can't wait to see the first 500cc F3 race there since October 1955, when Ivor Bueb, fresh from landing Jaguar's first D-type victory at Le Mans with future F1 world champion Mike Hawthorn, and racing school king Jim Russell won Avon Trophy heats in Cooper-Norton Mk9s.

Andy Wallace in a Jaguar C-type, Simon Hadfield in Wolfgang

Friedrichs' ex-Whitehead brothers Aston Martin DB3S and a horde of 'big' Healeys, one piloted by outright Combe lap record holder Nigel Greensall, will be racing, but the spectacle of Duncan Pittaway demonstrating his 32-litre Fiat S76, which guzzled fuel prodigiously on the recent French GP centenary celebration, will be worth a special trip.

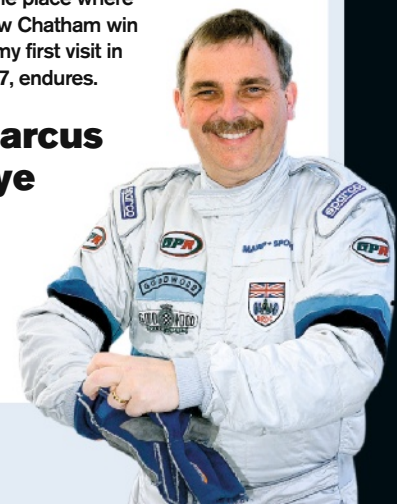
Both Castle Combe and the Bristol

"Castle Combe generated some heroes of its own in the 1960s"

area, with engineering genius within its aircraft factory's motor club, played major roles in kick-starting British racing post-war. Many of the sport's rising stars, including Stirling Moss, won at the airfield circuit, the roots of which are now well hidden.

But Combe also generated heroes of its own, none greater than Healey star John Chatham, when racing resumed after a break in the '60s. A strong following, like my love of the place where I saw Chatham win on my first visit in 1967, endures.

Marcus Pye



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Jordan Sr won at the
Revival in self-built
Austin A40



Historics

Jordan to run Lotus Cortinas

BRITISH TOURING CAR TEAM

boss Mike Jordan is building two Ford Lotus Cortinas for historic events.

The Eurotech supremo, who took son Andrew Jordan to the BTCC drivers' crown last year, has built and raced an Austin A40 this season and won the second St Mary's Trophy race at the Goodwood Revival.

He has now bought a Cortina to

prepare, and will fettle a similar car recently acquired by Porsche ace Mark Sumpter. Both will be built to Appendix K specification.

"I've known Mark for 20 years and he wanted a Cortina built, so it made sense," said Jordan Sr. "I love building those cars and I just enjoy the whole historic scene.

"It's such great fun driving them, and developing them doesn't revolve around

computers and data, just good old seat-of-the-pants feel where the driver makes the biggest difference."

Jordan said he could share either car with Sumpter and Jordan Jr: "Mark's going to do some Group C and some Porsche Club in his other cars, and some selected events in the Lotus.

"Sometimes I'll share with Andrew and sometimes I might share with Mark."

500cc F3

Return of 500cc F3 to Combe

CASTLE COMBE WILL HOST ITS first 500cc Formula 3 race in 59 years at this Sunday's third Autumn Classic event, as part of a wide variety of marques heading to the circuit's season finale.

Cooper duo Darrell Woods and John Turner, Roy Hunt (Martin), Gordon Russell (Mackson) and Richard de la Roche (Smith) are expected to make the half-litre running. The unique Revis of Richard Bishop-Miller, which won there in 1952 and '54, will also race.

Pre and post-war Aston Martins span the Jon Gross Memorial race field, which stars the red works Ulsters of Chloe and Holly Mason and the DB3S trio of Simon Hadfield, Steve Boulton Brooks and David Bennett. Andy Wallace heads the Jaguar posse in a C-type, while outright lap-record holder Nigel Greensall goes in the John Gott Trophy double-header.



'New' Fiat 131 makes rallying debut

The Fiat 131 built and run by Rally Sport Developments made its rallying debut on last weekend's Trackrod Historic Cup. Rallied by Julian Reynolds and Ian Oakey, it set top-10 times before retiring with gearbox problems. Project boss Kevin Theaker said: "It showed huge potential."

Ginetta GT4 Supercup

Clio ace Cook makes GT4 Supercup debut

RENAULT CLIO CUP RACE WINNER

Josh Cook made his Ginetta GT4 Supercup debut in the series' penultimate round at Silverstone.

The Bristol driver, taking advantage of the Clio Cup UK's absence, finished eighth in the first race before improving

to seventh in the second, despite picking up five-second penalties for exceeding track limits in both encounters.

"Today my priority was to put in some quick lap times and be consistent, and I managed to get to within two and a half tenths of David [Pittard, who won both

races]," said Cook, who remained with the SV Racing squad that runs him in the Clio Cup.

"It has been a big learning process and I'm pleased to be closer to the frontrunners in terms of times. It's been a good weekend overall."



In brief

MAC to run Monoposto

The Midland Automobile Club will add the Monoposto Racing Club to its portfolio next year. The Shelsley Walsh-based organisation already administers two rounds of the British Hillclimb Championship, and will now manage the 60-plus regular entries that the MRC (above) can boast.

Epps in Renault return

Michael Epps made his Formula Renault BARC return last weekend in the season finale at Silverstone. Driving for SWB Motorsport, the 22-year-old finished eighth and sixth in his first outings in the series since the end of the 2012 season.

Hughes, Strakka to ALPS

BRDC Formula 4 champion Jake Hughes will compete in the final round of the Formula Renault ALPS at Jerez this weekend. The NEC regular will drive Strakka Racing's sole entry ahead of the Eurocup finale and a planned ALPS assault by Strakka in 2015.

Lydden traffic notice

This weekend's Lydden Hill meeting will be affected by a road closure. The A2 will be closed from Faversham to Canterbury, heading towards the circuit, from 8pm on Friday October 3 to 6am on Monday October 6. The best alternative route is to take the M20 to Folkestone and use the A2 westbound to access Lydden. The return journey from the circuit is not affected.

Restored Caldwell runs

Caterham racer Rowan Williams made his Historic Formula Ford debut at Brands Hatch last weekend at the wheel of his newly restored Caldwell D9. The weekend proved a baptism of fire, with a spin into the gravel in race one and an exclusion for a rideheight infringement in the second race.



Cook had a
solid debut



The largely yellow
'Miss Green' took
top Snett honours

ALL PICS: RICHARD STYLES

SEAMAN MEMORIAL MEETING SNETTERTON, SEPTEMBER 28 VSCC

Pedersen takes Spero glory

AUSTIN 7 MONOPOSTO RACER

Christian Pedersen ended William Mahany's nine-year winning streak in the Spero Trophy race on a fine day for the Dane as the Vintage Sports-Car Club's Seaman Memorial Trophies meeting entertained a big audience on its third annual visit to Snetterton's 200 circuit.

Following a hairy passage of Murray's corner apiece, Mahany threw everything he could at Pedersen over the small-capacity staple's six laps, but finished 1.05s short of 'Miss Green' (confusingly now mostly yellow) at the chequered flag in his Singer-engined HRG.

An A7 also triumphed in the other half of the equation, Paul Lawrence shrugging off a leg injury to complete a hat-trick of Voiturette Trophy wins in his Ulster Special as he chased Mike Painter's MG Kayne Special home in fourth overall.

Painter's 16-year-old son Harry, in only his third race, withstood enormous pressure to win a Pre-War Handicap as Morgan Super Aero ace Sue Darbyshire bore down on his green MG. Nose-to-tail into Murray's for the final time, Painter kept his cool. Having crossed the line 0.18s ahead, his respect and hug from Darbyshire was well earned.

Following a throttle-cable breakage in practice, another of the VSCC's younger set, Charlie Martin, drove Justin Maeers's Morgan Special (a bizarre concoction that resembles



Eventual winner
Wood (111) hounds
Wakeman early on

a motorised kayak) brilliantly from the back of the Vintage Seaman Trophy grid to shadow victor Duncan Wood's Super Aero home.

A fortnight after the Goodwood Revival, the Seaman grids were disappointingly thin. Nonetheless, in splitting the Flockhart Trophy-contending post-war cars of Fred Harper (Kurtis-Offy) and Simon Diffey (Connaught B-type), Nick Topliss's mission to win the Historic prize for the first time in ERA R4A was accomplished.

Topliss started well in the feature Pre-War racing car showpiece, but despite an extra half-litre under his bonnet couldn't match the speed and consistency of Calum Lockie in Sean and Laura Danaher's supercharged 1500cc Maserati 6CM. Danaher was third in the three-litre 8CM.

Irishman Gareth Burnett used the power of John Ruston's Talbot 105 team car to trump the cornering speed of Californian Fred Wakeman's Frazer Nash Super Sports in the closely-fought ODM Mallory Mug opener. The HRGs of Mahany and Andrew Mitchell led the pursuit.

Wakeman's subsequent fortunes were mixed. He led the Vintage Seaman race for two laps, before a rear fender came adrift and jammed its wheel, forcing retirement. Unfazed, Fred bounced back with his

Cooper-Jaguar in the '50s Sportscar event, although he couldn't live with Scot Darren McWhirter's pretty Tojeiro-Jaguar. Behind them, Gordon McCullough was a solid third in his Brazilian-liveried Maserati 200Si, ahead of a stirring battle between Norfolk drivers James Paterson and John Burton (Jaguar XK120), in which the Lotus 11 ace prevailed.

As in the race Painter won, the top six in the first Handicap — each representing a different marque — were covered by less than 10 seconds. Fred Boothby (MG J2) leapt from third to demote Dennis Johnson (Frazer Nash Colmore) and long-time leader Robert Barbet (Austin 7) on the last lap.

Robert Cobden (Riley Falcon Special) and Julian Grimwade in the ex-Guy Smith/James Baxter 3.5-litre Alvis-engined 'Nash won the two short scratch races. Pete Candy (Riley Super Rat) harassed Cobden and Grimwade in the first, when their best laps were blanketed by 0.25s.

Finally, Ewen Getley thundered his magnificent Bentley — which boasts period Brooklands history — to victory in the Mallory Park Trophy race, in which Jo Blakeney-Edwards (Frazer Nash Shelsley) won a terrific duel with Richard Iliffe (Riley Kestrel 12/4 Special) for second.

● Marcus Pye

RESULTS

SPERO & VOITURETTE TROPHY RACE FOR CARS UP TO 1100CC (6 LAPS) 1 Christian Pedersen (Austin 7

Monoposto) 10m06.03s (70.72mph); 2 William Mahany (HRG Le Mans Model) +1.05s; 3 Mike Painter (MG Kayne Special); 4 Paul Lawrence (Austin 7 Ulster Spl); 5 Tim Kneller (Riley Brooklands); 6 Mark Elder (7 Sports Spl). Fastest lap Pedersen 1m38.45s (72.56mph).

PRE-WAR HANDICAP (5 LAPS) 1 Harry Painter (MG Kayne Spl) 9m24.37s (66.22mph); 2 Sue Darbyshire (Morgan Super Aero) +0.18s; 3 Duncan Wood (Super Aero); 4 Alastair Pugh (Frazer Nash/BMW 328); 5 Simon Stokes (Riley Treen); 6 Mark Brett (Ballamy-Ford V8 Spl). FL Wood 1m39.05s (72.12mph).

VINTAGE SEAMAN TROPHY FOR VINTAGE CARS (9 LAPS) 1 Duncan Wood (Morgan Super Aero)

15m04.88s (71.06mph); 2 Charlie Martin (Morgan Spl) +7.81s; 3 Dougal Cawley (GN/Ford Piglet); 4 Chris Hudson (Bugatti T35); 5 Bo Williams (Bugatti T35B); 6 Iain Stewart (Super Aero). FL Wood 1m38.10s (72.82mph).

HISTORIC SEAMAN & FLOCKHART TROPHY FOR PRE-'61 CARS (14 LAPS) 1 Fred Harper (Kurtis Indy Roadster)

20m44.21s (80.38mph); 2 Nick Topliss (ERA R4A) +13.84s; 3 Simon Diffey (Connaught B-type); 4 Julian Wilton (Cooper-Bristol Mk2); 5 Pete Candy (Riley Super Rat); 6 Robert Cobden (Lola Mk2). FL Harper 1m27.21s (81.91mph).

BRUCE SPOLLON MEMORIAL AND CONTINENTAL TROPHIES FOR STANDARD & MODIFIED PRE-WAR RACING CARS (11 LAPS) 1 Calum Lockie (Maserati 6CM)

16m12.30s (80.82mph); 2 Nick Topliss (ERA R4A) +14.72s; 3 Sean Danaher (Maserati 6CM); 4 Stephen Gentry (Bugatti T35B); 5 Chris Hudson (Bugatti T35); 6 Paul Jaye (Alta 2-litre). FL Lockie 1m27.41s (81.72mph).

MALLORY MUG STANDARD & MODIFIED PRE-WAR SPORTS-CARS (8 LAPS) 1 Gareth Burnett (Talbot 105)

13m22.53s (71.21mph); 2 Fred Wakeman (Frazer Nash Super Sports) +0.35s; 3 William Mahany (HRG Le Mans); 4 Andrew Mitchell (HRG 1½-litre); 5 Patrick Blakeney-Edwards (Frazer Nash TT Replica); 6 Mark Brett (Ballamy-Ford V8 Special). FL Wakeman 1m38.13s (72.80mph).

'50S SPORTSCARS (11 LAPS) 1 Darren McWhirter (Tojeiro-Jaguar) 16m16.91s (80.44mph); 2 Fred Wakeman (Cooper-Jaguar T38) +18.38s; 3 Gordon McCullough (Maserati 200Si); 4 James Paterson (Lotus 11); 5 John Burton (Jaguar XK120); 6 Christopher Mann (Alfa Romeo 6C 3000PR). Class winner Wakeman.

FL McWhirter 1m27.57s (81.57mph).

PRE-WAR HANDICAP (5 LAPS) 1 Fred Boothby (MG J2)

10m50.02s (60.54mph); 2 Dennis Johnson (Frazer Nash Colmore) +4.84s; 3 Jeffrey Edwards (Alvis Sports Spl); 4 Anthony Fenwick-Wilson (Railton LST); 5 Richard Hudson (Bentley 3/4½-litre); 6 Geoff Toms (Fiat 508S). FL Christian Pedersen (Austin 7 Monoposto) 1m43.64s (68.93mph).

PRE-WAR SCRATCH (5 LAPS) 1 Robert Cobden (Riley Falcon Spl) 8m03.53s (73.87mph); 2 Julian Grimwade (Frazer Nash Single-Seater) +0.71s; 3 Pete Candy (Riley Super Rat); 4 Tom McWhirter (Jaguar SS100); 5 Sue Darbyshire (Morgan Super Aero); 6 Christian Pedersen (Austin 7 Monoposto). FL Candy 1m35.01s (75.19mph).

PRE-WAR SCRATCH (5 LAPS) 1 Julian Grimwade (Frazer Nash Single-Seater) 8m17.38s (71.81mph); 2 Christian Pedersen (Austin 7 Monoposto) +1.94s; 3 Dougal Cawley (GN/Ford Piglet); 4 Iain Stewart (Morgan Super Aero); 5 Andrew Kellock (Fiat AC); 6 William de Jong Cleynndert (Wolseley Hornet Spl). FL Grimwade 1m36.31s (74.17mph).

MALLORY PARK TROPHY FOR SPECIAL PRE-WAR SPORTS-CARS (7 LAPS) 1 Ewen Getley (Bentley 3/4½-litre) 12m14.69s (68.06mph); 2 Jo Blakeney-Edwards (Frazer Nash Shelsley) +21.33s;

3 Richard Iliffe (Riley Kestrel 12/4 Spl); 4 Richard Hudson (Bentley 3/4½-litre); 5 Jeffrey Edwards (Alvis Sports Spl); 6 Paul Baker (Frazer Nash Sports). FL Getley 1m44.16s (68.58mph).



Painter held on
for handicap win



HRDC TOURING GREATS SNETTERTON, SEPTEMBER 27 AMOC

Austin aces benefit from Alfa man's woe

THE HRDC TOURING GREATS ENJOYED the biggest grid of the day, as just shy of 30 pre-1960 Historic Touring Cars lined up for a 45-minute pitstop race.

Having set the pace in qualifying, Geoff Gordon's Alfa Romeo Giulietta looked the car to beat, only to drop back to third at the start. His plight worsened still when a fourth-lap moment at the Montreal hairpin cost him 20 seconds and plunged him further down the order.

Gordon's dramas allowed Phillip Perryman's Austin A95 Westminster to establish a narrow lead over the Jaguar Mk1s of Tom Butterfield

and Les Ely, with Matthew Moore's Austin A40 and Tom Shepherd's Alfa Giulietta also moving towards the front.

When the dust settled after the mid-race pitstops and driver changes, Nick Naismith remorselessly extended the A95's advantage into a winning lead, taking the flag almost 20 seconds clear. An impressive second went to the charging Moore, who'd reeled in Butterfield's co-driver Tom Barclay and swept past when the Jaguar succumbed to an off at Agostini and dropped two places. Ely followed Moore through

to take the final podium spot, while Barclay salvaged fourth ahead of a recovering Gordon.

● Oliver Timson

HRDC TOURING GREATS (17 LAPS) 1 Nick Naismith/Phillip Perryman (Austin A95 Westminster) 44m21.525s (68.26mph); 2 Matthew Moore (Austin A40) +19.843s; 3 Les Ely (Jaguar Mk1); 4 Tom Butterfield/Tom Barclay (Jaguar Mk1); 5 Geoff Gordon (Alfa Romeo Giulietta Ti); 6 Tom Shepherd (Giulietta Berlina). **CW** Moore; Ely; Gordon; Hilton Pursaud/Graham Robson (Standard Pennant); David Lillywhite/Chris Rea (Austin A35 Academy). **FL** Gordon 2m29.872s (71.31mph).

AMOC INTERMARQUE SNETTERTON, SEPTEMBER 27 AMOC

Advantage Vantage as Hall turns the tables

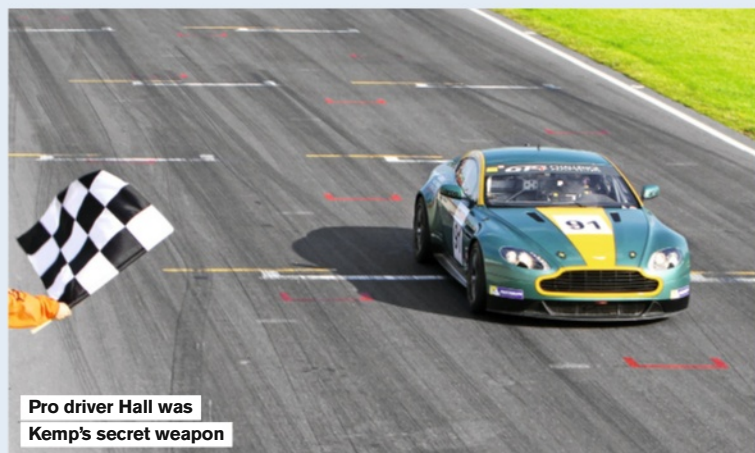
SPORTSCAR ACE STUART HALL AND Chris Kemp teamed up to guide their Aston Martin Vantage GT4 to victory in a hard-fought finale to the AMOC Intermarque championship.

They didn't have it all their own way, with Kemp falling behind Chris Scragg's older V8 Aston at the start. The doughty Scragg pulled out a comfortable lead by the time the mid-race pitstop window opened, before handing over to team-mate Boysie Thurtle.

The tables turned after the driver changes, with Hall demonstrating his class in style. After serving a 30-second pitstop penalty due to his professional-driver status, Hall reeled in the gap to leader Thurtle, setting a scintillating fastest lap.

Two laps from home he finally had the leader in his sights and, despite Thurtle's valiant defence on fading brakes and tyres, Hall swept past at Brundle and pulled clear to win.

While the battle for overall race victory raged, the scrap for the 2014 title was fought out behind. Rob Hollyman's Porsche 964 and the



Ferrari 355s of Tim Mogridge and Wayne Marrs were among those in contention, with Mogridge carrying a wafer-thin one-point lead to the race.

Sadly reliability proved decisive, as Marrs retired mid-race with crankshaft issues, and Hollyman's hopes were undone two laps later by a sensor failure, clearing the way for a delighted Mogridge to claim the prize.

● Oliver Timson

RESULTS (20 LAPS) 1 Chris Kemp/Stuart Hall (Aston Martin Vantage Challenge GT4) 45m10.906s (78.85mph); 2 Chris Scragg/Boysie Thurtle (Aston Martin V8) +3.926s; 3 Tristan Simpson (Ferrari 355 Challenge); 4 Paul Brooks (Ferrari 456 GT); 5 Kevin Norville (Aston Martin GT4); 6 Tim Mogridge (Ferrari 355 Challenge). **CW** Scragg/Thurtle; Simpson; Stephen Atkinson (Porsche 968); Martin Melling (Aston Martin DB4 Lightweight). **FL** Hall 2m05.533s (85.14mph).



Snett in brief

'50s Sports Cars/XK

Having converted pole to the lead at the start of the combined race in his Tojeiro Jaguar, Darren McWhirter (pictured above) finally pulled away from the persistent Cooper of Fred Wakeman as they lapped the backmarkers in the closing stages to win. Gordon McCullough's Maserati 200S moved up from row three to claim third overall.

HRDC Allstars

After dominating qualifying, Mike Whitaker always looked the favourite to win the race in his TVR Griffith, and he duly led from start to finish. Ben Shuckburgh's Jaguar E-type kept him honest by chasing throughout, but had to settle for second. John Young fended off the attentions of Whitaker's son Michael to win an all-Ford Mustang battle for third.

Equipe GTS

Despite briefly dropping back a place to third thanks to his Triumph TR4's sluggish start, a resurgent Pete Foster claimed the lead of the race inside the opening lap. He denied race-long pressure from poleman John Yea (who was barely more than a second behind throughout) to claim victory. Martyn Corfield edged Nick Matthews's similar Austin-Healey for third.

Pre-War Team Challenge

A pair of 1928 Frazer Nashes held sway in the sprint to claim first and second on scratch. Fred Wakeman's Super Sports model was the first home, comfortably beating Patrick Blakeney-Edwards's Owlet. Tom McWhirter's Jaguar SS100 claimed a distant third. Wakeman had to settle for second in the handicap standings, losing out to the Bentley 4½ of Guy Northam.

Pre-'66 GTs and Tourers

With the sun setting fast on AMOC's season, Robert Bremner (below) completed the meeting by lapping the field in the Innes Ireland pitstop race. Father and son Mike and Michael Whitaker took second ahead of Gordon McCullough and Patrick Blakeney-Edwards. Simon Orebi-Gann held off Pete Foster/Tim Mogridge for fourth.



Mallock and Grant share FFord spoils

MICHAEL MALLOCK AND CALLUM GRANT took a win apiece in two close-fought Historic Formula Ford races.

Mallock won the first by just 0.094s after an intense battle with Grant. He started the race in fourth but moved up to second early on courtesy of passes on Simon Toyne and Maxim Bartell.

Mallock then set about closing down the leader, getting right up behind Grant's Merlyn and finally making the move at McLaren after an unsuccessful attempt at Paddock Hill.

Grant didn't give up however, and he remained glued to the front-engined Mallock's tail for the rest of the race, trying to squeeze back ahead on numerous occasions. "I think I touched him going into Druids at one stage," Grant admitted, but Mallock withstood the pressure to hold on for the victory. James Buckton's Elden snatched third from the Merlyn of Bartell on the penultimate lap after going all the way around the outside at Druids. William Nuthall and Toyne completed the top six.

Grant got his revenge in race two,



Grant (43) took victory in race two after an error by race-one winner Mallock

as he wrested the lead from polesitter Mallock at Druids on the opening lap.

"I knew I had to get him on the first lap," Grant said afterwards.

He held firm as Mallock stalked him until two-thirds distance, when the Wellingborough man, in his own words, "ran out of talent" at Druids after being delayed by a backmarker at Paddock.

This error gifted Grant the win by

a margin of three seconds, although Mallock was closing the gap in the last few laps.

Nuthall took advantage of Toyne leaving his braking too late and making contact with Buckton at Druids, dispatching Simon Brown shortly afterwards to snatch the final podium spot. Next up were Bartell, a recovering Buckton and Brian Morris.

● Matt Upton

RESULTS (23 LAPS) 1 Michael Mallock (Mallock Mk9) 20m16.532s (82.27mph); 2 Callum Grant (Merlyn Mk20A) +0.094s; 3 James Buckton (Elden Mk8); 4 Maxim Bartell (Merlyn Mk20A); 5 William Nuthall (Jamun T2); 6 Simon Toyne (Lola T200).

Fastest lap Buckton 51.958s (83.69mph).
RACE 2 (27 LAPS) 1 Grant 23m49.167s (82.20mph); 2 Mallock +3.572s; 3 Nuthall; 4 Bartell; 5 Buckton; 6 Brian Morris (Lola T202).
FL Mallock 52.138s (83.40mph).



Charteris (1) lost a potential double win to engine trouble

CLASSIC CLUBMANS BRANDS HATCH, SEPTEMBER 27-28 HSCC

Charteris avenges breakdown

MARK CHARTERIS RECOVERED FROM an engine problem in the opening race to take victory in the second Clubmans encounter.

Charteris was catching leader John Harrison for the lead of the first race when his engine lost a cylinder, forcing his early retirement.

Harrison seemed on course for a another win in the second race, but Charteris, with his engine now on song, was flying through the field from the back of the grid.

Charteris made the decisive move at Druids after one-third distance, going

on to win by over three seconds.

● Matt Upton

RESULTS (BOTH 25 LAPS) 1 John Harrison (Mallock Mk21) 20m14.282s (89.59mph); 2 Ray Mallock (Mallock Mk18B) +7.161s; 3 Mark Hales (Centaur 14); 4 Steven Chaplin (Phantom P79); 5 Robs Manson (Mallock Mk21); 6 Peter Carter (Phantom P79). **Class winner** Adam Paterson (Mallock Mk18). **FL** Harrison 47.147s (92.23mph). **RACE 2 1 Mark Charteris (Mallock Mk20/21) 20m14.035s (89.60mph);** 2 Harrison +3.439s; 3 Mallock; 4 Hales; 5 Chaplin; 6 Mike Lane (Mallock Mk20B). **CW** David Facer (Mallock Mk16). **FL** Charteris 47.098s (92.33mph).

CLASSIC F3 BRANDS HATCH, SEPTEMBER 27-28 HSCC

Padmore proves peerless

NICK PADMORE TOOK AN EASY Classic F3 win, while an excellent scrap went on behind.

Richard Trott had a lightning getaway and slotted into second behind Padmore, where he stayed until David Shaw managed to slip by at Druids late on.

Shaw then started to push hard in an attempt close on Padmore and, on the next lap, he spun at Clark, forcing Trott to take to the gravel to avoid the incident.

Simon Jackson took advantage of the chaos to steal second, nine

seconds adrift of Padmore, while the charging Shaw got third back from Trott at Paddock before launching an unsuccessful attack on Jackson on the final lap.

● Matt Upton

RESULTS (25 LAPS) 1 Nick Padmore (March 783) 20m24.500s (88.84mph); 2 Simon Jackson (Chevron B43) +9.137s; 3 David Shaw (March 803B); 4 Richard Trott (Chevron B43); 5 Paul Dibden (Argo JM6); 6 Maxim Bartell (Chevron B34). **CW** Shaw; Richard Atkinson-Willes (Reynard SF79). **FL** Shaw 47.851s (90.88mph).



Padmore celebrates a straightforward win



Lewis (11) leads
an Anglo-French
field through Druids

TROPHEE MAXI 1000 BRANDS HATCH, SEPTEMBER 27-28 HSCC

Curley's misfortune hands Lewis victories

JONATHAN LEWIS DOMINATED BOTH races during the Trophee Maxi's trip across the Channel, benefiting from Ian Curley's bad luck.

Lewis and Curley locked out the front row in qualifying, but a Mini battle royale in race one failed to materialise when Curley suffered a broken gear lever during the warm-up lap, losing two laps in the process.

This allowed Lewis to take victory unchallenged while a brilliant scrap for second broke out in the second half of the race.

Nigel Winchester's Ginetta came from seventh on the grid to take third from Maxime Lefebvre (Mini). The

pair then jumped in front of Thierry Thieffain's Mini when he was baulked by traffic, before Lefebvre eventually retook Winchester for second.

It took Curley just two laps to come from seventh on the grid to second in the following race, but by that stage Lewis had already opened up a decent lead over the former BTCC driver.

In the latter stages Curley began gradually catching the leader when traffic came into play, and could well have mounted a challenge for the lead had the race not been stopped with two minutes to go.

Winchester was running in third

when he had to retire with a throttle-cable problem, allowing Thieffain to complete an all-Mini podium.

● Matt Upton

RESULTS (26 LAPS) 1 Jonathan Lewis (Austin Cooper S) 25m30.079s (73.94mph); 2 Maxime Lefebvre (Cooper S) +19.297s; 3 Nigel Winchester (Ginetta G4); 4 Thierry Thieffain (Cooper S); 5 Greg Carini (Cooper S); 6 Lionel Couche (Cooper S). CW Lefebvre; Winchester. FL Lewis 58.106s (74.84mph).

RACE 2 (23 LAPS) 1 Lewis 22m36.698s (73.77mph); 2 Ian Curley (Cooper S) +1.988s; 3 Thieffain; 4 Lefebvre; 5 Carini; 6 Couche. CW Thieffain; Claude Corthalls (Autobianchi Abarth). FL Curley 57.866s (75.15mph).

**BRITISH HILLCLIMB CHAMPIONSHIP
LOTON PARK, SEPTEMBER 27**

Hall rounds off season with double

WILL HALL ENDED HIS BEST-EVER season with both victories as Jos Goodyear snatched fourth overall in the final round.

"This victory and the whole season is dedicated to my support team of Force's Ian Dayson, ex-champion Ray Rowan and my mechanic Paul Danby," said a victorious Hall, who has competed at Loton Park since his teens.

A second and a third were enough for Goodyear to overhaul Alex Summers, whose car broke in



Hall was in fine
form at Loton

practice, in the final standings. Summers switched to his mother's 1100cc car but could not qualify, although he took the class win.

Champion Scott Moran rounded out his season in third and second, while runner-up Trevor Willis took fourth in the first run-off but stopped with gearbox failure during the final

shootout, meaning there will be a rush to get the car ready for the inaugural FIA European Hillclimb Masters in Luxembourg.

Two nines for Alastair Crawford meant he beat Richard Spedding to 10th overall, to claim his first-ever seeded finish.

● Eddie Walder

RESULTS

ROUND 33 1 Will Hall (3.5 Force-Nissan WH) 44.01s; 2 Jos Goodyear (1.34s GWR-Suzuki Raptor 2) 44.19s; 3 Scott Moran (3.5 Gould-NME GR61X) 44.26s; 4 Trevor Willis (3.2 OMS-RPE 28) 44.91s; 5 Roger Moran (3.5 Gould-NME GR61X) 45.45s; 6 Deryk Young (4.0 Gould-Judd GR51B) 46.03s; 7 Wallace Menzies (3.5 Force-Nissan WH) 46.87s; 8 Tom New (4.0 Gould-Judd GR55) 47.04s; 9 Alastair Crawford (2.8 Gould-NME GR55) 47.28s; 10 Oliver Tomlin (4.0 Pilbeam-Judd MP97) 47.50s;

11 Steve Owen (1.6 OMS-Suzuki 28) 47.53s; 12 Richard Spedding (1.6 Force-Suzuki PC) 47.73s.

ROUND 34 1 Hall 44.02s; 2 S Moran 44.32s; 3 Goodyear 44.67s; 4 R Moran 45.41s; 5 Young 46.33s; 6 Menzies 47.17s; 7 New 47.21s; 8 Dave Uren (1.3t Force-Suzuki PC) 47.24s; 9 Crawford 47.31s; 10 Owen 47.79s; 11 Paul Haines (1.3t Gould-Suzuki GR59) 48.50s; Willis DNF.

Class winners Ian Richards (Renault Clio Cup 182) 66.12s; Nigel Burke (2.0t Subaru Impreza) 58.71s; Allan Warburton (2.5 Caterham-Duratec) 54.91s; Carl Jones

(1.4 Austin Mini) 59.56s; Keith Murray (1.4t Audi 80 Quattro) 55.41s **record**; Mike Turpin (2.2s Vauxhall VX220) 54.45s; Tim Cross (1.2 OMS-Honda SC1) 55.26s; Rob Stevens (1.3s Force-Suzuki SR4) 48.59s; Alex Summers (1.1 Force-Suzuki PT) 49.00s; Owen 47.39s; Goodyear 44.95s; Hall 44.35s.

POINTS 1 S Moran, 262; 2 Willis, 236; 3 Hall, 231; 4 Goodyear, 186; 5 Summers, 182; 6 New, 125; 7 Menzies, 121; 8 R Moran, 108; 9 John Bradburn, 100; 10 Crawford, 70.



Brands in brief

Historic Fford France

British interloper Mike Gardner (above, leading) put in a perfect performance to defeat his Gallic rivals, leading both races from lights to flag. He was followed home in both races by Pierre Lombardi. Stephane Brunetti was third in race one, but lost out to Ghislain Genecand for the final podium spot in the second.

Classic F3 France

Rob Moors took a dominant victory, but it took him until lap five to prise the lead from Pascal Gerbout. Gerbout later slipped to fourth after being passed by Frederic Lajoux and then Jean-Pierre Eynard-Machet after he ran wide at Graham Hill Bend. Gerbout fought back to finish on the podium, taking the place back on lap 22 of 31.

Anglo-French Classic F3

Nick Padmore easily won both races, but there was some good action behind him. David Shaw finished second in race one after Pascal Gerbout went off at McLaren and Simon Jackson retired with gearbox trouble. In race two Richard Trott was second, while Shaw recovered from a spin at McLaren to finish third.

Historic Touring Cars

Tim Davies led from start to finish, but early on he was being closely followed by fellow Cortina driver Mike Gardiner. Davies began pulling a gap around mid-distance after Gardiner was blocked by some slower cars. Ian Curley was third in his Mini, with the recovering Jonathan Lewis, who started seventh after problems in qualifying, just a second behind him in fourth.

Historic Formula Junior

Justin Fleming (below) took his maiden overall victory after defeating Richard Ellingworth, whose Gemini had to start from the back. It didn't take Ellingworth long to get back to second, but a misfire prevented him from challenging for the lead. Neil Hodges managed to fend off the attentions of early leader John Arnold to take third.



Sibley (leading) took his Elan to a brace of untroubled wins



SPECIAL SALOONS & MODSPORTS OULTON PARK, SEPTEMBER 27 CSCC

Sibley streaks to Oulton double

PAUL SIBLEY HAD THINGS ALL TO himself in two Special Saloons & Modsports encounters as his Lotus Elan took a double win, but the battles behind him were far from settled right to the chequered flag.

Sibley's main expected challenger, Mark Ticehurst, made it no further than qualifying after his Porsche 935 suffered a gearbox failure.

Danny Morris's Peugeot 309 Turbo was a brief threat to Sibley at the start of race one, then consolidated second place as Sibley escaped up front while Steven Moss (Anglia) and Pete Stevens (Carlton) started a terrific scrap for third.

Stevens finally got ahead through Deer Leap after grabbing the inside at Lodge with a lap to go, but Moss came back again and regained the place on the last lap, edging it by 0.05 seconds. Jack Harper's Triumph Spitfire and Thomas Carey's Honda CRX completed the top six.

Despite losing out to both Ricky Morris and Moss at Old Hall at the start of race two, Sibley still led by the end of the opening lap and disappeared to take a second win of the day by nearly 10 seconds.

The fight for second continued to rage as neither Morris nor Moss could gain a real advantage. After a

long battle, Moss finally made the decisive move at Cascades with two laps to go.

Stevens had a grandstand view of the duel ahead as he secured fourth again, but couldn't quite get close enough to play a part in proceedings.

Carey was a solitary fifth and John Devereaux (BMW M3) rounded off the top six, after Andy Southcott's MG Midget was an early casualty.

Tim Cairns and Martin Baker were double class winners, but had little competition, while the lead trio of Sibley, Moss and Morris swept the board in their respective classes.

● Peter Scherer

RESULTS (BOTH 8 LAPS) 1 Paul Sibley (Lotus Elan) 15m12.076s (85.00mph);

2 Danny Morris (Peugeot 309 GTi Turbo) +1.259s; 3 Steven Moss (Ford Anglia Spaceframe); 4 Peter Stevens (Vauxhall Carlton TS); 5 Jack Harper (Triumph Spitfire); 6 Thomas Carey (Honda CRX).

Class winners Morris; Moss; Tim Cairns (MG Hexagon Midget); Martin Baker (Hillman Imp Spaceframe). **Fastest lap** Morris 1m51.854s (86.64mph).

RACE 2 1 Sibley 15m07.367s (85.44mph);

2 Moss +9.953s; 3 Ricky Morris (309 GTi Turbo); 4 Stevens; 5 Carey; 6 John Devereaux (BMW M3). **CW** Moss; Morris; Baker; Cairns. **FL** Andy Southcott (MG Midget) 1m51.130s (87.20mph).

FERRARI CLASSIC OULTON PARK, SEPTEMBER 27 CSCC

Tomlin takes Ferrari wins

DAVID TOMLIN LEFT OULTON PARK a double winner, but inherited the first race after lights-to-flag leader James Cartwright was given a jumped-start penalty.

Gary Culver, third in race one, led for most of the second race before spinning off late on while under pressure at Knickerbrook.

Tomlin thus took the win having already demoted Cartwright from second at Old Hall, while Culver recovered from his drama to hold on to the final spot on the podium.

● Peter Scherer

RESULTS (11 LAPS) 1 David Tomlin (308 GTB) 21m44.285s (81.73mph);

2 James Cartwright (328 GTB) +7.855s; 3 Gary Culver (328 GTB); 4 Nicky Paul-Barron (328 GTB); 5 Nick Cartwright (328 GTB); 6 Christopher Compton-Goddard (308 GTB). **CW** J Cartwright; Chris Butler (328 GTB); Carl Bugar (Mondial). **FL** Tomlin 1m56.840s (82.94mph).

RACE 2 (10 LAPS) 1 Tomlin 19m53.124s (81.22mph);

2 J Cartwright +5.632s; 3 Culver; 4 Paul-Barron; 5 N Cartwright; 6 Peter Everingham (328 GTB). **CW** J Cartwright; Everingham; William Morwood (308 GT4). **FL** Tomlin 1m56.788s (82.98mph).

Culver (leading) threw away a likely victory with a spin



Andrew leads the Classic K field at the start



CLASSIC K SERIES OULTON PARK, SEPTEMBER 27 CSCC

Andrew rules Classic K roost

TOM ANDREW TOOK AN UNTRUBLED Classic K victory after his only genuine challenger, Mark Halstead, was hobbled by mechanical woes.

With Halstead's sick Elan back in the paddock after five laps, Andrew went clear. David Holroyd battled over second place with Ian Bankhurst until Bankhurst's challenge ended when he collected a stop-go penalty for speeding in the pitlane during his compulsory stop.

Holroyd gradually consolidated second after demoting Richard Skinner/Gavin Watson's Marcos, which retained third ahead of the

Cortina of Christopher Lay and Richard Fores.

● Peter Scherer

RESULTS (29 LAPS) 1 Tom Andrew (Lotus Elan 26R) 1h01m02.581s (76.73mph);

2 David Holroyd (Elan) +49.782s; 3 Richard Skinner/Gavin Watson (Marcos 1800GT); 4 Christopher Lay/Richard Fores (Ford Cortina); 5 Steve Chapman (Triumph TR4 SLR); 6 Richard McKoen (TR4). **CW** Lay/Fores; Chapman; Russell Martin (MGB); Ken Lark/Alan Sawyer (Alfa Romeo GTAE); Peter Aylett/Steven Farrall (Diva GT); Peter Hiscocks/Richard Field (Ford Mustang); Ian Bankhurst (Lotus 26R). **FL** Andrew 2m00.593s (80.36mph).

Racelogic won the opening encounter



FUN CUP ANGLESEY, SEPTEMBER 27-28 BRSCC

Honeywell back on top in Wales

TEAM HONEYWELL BOUNCED BACK from mechanical gremlins and bad luck to take a hugely popular Fun Cup victory, but Racelogic continued its charge towards another title after winning the first instalment of the weekend.

The first race was punctuated by safety-car periods, keeping the field tight, but the Racelogic car always seemed to have pace in hand – especially in the hands of Nigel Greensall, who helped guide the car to a 12-second victory over Team Honeywell.

Holden Hawthorns Racing rounded out the podium for its trio's highest ever Fun Cup finish, though better was to

come in the second race.

Racelogic started at the back as per series rules, and a pitstop to repair some front-end damage that put the car two laps down meant that seventh place was all the team could muster, despite the best efforts of rapid Britcar regular Greensall.

At the front, the Team Honeywell car dominated the race after taking the lead at one-third distance.

Holden Hawthorns Racing did assume the lead briefly around half-distance before dropping back to second, as a lengthy green-flag period allowed Honeywell to build up a huge advantage at the head of the field. Team O'BR completed the podium.

● Jack Benyon

RESULTS (122 LAPS) 1 Racelogic (Julian Thomas/Nigel Greensall/Joachim Ritter) 3h00m10.326s (62.97mph); 2 Team Honeywell (Tim Wheeldon/Geoff Fawcett/Neil Plimmer) +11.619s; 3 Holden Hawthorns Racing (Andy Holden/Rod Barrett/Jan Persson/Jay Shepherd); 4 Team O'BR (Rob Thomas/Simon Bonham); 5 Eco Racing (Paul Abraham/Tom Mills/Damien Hudes); 6 JPR (Anthony Gaylard/Graham Roberts). **FL** Holden 1m20.432s (69.37mph). **RACE 2 (125 LAPS) 1 Team Honeywell 3h00m46.092s (64.30mph);** 2 Holden +12.436s; 3 Team O'BR (Tom Pattle/Zoe Wenham/Guy Wenham); 4 Track Focused (Sean Cooper/Michael McCollum/Neil Smith); 5 CCS Media (Robert Tomlinson/Alan Honarmand/Ciro Carannante); 6 TWM (Chris Earp/Jon Tomlinson/Paul Turner). **FL** Holden 1m20.338s (69.45mph).



In brief

Swinging Sixties

Mark Halstead and Stuart McPherson (above) took a straightforward victory at Oulton Park in their Ginetta. The TR6s of Christopher Edwards and Jon Ellison disputed second, but collided at Knickerbrook, with Edwards spinning and stalling. He caught up and took the flag third, but regained second when Ellison was penalised for a jumped start and dropped back to third.

Future Classics

Darren Smith's TVR Tuscan dominated an interrupted Oulton Park race. A number of cars went off late on, including Nic Olson's Lotus Esprit, and the race was red-flagged and restarted as a five-lap dash to the flag, which Smith once again controlled from start to end. The John Hammersley/Simon Taylor Vauxhall Astra held off Geoff Beale/Chris Seaman's Talbot Sunbeam for second.

XR Challenge

Steve Poole, Jack Minshaw and Ralph Fernihough all took wins at Anglesey. Poole won first before handing his car to Justin Roberts on Sunday. While Minshaw won race two ahead of Fernihough, the positions were reversed in race three. Jonathan Wells dominated the XR3 category.

FORMULA FORD 1600 ANGLESEY, SEPTEMBER 27-28 BRSCC

Gough wraps up the title after final-race showdown

A SENSATIONAL FINALE THAT WENT down to the wire culminated in Stuart Gough winning the Formula Ford 1600 Post-'90 national title.

Gough had a perfect start to the weekend with a pole and a win in the first race, but it all fell apart in race two as a clash between him and his closest championship rival,

James Raven, sent the points leader tumbling down the order.

While Gough retired after suffering a spin shortly after, Raven was disqualified after finishing first on the road ahead of David McArthur, only to be later reinstated by the stewards, setting up a showdown in the third and final race.

Once again, Gough led Raven in the initial stages, the pair fighting hard during the early laps. But Raven didn't have an answer for Gough's pace as he drew further into the distance, taking the championship with a pole, win and fastest lap hat-trick.

A triumphant Gough said: "When I first started racing, James [Oldfield, team principal] used to come and wash the wheels as a little kid."

"Twelve years on he's running his own team, and I've won the championship for him, which is what we set out to do. I'm really pleased."

Jamie Jardine, pre-'90 national champion, took class honours in race one, before Chris Hodgen won the following two encounters.

● Jack Benyon

RESULTS (ALL 17 LAPS) 1 Stuart Gough (Van Diemen RF92) 20m29.202s (77.17mph); 2 James Raven (Ray GR13/14) +3.377s; 3 David McArthur (Van Diemen LA10); 4 Tom McArthur

(Van Diemen LA10); 5 Jamie Jardine (Reynard 84FF); 6 Chris Hodgen (Van Diemen RF89).

CW Raven; Jardine; Hodgen; Kevin Donnelly (Van Diemen RF92); Phil Nelson (Hawke DL2B).

FL Raven 1m11.541s (77.99mph). **RACE 2 1**

Raven 20m36.577s (76.71mph); 2 D McArthur +0.947s; 3 T McArthur; 4 Martin Short (Van Diemen JLO12); 5 Jardine; 6 Hodgen. **CW** Jardine;

Hodgen; Thomas Capezone (Swift SC10); Donnelly; Nelson. **FL** D McArthur 1m11.968s (77.53mph). **RACE 3 1 Gough 20m27.310s**

(77.29mph); 2 Raven +2.657s; 3 T McArthur; 4 D McArthur; 5 Hodgen; 6 Stuart Jones (Reynard 89FF). **CW** Raven; Hodgen; Jardine; Nelson.

FL Gough 1m11.348s (78.20mph).

Gough clinched the title in Wales



Raven missed out on the title



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NATIONAL RESULTS ROUND-UP

SNETTERTON SEPTEMBER 27, AMOC



50s SPORTS CARS & JAGUAR XK CHALLENGE (13 LAPS)

1 Darren McWhirter (Tojeiro Jaguar) 30m01.661s (77.12mph); 2 Frederic Wakeman (Cooper T38); 3 Gordon McCullough (Maserati 200S); 4 James Paterson (Lotus Eleven); 5 Brian Arculus (Lotus Elite); 6 John Burton (Jaguar XK120). **Class winners** Paterson; Arculus; Burton; Richard Knight (Austin-Healey 100/4); Christopher Scholey (Jaguar XK120); Anne Reed (Aston Martin DB2).

Fastest lap McWhirter 2m16.502s (78.29mph).

HRDC ALLSTARS (14 LAPS) 1 Mike Whitaker (TVR Griffith) 32m21.534s (77.06mph);

2 Ben Shuckburgh (Jaguar E-type) +6.880s; 3 John Young (Ford Mustang); 4 Michael Whitaker (Ford Mustang); 5 Jeremy Cooke (Lotus Elan S1); 6 Richard Woolmer (Austin Healey Sebring Sprite). **CW** Cooke; Woolmer; Julian Crossley (Morris Mini). **FL** Mike Whitaker 2m14.339s (79.56mph).

EQUIPE GTS (12 LAPS) 1 Pete Foster (Triumph TR4) 29m47.099s (71.76mph);

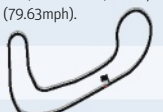
2 John Yea (MGB) +0.456s; 3 Martyn Corfield (Austin-Healey 100/4); 4 Nick Matthews (Austin-Healey 100/4); 5 Tony Wilson-Spratt (WSM MGB); 6 Stephen Archer (Austin-Healey 100M). **CW** Yea; Hannah Read (Aston Martin DB2). **FL** Foster 2m26.879s (72.76mph).

PRE-WAR TEAM CHALLENGE (8 LAPS) 1 Frederic Wakeman (Frazer Nash Super Sports) 21m03.922s

(67.65mph); 2 Patrick Blakeney-Edwards (Frazer Nash Owlet) +44.135s; 3 Tom McWhirter (Jaguar SS100); 4 Peter Dubsky (Aston Martin 15/98 2 Seater); 5 Richard Hudson (Bentley 3/4+2); 6 Richard Reay-Smith (Lagonda LG45 Team Car). **CW** McWhirter; Dubsky; Hudson; Reay-Smith; Chris Pearson (Austin Seven). **FL** Wakeman 2m34.560s (69.15mph).

JNIES IRELAND CUP (17 LAPS) 1 Robert Bremner (AC Cobra) 40m02.620s (75.62mph);

2 Michael Whitaker/Mike Whitaker (Ford Mustang) -1 lap; 3 Gordon McCullough/Patrick Blakeney-Edwards (Austin-Healey 3000); 4 Simon Orebi-Gann (Morgan +4SS) 5 Pete Foster/Tim Mogridge (Triumph TR4); 6 Jeremy Cooke/Mike Dowd (Lotus Elan). **CW** McCullough/Blakeney-Edwards; Orebi-Gann; Cooke/Dowd. **FL** Bremner 2m14.209s (79.63mph).



BRANDS HATCH SEPTEMBER 27-28, HSCC

HISTORIC FORMULA FORD FRANCE (BOTH 23 LAPS)

1 Mike Gardiner (Crossle 30F) 20m12.981s (82.51mph); 2 Pierre Lombardi (Lola T540E) +22.923s; 3 Stephane Brunetti (Van Diemen RF79); 4 Ghislain Genecand (Lola T342); 5 Simon Davey (Van Diemen RF80); 6 Xavier Michel (Van Diemen RF81). **CW** Regis Prevost (McNamara Mk3). **FL** Gardiner 51.642s (84.21mph). **RACE 2** 1 Gardiner 20m12.002s (82.58mph); 2 Lombardi +14.392s; 3

Genecand; 4 Ted Pearson (Crossle 30F); 5 Davey; 6 Alain Girardet (Van Diemen RF81). **CW** Prevost. **FL** Gardiner 51.970s (83.67mph).

CLASSIC FORMULA 3 FRANCE (31 LAPS) 1 Rob Moores

(Chevron B38) 25m33.234s (87.97mph); 2 Frederic Lajoux (Chevron B43) +20.928s; 3 Pascal Gerbout (Ralt RT3); 4 Fabrice Notari (Ralt RT1); 5 Jean-Pierre Eynard-Machet (Martini MK31); 6 Stefano Garzi (March 773). **FL** Moores 48.639s (89.41mph).

HSCC HISTORIC ROAD SPORTS (21 LAPS) 1 Justin Murphy

(Ginetta G4) 20m04.331s (75.88mph); 2 Kevin Kivlochan (Morgan Plus 8) +7.746s; 3 Philip Goddard (Morgan Plus 8); 4 Frazer Gibney (Lotus Elan S1); 5 Jonathan Stringer (Lotus Seven S2); 6 Paul Tooms (Turner MkII). **CW** Kivlochan; Antony Ross (Alfa Romeo 1750 Spyder); Paul Latimer (MGB); Peter Bornhauser (Ginetta G15). **FL** Shad Eddin (Ginetta G4) 55.609s (78.20mph).

HISTORIC 70s ROAD SPORTS (22 LAPS) 1 Oliver Ford

(Lotus Europa) 20m54.578s (76.31mph); 2 Jim Dean (Lotus Europa) +12.065s; 3 Peter Shaw (TVR Tuscan); 4 Charles Barter (Datsun 240Z); 5 Andy Langridge (Lotus Europa); 6 Mark Leverett (Porsche 911 SC). **CW** Shaw; David Karaskas (MG Midget); Johan Denekamp (Lancia Monte Carlo); David Tompkinson (Triumph Spitfire). **FL** Ford 56.032s (77.61mph).

CLASSIC FORMULA 3 ANGLO-FRENCH CHALLENGE

(18 LAPS) 1 Nick Padmore (March 783) 15m04.181s

(86.64mph); 2 David Shaw (March 803B) +21.902s; 3 Richard Trott (Chevron B43); 4 Rob Moores (Chevron B38); 5 Pascal Gerbout (Ralt RT3); 6 Jean-Pierre Eynard-Machet (Martini MK31). **CW** Moores; Richard Atkinson-Willes (Reynard SF79); Gareth Walters (Mallock Mk11B). **FL** Shaw 48.786s (89.14mph). **RACE 2** (19 LAPS) 1 Padmore 15m33.530s (88.58mph); 2 Trott +11.286s; 3 Shaw; 4 Frederic Lajoux (Chevron B43); 5 Maxim Bartell (Chevron B34); 6 Peter Alexander (Ralt RT3). **CW** Lajoux; Atkinson-Willes; Walters. **FL** Shaw 48.190s (90.24mph).

ALFA ROMEO OWNERS CLUB (BOTH 15 LAPS) 1 Tim Hayes

(Alfasud Sprint) 15m29.520s (70.25mph); 2 Will Dick (GT TS) +0.906s; 3 James Wright (75 TS); 4 Chris Dumont (Alfasud Sprint); 5 Lukas Halusa (Giulia Sprint GT). **CW** Dick; Wright; Halusa. **Fastest lap** Dick 1m00.475s (71.91mph).

RACE 2 1 Hayes 15m29.196s (70.27mph);

2 Dick +3.077s; 3 Wright; 4 Ron Davidson (164); 5 Halusa. **CW** Dick; Wright; Davidson; Halusa. **FL** Dick 1m00.334s (72.07mph).

HSCC HISTORIC TOURING CARS (21 LAPS) 1 Tim Davies

(Lotus Cortina) 20m24.090s (74.66mph); 2 Mike Gardiner (Lotus Cortina) +3.717s; 3 Ian Curley (Austin Mini Cooper S); 4 Jonathan Lewis (Austin Mini Cooper S); 5 Bob Bullen (Ford Anglia); 6 James Fuller (Alfa Romeo Giulia Sprint). **CW** Gardiner; Curley; Simon Benoy (Hillman Imp); Jim Clark (Lotus Cortina). **FL** Davies 57.325s (75.86mph).

HISTORIC FORMULA JUNIOR (21 LAPS) 1 Justin Fleming

(Lola Mk2) 20m28.059s (74.42mph); 2 Richard Ellingworth (Gemini Mk2) +7.544s; 3 Neil Hodges (Gemini Mk2); 4 John Arnold (Elva 100); 5 Ned Spieker (Lola Mk2); 6 Martin Sheppard (Stanguelini). **CW** Sheppard; Tom Bishop (Whitfill). **FL** Ellingworth 57.071s (76.20mph).



Ford (leading)
won at Brands



Smith took Future
Classics honours
at Oulton Park

CLASSIC RACING CARS (23 LAPS) 1 Andy Jarvis (Palliser WDB2) 20m43.967s (80.46mph); 2 Nicholas Ball (Chevron B14) +17.194s; 3 Michael Scott (Brabham BT28); 4 Steve Seaman (Brabham BT21); 5 Leif Bosson (Brabham BT28); 6 Robs Lamplough (Brabham BT28). **CW** Scott; Lincoln Small (Brabham BT10); Dennis Pickett (Merlyn Mk20). **FL** Ball 51.556s (84.35mph).



OULTON PARK SEPTEMBER 27, CSCC

SWINGING SIXTIES (20 LAPS) 1 Mark Halstead/Stuart

McPherson (Ginetta G4) 41m41.035s (77.49mph); 2 Christopher Edwards (Triumph TR6) +48.809s; 3 Jon Ellison (Triumph TR6); 4 Simon Crompton (Lotus Elan); 5 Tim Cairns (Austin Healey Frogeye Sprite); 6 Tim Reid (Marcos GT). **CW** Edwards; Crompton; Cairns; Cliff Gray/Piers Bridgeman-Williams (Alfa Romeo GT Sprint); Roger Bowman (Jaguar Mk1); Jon Sandilands (MGB Roadster); Steve Pickering (Sunbeam Tiger). **FL** Halstead 1m56.942s (82.87mph).

FUTURE CLASSICS (5 LAPS) 1 Darren Smith (TVR Tuscan)

11m04.842s (72.88mph); 2 John Hammersley/Simon Taylor (Vauxhall Astra GTE) +14.674s; 3 Geoff Beale/Philip Seaman

(Talbot Sunbeam Lotus); 4 David Chant (TVR Tuscan); 5 Stuart Jefcoate (Porsche 911 Carrera); 6 Antony McEvoy (Porsche 944 S2). **CW** Hammersley/Taylor; Beale/Seaman; Jefcoate; Mark Lucock (Ford Escort Mk1 RS2000); Stuart Tranter/Roy Johnson (Rover Tomcat); Jack Brownlie/Nick Reynolds (Rover 216 GTi). **FL** Smith 1m56.929s (82.88mph).



ANGLESEY SEPTEMBER 27-28, BRSCC

XR CHALLENGE (ALL 15 LAPS) 1 Steve Poole (XR2)

21m01.069s (66.37mph); 2 Ralph Fernihough (XR2) +9.759s; 3 Jack Minshaw (XR2); 4 Michael Heath (XR2); 5 Jonathan Wells (XR3i); 6 John Biddulph (XR2). **CW** Wells. **FL** Tony Rudd (XR2) 1m23.159s (67.10mph). **RACE 2** 1 Minshaw 20m57.521s (66.55mph); 2 Fernihough +0.817s; 3 Wells; 4 Justin Roberts (XR2); 5 Rudd; 6 Biddulph. **CW** Wells. **FL** Minshaw 1m22.499s (67.63mph). **RACE 3** 1 Fernihough 20m59.054s (66.47mph); 2 Minshaw +1.164s; 3 Roberts; 4 Wells; 5 Rudd; 6 Lee Shropshire (XR2). **CW** Wells. **FL** Minshaw 1m22.891s (67.31mph).

Jack Minshaw chases
Ralph Fernihough for
XR Challenge glory



JONES



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THIS WEEK

LETTERS • BEST PICS • LATEST GEAR • ON TRACK & SCREEN • ONLINE

What you think of the motorsport news of the past week



MASON/JETTY

Maybe next year's
Red Bull will suit
Vettel better...

What's happened to Vettel?

I read with interest Sebastian Vettel's assertion that the 2014 Red Bull "doesn't suit him". During the past four seasons his most startling attribute was adaptability, and making the most of the rules package – blown diffuser, throttle application, tyre management – and subtly developing his driving style to maximise his advantages.

I thought that the significant rule changes for 2014 would play into his hands, but I am frankly astonished to see it has worked against him. This asks uncomfortable questions. Is Vettel an average driver who

lucked into a specific period in F1 history that happened to 'suit him best'? Do the 2014 regulations 'suit him worst'? Is Daniel Ricciardo a better all-round driver who has highlighted unseen shortcomings in Vettel?

Or has F1 created a farcical formula that actually prevents the best in the business performing at the top level?

Either way, Vettel's reputation has taken a pretty big hit so far this year, and for a four-time champion that can't simply be put down to a car that "doesn't suit him".

Paul Roberts, Caerphilly

Bernie has really lost the plot

regarding third cars for the top four teams. It would be a disaster. The top teams would lock out the points positions meaning that it would be a complete waste of time for any of the teams outside the top six turning up.

The races would become a procession and it's likely that one engine would dominate, so it's more likely that an engine manufacturer would pull out, not to mention the job losses and permanent loss of talent to the sport.

Richard Hargrave
Hitchin

Alan Gow's 'boost-parity' rule
is the antithesis of what motor racing

should be about. What's the point of a team in the BTCC spending time and effort developing their chassis when any benefit in lap time is going to be wiped out?

No other branch of motorsport penalises the (arguably) best team so harshly that they are no longer competitive. Companies like Honda invest in the BTCC to promote their product, not to be made to look incompetent.

After 30 years of following the BTCC, I've had enough. It is now merely reality TV for the entertainment of the masses with no relevance to true motorsport fans.

Andy Blair
Coleraine, Northern Ireland

So F1 teams are questioning

ticket prices. Maybe if the organiser/promoter wasn't having to pay such a high price to Bernie, and they were allowed to keep the revenue from the advertising around the circuit, they might be able to drop the ticket prices.

Without any state/government assistance, the ticket revenue is about the only income they get.

On the subject of trackside advertising, am I the only one getting bored seeing the same Rolex, Pirelli, Emirates etc 'boards and bridges' at every race? We no longer have the variation of the local advertisers.

Simon Roffey
Witney, Oxfordshire

In pictures

Images around the globe, from Sugo to Silverstone via Zandvoort & the M40



CRASH LANDING
GP2 racer Takuya Izawa made his Super Formula return at Sugo, but hardly made it past the first corner when he and Andre Lotterer (right) used Joao Paulo de Oliveira as a launchpad

AN EXPENSIVE CLOUD OF SMOKE
BTCC ace Sam Tordoff's front-row start in race three at Silverstone didn't happen after his MG6's engine blew on the warm-up lap



TOMCZYK IS A ROCKET MAN

This watery flight worked wonders for BMW DTM racer Martin Tomczyk, who scored his best result of the year – third – at Zandvoort



THE END OF AN ERA

The sight of the Prodrive factory on Acorn Way adjacent to the M40 is a thing of the past, but a new facility, just half a mile away, is being built instead



In the shops

Desirable new releases

TOURING CAR EXPERIENCE

£849 – racing-school.co.uk

Recently launched with the full blessing of reigning British Touring Car champion Andrew Jordan, the Touring Car Experience pits wannabe racers in five different machines – Renault Clio, Formula TRS single-seater, Ginetta GT4, Porsche 911 Carrera Cup and NGTC tin-top – around the fabled sweeps of Donington Park, with pro-driver tuition.



SCALFARO GTO WATCH

£7950 – scalfaro.com/gto/

Brainchild of legendary Ferrari engineer Giotto Bizzarini – the man behind the 250 GTO – and musician, racer and collector Nick Mason, this limited-edition timepiece uses original parts of the iconic 1960s GT car. There will only ever be 250 examples of the Scalfaro GTO 1962 Bizzarini, so if you fancy – and can afford – a rare Ferrari on your wrist, get ordering.



TAMIYA McLAREN MP4/4 KIT

£22.46 – grandprixmodels.com

Rereleased by Tamiya, the 1:20-scale kit of the 1988 McLaren-Honda MP4/4, in which Ayrton Senna and Alain Prost won 15 of the year's 16 GPs, is superbly detailed and can be enhanced with Marlboro decals and photo-etched parts (see website for details). Any plastic-model builder worth their salt should be sure to make this one.



WHAT'S ON

ON TRACK IN THE UK

DONINGTON PARK**October 4**
750MCdonington-park.co.uk

It's the final round for many of the 750 Motor Club's superb and eclectic range of series, and Donington is as fine a place to round out a season as any. Thirteen different categories will be on display. Not one to miss for club enthusiasts.

CASTLE COMBE**October 4-5**
CCRCcastlecombecircuit.co.uk

Two days, two different meetings at Castle Combe as the Wiltshire venue's local championships end their respective seasons with the Formula Ford Carnival and the following day the Autumn Classic brings a stunning historic variety to the circuit.

OULTON PARK**October 4**
BARCoultontpark.co.uk

Track Attack's legion of series, including the Toyota MR2, Hyundai Coupe Cup and Tricolore Trophy, head to Cheshire for their respective final rounds, with the BARC NW Sports/Saloon series also present.

Aston Martin will race this weekend, but at Knockhill



EBREY/LAT

LYDDEN HILL**October 4**
BARClyddenhill.co.uk

A rare day of circuit racing at Lydden Hill as the BARC south-east series come out to play. Quaife Intermarkes, Cannons Tin Tops and Production BMWs are part of the line-up.

PEMBREY**October 4-5****BARC**
barc.net

One final meeting for Pembrey before the Welsh track goes into winter hibernation, and it's

a round of the British Truck Championship – which means support from Welsh Sports and Saloons and Mazda MX5s among others.

SNETTERTON**October 4-5**
MGCCsnetterton.co.uk

Snetterton gets quite busy at this time of year and this time it's the turn of the MG Car Club to grace the 200 version of the Norfolk circuit. The MG Trophy and Metro Cup are among those on the package, with two days of club action.

CROFT**October 5**
British Rallycross
croftcircuit.co.uk

Julian Godfrey has won the title but there is honour at stake in the British Rallycross Championship decider at Croft – which also hosts the illustrious Rallycross Grand Prix.

KIRKISTOWN**October 5**
kirkistown.com

It's farewell to 2014 from the 500 Motor Racing Club of Ireland, which sends off its remaining club championships

with the Martin Donnelly Trophy meeting.

KNOCKHILL**October 5**
SMRCknockhill.com

For a one-circuit championship the SMRC season packs in a lot of variety with the Scottish championships on display, but this weekend's meeting includes the very rare sight of a derestricted Aston Martin V12 Vantage, which will chuck out 700bhp, entered into the sports/saloons races and going for the sportscar circuit record.

ON TRACK AROUND THE WORLD

US sportscar season ends at Petit Le Mans



LEPAGE/LAT

JAPANESE GRAND PRIX

Formula 1 World Championship
Rd 15/19
Suzuka, Japan
October 5
f1.com

RALLY FRANCE

World Rally Championship
Rd 11/13
Strasbourg, France
October 3-5
wrc.com

PETIT LE MANS

United SportsCar
Rd 12/12
Road Atlanta, Georgia, USA
October 4
imsa.com

WORLD TOURING CAR CHAMPIONSHIP

Rd 10/12
Beijing Goldenport, China
October 5
fiawtcc.com

NASCAR SPRINT CUP

Rd 30/36
Kansas Speedway, USA
October 5
nascar.com

WTCC off to China



CURTCHET/DPPI

SUPER GT

Rd 7/8
Chang International Circuit, Thailand
October 5
supergt.net

SUPER TC2000

Rd 9/12
San Juan, Argentina
October 5
super-tc2000.com.ar

ADAC GT MASTERS

Rd 8/8
Hockenheim, Germany
October 4-5
adac-gt-masters.de

Rally France: the vineyards come alive



MCKLEIN

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY OCTOBER 2

0700-0745 Sky Sports F1 LIVE
F1: Japanese GP press conference
2330-0030 BT Sport 2
DTM review

FRIDAY OCTOBER 3

0145-0350 Sky Sports F1 LIVE
F1: Japanese GP practice 1
0150-0340 BBC2 LIVE
F1: Japanese GP practice 1
0545-0800 Sky Sports F1 LIVE
F1: Japanese GP practice 2
0555-0735 BBC2 LIVE
F1: Japanese GP practice 2
0800-0845 Sky Sports F1 LIVE
F1: Japanese GP press conference
1100-1520 Sky Sports F1
F1: Japanese GP practice repeat
1900-2000 ESPN LIVE
WRC: France SS7
2235-2305 Motors TV
WRC: France day 1 highlights
2300-2330 BT Sport 1
WRC: France day 1 highlights

SATURDAY OCTOBER 4

0245-0415 Sky Sports F1 LIVE
F1: Japanese GP practice 3
0255-0405 BBC2 LIVE
F1: Japanese GP practice 3
0500-0730 BBC1 LIVE
F1: Japanese GP qualifying
0500-0745 Sky Sports F1 LIVE
F1: Japanese GP qualifying
0900-1145 Sky Sports F1
F1: Japanese GP qualifying repeat
1130-1230 ESPN LIVE
WRC: France SS11

1525-1700 ITV4

BTCC: Silverstone highlights
1600-2030 Motors TV LIVE
USC: Petit Le Mans
1830-1930 BT Sport 2
WRC: France day 2 highlights
2030-2135 Motors TV LIVE
NASCAR: Nationwide Kansas
2135-2200 Motors TV
WRC: France day 2 highlights
2200-2330 Motors TV LIVE
NASCAR: Nationwide Kansas
2330-0235 Motors TV LIVE
USC: Petit Le Mans

SUNDAY OCTOBER 5

0530-0930 Sky Sports F1 LIVE
F1: Japanese GP
0600-0915 BBC1 LIVE
F1: Japanese GP
0730-0915 Eurosport LIVE
WTCC: Beijing Goldenport races 1+2
1100-1200 BT Sport 2 LIVE
WRC: France Powerstage
1255-1400 Motors TV LIVE
EuroV8: Hockenheim
1330-1815 Sky Sports F1
F1: Japanese GP repeat
1415-1720 Motors TV
USC: Petit Le Mans highlights
1800-2300 Premier Sports LIVE
NASCAR Sprint Cup: Kansas
1900-1955 BBC3
F1: Japanese GP highlights
2145-2215 BT Sport 2
WRC: France day 3 highlights
2235-2305 Motors TV
WRC: France day 3 highlights

ONLINE

HOT ON THE WEB THIS WEEK

YouTube **FRANCOIS DELECOUR TESTS TUTHILL PORSCHE 911 WRC**



SEARCH FOR: Tests day F. Delecour -WRC FRANCE 2014- Didvidéo (4:57)

World Rally legend Francois Delecour has his first run in the Tuthill Porsche 911 in which he'll contest his home round of the WRC, this weekend's Rally de France. And the four-time rally winner of the mid-1990s isn't hanging about...

AUTOSPORT+

Join the debate on Formula 1's greatest overtaking moves

As part of our special feature on the art of overtaking in this issue, we want to hear from you. Tell us your favourite F1 passes of all time by using #autosport on Twitter or by visiting our Facebook page. Also, as always, look out for our extensive live coverage of the Japanese Grand Prix, too.

GET AUTOSPORT ON THE MOVE

IN THE IPAD
ISSUE THIS WEEK

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- ON SALE ALL OVER THE WORLD FOR ONLY £2.99

DOWNLOAD IT NOW
FROM AUTOSPORT.COM



Revved up over what's on the box

Things you could've watched live on

British telly at the weekend: EuroFormula Open from Monza. A nine-car Formula Renault BARC field at Silverstone. Andy Murray's mum being dragged around a stage by a kilt-wearing man in what can only have been some kind of ancient Celtic death ritual. And International GT Open was such a draw that you could've flicked back and forth between ESPN and Motors TV's simultaneous live coverage to see whose adverts you preferred.

Things you had to wait until Monday teatime for delayed highlights of: a full grid of brutally alluring high-spec touring car/GT crossbreeds from Audi, BMW and Mercedes, with a driver roster the envy of most non-Formula 1 series, battling

around a classic former grand prix venue.

The DTM isn't perfect. The quality of racing rarely lives up to the promise of the grid, team tactics grate as manufacturers shuffle title contenders forward, and it still thinks porn sponsorship is acceptable in the 21st century. But as one of the top



three destinations for drivers overlooked by or exiting F1, or just seeking a sustainable professional career, and fervent manufacturer support, it deserves proper coverage in motorsport's heartland.

Its patchy UK TV deal with BT is an anomaly in an era when it's possible to watch pretty much any sport of note live, and when the internet isn't going to keep schtum about the result to maintain suspense until a delayed broadcast – and nor should it be expected to.

BT's bid to become the home of international motorsport is welcome, but its motorsport flagship is MotoGP – and that clashes with the majority of DTM races as both dodge F1 weekends, hence DTM's hit-and-miss live/delayed/live-qualifying-

but-delayed-race arrangement.

Admittedly, no one is going to rush out and change their TV provider just to find live DTM (and so geo-blocking the free online stream was utterly counter-productive), like securing live DTM isn't going to transform a channel's ratings. Glimpsing Pascal Wehrlein's semi-brown Mercedes isn't going to make UK viewers scream, "Whatever a Gooix is, I need to get myself one right now!"

But the current deal ill-serves what British fanbase the series does have, gives it scant chance of cultivating that profile and makes it look like a championship so niche even the niche channels aren't fussed. Must. Do. Better. **Revved Up**

Ian Phillips

"I told Akagi we needed \$1.5 million for F1. He said: 'Fine, here's a cheque'"

■ Monaco GP ■ May 31, 1987 ■ Ivan Capelli, Leyton House March 871 ■ First point for tiny team



Capelli (16) avoided the Nakajima/Alliot first-corner love-in to finish sixth

THE BUILD UP TO MY MOST memorable race — Ivan Capelli's points finish at Monaco in 1987 — actually started at the end of 1986. I was doing all sorts, including race reporting in Japan for AUTOSPORT, and looking after Ivan Capelli, who after clinching the FIA Formula 3000 title, went off to do the final few Japanese F2 races.

After the final race at Suzuka, Ivan and I were talking about what to do next. F1 was the obvious thing, so I went to Akira Akagi, boss of Ivan's sponsor Leyton House, and told him we needed \$1.5 million to do F1 and what did he think. 'Fine,' he said, 'here's a cheque.'

And then I got Robin Herd at March, whose PR I was doing, on board, along with ace designers Gordon Coppuck and Ray Stokoe. They moved into the old RAM factory a mile down the road from March in Bicester and, once Robin had asked me to run the team, we set about converting an old F3000 car to take on fellow non-turbo F1 teams

Tyrrell, AGS and Larrousse for the Jim Clark Cup for drivers and Colin Chapman Cup for constructors.

We had an exclusive engine deal with Heini Mader, one of the best Cosworth DFV tuners in the business and made it to Brazil for our first GP — which was a disaster.

After failures for two of our three engines in practice we withdrew from the race and focused on the

next one, back in Europe at Imola. The engine gremlins continued, but at least Ivan had started the race.

When we got to Spa for round three, I bumped into my old mate Brian Hart who told me on the quiet that the engines had been built with dodgy piston rings. Sure enough, Ivan's engine failed again at Spa so I had it out with Heini and Cosworth, who finally held their hands up.

It all got sorted and we went off to Monaco for the next race, where fewer cars were allowed to start of course, so the pressure was on.

Ivan qualified a respectable 19th and worked his way up to seventh. In those days you got paid for your race position at quarter, half and three-quarter distance and I recall Gordon getting excited as we cleared each marker and starting to think Ivan might finish. When Prost's McLaren dropped back near the end, Ivan moved to sixth for that all-important championship point.

It was fantastic to score in only our fourth grand prix after the drama of the previous five months.

And to cap it all, my briefcase got pinched off the pitwall counter while we were clapping Ivan into pitlane so I went to the police station instead of celebrating. It was found in Casino Square, passport and flight tickets intact, cash less so! It was a pretty emotional weekend all round, really!

Ian Phillips was talking to Henry Hope-Frost

PROFILE



BELLANCA/LAT

IAN PHILLIPS STARTED AS A

gofer at AUTOSPORT in 1969, rising to editor in 1973. He joined Donington Park in '76 to oversee its reopening, returning to journalism and PR in '80. He ran the Leyton House team, before joining Jordan as commercial director in 1990, helping it morph into Spyker, Midland then Force India. He moved to Virgin in 2010, before recently joining the Caterham F1 squad.

NEXT WEEK JAPANESE GP REPORT
Plus: Rally France and Petit Le Mans action



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"A well organized and enjoyable winter series" - **Arthur Pic**



"Racing in the MRF series was fiercely competitive and it has helped me keep in tune throughout the European winter. The entire experience was fun." - **Alice Powell**



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FEATURES

- Carbon-fibre F3 safety standard chassis from Dallara
- 3 weekends – 12 races
- 5 sets of MRF tyres per round
- Round 1 will take place in Qatar (NIGHT RACE)
- Round 2 is a support race for FIA WEC in Bahrain
- USD 100,000 (INR 64 lakhs) prize – fund for the top 3 finishers
- All-inclusive "arrive & drive" pricing including flights and hotels*
- Top European race engineers and mechanics
- On-board cameras on all cars

SCHEDULE

Round 1 – October 17-18, 2014
 Losail International Circuit, Qatar (NIGHT RACE)
 Round 2 – November 14-15, 2014
 Bahrain International Circuit, Bahrain
 Round 3 – January 24 - 25, 2015
 MMRT, Chennai, India

*Flights from Heathrow to the venue or equivalent thereof

Alice Powell, Arthur Pic, Conor Daly, Jordan King and Rupert Svendsen-Cook are some of the International drivers who gained valuable experience in the closely contested MRF Challenge Series. The MRF Challenge 2014 is here and should be even more exciting. We are inviting drivers with a passion for speed to be crowned 2014 Champions. We are offering a very competitive all-inclusive "arrive & drive" pricing of USD 50,000 for the chance to race in one of India's premier Formula Championship Racing Series. Are you fast enough to grab this opportunity?

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Official fuel consumption for the SEAT Leon in mpg (litres per 100km); urban 32.5 (8.7) - 72.4 (3.9); extra-urban 49.6 (5.7) - 91.1 (3.1); combined 42.8 (6.6) - 85.6 (3.3). CO₂ emissions 154 - 87 g/km.

Standard EU Test figures for comparative purposes and may not reflect real driving results. Model shown is the Leon 5DR SE 1.2 TSI 110PS at £17,235 RRP with optional metallic paint at £530 RRP, electric sunroof at £765 RRP, 17" Dynamic alloy wheels at £380 RRP and full LED headlights at £1000 RRP. Offer may be varied or withdrawn at any time. Retail Sales only. [†]Deposit contribution available to customers who purchase their vehicle with Hire Purchase from SEAT Finance only. Indemnities may be required. Subject to status. Offer available until 31st October. Participating Dealers only. Over 18s. Offer may be varied or withdrawn at any time. T&Cs apply. Freepost SEAT Finance. *£1,930 RRP refers to optional specification if priced individually. [^]Based on 0% APR Representative Hire Purchase with £8,775 deposit for model shown.



SEAT recommends Castrol EDGE Professional

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