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SEPTEMBER 17 2015

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POLE POSITION

Vettel and Ferrari: a match made in heaven

COMPARISONS BETWEEN SEBASTIAN VETTEL AND Michael Schumacher grew tiresome some time ago, but there is one potentially fascinating one to be drawn. Just as Schumacher's early success with Benetton almost seems a preamble to his glory days with Ferrari, could Vettel's quartet of titles with Red Bull not ultimately be what he's remembered for?

Just a dozen races and two wins into his Ferrari career, it's premature to say Vettel is certain to become a minor legend of Maranello. But it's possible that we could be seeing one in the making. Perhaps then the main sceptics among the Formula 1 fanbase might take this truly great driver to heart.

Last year was a poor one for Vettel, whose work-rate and focus seemed to fade in difficult circumstances. A great driver can afford one so-so season – and no more – but the new challenge at Ferrari has clearly reinvigorated him.

Vettel has spoken with Ben Anderson about life at Ferrari. The result is an article that hopefully offers some glimpses into the mentality of a driver who truly cares for the sport and its history and, now cast as the underdog, is starting to gain in popularity.



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COVER STORY

“It has been amazing to see the passion for Ferrari in the company”

Sebastian Vettel, p12



FIND US ON



Cover images: XPB Images, Dunbar, J Bloxham/LAT

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THE BIG PICTURE

Hayden Paddon goes on the attack in Coffs Harbour on Rally Australia, but he can do nothing to prevent Sebastien Ogier notching up his third consecutive WRC crown



This week in F1



XPB IMAGES

RENAULT We won't run out of engines

Renault insists it has enough spares for 2015's remaining races, despite Red Bull suggesting it could run out of engines after a troubled Italian GP.

Daniel Ricciardo and Daniil Kvyat both took multiple engine-change penalties at Monza as Renault sacrificed the Italian race to try to build up a pool of useable power units for the rest of the season.

But the situation was further compromised when a newly fitted engine failed in Ricciardo's car during Saturday practice.

"We're short on engines," said Ricciardo afterwards. "There are literally no others available. I think we've got two now, but if one more goes I think they've got to start building some more in the factory."

But a Renault spokesperson said the

company is certain it has sufficient spares "to cope with any situation" and that running out of engines was inconceivable.

The Monza failure was caused by a problem with a non-Renault component in the car's airbox, and Renault is still unsure whether the engine can be reused.

AUTOSPORT understands Renault is still attempting to have revised engines ready for the Russian GP next month, but a debut for the following race in the US is more likely by the time all dyno work has been completed, with Red Bull not expecting anything until Austin.

Horner said Red Bull – which is splitting with Renault at the end of 2015 – would have to "weigh up" whether the upgrade justified the penalties.

6



XPB IMAGES

Ferrari reserve driver for one Haas seat

Gene Haas has dropped a hint that Ferrari reserve Esteban Gutierrez is set to drive one of his cars when his team makes its debut next season.

Haas has a technical partnership and engine-supply deal with Ferrari for 2016.

"One of the drivers will be a Ferrari reserve driver and we're still looking for an experienced Formula 1 driver – a current driver," said Haas. "No rookies."

Melbourne extends F1 stay to 2023

The Australian GP will stay in Melbourne until at least 2023. The race moved to Melbourne in 1996 after 11 grands prix in Adelaide, and Albert Park is set to host the 2016 season opener on April 3.



SBDOXAM/AT

If Jenson stays I think it's a good thing for the team

As speculation regarding McLaren's 2016 line-up intensifies, Fernando Alonso gives his opinion



Gaming helps overtaking – Verstappen

Max Verstappen says practising overtaking moves on a computer game is helping with his attacks on track.

The Toro Rosso driver practised Spa and Monza before contesting the grands prix, when he replicated the passes in real life.

"I think it helps me," he said. "I mean I did it for Spa and I did it again for Monza and two times it worked on the real track."

Mercedes' Lewis Hamilton isn't so keen on practising his passing in games. "I love the spontaneity of an overtake," he said.



For all the breaking news, visit **AUTOSPORT.COM**



Williams F1 announces major presence at AUTOSPORT show

Next year's AUTOSPORT International, held on January 14-17, will star a major feature by the Williams Formula 1 team.

As well as an exhibit of some great cars from the history of the team and appearances by famous figures from the team's past and current drivers, the Williams Martini Racing motorhome will also be on display.

The motorhome is used as the race team's base of operations at every track in Europe and the Middle East and will be located adjacent to the AUTOSPORT

central stage. It will be the first time it has ever been erected away from a race circuit.

There will also be Williams Advanced Engineering and Williams Heritage exhibits.

"AUTOSPORT International is the world's biggest racing car show, covering every aspect of our sport and the industry that supports it," said deputy team principal Claire Williams. "We are delighted that we will have such a major presence at the 2016 event, which will give us the opportunity to celebrate and share our past and present with our fans."

FOR TICKET INFORMATION, VISIT www.autosportinternational.com

F1 PREVIEW

SINGAPORE GRAND PRIX

September 18-20



CIRCUIT INFORMATION

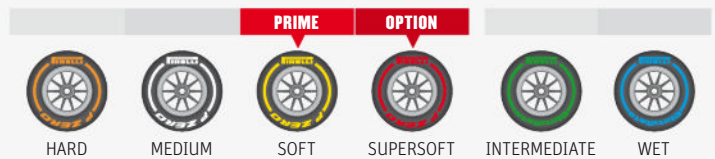
MARINA BAY

LENGTH 3.147 miles NUMBER OF LAPS 61



2014 POLE POSITION Lewis Hamilton	1m45.681s
QUALIFYING LAP RECORD Sebastian Vettel	1m42.841s (2013)
RACE LAP RECORD Sebastian Vettel	1m48.574s (2013)

TYRE ALLOCATION



UK START TIMES

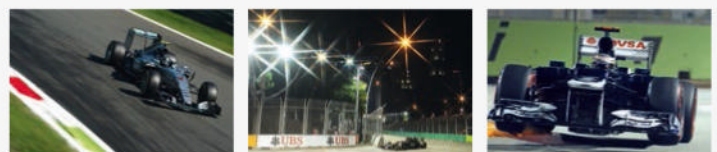
LIVE ON SKY SPORTS F1
FRIDAY
 FP1 1100 FP2 1430
SATURDAY
 FP3 1100 **QUALIFYING** 1400
SUNDAY
RACE 1300

PREVIOUS WINNERS

2014 Lewis Hamilton	Mercedes
2013 Sebastian Vettel	Red Bull
2012 Sebastian Vettel	Red Bull
2011 Sebastian Vettel	Red Bull
2010 Fernando Alonso	Ferrari
2009 Lewis Hamilton	McLaren
2008 Fernando Alonso	Renault

BBC 5 Live and the BBC Sport website will also offer live coverage of all sessions. BBC TV will carry highlights of both qualifying and the race.

THEMES TO WATCH



ROSBERG RESPONSE
 Nico Rosberg will be keen to get his title challenge back on track after losing ground to team-mate Lewis Hamilton in Monza.

McLAREN POINTS AIM
 The slow, twisty Marina Bay track should suit McLaren and allow Jenson Button and Fernando Alonso to fight for points.

MALDONADO WOE?
 Pastor Maldonado failed to make it past the second lap in either of the last two races. Will he be more conservative in Singapore?

BIG NUMBER

14

The number of Renault engines Red Bull's Daniel Ricciardo and Daniil Kvyat have used this season. Mercedes' Lewis Hamilton and Nico Rosberg have used six between them.



MANOR IN MERCEDES ENGINE TALKS

Mercedes is in talks with Manor about an engine supply deal for 2016.

Manor is using one-year-old Ferrari power units this term, while Mercedes supplies Williams, Force India and Lotus.

Mercedes chief Toto Wolff said: "They have a Ferrari engine today but it's a young team and a new team and they need to meet with all engine suppliers and make the best deal for yourself. This is why we've been talking to them."



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Ben Anderson

From the paddock

McLaren has a proliferation of talent on its books, so once again it is dithering over whether to retain Jenson Button

Jenson Button has been here before, but it will still probably be a few more months before he starts feeling an overwhelming sense of déjà vu.

The 2009 Formula 1 world champion spent most of the second half of 2014 answering repeated questions about his future with McLaren, while he waited to learn whether he would get the chance to extend his long and illustrious F1 career.

McLaren eventually offered him that chance with a guaranteed deal for 2015 and an option, on the team's side, to keep him on for a further year. Now Button is waiting again, to see if McLaren will exercise that option.

He finds himself in a similar situation to the one Kimi Raikkonen faced earlier this season, before Ferrari elected to end the speculation surrounding Valtteri Bottas by exercising its option to retain the 2007 world champion for one more year alongside Sebastian Vettel.

Raikkonen spoke several times about the fact that the decision was not in his hands. He was simply waiting to see whether the Scuderia would stick with the driver it knew, or take a twist on a fresh new talent for the future. The Scuderia eventually decided its hand was a little too close to 'blackjack' for comfort to draw another card.

McLaren actually has two exciting 'twist' options waiting within the wings of its Woking headquarters. Button's 2014 team-mate Kevin Magnussen stayed on as McLaren-Honda's reserve driver this year, in hope of earning a recall to the race team, while 23-year-old

In qualifying terms, Button has compared favourably with Alonso. Of the nine races from which it is possible to make a fair judgment (ignoring the Australian GP because Alonso was absent, as well as Bahrain and Spain on account of Button's failure to participate), Button is 5-4 up in the intra-team contest, and cumulatively 0.242 per cent quicker than his Spanish team-mate. So in terms of pure pace, McLaren has no reason to ditch Button yet.

Race form has been a little more one-sided, though the fact that McLaren has generally been uncompetitive and sometimes placed its drivers on alternate strategies makes comparison less straightforward.

Admittedly the sample set is also smaller, as Button failed to start in Bahrain, Raikkonen accidentally took Alonso out on lap one in Austria, Alonso inadvertently took out Button at Silverstone, and Button was hampered by an ERS deployment problem in Belgium. But only once has Button genuinely outshone Alonso in the other seven races they've contested as team-mates.

That performance came at Monaco, where Button scored McLaren-Honda's first points of the season. He was quicker in qualifying, and was over 14 seconds up the road when Alonso's gearbox shut down. On average, Button was around 0.375s per lap quicker in that race.

Otherwise Alonso has pretty much always, to a greater or lesser extent, been the stronger driver on Sundays – either to the flag, or until one or both the McLarens have retired with mechanical problems. But it's usually been a

“Alonso has only been a tenth faster on average over the race distances they've both covered”

Belgian Stoffel Vandoorne (just over six months Magnussen's senior) is obliterating the opposition in his second season of GP2, and is undoubtedly ready to graduate to F1 next year.

Magnussen may yet make McLaren's decision a little easier. He is touting himself as a serious contender for Haas F1, should the incoming American team decide one Ferrari reserve is plenty, while McLaren has already suggested it wouldn't stand in Magnussen's way should he decide his future lies elsewhere. That would at least boil things down to a straight fight between sticking with the savvy of Button, who is understood to be McLaren's preferred option, or taking a punt on the exciting but unproven talent of Vandoorne.

So, should McLaren go with what it knows? Has Button done enough in his first season paired alongside Fernando Alonso to earn a stay of execution? Or is it time McLaren backed the strength of its young driver programme and again took a chance on youth?

close-run thing. Apart from Spain (0.480s per lap) – where Button struggled badly with oversteer – and Hungary (0.261s per lap), Alonso has only been a tenth of a second per lap or less faster on average than Button over the race distances they've both covered.

This suggests Button will probably need to produce a few more Monacos over the last part of the season to guarantee his retention, but perhaps it won't matter. Vettel has comfortably shaded Raikkonen this year, yet Ferrari decided to retain the Finn. Vettel was vocally supportive of that choice, while Ferrari emphasised the importance of stability as it continues a fightback to the front of the grid. That's why it eventually stuck with Raikkonen rather than 'gambling' on a young hotshot.

McLaren may well decide the opposite. Who knows? But the current signs suggest Button will get the chance to remain an F1 driver for a further season. Hopefully this time he won't have to wait until December to learn his fate, thus avoiding that impending sense of déjà vu... ❧

This week in motorsport



ASTON MARTIN GETS MAKEOVER FOR WEC

The first pictures of Aston Martin's 2016-spec Vantage built to the new GTE rulebook reveal an aero makeover for the World Endurance Championship contender.

Next year's Vantage GTE is based on the existing chassis, but

new freedoms in the rules mean new bodywork for the car.

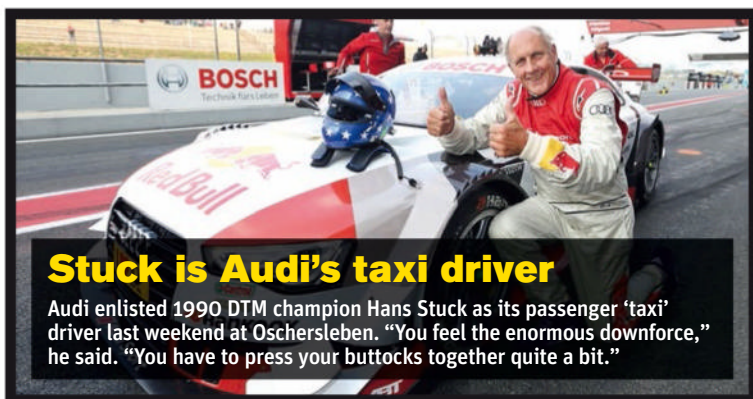
Aston Martin Racing boss John Gaw said: "It is significantly different – the splitter is new, the fenders are new, the bumpers are different and so are the doors, and underneath it's different too."

The new Vantage also runs, as per the rules, an extended rear diffuser. This is allowed to protrude 100mm beyond the rear of the car. The rear wing can also be moved back this amount.

It also incorporates safety changes, including a roof hatch for driver

extraction. Because the chassis is the same, existing GTE-spec Vantages can be upgraded.

The latest Aston undertook its FIA Balance of Performance test at the Ladoux proving ground in France last week.



Stuck is Audi's taxi driver

Audi enlisted 1990 DTM champion Hans Stuck as its passenger 'taxi' driver last weekend at Oschersleben. "You feel the enormous downforce," he said. "You have to press your buttocks together quite a bit."

Tincknell, Molina join GT3 fray

Nissan LMP1 driver Harry Tincknell and Audi DTM racer Miguel Molina will make their respective GT3 debuts in this weekend's Blancpain Endurance Series finale at the Nurburgring.

Tincknell, who leads the European Le Mans Series, has been brought in as

the professional driver in the RJN Nissan team's GT-R NISMO GT3 alongside GT Academy winners Gaeton Paletou and Ricardo Sanchez.

Molina will race a Sainteloc Audi R8 LMS ultra together with Gregory Guilvert and Christopher Mies.

FIVE MAKES FOR MACAU

Five manufacturers have signed up to compete in the inaugural FIA GT World Cup in Macau this November.

Aston Martin, Audi, McLaren, Mercedes and Porsche will each be represented by a trio of GT3 cars in the event on the Macau Formula 3 Grand Prix undercard on November 19-22 and will battle it out for the manufacturers' title.

The FIA and event promoter the

Automobile Association Macau China had been seeking seven manufacturers to provide 21 of the 28 cars allowed to take the start on Macau's Guia circuit.

Additional cars from other manufacturers will be allowed to take part in the event on the invite of the selection committee, although it is understood that they will be prevented from fielding platinum or gold-ranked drivers.



For all the breaking news, visit **AUTOSPORT.COM**

NASCAR sets Chase field

The 16-driver field for the first phase of NASCAR's Chase for the Sprint Cup field has been set.

Triple winners Jimmie Johnson, who has just added two years to his Hendrick Motorsports contract, Kyle Busch and Matt Kenseth hold a small points advantage. The 16 will fight it out over the next three races before four are eliminated.



NASCAR'S CHALLENGER 16

- **Jimmie Johnson**, Hendrick Chevy
Six titles: 2006-10/13
- **Kyle Busch**, Gibbs Toyota
Best season: 4th, 2013
- **Matt Kenseth**, Gibbs Toyota
One title: 2003
- **Joey Logano**, Penske Ford
Best season: 4th, 2014
- **Kevin Harvick**, Stewart Haas Chevy
One title: 2014
- **Dale Earnhardt Jr**, Hendrick Chevy
Best season: 3rd, 2003
- **Kurt Busch**, Stewart Haas Chevy
One title: 2004
- **Carl Edwards**, Joe Gibbs Toyota
Best season: 2nd, 2008/11
- **Brad Keselowski**, Penske Ford
One title: 2012
- **Martin Truex Jr**, F'ture Row Chevy
Best season: 11th, 2007/12
- **Denny Hamlin**, Gibbs Toyota
Best season: 2nd, 2010
- **Jamie McMurray**, Ganassi Chevy
Best season: 11th, 2004
- **Jeff Gordon**, Hendrick Chevy
Four titles: 1995/97/98/2001
- **Ryan Newman**, Childress Chevy
Best season: 2nd, 2014
- **Paul Menard**, Childress Chevy
Best season: 16th, 2012
- **Clint Bowyer**, Waltrip Toyota
Best season: 2nd, 2012

In brief

LAPIERRE BACK IN P2

Nicolas Lapierre will return to the KCMG ORECA LMP2 line-up at the Austin WEC round this weekend in place of Nick Tandy. The team decided not to use Tandy because he is racing for Porsche in the United SportsCar round on the same day.

OLSEN'S F3 DEBUT

Formula Renault Eurocup contender Dennis Olsen makes his Formula 3 debut with T-Sport in this weekend's Masters of F3 race at Zandvoort. The Norwegian will use the brand-new Tomei-built ThreeBond engine on its competition debut. Israeli Yarin Stern also steps up with Team West-Tec, the squad with which he competes in Euroformula Open. The race's entry list stood at 20 cars as AUTOSPORT closed for press.

SERRALLES RETURNS

Indy Lights race winner Felix Serralles returns to Europe in the Masters of F3 this weekend. The Puerto Rican, who raced in F3 from 2012-14, will drive a Dallara-Mercedes run by stalwart Swiss team Jo Zeller Racing.

BTCC MEDIA DAY

The 2016 British Touring Car Championship will kick off at Donington Park on March 22 with the series' traditional media day and pre-season test. The afternoon open practice session is the only official pre-season running ahead of the curtain raiser at Brands Hatch on April 2-3.

TCR ITALY LAUNCHED

The TCR touring car concept's expansion into Italy was unveiled at last weekend's Italian GT round at Vallelunga. TCR Italy will be run by ACI Sport, the motorsport division of the country's governing body.

EBREV/LAT



Gibson gets LMP2 deal

Gibson Technology has won the contract to supply the one-make engine for the 2017 LMP2 rules.

The British company, formerly Zytek Engineering, will supply a four-litre normally aspirated V8 that will be mandatory for new chassis running in the World Endurance Championship and the European Le Mans Series.

The FIA and Le Mans organiser the Automobile Club de l'Ouest, which have jointly written the new P2 rulebook, also announced that Cosworth will supply the electronics for the new engines.

Its contract will also cover the IMSA SportsCar Championship, which will remain open to different engine suppliers.



TURVEY JOINS CHINA SQUAD

McLaren Formula 1 test driver Oliver Turvey will contest the full Formula E season with Team China Racing.

The Briton, who made his debut in the all-electric series in last season's finale in London, will partner inaugural champion Nelson Piquet Jr in the team's fleet of NEXTEV TCR 001s.

Turvey, 28, scored points in both races at Battersea Park and partnered Piquet during pre-season testing.

● Formula E has postponed its 2015-16 opener by one week at the request of the Chinese authorities. Beijing will now host the first round on October 24.

SUBARU'S SINGAPORE TCR

Ex-Renault Clio V6 Eurocup maestro Luca Rangoni will give Italian team Top Run's new Subaru WRX TSi contender for TCR International its race debut in this weekend's Singapore Grand Prix support.

Rangoni, one of three drivers to test the Subaru at Franciacorta, will be among

a 24-car field as the new TCR Asia series joins the International-series grid.

Loris Hezemans, son of Dutch tin-top legend Toine, makes his TCR debut in a Target Competition SEAT. Swede Tomas Engstrom rejoins the field, now in a Team Engstler Volkswagen Golf.

Justin Wilson honoured

The motorsport world gathered with Justin Wilson's family and friends to say goodbye to the popular IndyCar driver last Thursday at his funeral in Paulerspury, before a reception was held at Silverstone Circuit.



VETTEL: MY LIFE AT FERRARI

“IT’S JUST LIKE PEOPLE SAY IT SHOULD BE – IT IS SPECIAL”

By BEN ANDERSON



Sebastian Vettel is undoubtedly a phenomenon. He is only 28 years old, yet has won 41 grands prix, claimed four world championships, and is the youngest driver ever to have been on pole position, won a race and been world champion in Formula 1. If he retired from motorsport now, he would leave a legacy of achievement that most racing drivers can only dream of.

The question, of course, is 'what next?' How does someone who has achieved so much, at such a young age, find that extra gear and attempt to reach new heights? The answer lies

in the motorsport heart of northern Italy, within the hallowed walls of Maranello at the focal point of F1's most celebrated racing operation.

What do you do with the Formula 1 driver who seemingly has it all?

You put him in a Ferrari...

It's every young petrolhead's dream to race in those red colours. For Vettel it's no different. Racing for Ferrari is like being called up to play in the World Cup for your country, or being asked to perform for the Queen at the Royal Albert Hall. It's an honour – perhaps the greatest imaginable in F1.

Vettel's now been living that dream for 10 months and that same boyhood excitement, the wonder and joy at actually driving for F1's most illustrious team, almost oozes from every pore.

“It's a real honour,” he reflects as we quiz him on his new life at Ferrari. “I said it many times, but it was a dream coming true. I signed the contract and then realised that I was allowed to dress up in red, allowed to meet the people and get into Maranello properly. Nothing has changed really. It's just like people say it should be – it is special; it is unique.

“Other than the stuff I knew about Ferrari before, it has been amazing – and still is amazing – to see the passion for the brand inside the company. For people who work in Formula 1, if you take the mechanics for example, it's a very tough job and they have to love their job, because if you look for the ▶



**"IT WAS OBVIOUS MERCEDES
WOULD DOMINATE, BUT
WE'VE SURPRISED PEOPLE"**



COATES/LAT

► money that's not what you want to do!

"But for the mechanics at Ferrari, it's the honour to work for Ferrari, the passion for the brand, which is just as big as the passion for working in Formula 1. I think that pretty much describes how special it is."

Beyond the misty-eyed whimsy of living his dream, Vettel has enjoyed a wonderful start to his Ferrari career: a podium on his debut, victory second time out in Malaysia and then another opportunistic triumph in Hungary. Whenever the dominant Mercedes of Lewis Hamilton and Nico Rosberg slip up, it's usually Vettel, newly decked out in red, who pounces on their mistakes.

There is no doubt that the Scuderia is transformed after a trying 2014 season (its first winless campaign since 1993), and those who claim that Vettel simply 'lucked in' to the best car during his dominant years with Red Bull will no doubt argue he's been fortunate to find himself in a winning position with Ferrari this year.

But Vettel also seems to have raised his own level this season after being made to look a little second-rate by Daniel Ricciardo during a difficult final year with Red Bull in 2014. Those who are convinced that Vettel is not a top-line driver – of the Fernando Alonso/Lewis Hamilton ilk – will point to Vettel's new team-mate Kimi Raikkonen, who is not lagging far behind, in terms of speed at least, yet was hammered by Vettel's predecessor Alonso last term.

But the atrocious F14-T is no more, Raikkonen is driving better and in a superior car to last year's, yet Vettel has scored almost twice the number of the 2007 world champion's points, has outqualified his Finnish team-mate 9-3 across their first 12 races together, and is again delivering the sort of metronomic consistency with which he previously dominated the world.

The only real difference is that now his drives will net him regular podiums and occasional wins, instead of the constant race victories and world titles he grew used to with Red Bull.

Time will tell whether, like Alonso, frustration eventually gets the better of Vettel, should Ferrari fail to get itself into a position to win the championship. Nevertheless, Vettel looks back to his best this year. He seems freshly motivated and hungry. In any walk of life there is occasionally the need to alter your circumstances, to avoid growing stale. Moving to Ferrari appears to have granted Vettel that new lease of life.

"First of all, if you look at last year it looks a lot worse than it actually was," he counters. "I just had a rough season. We had a lot of issues with reliability, but that's the way it goes sometimes."

"In terms of the car, for sure there were a couple of races where it just didn't come together – where I didn't feel right and I was struggling to extract the performance from myself, struggling in comparison to Daniel."

"But I was a lot happier this year with the handling, especially under braking, which is obviously a large part of the corner. You use the



XPB IMAGES



ALONSO DRIVING FOR FERRARI BRINGS GREAT EXPECTATIONS

Signing for Formula 1's most famous team, being taken into its bosom by achieving instant success, rediscovering popularity with the fans as the plucky underdog who just can't quite get the Prancing Horse on terms with F1's leading light of the moment...

Fernando Alonso has been there and done that. For the previous five seasons (before departing for McLaren-Honda) he walked in the shoes Sebastian Vettel is now trying to fill, carrying the weight of expectation of Maranello, the Tifosi, nay all of Italy on his shoulders.

"Definitely it is a very special moment for any driver – a unique feeling driving for Ferrari, because it's probably the most special team in Formula 1 history," Alonso explains. "In my case those five years were fantastic – I experienced some of the best moments of my career, I got to my best level of driving and understanding the sport. I started with a win in Bahrain in my first race with Ferrari, and I finished last year with probably my best year comparing to another world champion like Kimi."

It's interesting that Alonso should mention that Bahrain victory, for his Ferrari career started even

more successfully than Vettel's. The Spaniard won five races in his first season, led the championship heading into the finale, and would likely have been crowned for a third time but for a poor strategy call that left him stuck behind Vitaly Petrov's Renault as Vettel grabbed the first of his four world titles.

Alonso reckons instant success is naturally helpful when joining a team with Ferrari's profile, but it also comes at a price: "It creates a lot of expectation, because you join a team like Ferrari, you win the first race, [and] it looks like you will win all of the races from that moment and you will be champion easily."

brakes to brake and turn, but basically you keep the brakes until half the corner, so it's crucial.

"I felt ready for a new challenge, and the fact I feel happy now doesn't mean it was bad or worse [before]. It's not fair to compare the two. I had a very, very good time with Red Bull until 2014 – including 2014. The spirit has always been high, the guys were great, there's really only positive to take from that.

"On top of that we have been extremely successful, so that's what stays in your mind. If you have a couple of bad races, it doesn't really matter when you look at our overall record.

"It [coming to Ferrari] was the right step at the right time. Obviously, if you look at the results half a year into my first season you can say it's been a smart move, the right move and so on, but that's not the way to look at it.

"We've exceeded expectations this year, which is great, but we're not yet where we want to be, so there's a lot still to do, and hopefully a lot more to come."

When Ferrari launched its 2015 car, team principal Maurizio Arrivabene set the Scuderia a target to win at least two races this season. That means this campaign is 'mission accomplished' already for Vettel, though the man himself says he did not head into his new adventure expecting



to win grands prix in his first season at the team.

"It was difficult to expect much," he adds. "Driving the car for the first time I was very happy, because it suited me, I felt comfortable. It was difficult to imagine what it was going to be like, because it's a completely different car – and a different philosophy that goes into the car – but I felt happy straight away and that's something to build on.

"I didn't get to drive last year's car, so I can't compare, but it felt like a step forward from where I've been last year, which was a positive sign, and since then we've been able to improve.

"Obviously it's no secret the guys on the engine did a massive job, but it was difficult to expect much. After testing I felt we had a good car, but you never know where you are.

"It was obvious Mercedes was going to be the dominant force, which is still the case, but I think we've surprised a couple of people already. I think we're on the right track."

Vettel says his move to Maranello was not about "piles of money" (though they certainly exist!). If you go back to last year, when he had several 'secret' meetings about the possibility of joining the team, going to Ferrari actually represented a step backwards in the competitive equation relative to Red Bull, which was then second only to Mercedes and still winning races.

Then again, Ferrari is the only other unified works entity on the grid, so – setting emotions aside for one minute – Vettel was clearly attracted by the potential Ferrari has for toppling Mercedes in the longer term.

By joining the Scuderia, he also became the second German world champion to do so, following in the footsteps of that great nine-times conqueror of the world Michael Schumacher. He sought advice from Schumacher's manager, Sabine Kehm, before eventually taking the plunge. Comparisons ▶

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“MICHAEL WAS MY CHILDHOOD HERO. DRIVING THE SAME CAR AS HIM IS VERY, VERY SPECIAL”

XPB IMAGES

▶ between the two are obvious, especially given that Vettel idolised Schumacher as a child.

Though respectful of everything his hero achieved (Vettel is a known lover of F1 history), Ferrari's latest star insists he wishes to leave his own mark on the annals of Maranello history, rather than simply be seen as 'Schuey MkII'.

"I'm not trying to step into Michael's footsteps," Vettel explains. "First of all, the footprints he left are massive, and my shoe size is only 41 – or seven and a half – so it could be quite difficult!"

"When I grew up, Michael was my hero and at that time he was always dressed in red – he had the red car, and that's why for me it is special to drive the same car as my childhood hero. How many people can say that? That is something very, very special.

"It was really nice to see the spirit of Michael is still in the team. People still appreciate what he did for Ferrari; you get to see how much people in the team appreciate the driver.

"Even though he's not a part of the team anymore he's still there – and so are other drivers from the past, other heroes. History is kept really alive, and the target for myself is to leave some

footprints, so a part of me stays in Maranello when I'm not there anymore."

Though Schumacher's legacy remains in the hearts and minds of the Ferrari faithful, Vettel says the team has moved on from most of the working practices introduced in the late-'90s and early 2000s that made the Schumacher/Ross Brawn/Rory Byrne axis such an overwhelming success. Even so, Byrne remains loosely connected as an advisor to the Scuderia's current chief designer Simone Resta, and current technical director James Allison also worked at Ferrari during that time.

"It's natural you have to move on," explains Vettel. "There are some things he [Schumacher] introduced that we are still doing and are still relevant; equally I think that's normal.

"There are some things that Piquet maybe introduced at Williams that they still do, but it's a completely different time now, a different car, so you work around different things.

"In the end you're still always chasing laptime and trying to go faster. There have been plenty of good ideas [in the past], but the people have changed and there are new ideas. You have to progress, otherwise you stop being successful."

There is no doubt that Ferrari is progressing, both on and off the track. In fact, nearly all the people Vettel dealt with since he first began ingratiating himself with the Scuderia during his first 18 months in F1 with Ferrari-engined Toro Rosso in 2008 have moved on: Stefano Domenicali, Luca di Montezemolo and Marco Mattiacci (Ferrari team principal when the deal was finalised) are all no longer in post. So how different is the Ferrari Vettel eventually joined at the end of 2014 compared to the team he expected?

"It's a tricky subject, because obviously I didn't get much time with Mattiacci, but it's no secret I



Allison is "really great asset" to Ferrari

STALEY/LAT

was speaking to him and other people in Ferrari," says Vettel. "Some of them are still here; some of them are not here anymore.

"The start [of his time at Ferrari] was the opportunity at the end of last year to drive the 2012 car, but I think the real start was the beginning of this year. It was the time when everything started to settle; it was clear who was doing what, then everybody had to start working.

"It was not an easy situation. If you look at the car there are a lot of things that were decided at the last minute, but you don't really see. The target is to improve and make sure we are in a better position at the start of next year, especially if you look at competitiveness."

After the necessary upheaval of 2014, on account of Ferrari's woeful underperformance, the watchword of the current Sergio Marchionne/Arrivabene regime is 'stability'. The prevailing feeling is that the team has got rid of the deadwood and is now settling into the correct technical groove under Allison, who returned to Maranello from Lotus at the end of 2013, too late to significantly influence the design of Ferrari's 2014 car.

Until he agreed a new deal with Red Bull last summer, rumours swirled that Ferrari had ▶



Hero Schuey has left "massive footprints"

XPB IMAGES

VETTEL AND THE TIFOSI

The Tifosi are undoubtedly F1's most demanding fans. They love the sport, but they love Ferrari more. It seems anyone who drives for the Scuderia is thus an automatic hero to them.

But it's still true that they warm to some more than others. Nigel Mansell's passion and battling drives made him *il leone* (the lion) to Ferrari's adoring fans, having become the last driver to be 'hand-picked' by the team's founder Enzo Ferrari.

They took a little longer to call Vettel's hero Michael Schumacher one of their own, though the fact that he won the 1996 Italian Grand Prix in his first season as a Ferrari driver inevitably helped win them over!

Vettel hasn't yet won the Italian GP for Ferrari, but his reception for finishing second behind Lewis Hamilton in 2015 (below) was still rapturous. It probably helps that Vettel has taken time to learn Italian and routinely celebrates success in his adopted language.

It hasn't always been like this for Ferrari's newest superstar: "In the past I was not so popular around there. I remember my first win in 2008 when the people went mad. I thought they just appreciated I did a good job!



XPB IMAGES

"Obviously I was with an Italian team, with Ferrari engines, [but] a few years later – in 2011 – I won again with Red Bull, I was similarly happy, and I thought the people would really appreciate [me].

"I got on the podium and there was a lot of booing. So I realised it does make a big difference with which team you win!"

His post-race call for F1 to not leave Monza for "shitty money reasons" and that to do so would amount to "basically ripping our hearts out" will undoubtedly make the Ferrari faithful even more enamoured with their latest hero.



"SEB'S BROUGHT A LOT OF ENTHUSIASM. HE HELPS STABILISE THE TEAM"

► moved to sign aero mastermind Adrian Newey (denied by then-team principal Mattiacci). You could legitimately argue that Ferrari still has some serious work to do on the aerodynamic front. But Vettel, who has now worked with both of these tech wizards during his F1 career, says Allison is the right man to lead Ferrari out of the wilderness.

The fact that Allison has recently agreed a contract extension to keep him on board until 2018 further underlines Vettel's faith that Ferrari is on the correct path towards returning to F1's summit.

"They are very different; you can't really compare the two," he argues. "James is a really, really great asset to the team – he's working like



Red Bull years netted four championships

LEICESTER/LAT

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TEE/LAT



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a dog! It's true! He's very, very committed.

"He loves motor racing. You can give people a lot of money to do a job, but to make a difference they need to love what they do. James is one of those people who really loves what he's doing.

"And he's a real team player, so for Ferrari at this stage he's one of the most important elements."

Whenever a team signs a new driver, however good they may be, there's a serious element of risk. If that driver cannot settle properly into their new environment and work productively with the people around them, they are worth next to nothing to that team.

In this respect Vettel has been superb. He's spent time learning Italian in order to better integrate himself within the Maranello culture, and he's received high praise from senior colleagues for the way he's conducted himself so far.

"He's had a great impact," says Arrivabene of Vettel. "He's brought to the team a lot of enthusiasm, and he is cooperating very well with his team-mate.

"Seb is a fantastic champion, but he is also a person who is helping to stabilise the team, together with Kimi, which is helping us all to get together and to look forward."

For Raikkonen, whose second spell as a Ferrari driver will continue until the end of next season, Vettel represents the third team-mate he's had

at Maranello. The two are known to get on well away from the circuit, and it seems that Raikkonen is also a big fan of working with the four-time world champion.

"It's very straightforward," he explains. "There's no hiding stuff, there's no blame. You can talk openly about everything. And then whoever is faster is the guy in the front. The atmosphere is also very good and there's no playing around. I think it helps everybody. We can work more openly and better."

Vettel has clearly been well received by his new team, and also seems more popular with F1 fans now he has become an underdog driver trying to upset the dominant Mercedes applecart, rather than the *wunderkind* that was booed so regularly on podiums around the globe as he swept to victory after victory and title after title with Red Bull.

Some people will seemingly always question Vettel's ability, regardless of the facts and his prodigious record of success. But the numbers don't lie, and he's proven his adaptability by winning in various types of F1 car – grooved tyres, slicks, blown diffusers, normally aspirated V8 engines and hybrid V6s – for three different teams.

The question mark was always his seemingly Jim Clark-esque dependency on Red Bull to be



Raikkonen relishes working with Vettel

successful. Could Vettel ever spread his wings beyond that boundary – emulate his great hero Schumacher and help transform a struggling team into a winner again?

If he can succeed where Alonso could not quite, and help drag Ferrari out of the doldrums to become champion again, Vettel will surely silence those critics who still doubt that he deserves to be heralded as one of the great drivers in F1's long and celebrated history.

There's still a long way to go, of course, but the first 10 months of this latest chapter in Sebastian Vettel's extraordinary career represent a very fine start indeed. ❧

GOODWOOD REVIVAL

THUNDERBOLT STRIKES TWICE

Tom Kristensen's charge in Alan Mann Racing's Ford Fairlane Thunderbolt was the highlight of another classic Revival, as **MARCUS PYE** reports







Spectacular 'Gasser'
hot rods at the start

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In an epic 18th Goodwood Revival Meeting coloured by 12 Supermarine Spitfires over RAF Westhampnett to top a spine-chilling 75th anniversary Battle of Britain salute, Lord March's heartfelt tribute to Bruce McLaren and a world-first reunion of all six Shelby Cobra Daytona Coupes half a century after their World Manufacturers Championship GT victory, it was fitting that period heroes Sir Stirling Moss, Sir Jackie Stewart and John Surtees witnessed the greatest race in the event's history.

A carburettor fault in Alan Mann Racing's newly rebuilt 1964 Holman & Moody Ford Fairlane Thunderbolt left nine-time Le Mans winner Tom Kristensen 29th on the all-star grid for Saturday's St Mary's Trophy saloon car race, without a flying lap in the monster, but did that faze the Dane? Twelfth at the end of lap one, he stampeded past predecessors Mark Blundell, Jackie Oliver and Jochen Mass, and triple World Touring Car champion Andy Priaulx, to be fourth at one-third distance.

Ahead lay a stupendous scrap between the Lotus Cortinas of BTCC champions Andy Jordan (his car freshly built by dad Mike) and Gordon Shedden and the wailing Alfa Romeo GTA of Frank Stippler

who, once ahead, could not give the Fords the slip. Inexorably, the American V8 closed on the trio, then gobbled them up for a narrow victory. "I hardly slept this night and the mechanics did an awesome job – it goes like a rocket," said TK, who had Shedden, Stippler and Jordan in his mirrors at the chequered flag.

Back in the pack, IndyCar-turned-sports-prototype racer Mike Conway tamed entrepreneur Theo Paphitis's Ford Anglia for ninth, behind the Lotus Cortinas of Mat Jackson and Steve Soper and ahead of Stuart Graham's seven-litre Galaxie. Darling of the crowd, however, was Indian F1 racer/pundit Karun Chandhok who – armed with Nick Swift's Mini Cooper S – won a breathless wheel-scrabbling scrap for 12th with the similar car of double BTCC champ Jason Plato.

Elsewhere, 77-year-old flying Finn Rauno Aaltonen (sharing Jason Stanley's Steve Neal/Equipe Arden-esque Cooper S) and multiple world title-winning team chiefs Christian Horner (Cooper S) and David Richards (Cortina) went head to head with the versatile Brian Redman (Mercedes-Benz 300SE fintail) and BTCC race winner Sam Tordoff in a disappointingly recalcitrant Fiat Abarth 1500S.

Having practised separately, Henry Mann didn't need Kristensen's 1.252s cushion for aggregate victory for, in Sunday's deciding leg, he bolted clear of the barely separable Matt Neal (Shedden's car owner) and Mike Jordan, who was benefiting from overnight set-up tweaks. "I didn't ask Andrew what he'd done, just got on with it, but they made a difference," said Jordan, whose left-rear tyre deflated on the slowing down lap.

Period-attired onlookers in packed stands and filling the bank at Madgwick cheered and waved their programmes as Swift (in for Chandhok in



Ward dances E-type
to RAC TT honours

JBLCKHAM/LAT

HOOD RELAYS WARD TO COOPER WIN

Jaguars turn tables on Astons in exciting Freddie March Memorial

Aston Martin defeated Jaguar in Goodwood's Nine Hour sportscar races of 1952, '53 and '55, but it was XK-engined artisan cars that filled Friday's 90-minute Freddie March Memorial retrospective's podium. JD Classics boss Derek Hood and Chris Ward's one-lap victory presaged a weekend hat-trick.

The Cooper T33 aerodynes of Ward and Phil Keen – in Katarina Kyvalova's CJ-2-54 – locked out the top grid slots. Jarrah Venables (in Spike Milligan's HWM) and Will Nuthall/Tony Wood (RGS Atalanta) ran them closest, continuing the straight-six Jaguar domination.

Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S) and Ludo Lindsay/Ben Shuckburgh (Cunningham C4R evocation) broke the monopoly, with Jaguar's 1988 Le Mans-winner Andy Wallace qualifying Nigel Webb's C-type seventh.

Hood couldn't live with Will Nuthall, whose early 11-second lead over Ludovic Lindsay (in Ben Shuckburgh's Cunningham C4R clone) was

erased by a safety car period to retrieve Chris Mann's Alfa Romeo 6C PR3000 from St Mary's.

Passed by fewer cars than he'd anticipated, Hood stopped the ex-Peter Whitehead Cooper-Jag CJ-1-54 from third place as the pit window opened, sending Ward out in a lightly used car. "All of a sudden I started to switch off and enjoy it," reflected Hood after his first high-profile victory.

A heavy shower sent cars spinning, but Chris adapted quickest in fading daylight and, as the circuit dried, lapped the field. GT ace Keen leapt into Kyvalova's Cooper in 12th, then charged past Hadfield for third after the Cunningham retired.

Despite being left with "no brakes whatsoever," Wood remained 25 seconds clear of Keen, whose anchors were also fried. Behind Hadfield, Nigel Greensall brought Karsten Le Blanc's Austin-Healey 100S back fifth, ahead of the Malcolm Harrison/Patrick Watts Cooper-Bristol T25.



Hood/Ward won in 1954 Cooper-Jag

Tom Kristensen: "I hardly slept this night and the mechanics did an awesome job – the Thunderbolt goes like a rocket"

the asparagus soup-flavoured Swiftone Cooper S nibbled at the tail of Alex Furiani's Alfa – which had been chewed by Richard Shaw's Laranca Engineering BMW as they powered away from the start – to earn a remarkable sixth on track, and over the two days combined.

The RAC TT Celebration was the other huge double-driver showcase, in which leaders Chris Ward (Jaguar E-type) and Andrew Smith (in Ollie Bryant's AC Cobra) ducked into an empty pitlane as the window opened 20 minutes in. A better stop by JD Classics relayed Gordon Shedden out first in the Jag and, try as he did, Bryant could do no more than match the Scot, albeit 15 seconds adrift.

A massive slugfest took place for third between the Cobras of 2014 winner David Hart, Ludovic Caron, Darren Turner and Michael Squire – who held his own in the car put on pole by Frank Stippler – and Matt Neal's Sunbeam Lister Tiger.

After Ward and Smith had pitted, Caron spun on his in-lap while leading, delaying team-mate Anthony Reid's departure, while James Cottingham came up to join the rumbling peloton in the Snake Express car started by Joe Twyman. Chris Beighton parked the Tiger at Lavant after a strong run, while Cottingham and Stippler passed Reid as he explored the grass at St Mary's. Cottingham lost third to Stippler, but dug ever deeper to keep fourth ahead of the ►

McLAREN AND SHELBY COBRA TRIBUTES

Crowds wowed by magnificent McLarens and Shelby Coupe racers

"Bruce McLaren must have been the nicest racing driver ever," was Sir Jackie Stewart's affectionate summation of the gifted and fiercely loyal New Zealander who won four F1 World Championship grands prix between 1959 [with the Cooper Car Company, aged just 22] and '68, the '66 Le Mans 24 Hours with fellow Kiwi Chris Amon, and two Can-Am titles in cars of his own manufacture.

Bruce's widow Patty McLaren-Brickett, daughter Amanda (who drove the sleek road-going M6B), sister Jan, friends and employees – including Wal Wilmott, who built the Cooper Zerex Special with him, and Howden Ganley who forged his own career as engineer, versatile driver and constructor – made the pilgrimage to Goodwood where a spectrum of cars spanning his career also honoured the racer, designer and motivator whose ethos and legacy lives on in McLaren Automotive.

It was bitterly ironic that Bruce should lose his life, at 32, testing an M8D at Goodwood, where he was



Historic assembly of McLarens

treated as a son by Freddie March – and idolised by his grandson Charles whose Revival tributes are so sensitively crafted. It was fitting that Jackie Stewart, who was mentored by Bruce on his single-seater test in Ken Tyrrell's Cooper in '64 should lead the parade in an M4B, 50 years after his own maiden GP victory at Monza.

The unprecedented rendezvous of all six Shelby American Cobra Daytona Coupes – with their designer Pete Brock – at Goodwood, where Dan Gurney and Phil Hill raced two to third and 11th the '64 Tourist Trophy, in the build-up to their '65 World GT Manufacturer's Championship onslaught.

Seeing the sextet, all subtly different, on track in the company of Ludovic Caron's ex-works Roadster, Sir Paul Vestey's Willment-liveried 39PH Le Mans car, the Bryant family's ex-Tommy Atkins/Roy Salvadori HEM-6 (GPG 4C) and Gary Bartlett's ex-Chequered Flag open seven-litre monster among others was an almost unbelievable treat for Cobra fanatics.



Cobra coupes with designer Brock

► resurgent Tom Kristensen (in the Lister Coupe started by Fred Wakeman) and Reid.

Mark Gillies became the Revival's first five-time individual race winner in Saturday's Goodwood Trophy opener, then dedicated it to his father (vintage racer Barrie) who died seven days earlier. All Gillies's successes in this set – the US-based Briton also bagged Richmond & Gordon gold in a Cooper T53 in 2004 – have come in the ERA R3A, Raymond Mays's '35 Nurburgring winner back in Dick Skipworth's stable.

Calum Lockie (ex-'Raph' Maserati 6CM) again ran Gillies closest, although Nick Topliss burst Pat Fairfield's 1937 South African GP-winning ERA R4A through from row two to lead lap one. Topliss held off American Michael Gans (ex-Dick Seaman R1B) for his first Goodwood podium. David Morris's R11B 'Humphrey' was fifth.

Fordwater Trophy poleman John Young's Jaguar XK120 was outdragged by Chris Harris – in Howard Donald of pop group Take That's Porsche 356 – at the start, but clawed back ahead to win. Philip Champion urged his gorgeous Frazer Nash Mille Miglia past Nick Finburgh's XK120, then set fastest lap fighting off the gallant Robin Ellis's Lotus 6 in a super squabble for third.

A photogenic all-Ferrari Lavant Cup tussle between Carlos Monteverde's three-litre 750

Monza and James Cottingham's two-litre 500 TRC was defused when the Brazilian was penalised 10 seconds for a false start. Undeterred, he fought on until a kiss at Woodcote, for which Cottingham was contrite, turned him round.

Carlos kept second, but Max Girardo (who had become a father overnight) won the rosso corsa 'class' in a 250 GT TdF after transmission bothers halted Andrew Frankel's 750 Monza.

A head-gasket change got runaway Brooklands Trophy polesitter Gareth Burnett's Talbot AV105 into the contest, but a misfire blunted GO52's advantage. Duncan Ricketts (Maserati T26) rocketed from row three to lead, but Neil Twyman's spartan 1932 Targa Florio-spec Alfa Romeo 8C 2600 'Muletto' growled ahead after a safety car interlude with Tim Dutton's ex-Bugatti T59 – previously owned by King Leopold of Belgium – beached in the gravel bed at Lavant.

George Shackleton: "I said into my helmet, 'Peter, calm down,' thinking he was going off, but fair play, he made it"

Ricketts gave Twyman and Burnett scares when he spun the 'Maser' approaching Madgwick, bringing Patrick Blakeney-Edwards's extraordinary Frazer Nash 'Owlet' back into play as they backed off.

Twyman's acceleration and Burnett's superior braking kept the result in the balance thereafter, but Neil coolly absorbed the pressure to record his maiden Goodwood win. Blakeney-Edwards and the recovering Ricketts chased hard.

In the presence of inaugural Can-Am champion John Surtees, outright Historic lap-record holder Nick Padmore repeated March's Members Meeting victory in Phil Hall's Team Surtees Lola T70 in a spectacular but scrappy Whitsun Trophy race, neutralised when Tony Sinclair (T70) had a big off at St Mary's and finished after Shaun Lynn's Ford GT40 charged the Madgwick tyre wall when a hurried downshift locked its rear wheels momentarily.

Ollie Bryant – debuting 'Lash' McCall's barely run-in T70 with growing confidence – kept Padmore extremely busy, while Canadian Jay Esterer and his lairy Chinook prevented a Lola whitewash, snatching third from Portugal's Pedro Macedo Silva on the final lap. Chris Drake and Australian Laurie Bennett led the McLaren charge after the engine in 2014 victor Chris Goodwin's ex-works M1B blew in practice.

After a four-year break, the 500cc Formula 3 brigade warmed Sunday spectators up with a sensational Earl of March Trophy opener in which poleman George Shackleton, Nigel Ashman and Peter de la Roche (Coopers) jostled for supremacy, with 2011 winner Sam Wilson (Kieft) breaking up the Surbiton marque's monopoly in the early stages.

Ashman and Shackleton traded the lead before Paul Hewes's Cooper tripped up and landed inverted just before the pit entrance. The race continued behind the Aston Martin pace car while the shaken Hewes was freed, then finished dramatically as the crocodile returned to full speed. Wilson and Ashman spun their chances away, leaving Shackleton and de la Roche fighting each other out front.

Onto the Lavant Straight for the final time, de la Roche slipstreamed Shackleton to Woodcote, then astonishingly snatched the lead round the outside. "I said into my helmet, 'Peter, calm down,' thinking he was going off, but fair play, he made it," said George, who fishtailed onto the grass while attempting to counter out of the chicane.

As Shackleton wrestled to regain control, his works-entered Cooper Mk11 bit rejoining the track, turned sharp right and nailed into the pitwall. The energy flung the car back across the track, narrowly missing alarmed team-mate David Woodhouse – now second, having shot from ninth to fifth at the start!

Onlookers applauded as Shackleton climbed out with bruised legs, but the day belonged to 17-year-old de la Roche, who in Mike Fowler's '51 Mk5 mirrored what Stirling Moss achieved, the day after his 19th birthday, first time out at Goodwood in '48. Gordon Russell (Mackson) was a surprised third, then dashed off to race his Manx Norton motorcycle.

Following a piston change in the short turnaround since Zandvoort's Historic GP event, Julian Bronson qualified his Scarab top for the Richmond & Gordon Trophies race, but soon pitted when its Offenhauser engine lapsed onto three cylinders. That freed Rod Jolley (Cooper T45/51) and Roger Wills (Lotus 16) in a classic front versus rear-engined battle, watched closely by Gary Pearson from the ex-Jo Bonnier '59

Gillies won from fifth on the grid



BERESFORD



HAWKINS

As usual, spectators enjoyed period treats



Jackie Stewart and BRM re-enact mid-'60s with Dario 'Jim Clark' Franchitti Lotus



Van der Garde loses Cobra



Cottingham heads Monteverde at Lavant Cup getaway

Dutch GP-winning BRM P25.

Wills's ill-starred dive inside Jolley into the chicane torpedoed the innocent 'Tom Bailey's Cooper-Maserati T51 – still sprouting greenery from a high-speed rotation into the St Mary's infield – and ended their races.

"I saw that coming," said Jolley, who had to negotiate the stricken Cooper on the grass before resuming, still ahead of Pearson and early leader Joe Twyman's T45/51. Jolley's victory in the ex-McLaren 1959 US GP-winning car delighted Bruce's family and friends, reunited for Lord March's tribute to the Kiwi.

Martin Stretton took the Glover Trophy competition to Andy Middlehurst, planting Malcolm Thorne's Lotus-BRM 24 on pole and leading before a recurrence of gear-linkage problems slowed his steed, then sent them spinning at Lavant, where Middlehurst's Classic Team Lotus 25 team-mate Nick Fennell flew off on lap one. "The joys of a BRM 'box," rued Stretton, although 'Dangermouse's' consolation was the fastest lap.

Middlehurst had enjoyed jousting with

Stretton before completing his fifth straight Goodwood victory in John Bowers's car, reward for Jim Clark's period mechanic Bob Dance who, at 80, orchestrated a gearbox change following a major failure in practice. "He's the best," eulogised Middlehurst, who, as last year, was joined on the podium by American James King (ex-Dan Gurney Brabham BT7) and Andrew Beaumont – in Innes Ireland's '63 Glover Trophy-winning Lotus 24.

The Sussex Trophy finale was a marvellous window on World Championship sportscars of the 1950s, with the firepower of Jaguars, their derivatives and Aston Martins ranged against the grace and agility of Ferrari and Maserati

"The joys of a BRM gearbox,' rued Martin Stretton, although his consolation was the fastest lap of the Glover Trophy"

'momentum cars'. Alas, Julian Majzub withdrew his brutish Sadler-Chevrolet after practice and Ollie Bryant's Lotus 15 failed to complete a lap.

Gunning for a third win of the weekend, Chris Ward (Lister-Jaguar Costin) and Bobby Verdon-Roe (Ferrari 246S Dino) were locked in combat, trading places even after Ward's gearbox jammed in top while ahead in front of the pits. Having survived a lurid oversteery trip over the Woodcote greensward as he essayed to outflank Ward, BVR howled to his first Sussex win in the NART car, which he and Nick Leventis saddled to Lavant Cup success in 2009.

Behind them, Sam Hancock (Lister) and Andy Newall (Aston Martin DBR2) displaced Marino Franchitti – who bolted father-in-law Nick Mason's Maserati Birdcage out of the blocks to lead into Madgwick as the Union Jack fell, signalling the start – then engaged in a full-blooded dogfight to the chequer, Hancock clinging on to third by his fingernails as the British Automobile Racing Club's team brought the magnificent track action to a minute-perfect close. ❧

WINNERS OF THE 2015 GOODWOOD REVIVAL ST. MARY'S TROPHY

'IT WAS FANTASTIC TO BE AT THE GOODWOOD REVIVAL WITH THE GREAT ALAN MANN RACING.'

TOM KRISTENSEN



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FREDDIE MARCH MEMORIAL TROPHY

SPORTS RACING CARS IN THE SPIRIT OF THE GOODWOOD 9 HOUR RACES, 1952-'55 (52 LAPS) 1 Derek Hood/Chris Ward (Cooper-Jaguar T33) 1h30m59.338s (82.29mph); 2 Will Nuthall/Tony Wood (RGS Atalanta-Jaguar) -1 lap; 3 Katarina Kyvalova/Phil Keen (Cooper-Jaguar T33); 4 Wolfgang Friedrichs/Simon Hadfield (Aston Martin DB3S); 5 Karsten le Blanc/Nigel Greensall (Austin-Healey 100S); 6 Malcolm Harrison/Patrick Watts (Cooper-Bristol T25); 7 'Spike' Milligan/Jarrah Venables (HWM-Jaguar); 8 Steve Boulton/Andrew Smith (Aston Martin DB3S); 9 Ben Cussons/Martin Hunt (Jaguar C-type); 10 Andrew Hall/Patrick Blakeney-Edwards (Frazer Nash Le Mans Replica). **Fastest Lap** Ward 1m30.208s (95.77mph).



GOODWOOD TROPHY

GP CARS & VOITURETTES TO 1951 (13 LAPS) 1 Mark Gillies (ERA R3A) 20m17.199s (92.27mph); 2 Calum Lockie (Maserati 6CM) +15.447s; 3 Nick Topliss (ERA R4A); 4 Michael Gans (ERA R1B); 5 David Morris (ERA R11B); 6 Tom Dark (Bugatti T73C). **FL** Gillies 1m31.348s (94.58mph).



FORDWATER TROPHY

PRODUCTION SPORTS & GT CARS 1948-'54 (12 LAPS) 1 John Young (Jaguar XK120) 20m32.687s (84.10mph); 2 Chris Harris (Porsche 356) +10.072s; 3 Philip Champion (Frazer Nash Mille Miglia); 4 Robin Ellis (Lotus 6); 5 Nick Finburgh (Jaguar XK120); 6 Christian Traber (Fiat 8V Zagato). **FL** Champion 1m40.499s (85.97mph).

ST MARY'S TROPHY

PRODUCTION SALOON CARS 1960-'66 (17+17 LAPS) 1 Tom Kristensen/Henry Mann (Ford Fairlane Thunderbolt) 52m38.746s (92.99mph); 2 Gordon Shedden/Matt Neal (Ford Lotus Cortina) +4.948s; 3 Andrew & Mike Jordan (Ford Lotus Cortina); 4 Frank Stippler/Alex Furiani (Alfa Romeo Giulia Sprint GTA); 5 Jackie Oliver/Richard Shaw (BMW 1800 TiSA); 6 Karun Chandhok/Nick Swift (Morris Mini Cooper S). **SATURDAY** 1 Kristensen 26m10.721s (93.51mph); 2 Shedden +1.262s; 3 Stippler; 4 A Jordan; 5 Andy Priaulx (BMW 1800 TiSA); 6 Oliver. **FL** Kristensen 1m30.502s (95.46mph). **SUNDAY** 1 Mann 26m28.024s (92.49mph); 2 Neal +3.686s; 3 M Jordan; 4 Shaw; 5 Furiani; 6 Swift. **FL** Mann 1m32.049s (93.86mph).



BROOKLANDS TROPHY

SPORTS CARS IN THE SPIRIT OF BROOKLANDS ENDURANCE RACES (12 LAPS) 1 Neil Twyman (Alfa Romeo 8C 2600 Monza 'Muletto') 23m30.047s (73.52mph); 2 Gareth Burnett (Talbot AV105) +1.388s; 3 Patrick Blakeney-Edwards (Frazer Nash Saloon 'The Owllet'); 4 Duncan Ricketts (Maserati Tipo 26M); 5 Albert Otten (BMW 328); 6 Mark Gillies (Aston Martin Brooklands). **FL** Burnett 1m45.704s (81.73mph).



LAVANT CUP

DRUM-BRAKED FERRARI SPORTS PROTOTYPES OF THE 1950S (13 LAPS) 1 James Cottingham (500 TRC) 21m00.826s (89.08mph); 2 Carlos Monteverde (750 Monza) +26.331s; 3 Max Girardo (250 GT Tour de France); 4 Emanuele Pirro (500 TRC); 5 Joe Macari (500 TRC); 6 Christian Traber (250 GT Europa). **FL** Cottingham 1m33.976s (91.93mph).



EARL OF MARCH TROPHY

500CC F3 CARS 1948-'59 (12 LAPS) 1 Peter de la Roche (Cooper-Norton Mk5) 24m13.173s (71.34mph); 2 David Woodhouse (Cooper-Norton Mk11) +3.081s; 3 Gordon Russell (Mackson-Norton); 4 Sam Wilson (Kieft-Norton CK52); 5 Nigel Ashman (Cooper-Norton Mk11); 6 Darrell Woods (Staride-JAP Mk3). **FL** de la Roche 1m44.249s (82.87mph).



RICHMOND & GORDON TROPHIES

2.5-LITRE GP CARS 1954-'60 (14 LAPS) 1 Rod Jolley (Cooper-Climax T45/51) 20m41.616s (97.42mph); 2 Gary Pearson (BRM Type 25) +7.824s; 3 Joe Twyman (Cooper-Climax T45/51); 4 Tony Wood (TecMec-Maserati F415); 5 Gregor Fiskens (Maserati 250F); 6 John Chisholm (Lotus-Climax 18). **FL** Jolley 1m26.373s (100.03mph).



WHITSUN TROPHY

UNLIMITED SPORTS PROTOTYPES TO 1966 (11 LAPS) 1 Nick Padmore (Lola-Chevrolet T70 Mk2) 19m25.302s (81.55mph); 2 Oliver Bryant (Lola-Chevrolet T70 Mk2) +0.963s; 3 Jay Esterer (Chinook-Chevrolet Mk2); 4 Pedro Macedo Silva (Lola-Chevrolet T70 Mk2); 5 Chris Drake (McLaren-Chevrolet M1B); 6 Laurie Bennett (McLaren-Chevrolet M1B). **FL** Padmore 1m21.164s (106.45mph).

RAC TT CELEBRATION

CLOSED-COCKPIT GT CARS IN THE SPIRIT OF THE GOODWOOD TT RACES 1960-'64 (41 LAPS) 1 Chris Ward/Gordon Shedden (Jaguar E-type) 1h00m05.585s (98.24mph); 2 Andrew Smith/Oliver Bryant (AC Cobra) +14.624s; 3 Michael Squire/Frank Stippler (AC Cobra); 4 Joe Twyman/James Cottingham (AC Cobra); 5 Fred Wakeman/Tom Kristensen (Lister-Jaguar coupe); 6 Ludovic Caron/Anthony Reid (Shelby Cobra); 7 Joaquin Folch/Martin Stretton (Jaguar E-type l/wt); 8 Gregor Fiskens/Bobby Verdon-Roe (Jaguar E-type FHC); 9 Arie Luyendyk/Rob Hall (AC Cobra); 10 Craig Davies/Robb Gravett (Chevrolet Corvette Sting Ray). **FL** Ward 1m25.577s (100.96mph).



SUSSEX TROPHY

WORLD CHAMPIONSHIP & PRODUCTION SPORTS RACING CARS 1955-'60 (18 LAPS) 1 Bobby Verdon-Roe (Ferrari 246S Dino) 26m08.401s (99.15mph); 2 Chris Ward (Lister-Jaguar Costin) +3.525s; 3 Sam Hancock (Lister-Jaguar Knobby); 4 Andy Newall (Aston Martin DBR2); 5 Marino Franchitti (Maserati T61 Birdcage); 6 James Cottingham (Tojeiro-Jaguar). **FL** Ward 1m25.490s (101.06mph).



GLOVER TROPHY

1.5-LITRE GRAND PRIX CARS 1961-'65 (14 LAPS) 1 Andy Middlehurst (Lotus-Climax 25) 20m03.439s (100.51mph); 2 James King (Brabham-Climax BT7) +5.176s; 3 Andrew Beaumont (Lotus-Climax 24); 4 Miles Griffiths (Lotus-BRM 24); 5 Sid Hoole (Cooper-Climax T66); 6 Dan Collins (Lotus-Climax 21). **FL** Martin Stretton (Lotus-BRM 24) 1m24.062s (102.78mph).

Race-one victory brought Rowland closer to title



DUTCHPHOTO AGENCY/LAT

On-form Rowland rules the Ring

A BRIEF MOMENT OF SELF-PITY CREPT INTO Matthieu Vaxiviere's usually buoyant persona after qualifying at the Nurburgring. Throughout this season the Lotus Charouz driver and title rival Oliver Rowland have demonstrated mutual respect, even admiration, but it's clear that Vaxiviere feels the odds are stacked against him.

"This has perhaps been one of my unluckiest seasons," he lamented after being caught out by a last-minute red flag and qualifying fifth. "Every little thing hasn't worked out, but it always seems to go right for Ollie..."

Racing Steps-backed Rowland had indeed just taken his fourth pole of the season; he was reeling in the FR3.5 crown at a rapid rate and Vaxiviere knew it. Subsequent events would give him little cause to revise his opinion.

McLaren protege Nyck de Vries notched up the second fastest time but would ultimately line up fourth after taking a penalty for an avoidable collision last time out Silverstone. Away from the lights, though, the jockey-sized Dutchman bravely asserted himself – in a hair-raising sprint alongside the pitwall and grass verge – to reclaim second spot and run ahead of front-row qualifier Tio Ellinas and Tom Dillmann.

"The track tapers in on the pit straight, so I needed to get ahead of Ellinas quickly as I was running out of road," said de Vries.

Both Ellinas and Dillmann lost further ground at Turn 1 by running wide, enabling Rowland's

FR3.5
Nurburgring (D)
September 12-13



Round 7/9

Fortec team-mate Jazeman Jaafar to slot into third ahead of Vaxiviere. This was a good effort from the Malaysian, since he had undergone emergency treatment on the grid for a pulled shoulder muscle.

Unable to stay with leaders Rowland and de Vries, Jaafar kept Vaxiviere bottled up for the 42-minute duration. Two laps from home, the increasingly frustrated Vaxiviere made a slightly desperate lunge at Turn 1. The black-and-gold machine fleetingly shot ahead, only to run too deep on the exit. Jaafar recovered the final podium position, while Vaxiviere held on for fourth, but in notching up a sixth victory of the season and eighth consecutive podium finish Rowland now led by 234 points to 185.

Looking increasingly assured with each passing round, Rowland effortlessly achieved his second

pole of the weekend on Sunday. For Vaxiviere to bridge the points gap, something unexpected needed to occur, and it did – in the form of a burst of rain just before the start.

That led everyone on the grid into a tyre-choice quandary. But for Fortec team principal Richard Dutton, the thought process was easy: "We just needed to cover off Vaxiviere."

Lotus put its second entry of Marlon Stockinger, starting from the last row, on wets, and plumped for slicks for lead charge Vaxiviere. Rowland therefore followed suit. The Draco crew of Pietro Fantin, on the outside of the front row, made a frantic late change to dry tyres.

What proceeded could accurately be described as chaos. Fantin led into Turn 1, where Ellinas punted Rowland into a spin. Ellinas's Strakka team-mate Gustav Malja had no time to avoid the gyrating Rowland, leading to a busy few moments in the Strakka pits since both its cars required new nosecones at the mandatory stops. Ellinas had also collided with Roy Nissany, giving the Tech 1 rookie a puncture.

"When I stopped, I thought it's all over," said Ellinas. "As well as the nose change, there was a problem with a stuck left-rear."

Fantin led the bulk of the race, but the intervention of the safety car, remarkably, would bring Ellinas and Malja back into contention. By pitting later, Fantin, Rowland (who had clawed his way from last to third at one point) and Dean Stoneman missed a shot at victory. Fantin also received a 20s penalty for stopping after the pit window closed.

After the track had dried out, another heavy shower four laps from the finish teed up a dramatic climax. Ellinas prevailed over Malja after a fierce battle in squirming cars on slicks.

De Vries finished third, but confessed to not really knowing how, while 10th for Rowland and a non-score for Vaxiviere left the championship table poised on 235 points to 185.

FOR FULL RESULTS, PAGE 42

Rowland took a hit early in race two



IN THE PADDOCK

PETER MILLS
FR3.5 SERIES
CORRESPONDENT

@peter_autosport



OLIVER ROWLAND'S STUNNING form might have allowed some of the fizz from the FR3.5 championship run-in to seep away, but post-Nurburging the Formula Renault 2.0 Eurocup title squabble has developed into an intense and absorbing four-way shoot-out.

Pleasingly for British racing prospects, a rich bonanza of home-grown talent features. The trio of Jack Aitken, Jake Hughes and Ben Barnicoat have stood on the top step of the podium this season.

"Everything is still up for grabs," said Aitken after winning on Saturday. "The car hasn't really changed for me, it has been set up in a tried-and-tested way all year. What has changed is that I have made a few improvements. In the summer I've been working at getting my back in a decent state after my crash [at Monza]. Jake [his Koiranen team-mate] and I also work quite well together."

Prospects for the final two rounds?

"We were quite quick at Le Mans [in testing], but everyone has been to Jerez so often, it's going to be very close there."

Reigning NEC champion Ben Barnicoat has arguably been at a disadvantage compared with his main opposition, since the Eurocup is the only FR2.0 series that he is contesting. His assured win in heavy rain on Sunday was timely after a weekend of rotten misfortune at Silverstone.

Could the allure of Monaco on next year's Eurocup calendar tempt more Brits into the series? "It could be quite, er, action-packed," said Aitken.

Jack Aitken:
form man



FORMULA RENAULT
EUROCUP RD5/7

Ben Barnicoat towers in the Eifel downpour

THE BRITISH CONTINGENT IN THE

Formula Renault 2.0 Eurocup once again shone at the Nurburgring. BRDC Rising Star Jack Aitken backed up his victory at Silverstone a week earlier with a superb win in race one, while Ben Barnicoat broke his Eurocup duck on Sunday.

Koiranen GP driver Aitken withstood intense pressure from Ukyo Sasahara to win Saturday's race by less than half a second. "Ukyo had me under pressure for the entire race, as he was stronger on the brakes in one or two corners," said Aitken, who led home a six-car gaggle. "The championship could go any way now."

Indeed, the top four in the standings left the Eifel Mountains with their points spread narrowed. Former runaway



Barnicoat emulated stablemate Rowland

championship leader Louis Deletraz was back on form, after his Silverstone dip, by taking pole for race one. But both he and third-place qualifier Jake Hughes lost ground by braking too late into Turn 1.

The pair ran three-abreast with Barnicoat into Turns 3 and 4, but the scrap enabled Matevos Isaakyan to sneak past four cars in two corners and pick up the final podium position.

Barnicoat took a commanding, and timely, win in filthy conditions in race two ahead of Fortec team-mate Martin Kodric.

In poor visibility, Anton de Pasquale flipped over the back of Callan O'Keeffe after crossing the finishing line.

RESULTS

RACE 1 1 Jack Aitken, 12 laps in 25m14.532s; 2 Ukyo Sasahara, +0.459s; 3 Matevos Isaakyan; 4 Ben Barnicoat; 5 Jake Hughes; 6 Louis Deletraz.

RACE 2 1 Barnicoat, 12 laps in 29m19.173s; 2 Martin Kodric, +6.448s; 3 Anthoine Hubert; 4 Deletraz; 5 Kevin Jorg; 6 Aitken. **POINTS 1 Deletraz, 144;** 2 Jorg, 139; 3 Aitken, 136; 4 Hughes, 130; 5 Hubert, 115; 6 Barnicoat 99.



VAN DER LAAN/LAT

Promoter claims team support

FORMULA RENAULT 3.5 TEAMS have indicated support for Barcelona-based events-and-promotion concern RPM's plans to take over the reins of the series next season.

"What I am pleased about," said RPM boss Jaime Alguersuari ahead of a major stakeholder meeting on Saturday, "is that I haven't had to go to

teams, they have come to me and said they want to continue."

DAMS team manger Francois Sicard refuted paddock rumour that a decision had been made by the French team to move to GP3. "We don't know when we will take the decision or not to commit to another category," he said. "We are still waiting."

TICKTUM TICKS OVER

MSA Formula ace Dan Ticktum finished 16th out of 31 past the chequered flag in his maiden Formula Renault 2.0 Eurocup start with Koiranen GP.

STONEMAN WARNED

Dean Stoneman had the misfortune to suffer his second left-rear puncture in seven days in race one. The Red Bull junior started eighth after losing a potential pole lap because of a red flag, and was tagged by Roy Nissany. Stoneman received a written reprimand for taking a short cut while touring his ailing car back to the pits.

EGOR IN THE WARS

Egor Orudzhev lost out on a podium in race two on the final lap. He locked up his fronts at Turn 5, allowing Nyck de Vries to pass, and later made a diversion through a gravel trap. Arden team-mate Nicholas Latifi retired with a broken wishbone after contact with Orudzhev.

KANAMARU DEBUT

Euroformula Open racer Yu Kanamaru made a strong showing on his FR3.5 debut with Pons Racing. He ran in the top 10 on Saturday, before slipping to 12th. "My plan is to do the last three rounds to gain experience for next season," said the Japanese (below).



ROZENDAAAL/LAT

We felt sure that you could pit *on* lap 18, but the stewards said you have to stop *by* lap 18. I will recheck the rulebook now

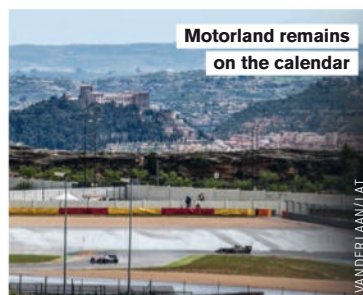
Draco team manager Simone Giglio on Pietro Fantin's 20s penalty in race two

Tie-up with GT Open on cards

THE 2016 FR3.5 DRAFT CALENDAR

is taking shape, and may include places on the GT Open supporting bill at five rounds to be held on Formula 1 circuits: Monza, expected to be the first round, Silverstone, the Red Bull Ring, Spa-Francorchamps and Barcelona.

Discussions are also understood to be taking place for FR3.5 to join the World Endurance Championship at the Nurburgring, and the World Touring Car Championship at the Hungaroring. It could also support either GT Open or the WTCC



Motorland remains
on the calendar

VAN DER LAAN/LAT

in France. Bizarrely, owing to an extant contract with the Aragon government, FR3.5 will race at Motorland with the FR2.0 Eurocup and RS01 Trophy, in effect the outgoing World Series by Renault package.

OGIER CHARGES BACK TO WIN DOWN UNDER

Sebastien Ogier was again peerless as he fought up the field to claim his third successive WRC championship, leaving his nearest challengers trailing in the clouds of dust. **DAVID EVANS** reports

Photography McKlein.de





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Ingrassia and Ogier
celebrate third title



Rally Australia

World Rally Championship
Coffs Harbour

September 10-13
Round 10/13



SUNDAY NIGHT, SEBASTIEN OGIER SETTLES BACK into the comfort of the right end of an Emirates A380. A day later and it's not about the money. A surreal 24 hours has taken him from two to three world titles in Australia to Jessie J and her 'Price Tag' in Frankfurt.

Commitments to get the newly crowned champions back to Germany for VW's all-important motorshow might have stood in the way of the team's celebrations, but there's no doubt Ogier, his wife, co-driver Julien Ingrassia, team principal Jost Capito and communications chief Andre Dietzel would have found a small corner at 35,000 feet to raise a toast.

It was entirely fitting that Ogier celebrated so close to the stratosphere. His season has been nothing short of stratospheric – as is his inclusion in the sport's rarefied heights of those celebrating three titles: a club that includes three other titans of the sport: Sebastien Loeb, Tommi Makinen and Juha Kankkunen.

And the even better news for Ogier is that there are still three more rallies for him to win.

Last week's Rally Australia was 2015 in microcosm. Before the start, he was chipper. He came to Sydney, a city he loves, chilled and he chatted with confidence about what a third world title would mean.

Light cloud arrived when he travelled north for the recce and saw just how much loose littered the roads around Coffs Harbour. That cloud darkened when a brightening weather forecast came to pass. There would be no rain to speak of. If he was going to do this, he was going to have to do it the hard way. And he was going to have to do it on his own.

Nothing new there. Ogier and co-driver Julien Ingrassia have led from the front since the start.

Booking the number ones for next season in time for their flight north of equator meant a win or second and a powerstage point if team-mate Jari-Matti Latvala won. To the outsider, do-able didn't come close. Slam-dunk was just about right.

Ogier really wasn't so sure. "I know I always say this," said Ogier, "but this one is going to be very difficult. Nearly impossible."

Impossible is nothing to this boy. But his good mood and the pre-event cheer were gone one stage in. He was eighth. And would stay there for the next two. Yikes.

The topsy-turvy morning was completed with the news that it was Dani Sordo at the front. Ahead of the event, the Spaniard had been dropped from a top team for the second time in his career – the first time came five years ago when Ogier elbowed him aside at Citroen – but this time, Hyundai preferred Hayden Paddon to

the one-time world rally winner. For three stages, Sordo made hay from eighth on the road, before Kris Meeke moved into the lead in Newry Long, a stage which cleaned slightly less.

By lunchtime, Ogier was seething from a slightly improved sixth. His mood hadn't improved much more by the end of the opening day, when he'd elevated himself to third.

This was strange. The world title was waiting, but it was almost as though Ogier didn't care. He was being beaten on a rally and that simply wasn't good enough.

Having listened to the sweeping stories at lunchtime, there was a reluctance to raise the issue hours later when the Volkswagen arrived back in Coffs for Friday night service.

"We have to talk about it," said Ogier. "You don't want to ask; I don't want to talk, but this is the way it is. This is what it is." ►

Kiwi Paddon drove
well to finish fifth



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“It is difficult to make one better than this season... This has been the perfect season so far”

SEBASTIEN OGIER

► Worse was to come in the shape of the monster, 31-mile Nambucca stage that dominated day two. In planet earth's long list of very gravelly roads, this particular stretch of New South Wales, which wound its way in and out of the woods, is very high up.

Fortunately for Ogier, an overnight gearbox change cured what he had felt was a slightly errant rear on his Polo R WRC. At least he would set about carving up the countryside with a sharp knife.

Tenth in, Paddon played to his strength and blitzed the morning's long and short stages.

That was it, though. Ogier's disadvantage was done. He was third, 3.9 seconds off Meeke's lead. The re-run stages in the afternoon would be more straightforward and for Sunday the classification would be reversed, leaving others to unearth the right line.

Miles Davis took Seven Steps to Heaven and now Ogier had seven stages to his own personal heaven of a third world title on his terms.

Guess what? You don't need to, do you? Thought not.

Fastest, fastest, fastest, fastest... you get the message. From Saturday afternoon onwards, Ogier found the sweet spot and nobody could stand in his way. The lead came with the controversy of a dusty night stage, which left the crews complaining bitterly about their position further back on the road. Oh, for the relative clear air Ogier was enjoying second into the stage (Stephane Lefebvre was ahead of him as the only Friday retirement)...

Questioning the Frenchman on his preferential position in the running order was entirely inadvisable. But it had to be done, with tongue at least venturing cheek-wards.

Ogier smiled at the irony. His good mood had returned, courtesy of another gilt-edged effort.

"I have to say," he said, "I am surprised to be here in the lead. I gave everything for this. Now there's just one more day to do."

One more day to do to win the championship?

Cue quizzical look from the Gap superstar.

"To win the rally," he replied.



Meeke led for eight stages



Neuville struggled to sixth overall

It was almost as if Ogier had forgotten about the championship. This really was just another rally and another opportunity for him to showcase his outrageous talent.

Sunday meant five stages, 42 miles and four drivers separated by nine seconds. Three of them sat around a breakfast table headed by Jost Capito and talked about how poor Finnish jokes were. Jari-Matti Latvala was unable to offer much in the way of a defence. Or attack, once the cars were back on the stages.

Ogier counted them down and came home a world champion.

"This rally was perfect," he said quietly, with the kind of deep, wide smile of somebody who knows they couldn't have done their job any better. A third world title was the icing on a cake Ogier had been convinced wouldn't be rising three days earlier.

AND THE REST?

Last week was a supremely entertaining round of the championship – the perfect antidote to the Trier snoozefest that preceded it. Three different manufacturers and four different drivers led in Australia and drove home the worth of the FIA's changes to the running order regulations. Ogier might hate them – in the same way that that might be a hideous understatement – but if he'd run at the back of the pack from Friday morning, the watching world would have switched off and had a weekend in the garden.

Ogier's operating on another level right now. As it has been all year, only his team-mate and

Meeke could come close. Paddon talked a good game ahead of the event, targeting another podium on the closest thing to a home event for the Kiwi. And the Hyundai driver showed plenty of speed to dominate Saturday morning, but, when push came to shove, the i20 WRC's appetite for soft rubber ended Paddon's hopes.

It shows just how far the 28-year-old has come that he was a little disappointed with what was a brilliant drive to fifth. Sordo's early form faded once the rally moved into stages the rest of the field had competed on before, but the real mystery in the Korean team was Thierry Neuville. Once again, the Belgian was all at sea and looking far from the Ogier-challenger we saw at the turn of the season.

Sordo will doubtless shine on the next two rounds of the championship in Corsica and Catalunya, but make no mistake, the light that's shining brightest in Hyundai's corner is the one from New Zealand's South Island. He's looking more and more like the team leader next season.

There will be no debating the position of team-leader at Volkswagen – the ones are back on the side of Ogier's car for at least the next 16 rounds of the championship. And it'll take a huge effort from Latvala or Mikkelsen to shift them.

On Friday and Saturday morning, Latvala admitted he was missing his spark. He struggled to get the best out of his tyre choice on both mornings and admitted the only thing that got him going for the first afternoon was the cup of coffee Ogier's wife made him in service.

Latvala's deep self-analysis continued at every point and the Finn gratefully accepted that he ►

Mikkelsen finished in fourth place



► was faced with a driver on history-rewriting form. There was nothing Jari-Matti could do against Ogier last week. The Frenchman was on a mission.

Ahead of the event, Mikkelsen had talked again about pushing for his first win on a rally he really enjoys and knows as well as anybody. A Friday afternoon transmission glitch left his Polo handling like one of the wilder snakes from the nearby bush, but even when his car was back in line and doing as it was told, Mikkelsen simply never looked capable of going toe-to-toe with Sebastien on Sunday.

MEEKE'S MAGIC'S BACK

Five months had passed since Meeke topped the podium in Argentina. Since then, he's shown more of that blistering South American pace, but small mistakes have sent him to hell and back. World championship rallying on the equator's south side clearly suits KM; he was bang on the money on Australia's east coast.

As if there wasn't enough pressure on him and Paul Nagle to begin with, a recce shunt sidelined Mads Ostberg, with Stephane Lefebvre stepping quite literally into the Norwegian's racesuit and helmet. Given that this would be Lefebvre's World Rally Car debut on gravel – and only his second outing in a DS 3 WRC – Citroën's hopes of moving back into second place in the makes' race were hastily rethought. Ultimately, Lefebvre picked up manufacturer points, despite retiring from day one with broken suspension, but the narrowing of the gap between the French and Koreans came courtesy of Meeke's superb drive.

Latvala again wasn't able to catch Ogier



"Everybody's made a big thing out of a couple of small mistakes," said Meeke. "We got rid of the small mistake and this happened. At the same time, on a level playing field today (Sunday), we got a glimpse of where we are compared with the Volkswagens..."

He led for eight stages, but could he have won? You never know, but soft tyres on Saturday morning probably scuppered the job. He took a calculated roll of the dice which didn't pay off.

M-SPORT'S MIXED BAG

Friday night in M-Sport's corner of the service park wasn't a great place to be; neither Ott Tanak nor Elfyn Evans was terribly inclined to step into the team's command centre. Designed to fit around the logistical challenges longhaul rallying poses, there's nowhere to hide inside what is a fancied-up shipping container.

Tanak's cause was helped by the fact that he'd been on or around the pace on most of the day's stages – and that he could fall back on the excuse that this was his first time in this neck of the woods in a World Rally Car.

Nothing could save Evans. He had an absolute shocker. The Welshman copped both barrels. And, terribly harsh as it sounds, he deserved them. He still couldn't find a way forward with a car Tanak used to run second fastest throughout Saturday morning.

"I think we need to forget this one," was probably the kindest thing Wilson could find to say. Strange as it might sound, it could have been an awful lot worse.

And very nearly was when the Ford Fiesta RS WRC got away from him second time through Valla on Saturday night. Well up in the revs in sixth gear, the car slewed sixth gear to audible gasps from Evans and co-driver Dan Barritt. Already skewed, their world came close to being turned upside down. They escaped that one, but could have been forgiven for binning the roadbook in favour of a tank of juice and the Pacific Highway south to Sydney airport.

Sunday night at the airport, and Volkswagen's exclusive party was only just getting started. Rarely have 10,000 miles been enjoyed more.

➔ FOR FULL RESULTS, PAGE 42

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
@daviddevansrally



IT WASN'T MOVING, BUT I STILL WASN'T taking any chances. Tricky one, though: I did quite fancy a picture. That's how I came to be kneeling on the bonnet of my Mitsubishi Mirage, mid-way through the Nambucca stage in Australia last week.

It might have looked odd, but I got my picture of a dead – or very soundly sleeping – very big snake.

M-Sport's pre-event bash had been littered with wildlife out of a box – Ott Tanak and Malcolm Wilson spent much of the time wearing serpents of one sort or another, in the same way I'd wrapped a gingham scarf around my neck to keep out the chill of a late winter New South Wales evening.

Shorn of the Safari, Ivory Coast and a proper Acropolis, the World Rally Championship has to take its adventure where it can these days. And Australia provided plenty of that. Granted, we're hardly heading for the Sturt Stony Desert, where it never rains and everything that moves wants to eat you, but it's definitely different.

Nothing else in the championship resembles Nambucca. Having driven most of the east coast Rally Australia stages, I can honestly say Saturday's 30-miler is the most extraordinary road. It went from insanely fast, beautifully cambered, Kiwi-spec, lay-rubber-down-hard country roads to the tightest, most nadgery, sandy-surfaced sections you'll ever see. And, from behind the trees, came the wallabies.

Uniqueness is fast-becoming the buzzword for rallies in the championship and the resident marsupials tick that box. Rally New Zealand's a favourite of mine, but it's increasingly hard not to love this one.

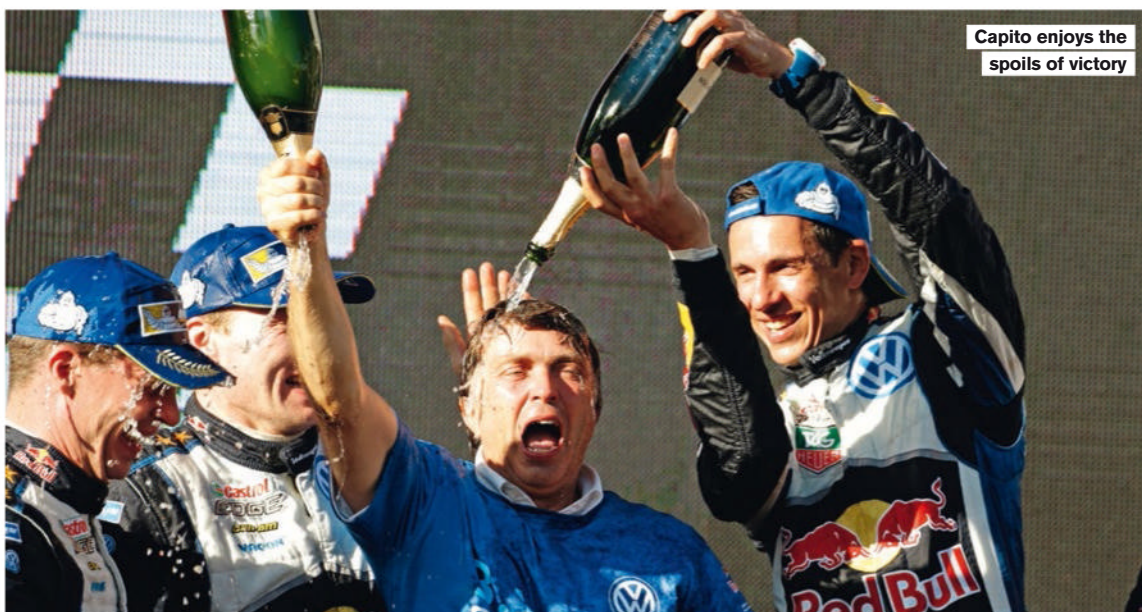


Nambucca stage is unique challenge

I thought you said it wouldn't bite

M-Sport's Ott Tanak talking to the owner of the baby crocodile he was holding at the time





Capito enjoys the spoils of victory

Volkswagen's Capito targets at least 10 more titles

HAVING CELEBRATED

Volkswagen's third straight World Rally Championship win, Jost Capito talked of a desire to see his team mirror Audi's prolonged success in enduring racing.

Asked if six titles – drivers' and manufacturers' – was enough from the Hannover team's first three years in the sport, Capito told Autosport: "When we won the first world championship two years ago, we had an internal Christmas dinner and we had the world championship cup on the table in front of us. [Volkswagen

Group chairman of the board of directors, Professor Martin] Winterkorn was sitting beside me and he saw the long line of Citroen's wins on the cup. He said to me: 'Look at this. I want a longer line for Volkswagen. It's not about winning this thing once or twice, it's about being in it and winning it consistently. That gave me a good feeling.

"Everybody knows if you are in for three or four years, it will not be consistent in people's minds. Win for three years and, OK, it's long, but after five years people will not

really remember. If you do it for 10 years, and you are in there for 10 years, then people will not forget."

Audi won Le Mans 13 times in 15 years from 2000 to 2014.

Ogier delivered his hat-trick of drivers' titles with what he feels was one of his best ever drives. "I think it's difficult to make one better than this season," said Ogier. "After 10 rounds, this has been the perfect season so far. It feels incredible to win this rally, but I produced one of the best performances and I am very proud of this one."

Gravel night stage safety row

THE FIA AND LEADING WRC drivers have locked horns over the safety of running dusty gravel stages in the dark.

Rally Australia winner Sebastien Ogier led calls for a rethink of this policy following last week's Coffs Harbour-based event. Dust hangs in the cooler nighttime conditions, impairing vision in the stages.

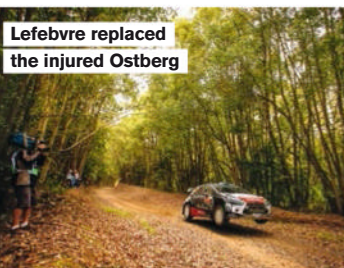
Ogier said: "Night stages on gravel shouldn't happen, for safety it's not good. Safety is our priority number

one, but we would like this to be the case on every side and, typically, this is a situation where we can avoid risk if we avoid this situation."

WRC manager Michele Mouton pointed to the fact that some drivers went quicker in the dark.

"This is not a safety issue," she said. "This is about the performance issue. We have to cool down on this now. If there was dust, then how is it possible the drivers were going faster than their first run in the daylight?"

Drivers questioned gravel night stages



Lefebvre replaced the injured Ostberg

Ostberg: cage saved my life

CITROEN DRIVER MADS OSTBERG

says the rollcage in his recce car saved his life when he hit a logging truck while practising for Rally Australia.

Ostberg was first into the Valla stage and hit the truck head-on while travelling at around 45mph.

"Fortunately our recce car has a full cage in it," said Ostberg. "Some of the other teams only use a lightweight cage – if I had been in one of those then it would have been finished for me. A lightweight cage simply wouldn't have coped."

Ostberg missed the event with two fractured ribs, but expects to be back in action at the next WRC round in Corsica on October 2-4.

EVANS KEEPS DRIVE

M-Sport team principal Malcolm Wilson has confirmed Elfyn Evans will remain in the Ford Fiesta RS WRC, despite mounting speculation that the Welshman won't see out the season, following a distant ninth in Australia. Wilson said: "I can guarantee that he will be in the car for the last three rallies of the season, but we've got to see some changes."

LEFEBVRE PRAISED

Citroen praised Stephane Lefebvre for stepping in for the injured Ostberg at the last minute in Australia. He finished 13th overall on his gravel debut with the DS 3 WRC. Lefebvre will make it three events in a row, when he returns to Citroen to tackle next month's Tour de Corse in a third DS 3 WRC.

RALLY NZ RETURN?

A contingent of Rally New Zealand officials travelled to Coffs Harbour last week, where they met with the WRC promoter in order to press their case for a return to the world championship. The Kiwis' hopes were lengthened when it was confirmed Rally Australia has an agreement until the end of 2017.

OGIER DEFENDS GB

Sebastien Ogier has called on the FIA to leave Rally GB as the final round of next year's WRC. He says the loose-surface Coffs Harbour road makes it unsuitable for a potential title-decider. "Imagine if this was the last round and you come here and play the championship on such a rally, with such a disadvantage on the starting order, would it be a nice end for the championship? I don't think so," said Loeb.

CORSICA UP NEXT

The Tour de Corse will return to the World Rally Championship for the first time since 2008 next month (October 2-4).

PEUGEOT CHINA WIN

Peugeot's remodeled 2008 DKR took its first victory on last week's China Silk Road Rally. Stephane Peterhansel headed team-mate Cyris Despres home in Dunhuang after 13 days and more than 3000 miles of competition.

AL-ATTIYAH LEADS

Nasser Al-Attiyah extended his lead in the WRC2 standings with his second win of the season in Australia. Al-Attiyah overcame transmission troubles to beat Yurii Protasov to victory.



Glock leads, as Blomqvist runs level with Farfus



BMW dominates podium in Oschersleben double

With performance weight in its favour, BMW took advantage to romp home in seven of the top 10 places in both races. MITCHELL ADAM reports on wins for Timo Glock and Tom Blomqvist

DTM Oschersleben (D) September 12-13

Round 7/9



OTHER THAN HAVING ENTERED THE DTM FROM single-seaters and both driving for BMW, the careers of Timo Glock and Tom Blomqvist don't have a lot of crossover.

Glock, 12 years the senior, had two stints in Formula 1 – split by an American detour – before being recruited by BMW when that door closed in 2013.

The son of rally great Stig, Blomqvist's career would probably be over were it not for a lifeline from Indonesian fast-food magnate Ricardo Gelael to help his son in European Formula 3 last year. Blomqvist made the most of it, finishing second between Esteban Ocon and Max Verstappen, and he picked up a DTM seat following an impressive post-season audition.

As stablemates, Glock and Blomqvist have

shared BMW's on-track struggles this year. The manufacturer has generally lagged behind Audi and Mercedes, unable to find the M4's sweet spot on a consistent basis.

The exception was a massive weekend at Zandvoort, where it swept the top seven and then the top five, with performance weights massively in its favour.

The conditions were favourable again at Oschersleben, with BMW entries on average 24.69kg lighter than the Audis and 18.13kg down on the Mercedes.

Just as they'd shared plenty of frustrating rounds, Glock and Blomqvist shared the spoils at Oschersleben, as BMW cashed in again. Trying a new set-up direction, Glock claimed his maiden pole on Saturday and duly converted it into his second DTM victory. It came nearly two years after his first, at Hockenheim at the end of his rookie campaign.

"In my Formula 1 times, I was watching this championship and I couldn't figure out why young kids come in from Formula 3 and they are just on top of it, really quick straight away," he said of his drought.

"You see it with Tom Blomqvist, for example. Then there are guys coming from Formula 1 with huge experience and they struggle to get this right.

"I was sitting in front of the TV and thinking, 'This can't be so difficult. What is so difficult about driving this touring car?'"

"I did the first test at Valencia and I learned about this really, really well. Straight away, I realised that it was something totally different. It's tough to get yourself into this position to totally switch off your Formula 1 driving style and try to adapt your driving style to the DTM. We're talking about not seconds, we're talking about the last three tenths, which is the hard work.

"And in Formula 1, it's a different story. First of all, you have massive gaps between cars and you only have to beat one team-mate. Here you have seven team-mates."

Blomqvist has shown speed beyond a previous best race result of seventh. While some results

Auer crashed out heavily on last lap on Sunday





Blomqvist finally took his first win

It's a monkey off my back, and getting a win for BMW is unbelievable

TOM BLOMQVIST



First-corner trouble for Molina's Audi

have gone begging due to misfortune, he has also acknowledged that race pace required work.

In Sunday's race, there was no such problem. Starting from the front row for the first time, he beat Augusto Farfus to the first corner and never looked back, winning by nearly eight seconds.

"It's not easy, this championship, it's really close," he said. "Qualifying is literally, 'you have to be spot on', because in a formula car, for instance, you can make a little mistake, you lose one tenth, and it's not going to affect you so much.

"Here, you lose one tenth, you're back 10 positions. You have to nail it and that's what makes the difference. It's quite high pressure in qualifying, because you know that you can't get away with anything.

"I've always been quite strong in qualifying, but the races were an area I had to work on. I knew if I could finally get to the front and get into the lead of a race, then I'd like to see how I'd perform.

"It was really good; it's a bit of a monkey off my back, and getting a win for BMW is unbelievable."

Glock and Blomqvist were seventh in the races they didn't win, the Brit forced wide at the first corner on Saturday after starting third.

BMW filled the top four and had seven of the top 10 positions each day. Bruno Spengler and Antonio Felix da Costa grabbed Saturday podiums, before Farfus and Marco Wittmann joined Blomqvist there 24 hours later.

The only driver to take the fight to BMW was the new championship leader, Pascal Wehrlein. The Mercedes driver was fifth each day, despite also suffering a power-steering failure on Saturday.

"We knew that BMW was going to be very strong here," he said. "Weight-corrected, I would be on pole on Saturday and Sunday, but that shouldn't be an excuse. The rules are what they are. But I'm now in the championship lead, so it definitely was a good weekend."

For the third event in a row, Wehrlein led on Saturday evening, but this time he also finished Sunday with 14 points up his sleeve over Audi's Mattias Ekstrom, who had a weekend to forget. The Swede failed to score a point after qualifying well down the order and finishing 14th and 11th, Sunday's race not helped by a slow pitstop.

"Qualifying in the back is never the trick to win in the DTM," he said. "If you go from bad to shit, here you can take 10 kilos out. So I can still put a smile on my face, because that's a very big positive, to get a lighter car for the Nurburgring."

Of the other lead Audis, Jamie Green claimed four points for eighth on Sunday (see right) and Edoardo Mortara left empty-handed. With 100 points on offer across the final two events, 42 cover Wehrlein, Ekstrom, Mortara, Green, Spengler and Wittmann at the top.

AUER TRIGGERS RED FLAG

Sunday's race was red-flagged on the final lap after Lucas Auer crashed heavily at the penultimate corner. The Mercedes rookie reported that his brakes locked, and he fired wide and ended up in the tyre barriers. Auer was able to get out of his car, but was taken to hospital for routine checks.

MOLINA IN THE WARS TOO

A first-corner incident accounted for Audi's Miguel Molina and Nico Muller on Sunday. Molina – the make's only Saturday points scorer – was turned around by Christian Vietoris, while Muller couldn't escape through the gravel trap on the outside.

GREEN'S FIGHTBACK

After succumbing to damage from the first-corner mayhem on Saturday, Jamie Green was a fighting eighth from 13th a day later, holding off a significantly lighter Maxime Martin. "In this championship, it sounds odd, but eighth can be one of your best drives ever," said the Audi driver. "With the weight we're carrying and where I started, I think that was one of my best drives."

TOMCZYK'S FRUSTRATION

Martin Tomczyk was the only BMW driver out of the points on Sunday, frustrated by what he felt was a lack of consistency from the stewards. Tomczyk was running with Paul di Resta, who eventually finished sixth, and jumped the Mercedes driver in the pitstops. But Tomczyk's release into the pitlane was deemed unsafe and, after serving a drive-through, he finished 20th.

JOINING LONG LISTS

Following Glock's and Blomqvist's successes, just over two thirds of the DTM field – 17 out of 24 drivers – have now claimed a podium finish this season. It's also now 10 different winners from 14 races, and 15 drivers have qualified on the front row.

ADVANTAGE MUNICH

With its 167-point Oschersleben haul, BMW has moved into the lead of the DTM's manufacturers' championship for the first time this season. It now has 488 points at the top of the standings, ahead of Audi on 422 and Mercedes on 417, with two rounds remaining at the Nurburgring and Hockenheim.

PENALTIES FOR PILE-UP

Robert Wickens (below) and Mike Rockenfeller both received three-spot grid penalties for their roles in Saturday's first corner pile-up. Wickens's turned into 13 owing to a suspended 10-place penalty from Moscow Raceway. "I think both Rocky and I need to be smarter on Sunday," the Canadian, who said Rockenfeller moved in the braking zone, surmised.



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Monteiro (18) used pit exit to pass Valente



WTCC MOTEGI (J), SEPTEMBER 13 RD 9/12

Monteiro goes from back to front

TIAGO MONTEIRO STARTED HONDA'S HOME WORLD Touring Car Championship event with an engine-change penalty and a place on the back of the grid, but ended it on the top step of the podium. The works Civic driver's daring pass on polesitter Hugo Valente using the pitlane exit at the start of the second race was the decisive moment, allowing him to take a dominant win.

The WTCC's Motegi debut was a golden opportunity for Honda, thanks to it running without compensation weight while Citroen was at 60kg. Monteiro's team-mate, Gabriele Tarquini, duly dominated testing and practice.

Things started to go awry on Saturday with news that engine damage from the previous round in Vila Real forced a change penalty for Monteiro, while Tarquini was left kicking himself for errors that placed him only sixth in qualifying.

But even in the absence of its works pair from the top-five shootout, a Honda was still on pole. The independent Zengo Civic of Norbert Michelisz outpaced champion Jose Maria Lopez by just 0.080 seconds, the first time all season that Citroen had been beaten to a race-one pole.



"These are the three happiest weeks of my life, because of my wedding [during the summer break] and because of a fantastic weekend," Michelisz said. "I knew we had some updates but I was not expecting a step like this."

But while Citroen's streak of pole positions was halted, it remains unbeaten in non-reversed-grid races in 2015. Lopez leapt ahead of Michelisz for the lead on the first lap and won the opener with relative ease. Tarquini came through to complete the podium ahead of a trio of Citroens.

Monteiro was never a factor in that race thanks to his penalty, but he did manage to make the most of Motegi's overtaking opportunities to finish ninth. His bid for race-two pole, based on a reversal of the top 10 in qualifying, hadn't quite worked out. After setting two decent sector times, the Civic man slowed significantly on the start-finish line but was still quick enough for eighth rather than the intended 10th. That put him on the second row behind Valente and Lada's Nicky Catsburg, and his brave dive past Valente allowed him to arrive at the first corner first.

Chaos further down the grid allowed breathing space for the front two, and Monteiro's superior pace meant he strolled to victory by over nine seconds ahead of Valente's Campos Chevrolet to secure Honda a home victory at a circuit it owns.

"It's even more amazing and even more pleasant to win the home race of Honda and my second home race, really," said Monteiro. Having started on the back foot a little bit with the engine change we knew we had to focus and use the rules to our advantage."

Citroen did leave Japan knowing that the title fight is now mathematically only between its lead trio of Lopez, Yvan Muller and Sebastien Loeb – not that this was ever in doubt given the dominance of the French squad.



And Motegi had a big impact on that intra-team battle, as Lopez's race one win was the only podium for a C-Elysee driver all weekend. Muller struggled to find an optimum qualifying set-up and understeered to seventh on the grid. He beat Loeb to fifth in the first race as both finished behind the fourth works Citroen of Ma Qing Hua. Citroen's second race was defined by a chaotic first corner. Lopez emerged from it with a broken wheel and puncture, after a shove from behind pushed him into Loeb, and he limped in to retire.

Muller was in prime position to capitalise, lining up to pass Valente for second before the after-effects of first-corner contact with Tarquini – who was later penalised for punting Ma into a spin – and Valente caused his bonnet to come loose. Retirement leaves him 74 points behind Lopez with three rounds remaining.

Loeb had to settle for fourth, losing out to Rob Huff as the Lada man produced a great drive from 13th to take his second podium of 2015 in third.

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RESULTS ROUND-UP

FORMULA RENAULT 3.5 SERIES

ROUND 7/9 NURBURGRING (D), SEPTEMBER 12-13

RACE 1 (23 LAPS - 73.573 MILES)

1	Oliver Rowland (GB) Fortec Motorsports	42m39.609s
2	Nyck de Vries (NL) DAMS	+1.239s
3	Jazeman Jaafar (MAL) Fortec Motorsports	+10.690s
4	Matthieu Vaxiviere (F) Lotus (Charouz)	+11.264s
5	Tom Dillmann (F) Carlin	+12.635s
6	Tio Ellinas (CY) Strakka Racing	+13.540s
7	Pietro Fantin (BR) International Draco Racing	+14.986s
8	Gustav Malja (S) Strakka Racing	+16.188s
9	Egor Orudzhev (RUS) Arden Motorsport	+20.440s
10	Alfonso Celis Jr (MEX) AVF	+26.499s
11	Marlon Stockinger (RP) Lotus (Charouz)	+28.118s
12	Yu Kanamaru (J) Pons Racing	+30.844s
13	Rene Binder (A) Pons Racing	+31.401s
14	Aurelien Panis (F) Tech 1 Racing	+37.860s
15	Sean Gelael (RI) SFS Carlin	+38.581s
16	Beitske Visser (NL) AVF	+44.832s
R	Nicholas Latifi (CDN) Arden Motorsport	8 laps-spin
R	Bruno Bonifacio (BR) International Draco Racing	8 laps-off
R	Roy Nissany (IL) Tech 1 Racing	6 laps-accident damage
R	Dean Stoneman (GB) DAMS	4 laps-puncture

Winner's average speed 103.478mph.

Fastest lap Rowland, 1m43.611s, 111.144mph.

QUALIFYING 1

1 Rowland, 1m41.004s; 2 Ellinas, 1m41.230s; 3 Dillmann, 1m41.236s; 4 de Vries, 1m41.217s; 5 Vaxiviere, 1m41.381s; 6 Jaafar, 1m41.457s; 7 Fantin, 1m41.526s; 8 Stoneman, 1m41.554s; 9 Nissany, 1m41.662s; 10 Malja, 1m41.876s; 11 Kanamaru, 1m42.010s; 12 Visser, 1m42.014s; 13 Stockinger, 1m42.018s; 14 Panis, 1m42.166s; 15 Celis, 1m42.232s; 16 Orudzhev, 1m42.389s; 17 Latifi, 1m42.402s; 18 Bonifacio, 1m42.504s; 19 Binder, 1m42.827s; 20 Gelael, 1m43.093s. * grid penalty.

RACE 2 (22 LAPS - 70.374 MILES)

1 Ellinas, 42m32.506s; 2 Malja, +2.240s; 3 de Vries, +4.430s; 4 Celis, +11.016s; 5 Orudzhev, +14.109s; 6 Stoneman, +17.793s; 7 Stockinger, +21.187s; 8 Binder, +23.461s; 9 Fantin, +29.803s; 10 Rowland, +30.240s; 11 Vaxiviere, +34.088s; 12 Bonifacio, +35.926s; 13 Kanamaru, +37.609s; 14 Dillmann, +40.166s; 15 Visser, +51.188s; 16 Gelael, +1m24.729s; 17 Jaafar, -1 lap; 18 Nissany, -1 lap; R Panis, 5 laps-loose wheel; R Latifi, 1 lap-collision/suspension.

Winner's average speed 99.253mph.

Fastest lap Dillmann, 1m43.306s, 111.472mph.

QUALIFYING 2

1 Rowland, 1m40.637s; 2 Fantin, 1m40.906s; 3 Nissany, 1m40.976s; 4 Dillmann, 1m40.994s; 5 Ellinas, 1m41.031s; 6 Malja, 1m41.064s; 7 Stoneman, 1m41.088s; 8 Vaxiviere, 1m41.160s; 9 de Vries, 1m41.224s; 10 Panis, 1m41.488s; 11 Jaafar, 1m41.673s; 12 Orudzhev, 1m41.722s; 13 Latifi, 1m41.771s; 14 Bonifacio, 1m41.873s; 15 Visser, 1m42.047s; 16 Celis, 1m42.059s; 17 Binder, 1m42.223s; 18 Gelael, 1m42.317s; 19 Stockinger, 1m42.386s; 20 Kanamaru, 1m42.415s.

CHAMPIONSHIP

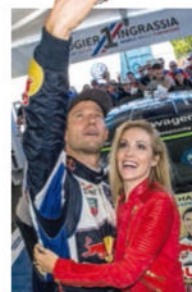
1 Rowland, 235; 2 Vaxiviere, 185; 3 de Vries, 116; 4 Jaafar, 106; 5 Stoneman, 106; 6 Ellinas, 96; 7 Dillmann, 89; 8 Malja, 67; 9 Orudzhev, 66; 10 Fantin, 61.



WORLD RALLY CHAMPIONSHIP

ROUND 10/13 RALLY AUSTRALIA, SEPTEMBER 10-13

1	Sebastien Ogier (F)/Julien Ingrassia (F) Volkswagen Motorsport Volkswagen Polo R WRC	2h59m16.4s
2	Jari-Matti Latvala (FIN)/Miikka Anttila (FIN) Volkswagen Motorsport Volkswagen Polo R WRC	+12.3s
3	Kris Meeke (GB)/Paul Nagle (IRL) Citroen Total Citroen DS3 WRC	+32.6s
4	Andreas Mikkelsen (N)/Ola Floene (N) Volkswagen Motorsport II Volkswagen Polo R WRC	+38.5s
5	Hayden Paddon (NZ)/John Kennard (NZ) Hyundai Motorsport Hyundai i20 WRC	+55.1s
6	Ott Tanak (EST)/Raigo Molder (EST) M-Sport WRT Ford Fiesta RS WRC	+1m38.0s
7	Thierry Neuville (B)/Nicolas Gilsoul (B) Hyundai Motorsport Hyundai i20 WRC	+2m08.3s
8	Dani Sordo (E)/Marc Marti (E) Hyundai Motorsport Hyundai i20 WRC	+2m15.2s
9	Elfyn Evans (GB)/Daniel Barritt (GB) M-Sport WRT Ford Fiesta RS WRC	+4m33.7s
10	Nasser Al-Attiyah (Q)/Matthieu Baumel (F) Ford Fiesta RRC	+11m46.5s
13	Stephane Lefebvre (F)/Stephane Prevot (B) Citroen Total Citroen DS3 WRC	+16m10.4s
18	Lorenzo Bertelli (I)/Lorenzo Granai (I) FWRT Ford Fiesta RS WRC	+37m45.3s



MCKLEIN.DE

DRIVERS' CHAMPIONSHIP

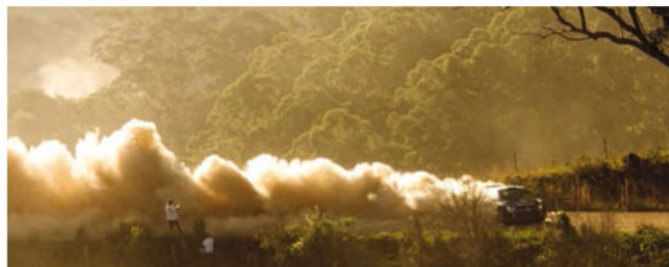
1 Ogier, 235; 2 Latvala, 134; 3 Mikkelsen, 111; 4 Mads Ostberg, 90; 5 Neuville, 86; 6 Meeke, 71; 7 Evans, 63; 8 Tanak, 61; 9 Paddon, 56; 10 Sordo, 56.

MANUFACTURERS' CHAMPIONSHIP

1 Volkswagen Motorsport, 343; 2 Hyundai Motorsport, 177; 3 Citroen Total, 164; 4 M-Sport WRT, 148; 5 Volkswagen Motorsport II, 76; 6 Hyundai Motorsport, 49.

STAGE TIMES

SS1 Utungun 1 (4.90 miles)
F: Sordo 4m59.4s L: Sordo S: Mikkelsen +0.7s
SS2 Bakers Creek 1 (10.41 miles)
F: Sordo 10m09.1s L: Sordo S: Paddon +3.2s
SS3 Northbank 1 (5.23 miles)
F: Sordo 5m53.6s L: Sordo S: Paddon +7.0s
SS4 Newry Long 1 (18.34 miles)
F: Meeke 16m56.7s L: Meeke S: Sordo +3.3s
SS5 Utungun 2 (4.90 miles)
F: Latvala 4m53.4s L: Meeke S: Sordo +4.8s
SS6 Bakers Creek 2 (10.41 miles)
F: Latvala 9m50.8s L: Meeke S: Sordo +6.1s
SS7 Northbank 2 (5.23 miles)
F: Latvala 5m47.3s L: Meeke S: Latvala +4.5s
SS8 Newry Long 2 (18.34 miles)
F: Ogier 16m35.5s L: Latvala S: Meeke +2.0s
SS9 Nambucca 1 (31.57 miles)
F: Paddon 28m25.1s L: Meeke S: Latvala +2.6s
SS10 Valla 1 (4.93 miles)
F: Paddon 4m24.8s L: Meeke S: Latvala +2.3s



SS11 Nambucca 2 (31.57 miles)
F: Ogier 27m47.6s L: Meeke S: Ogier +2.4s
SS12 Valla 2 (4.93 miles)
F: Ogier 4m25.1s L: Ogier S: Meeke +0.3s
SS13 Bucca Long 1 (13.64 miles)
F: Ogier 12m29.7s L: Ogier S: Latvala +5.1s
SS14 Wedding Bells 1 (5.74 miles)
F: Ogier 5m13.0s L: Ogier S: Latvala +6.1s

SS15 Settles Rd (3.98 miles)
F: Ogier 3m06.6s L: Ogier S: Latvala +7.3s
SS16 Bucca Long 2 (13.64 miles)
F: Ogier 12m24.1s L: Ogier S: Latvala +11.2s
SS17 Wedding Bells 2 (power stage) (5.74 miles)
F: Ogier 5m11.2s L: Ogier S: Latvala +12.3s

RESULTS BY FORIX



Australia win brought
Ogier third world title

MCKLEIN/DE

WORLD TOURING CAR CHAMPIONSHIP

ROUND 9/12 MOTEGI (J), SEPTEMBER 13

RACE 1 (13 LAPS – 38.782 MILES)

1	Jose Maria Lopez (RA)	Citroen Total Citroen C-Elysee WTCC	25m46.796s
2	Norbert Michelisz (H)	Zengo Motorsport Honda Civic WTCC	+3.081s
3	Gabriele Tarquini (I)	Honda Racing Team JAS Honda Civic WTCC	+4.314s
4	Ma Qing Hua (PRC)	Citroen Total Citroen C-Elysee WTCC	+10.421s
5	Yvan Muller (F)	Citroen Total Citroen C-Elysee WTCC	+11.812s
6	Sebastien Loeb (F)	Citroen Total Citroen C-Elysee WTCC	+12.108s
7	Mehdi Bennani (MA)	Sebastien Loeb Racing Citroen C-Elysee WTCC	+14.677s
8	Rob Huff (GB)	Lada Sport Lada Vesta WTCC	+22.108s
9	Tiago Monteiro (P)	Honda Racing Team JAS Honda Civic WTCC	+23.409s
10	Hugo Valente (F)	Campos Racing Chevrolet RML Cruze TC1	+29.352s
11	Nicolas Lapierre (F)	Lada Sport Lada Vesta WTCC	+29.952s
12	Gregoire Demoustier (F)	Craft Bamboo Chevrolet RML Cruze TC1	+32.361s
13	John Filippi (F)	Campos Racing Chevrolet RML Cruze TC1	+39.713s
14	Stefano D'Aste (I)	Munnich Motorsport Chevrolet RML Cruze TC1	+40.919s
R	Tom Chilton (GB)	ROAL Motorsport Chevrolet RML Cruze TC1	4 laps-accident
R	Tom Coronel (NL)	ROAL Motorsport Chevrolet RML Cruze TC1	3 laps-accident
R	Nicky Catsburg (NL)	Lada Sport Lada Vesta WTCC	3 laps-power steering

Winner's average speed 90.260mph.

Fastest lap Tarquini, 1m57.136s, 91.684mph.

QUALIFYING 3

1 Michelisz, 1m55.596s; 2 Lopez, 1m55.676s; 3 Loeb, 1m55.804s; 4 Bennani, 1m55.835s; 5 Ma, 1m56.038s.

QUALIFYING 2

Michelisz, 1m55.711s; Ma, 1m55.722s; Loeb, 1m55.770s; Lopez, 1m55.963s; Bennani, 1m55.990s; 6 Tarquini, 1m56.137s; 7 Muller, 1m56.236s; 8 Valente, 1m57.548s; 9 Lapierre, 1m57.702s; 10 Chilton, 3m44.083s; 16 Catsburg, 1m57.456s*; 17 Monteiro, 1m56.635s*.

QUALIFYING 1

Lopez, 1m55.929s; Ma, 1m55.995s; Tarquini, 1m56.040s; Loeb, 1m56.181s; Bennani, 1m56.211s; Monteiro, 1m56.437s; Catsburg, 1m56.544s; Muller, 1m56.714s; Lapierre, 1m56.989s; Chilton, 1m57.059s; Michelisz, 1m57.060s; Valente, 1m57.350s; 11 Huff, 1m57.383s; 12 Demoustier, 1m57.434s; 13 Coronel, 1m57.663s; 14 Filippi, 1m58.104s; 15 D'Aste, 1m58.260s. * Started from back.

RACE 2 (13 LAPS – 38.782 MILES)

1 Monteiro, 25m53.893s; 2 Valente, +9.222s; 3 Huff, +10.938s; 4 Loeb, +11.703s; 5 Ma, +12.894s; 6 Chilton, +17.474s; 7 Coronel, +21.284s; 8 Lapierre, +28.053s; 9 D'Aste, +32.744s; 10 Bennani, +35.253s; 11 Filippi, +41.364s; 12 Tarquini, +41.792s; 13 Demoustier, +42.109s; 14 Michelisz, 11 laps-engine; 15 Muller, 10 laps-loose bonnet; R Catsburg, 4 laps-power steering; R Lopez, 1 lap-wheel.

Winner's average speed 89.848mph.

Fastest lap Monteiro, 1m57.513s, 91.390mph.

GRID FOR RACE 2

1 Valente; 2 Catsburg; 3 Monteiro; 4 Muller; 5 Tarquini; 6 Ma; 7 Bennani; 8 Loeb; 9 Lopez; 10 Michelisz; 11 Lapierre; 12 Chilton; 13 Huff; 14 Demoustier; 15 Coronel; 16 Filippi; 17 D'Aste.

CHAMPIONSHIP

1 Lopez, 351; 2 Muller, 277; 3 Loeb, 253; 4 Ma, 169; 5 Michelisz, 164; 6 Tarquini, 153; 7 Monteiro, 151; 8 Valente, 91; 9 Chilton, 84; 10 Huff, 77.

DTM

ROUND 7/9 OSCHERSLEBEN (D), SEPTEMBER 12-13

RACE 1 (28 LAPS – 64.304 MILES)

1	Timo Glock (D)	MTEK BMW M4 DTM	42m25.324s
2	Bruno Spengler (CDN)	MTEK BMW M4 DTM	+1.876s
3	Antonio Felix da Costa (P)	Team Schnitzer BMW M4 DTM	+7.881s
4	Augusto Farfus (BR)	RBM BMW M4 DTM	+10.051s
5	Pascal Wehrlein (D)	HWA Mercedes C63 DTM	+12.734s
6	Marco Wittmann (D)	RMG BMW M4 DTM	+13.399s
7	Tom Blomqvist (GB)	RBM BMW M4 DTM	+14.040s
8	Martin Tomczyk (D)	Team Schnitzer BMW M4 DTM	+18.542s
9	Miguel Molina (E)	Abt Sportsline Audi RS5 DTM	+28.264s
10	Daniel Juncadella (E)	Mucke M'sport Mercedes C63 DTM	+30.648s
11	Maxime Martin (B)	RMG BMW M4 DTM	+33.639s
12	Timo Scheider (D)	Team Phoenix Audi RS5 DTM	+33.928s
13	Paul di Resta (GB)	HWA Mercedes C63 DTM	+34.438s
14	Mattias Ekstrom (S)	Abt Sportsline Audi RS5 DTM	+39.684s
15	Lucas Auer (A)	ART Grand Prix Mercedes C63 DTM	+40.100s
16	Maximilian Gotz (D)	Mucke M'sport Mercedes C63 DTM	+40.654s
17	Adrien Tambay (F)	Abt Sportsline Audi RS5 DTM	+41.131s
18	Christian Vietoris (D)	HWA Mercedes C63 DTM	+41.898s
19	Edoardo Mortara (I)	Abt Sportsline Audi RS5 DTM	22 laps-acc dam
R	Mike Rockenfeller (D)	Phoenix Audi RS5 DTM	16 laps-acc dam
R	Gary Paffett (GB)	ART GP Mercedes C63 DTM	14 laps-acc dam
R	Nico Muller (CH)	Team Rosberg Audi RS5 DTM	13 laps-acc dam
R	Jamie Green (GB)	Team Rosberg Audi RS5 DTM	8 laps-acc dam
R	Robert Wickens (CDN)	HWA Mercedes C63 DTM	4 laps-acc dam

Winner's average speed 90.949mph.

Fastest lap Glock, 1m22.245s, 100.525mph.

QUALIFYING 1

1 Glock, 1m19.821s; 2 Farfus, 1m19.877s; 3 Blomqvist, 1m19.893s; 4 da Costa, 1m19.907s; 5 Spengler, 1m19.927s; 6 Wehrlein, 1m19.935s; 7 Wittmann, 1m19.992s; 8 Tomczyk, 1m20.019s; 9 Molina, 1m20.019s; 10 Mortara, 1m20.076s; 11 Paffett, 1m20.136s; 12 Martin, 1m20.175s; 13 Green, 1m20.206s; 14 Juncadella, 1m20.223s; 15 di Resta, 1m20.232s; 16 Muller, 1m20.380s; 17 Rockenfeller, 1m20.444s; 18 Vietoris, 1m20.452s; 19 Scheider, 1m20.464s; 20 Wickens, 1m20.479s; 21 Gotz, 1m20.505s; 22 Tambay, 1m20.659s; 23 Ekstrom, 1m20.810s; 24 Auer, 1m20.702s*. * grid penalty.

RACE 2 (40 LAPS – 91.864 MILES)

1 Blomqvist, 57m30.221s; 2 Farfus, +7.712s; 3 Wittmann, +13.080s; 4 da Costa, +18.820s; 5 Wehrlein, +19.486s; 6 di Resta, +22.741s; 7 Glock, +26.196s; 8 Green, +31.492s; 9 Martin, +32.162s; 10 Spengler, +34.389s; 11 Ekstrom, +35.173s; 12 Scheider, +39.006s; 13 Paffett, +48.174s; 14 Tambay, +48.987s; 15 Juncadella, +49.355s; 16 Wickens, +59.030s; 17 Auer, +59.500s; 18 Gotz, +1m03.738s; 19 Rockenfeller, +1m04.302s; 20 Tomczyk, +1m04.762s; 21 Vietoris, +1m11.880s; R Mortara, 21 laps-accident damage; R Molina, 0 laps-accident; R Muller, 0 laps-accident. Winner's average speed 95.851mph. Fastest lap Blomqvist, 1m22.388s, 100.351mph.

QUALIFYING 2

1 Farfus, 1m20.632s; 2 Blomqvist, 1m20.651s; 3 Wehrlein, 1m20.659s; 4 da Costa, 1m20.670s; 5 di Resta, 1m20.687s; 6 Wittmann, 1m20.710s; 7 Glock, 1m20.743s; 8 Vietoris, 1m20.782s; 9 Molina, 1m20.915s; 10 Spengler, 1m20.985s; 11 Paffett, 1m20.999s; 12 Tomczyk, 1m21.002s; 13 Green, 1m21.074s; 14 Martin, 1m21.104s; 15 Mortara, 1m21.109s; 16 Rockenfeller, 1m21.043s*; 17 Auer, 1m21.151s; 18 Ekstrom, 1m21.153s; 19 Gotz, 1m21.220s; 20 Scheider, 1m21.251s; 21 Muller, 1m21.261s; 22 Juncadella, 1m21.319s; 23 Tambay, 1m21.450s; 24 Wickens, 1m22.893s*. * grid penalty.



XPB/IMAGES

CHAMPIONSHIP

1 Wehrlein, 140; 2 Ekstrom, 126; 3 Mortara, 110; 4 Green, 107; 5 Spengler, 104; 6 Wittmann, 98; 7 Paffett, 75; 8 Farfus, 73; 9 da Costa, 71; 10 Rockenfeller, 67.





SANDOWN 500 V8 SUPERCARS, SANDOWN (AUS), SEPTEMBER 13 RD 9/14

Winterbottom is top of the Prodrivers

IT TOOK PRODRIVE RACING

Australia a decade to post a one-two finish in a V8 Supercar endurance race, but that is what the Ford team did in the first long-distance event of the 2015 season.

Mark Winterbottom took a step towards securing the drivers' title when he held off team-mate Chaz Mostert by less than a second after 161 laps, but it was the lowly results of Red Bull Racing's Triple Eight-run Holdens that made the victory even sweeter. Craig Lowndes finished 13th, dropping him to fourth in the championship, while Jamie Whincup was 15th, losing the chance to take three race wins in a row in the Melbourne enduro.

The reigning champion now looks to be out of title contention, despite

dominating the early part of the race. Whincup and co-driver Paul Dumbrell both won their qualifying races, and the pair dominated the first 100 laps. But a slow pitstop cost Whincup the lead and worse, a new tyre punctured two laps later, dropping him to the rear of the field.

The biggest challenger to Prodrive's result turned out to be Shane van Gisbergen, who took over the Tekno Autosport Holden after a brilliant opening stint by co-driver and team owner Jonathon Webb. But a locked brake forced the car off the road, dropping him to third, where he came under pressure from Garth Tander's Holden Racing team entry.

Prodrive's third entry of David Reynolds/Dean Canto was fifth, ahead of Tim Slade/Tony D'Alborto

and Lee Holdsworth/Sebastien Bourdais, who started near the rear in his Holden after tangling with Webb on Saturday.

It was a rough weekend to be British, with Alex Buncombe and Oliver Gavin both having problems. Buncombe beached his Nissan Altima, while Gavin's hopes of a high finish ended when his Holden broke a steering link.

The other notable result was that of Gavin's team-mates, Tim Blanchard and Karl Reindler. The relatively small Lucas Dumbrell Motorsport's second entry ran in the top half of the field all day and showed up several better-funded teams with a strong eighth place. Likewise, the Nissans, Volvos and Mercs struggled to make the top 10.

With Whincup now out of points contention, Winterbottom heads to the Bathurst 1000 facing two team-mates – Mostert and Reynolds – as, probably, his biggest title rivals.

● Phil Branagan

RESULTS

1 Mark Winterbottom/Steve Owen (Ford Falcon), 161 laps in 3h19m48.9226s; 2 Chaz Mostert/Cameron Waters (Ford), +0.6596s; 3 Shane van Gisbergen/Jonathon Webb (Holden Commodore); 4 Garth Tander/Warren Luff (Holden); 5 David Reynolds/Dean Canto (Ford); 6 Tim Slade/Tony D'Alborto (Holden); 7 Lee Holdsworth/Sebastien Bourdais (Holden); 8 Tim Blanchard/Karl Reindler (Holden); 9 Jack Perkins/Russell Ingall (Holden); 10 Rick Kelly/David Russell (Nissan Altima). **POINTS 1 Winterbottom, 2215**; 2 Mostert, 2017; 3 Reynolds, 1855; 4 Craig Lowndes, 1792; 5 Fabian Coulthard, 1694; 6 Tander, 1634.

V8 STOCK CARS CAMPO GRANDE (BR), SEPTEMBER 13 RD 9/12

Gomes makes it ultra-Voxx

IN A PERFECT WEEKEND FOR VOXX Racing, Marcos Gomes and Felipe Fraga won the races as Gomes extended his series lead.

Gomes pipped Allam Khodair to pole and then came home ahead of the combative Khodair and Thiago Camilo in the first race.

Fraga was sixth on the reversed grid for race two, and the Voxx youngster took the lead from Caca Bueno with two laps to go. It looked like he'd blown it on the last lap as he shifted from fifth to first gear too early and locked the rear wheels, but Bueno had no push-to-pass left to complete

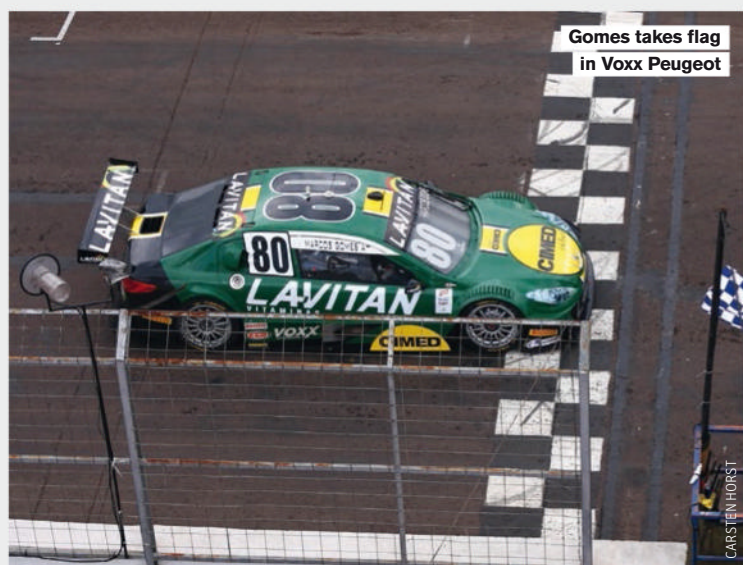
the move. Ricardo Mauricio completed the podium.

A rare spin dropped Gomes to 19th but he recovered to 12th.

● Lito Cavalcanti

RESULTS

RACE 1 1 Marcos Gomes (Peugeot 407), 30 laps in 47m59.761s; 2 Allam Khodair (Chevrolet Cobalt), +1.840s; 3 Thiago Camilo (Chevy); 4 Ricardo Mauricio (Chevy); 5 Rubens Barrichello (Chevy); 6 Felipe Fraga (Peugeot). **RACE 2 1 Fraga**, 18 laps in 27m26.476s; 2 Caca Bueno (Chevy), +0.553s; 3 Mauricio; 4 Barrichello; 5 Max Wilson (Chevy); 6 Daniel Serra (Chevy). **POINTS 1 Gomes, 209**; 2 Bueno, 175; 3 Serra, 156; 4 Barrichello, 142; 5 Khodair, 140; 6 Camilo, 138.



Gomes takes flag
in Voxx Peugeot



Corkscrew action as Pigot leads Rayhall and Chilton

INDY LIGHTS LAGUNA SECA (USA), SEPTEMBER 12-13 RD 10/10

Pigot denies Harvey at climax

SPENCER PIGOT WON THE INDY Lights title with a clean sweep of the two races during last weekend's season finale at Laguna Seca.

Pigot, who won the Pro Mazda title with Juncos Racing last year and graduated to Indy Lights with the squad this season, went into the weekend trailing Briton Jack Harvey in the points. But Pigot seized the initiative early when polesitter Max Chilton clipped the tyres at the entry to the Corkscrew early in the first race, handing Pigot a lead that he would never relinquish. Kyle Kaiser finished second, while Ed Jones kept himself in title contention with a third place.

Harvey struggled for pace throughout and appeared destined to finish sixth, but he was handed a couple of unexpected points when

Felix Serralles suffered a stuck throttle and speared off ahead of him at Turn 6 with just four laps to run, promoting Harvey to fifth.

That result handed Pigot a narrow points lead going into the second race, meaning that Harvey had it all to do on Sunday. He left nothing on the table at the start, with a super-aggressive launch from the second row that led to his running three-wide with the leaders through the first couple of corners.

But that was short-lived: he was adjudged to have jumped the start and put to the back of the field. Pigot, meanwhile, capitalised on a slight error from polesitter Chilton to take the lead, and was never headed thereafter.

"Going into the start of the race I was worried, with all my rivals

around me," said Pigot, whose father Barry was a Formula Ford 1600 ace in the UK in the 1970s before moving to the States. "I wasn't expecting us to be three-wide as early as we were. I was in the middle and I was ready for some wheelbanging, it was so close. As always, the Juncos team gave me a great car. We never gave up this year and they never lost faith in me."

● Mark Glendenning

RESULTS

RACE 1 1 Spencer Pigot, 30 laps in 38m48.6185s; 2 Kyle Kaiser, +1.1984s; 3 Ed Jones; 4 Sean Rayhall; 5 Jack Harvey; 6 RC Enerson.

RACE 2 1 Pigot, 38 laps in 54m44.5256s; 2 Rayhall, +2.0542s; 3 Max Chilton; 4 Jones; 5 Shelby Blackstock; 6 Enerson. **POINTS 1 Pigot**, 357; 2 Harvey, 330; 3 Jones, 324; 4 Enerson, 295; 5 Chilton, 258; 6 Kaiser, 237.

PWC LAGUNA SECA (USA), SEPTEMBER 13 RD 11/11

O'Connell survives it

JOHNNY O'CONNELL SEALED A fourth Pirelli World Challenge title in a dramatic finale at Laguna Seca.

The works Cadillac driver entered the weekend narrowly ahead of Ferrari man Olivier Beretta, and looked to have matters in hand early on when he settled into second with Beretta several places behind him.

But Beretta was making good progress through the traffic, and with 10 laps to go the two title protagonists were doing battle. Things reached a head when they made contact at the Corkscrew and, while Beretta was able to continue immediately, O'Connell had fallen to 14th by the time he had the car



Beretta and O'Connell finally came to grief

pointing in the right direction again. At that point the championship was Beretta's — until he hit the wall near the end and was forced to retire.

While all of that was going on, Alessandro Balzan took the win ahead of Alessandro Pier Guidi in a Ferrari one-two, with Scot Ryan Dalziel third in his Porsche.

● Mark Glendenning

RESULTS

1 Alessandro Balzan (Ferrari 458 Italia GT3), 35 laps in 50m39.076s; 2 Alessandro Pier Guidi (Ferrari); 3 Ryan Dalziel (Porsche 911 GT3-R); 4 Andy Pilgrim (Cadillac ATS-VR GT3); 5 Michael Lewis (Porsche); 6 Peter Cunningham (Acura TLX-GT). **POINTS 1 Johnny O'Connell**, 1679; 2 Olivier Beretta, 1618; 3 Dalziel, 1579; 4 James Davison, 1562; 5 Kevin Estre, 1426; 6 Ryan Eversley, 1198.

AUSSIE CARRERA CUP

Nick Foster won all three races at Sandown to make it eight out of 10 and take the series lead. The Sonic Motorsport man held out Matt Campbell and Richard Muscat in each race to take an 18-point lead over Steven Richards.

AUSTRALIAN GT

Christopher Mies and Ryan Millier had to work hard to keep their hopes alive at Sandown. The Audi pair chased the Ferrari of first-race winners Grant Denyer/Tony D'Alberto in the second race, to win from Morgan Haber (Mercedes) and Elliott Barbour/Glen Wood (Lamborghini Gallardo).

AUSTRALIAN F4

Jordan Lloyd has continued his winning form after taking all three victories at Sandown. Lloyd came from behind in the final race to head Tom Randle and Jimmy Vernon for round honours. Lloyd leads the championship from Randle.

BRAZILIAN FORMULA 3

Pedro Piquet added two more wins to clinch his second title at Campo Grande. From pole he won the first race on a wet track, chased home by the ever-improving pair of Carlos Cunha and Christian Hahn. In race two he went from sixth on the reversed grid to the lead in five laps, to head home Rodrigo Baptista and Argentina's Nicolas Dapero.

BRAZILIAN TOURING

Renault won both BrTCC races at Campo Grande, with Gabriel Casagrande (C2 Team) taking the first and Fabio Carbone (Full Time Racing) the second in their Fluences. Nono Figueiredo was second in both in his Chevy Cruze, while Honda driver Vitor Meira — third and eighth — continues to lead the points.



PRO MAZDA

Garett Grist won both races in last weekend's season finale at Laguna Seca, the Canadian lifting himself from sixth to third in the standings at the last gasp. Uruguayan ex-GP3 racer Santiago Urrutia (above) secured the title with a second place on Saturday, and capped it off with another second the following day.

USF2000

Frenchman Nico Jamin rounded out his late-season dominance by winning both races at Laguna Seca — taking his victory streak to six — and sealing the title in the process. Anthony Martin and Aaron Telitz earned a second each, while Jake Eidson was third in both outings.



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We wish the entire team good luck, from everyone at Mobil 1. We might not all make it to the track, but we'll all be watching.

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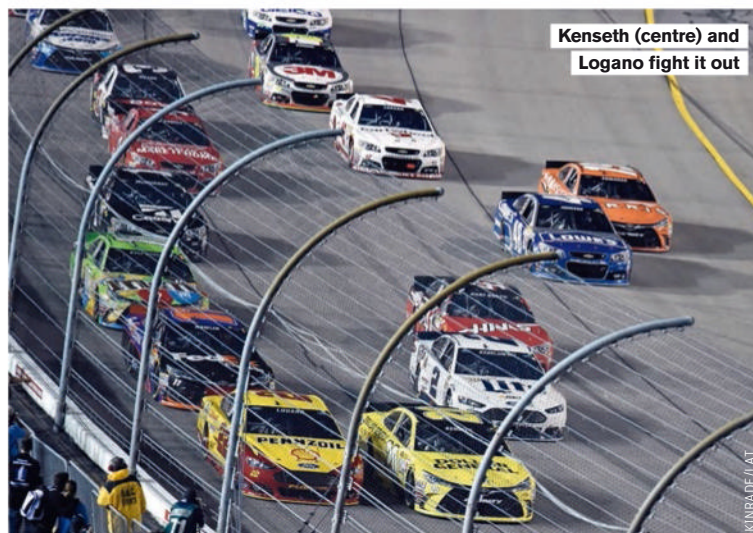


NASCAR SPRINT CUP
RICHMOND (USA),
SEPTEMBER 12 RD 26/36

Kenseth on top as Chase field is set

ONE CONSEQUENCE OF NASCAR'S move to a 16-strong Chase pack in last year's 'winner-takes-all' shake-up has been to neuter much of the tension from the cut-off race. There simply aren't quite as many as 16 legitimate title contenders on the grid, so whereas getting into the previous 12-driver group meant high stakes and raised tempers at Richmond, it's now a case of midfielders who haven't been frontrunners all year getting the points required to play a cameo role in the Chase before being deposited at one of the first two hurdles.

All 16 drivers provisionally in the Chase heading into Richmond stayed there, while up front Matt Kenseth added to the air of anti-climax by being too dominant to challenge. He quickly took the lead from polesitter Joey Logano and, although he couldn't always hang on at restarts, it never took him long to reclaim first place.



Kenseth (centre) and Logano fight it out

Kenseth's Joe Gibbs Racing team-mate Kyle Busch emphasised the team's ominous form – it's won eight of the last 11 races – with second, while Logano had to settle for third for Penske.

Aric Almirola did his utmost to inject some excitement into the Chase process by surging to fourth – only his second top-10 finish of the year – but that wasn't enough to get him ahead of Clint Bowyer or Paul Menard, his rivals on the cusp of Chase qualification. Jeff Gordon, still winless this year, also made the cut via points as he finished seventh.

RESULTS

1 Matt Kenseth (Toyota Camry), 400 laps in 2h59m22s; 2 Kyle Busch (Toyota), +0.951s; 3 Joey Logano (Ford Fusion); 4 Aric Almirola (Ford); 5 Dale Earnhardt Jr (Chevrolet SS); 6 Denny Hamlin (Toyota); 7 Jeff Gordon (Chevy); 8 Brad Keselowski (Ford); 9 Jimmie Johnson (Chevy); 10 Clint Bowyer (Toyota).

CHALLENGER 16 1 Johnson, 2012; 2 Kyle Busch, 2012; 3 Kenseth, 2012; 4 Logano, 2009; 5 Kevin Harvick, 2006; 6 Earnhardt, 2006; 7 Kurt Busch, 2006; 8 Carl Edwards, 2006; 9 Keselowski, 2003; 10 Martin Truex Jr, 2003; 11 Hamlin, 2003; 12 Jamie McMurray, 2000; 13 Gordon, 2000; 14 Ryan Newman, 2000; 15 Paul Menard, 2000; 16 Bowyer, 2000.



L-r: Ishiura, Nakajima and Kobayashi celebrate

SUPER FORMULA AUTOPOLIS (J), SEPTEMBER 13 RD 5/7

Nakajima saves his rubber

KAZUKI NAKAJIMA LED ALL THE WAY in his TOM'S Dallara-Toyota after a great start from third on the grid.

Nakajima led from second-qualifier Kamui Kobayashi and poleman Hiroaki Ishiura, while the winner's team-mate Andre Lotterer took a drive-through penalty for a jumped start from fourth.

Kobayashi made an early pitstop, the Le Mans team changing all four tyres as he was refuelled. Ishiura moved up to challenge Nakajima and the leading duo pitted together with eight laps remaining. Nakajima took just fuel, while Ishiura also got two fresh front tyres from the

Cerumo-Inging crew.

Nakajima held firm as series leader Ishiura pressured him, while Kobayashi led home team-mate Ryo Hirakawa to complete the podium.

● Jiro Takahashi

RESULTS

1 Kazuki Nakajima (Dallara-Toyota), 54 laps in 1h22m53.405s; 2 Hiroaki Ishiura (D-T), +0.992s; 3 Kamui Kobayashi (D-T); 4 Ryo Hirakawa (D-T); 5 Joao Paulo de Oliveira (D-T); 6 James Rossiter (D-T); 7 Naoki Yamamoto (D-Honda); 8 Yuji Kunimoto (D-T); 9 Daisuke Nakajima (D-H); 10 Tomoki Nojiri (D-H). **POINTS 1 Ishiura, 41**; 2 K Nakajima, 34; 3 de Oliveira, 29; 4 Andre Lotterer, 20; 5 Kobayashi, 14; 6 Nojiri, 11.

STCC SOLVALLA (S),
SEPTEMBER 12 RD 6/7

Saab beats the Volvos

WITH THE VOLVOS CARRYING 50kg of success ballast, the Saab of Daniel Haglof was the car to beat on the 0.78-mile track around Solvalla's trotting course.

Haglof took top qualifying points and led home the similar car of Richard Goransson in the first race, with series leader Thed Bjork a distant third.

Fredrik Larsson quickly took the lead in the reversed-grid race and his BMW won easily. Emma Kimilainen lost second to Haglof when she missed her braking.

● Tege Tornvall

RESULTS

RACE 1 1 Daniel Haglof (Saab 9-3), 26 laps in 20m26.190s; 2 Richard Goransson (Saab), +2.241s; 3 Thed Bjork (Volvo S60); 4 Fredrik Larsson (BMW SR); 5 Emma Kimilainen (Saab); 6 Mattias Andersson (Dacia STCC Edition). **RACE 2 1 Larsson**, 26 laps in 20m50.047s; 2 Haglof, +11.885s; 3 Goransson; 4 Kimilainen; 5 Fredrik Eklblom (Volvo); 6 Bjork. **POINTS 1 Bjork, 311**; 2 Eklblom, 288; 3 Larsson, 255; 4 Goransson, 209; 5 Andersson, 184; 6 Haglof, 154.

GERMAN CARRERA CUP

Philipp Eng won both Oschersleben races to seal the title with two rounds remaining. Eng claimed the opener from Sven Muller, as a first-corner accident accounted for challenger Christian Engelhart. While Engelhart was second to Eng on Sunday, it wasn't enough to stop the Austrian building an unassailable points lead.

GERMAN FORMULA 4

Marvin Dienst edged closer to the title at Oschersleben, despite his rival Joel Eriksson's pair of victories. HTP Junior driver Dienst was second to Eriksson in races one and two, but third to Eriksson's ninth in the reversed-grid race – won by Joey Mawson – means he'll head to the finale with a comfortable cushion. Mick Schumacher showed his best form yet with fourth and third in the opening two races, but a late clash ended his finale.

RENAULT SPORT TROPHY

The V8 Racing entry of Roy Geerts and Max Braams (with Braams driving) grabbed the lead on the last lap of the Endurance race to deny Oregon pairing David Fumanelli and Dario Capitanio (with Capitanio up) victory at the Nurburgring. Andrea Pizzitola and Richard Gonda battled an overheating gearbox to claim third. Capitanio's victory in race two, which was disrupted by a late shower, moved the Italian into the lead in the Prestige drivers' standings, while Pizzitola triumphed in the Elite final.

EURO NASCAR

Nicolo Rocca took a home win at Magione after Israeli Alon Day triumphed in the first race. Day dominated the opener, in which Eddie Cheever stopped with car problems, while series leader Ander Vilarino passed Rocca for second. Day's gamble on slicks on a damp track failed when he slid off in race two. Rocca led home the charging Romain Iannetta and Frederic Gabillon – who both started from the pits – with Vilarino fifth.

ITALIAN GT

Mirko Bortolotti and Alberto Viberi claimed honours in the first race at Vallelunga with their Imperiale Racing Lamborghini from the Scuderia Baldini 27 Ferrari of Stefano Gattuso and Lorenzo Case. Ombra Ferrari crew Alex Frassinetti and Matteo Beretta claimed the series lead with victory in race two from Nicolo Schiro and Giovanni Berton (Villorba Ferrari) and Bortolotti/Viberi.

GLOBAL RALLYCROSS

Scott Speed won both legs of the double-header event in Los Angeles. The ex-Formula 1 racer led home the sister Andretti Autosport VW Beetle of Tanner Foust on Saturday, with Patrik Sandell completing the podium in his Bryan Herta-run Fiesta. Brian Deegan stepped up to take second on Sunday in Chip Ganassi Racing's Fiesta, with Foust third. Speed's double means he has slashed the points gap to the struggling Ken Block.

Adam and Howard crowned after controversial finale

Alexander Sims and Marco Attard looked to have the title in the bag, until they clashed with a GT4 car. **ALEX KALINAUCKAS** explains how the title was lost



THEY STARTED FIFTH, WERE THIRD BY THE SECOND turn, then disaster struck twice and it was all over after 20 minutes – a breathtaking, controversial 20 minutes that ended the championship challenge of Marco Attard and Alexander Sims.

The Barwell Motorsport/Ecurie Ecosse duo had led the points standings coming into British GT's decider, but two crashes, one of them terminal and contentious, meant Beechdean's Andrew Howard and Jonny Adam overturned their pre-race two-point deficit to take the title.

Attard had got a "bloody good start" and forcefully moved up to third place on lap one as Howard fell back from second on the grid in the #007 Aston Martin. But that was as good as it got for the reigning champion. At the end of lap two, Derek Johnston in the #17 TF Sport Aston collided with Attard at Goddards and the BMW driver spun off onto the grass at the edge of the track and fell to 13th. "He didn't need to do [it]," said Attard of that crash. But, as upset he was, there was worse yet to come.

On lap 15, Attard came up to lap the already crowned champion GT4 Beechdean car of Jamie Chadwick at the Melbourne hairpin. Attard dived down the inside at the apex of the corner, but Chadwick came across and the resulting contact put both cars out of the race. Attard was livid.

"It's a shame that the championship finishes



on stories like this," he said. "No one is a winner really – except Andrew Howard – and they didn't win the championship; they were gifted it with a little help from their GT4 car.

"She would have been told to keep people behind, [and while] I don't think she did it on purpose, she didn't let me past."

Chadwick, although sorry for affecting the outcome of the title fight, felt Attard had been ambitious in his manoeuvre.

"It may look bad, but I would never, ever try to influence the championship like that," she said. I am really sorry to Barwell for that situation, but

for a championship leader I think it was an optimistic lunge and I'm just disappointed to have been involved in it."

Both drivers have to share the responsibility for the crash as the stewards looked at the incident but took no further action. While Attard's move could have waited, Chadwick should also have been aware of the rapidly closing BMW – ultimately, it was a racing incident.

After all the controversy, the attention then fell on Howard's and Adam's run to the title in the #007 Aston, as they simply had to finish in the points to claim the prize. A 20-second success penalty from the last round meant Adam emerged from the pitstops in 12th, but he was able to move his way up to fifth place at the flag without incident.

After securing his second championship, and with a crate of celebratory beer nearby, Howard reflected on the title: "It's a weird feeling at the moment because we genuinely didn't think we were going to do it. [But] it will sink in on the way home. It's a shame [the title was decided by a crash], because from our point of view Sims and Jonny have been close all season and Marco and I have been close all season."

Adam, who drove alongside Howard in 2013 but didn't take the title on that occasion, was pleased to finally win the championship trophy.



Fifth place was good enough to take the title



Bell crosses the line in winning TF Aston

BRITISH GT4 DONINGTON PARK (GB), SEPTEMBER 13

Lloyd and Webster steal dramatic win

DANIEL LLOYD AND CHRIS WEBSTER SURVIVED late contact with the sister Academy Motorsport Aston Martin to claim a dramatic GT4 race win at Donington.

Will Moore and Dennis Strandberg had led for the majority of the race before Lloyd, who had emerged from the pitstop sequence in fifth place, picked his way up the order and pressured Strandberg for the lead four laps before the end.

As the pair were lapped by the #32 GT3 Ginetta of Mike Simpson at the Fogarty Esses on lap 73, Lloyd seized his chance and dived ahead at the Melbourne hairpin. Strandberg made an ambitious attempt to repass at Goddards and hit Lloyd in the process, but the #62 Aston got away unscathed.

"I saw Dennis wasn't going to give it up, so I backed off and got a good run out, which got me through," said Lloyd of his race-winning

move. "Dennis went for it in the last corner [and made contact], but we shook hands afterwards and there's no grudges."

Strandberg sustained damage in the crash and, as he toured slowly to the finish, Nathan Freke went by to claim second in his Century Motorsport Ginetta alongside Ian Stinton.

RESULTS (71 LAPS) 1 Chris Webster/Daniel Lloyd (Aston Martin GT4 Challenge) 2h01m33.155s (87.15mph); 2 Ian Stinton/Nathan Freke (Ginetta G55 GT4), +6.086s; 3 Willie Moore/Dennis Strandberg (Aston Martin); 4 James Nash/Richard Taffinder (Lotus Evora GT4); 5 Aleksander Schjerpen/Fredrik Blomstedt (Ginetta); 6 Kieran Griffin/Jake Giddings (Aston Martin). **FL** Nash 1m37.298s (92.02mph). **POINTS** 1 Jamie Chadwick/Ross Gunn 164.5; 2 Graham Johnson/Mike Robinson, 131; 3 Oz Yusuf/Gavan Kershaw, 126; 4 Luke Davenport/David Pattison, 120.5; 5 Moore/Strandberg, 114; 6 Jamie Stanley, 85.

"On a personal note, it's nice," said the factory Aston driver in parc ferme. "Officially, I never got it two years ago, [although] I've got that trophy in my conservatory! It's also nice to see a customer happy and it just shows that the Aston Martin GT3 is still a good car. It's cool winning both GT3 and GT4 [for Beechdean] as well – that's the coolest thing about today."

Well up the road ahead of the title-fight protagonists, TF Sport enjoyed its first-ever one-two finish as Johnston and his co-driver Matt Bell won the race from the sister Aston of Andrew Jarman and Jody Fannin. Polesitter Jarman had built an early lead but that was eroded by the safety car that emerged after the Attard/Chadwick crash. A slow pitstop meant Bell took

the lead from his stablemates at the pitstops but that "didn't really make a difference in the end result," Jarman reflected afterwards. Bell then endured a "stressful" stint with no radio communication and urgent pitboard messages to save fuel to win easily by over 17 seconds.

Jon Minshaw and Phil Keen rescued a podium for Barwell after outside title contender, Joe Osborne, hit the back of Fannin's car at McLeans on the last lap. While the Aston was able to hold on for second, Keen outdragged Osborne's BMW to snatch third place.

Osborne's team-mate Lee Mowle had earlier been involved in a crash that eliminated Liam Griffin and Rory Butcher, the other pair with a slim shot at the title, when Griffin hit Mowle's BMW at the Melbourne hairpin and was forced to retire.

RESULTS (77 LAPS) 1 Derek Johnston/Matt Bell (Aston Martin Vantage GT3) 2h01m27.193s (94.59mph); 2 Andrew Jarman/Jody Fannin (Aston Martin), +17.675s; 3 Jon Minshaw/Phil Keen (BMW Z4 GT3); 4 Lee Mowle/Joe Osborne (BMW); 5 Andrew Howard/Jonny Adam (Aston Martin); 6 Hector Lester/Benny Simonsen (Ferrari 458 Italia GT3). **Fastest lap** Simonsen 1m29.273s (100.30mph). **POINTS** 1 Howard/Adam, 156.5; 2 Marco Attard/Alexander Sims, 143.5; 3 Mowle/Osborne, 129; 4 Liam Griffin/Rory Butcher, 123.5; 5 Johnston/Bell, 107; 6 Minshaw/Keen, 79.5.



Attard ended up in the wall after clash



HOW GOES THE TIN-

The TCR concept was introduced this year with big ambitions. Halfway through its first season, ALEX KALINAUCKAS asks if it's working

Four-wide down the straight, door panels rubbing, smashed windows and the odd outrageous punt – this is touring car racing all right. But the TCR International Series is attempting to popularise a new concept: to bring touring cars to the masses at an affordable price. It's a 21st-century revolution in the vein of Super Touring, but hopefully without the budget escalation that struck that formula in the 1990s.

TCR is the brainchild of former World Touring Car Championship boss Marcello Lotti, and brings together new

technical guidelines that rigidly control development and running costs (effectively a budget cap). Cars are available with a production-based two-litre 300bhp turbo engine for €70,000-90,000, and the series aims to create a healthy business for the customer teams via new regional and national championships in countries that don't have established touring car series.

So far six manufacturers have appeared on the TCR grid over the first eight rounds of the season, and one more plans to join the field imminently. SEAT's Leon Cup car has made up the bulk of the field and currently holds the top three places in the drivers' championship

SEAT Leon makes
up bulk of the field

TOP REVOLUTION?

courtesy of Pepe Oriola, Stefano Comini and Jordi Gene. West Coast Racing has taken race wins with its Honda Civic TCR, as has former WTCC team Engstler Motorsport, using an adapted Audi TT Cup car and a VW Golf TCR. Campos Racing is yet to win with its fleet of Opels, while Ford also made it onto the grid with Proteam Racing.

Despite that impressive array of models, TCR has suffered as cars have sporadically joined the grid over season one. Audi was given an exemption to enter four two-door TTs over the first four rounds of the season to boost grid numbers before that exception was closed following the Algarve meeting in May.

After that, Engstler made do with Leons before it entered the Golf in Austria, winning on its debut. On top of all that, the Top Run team is set to run a Subaru WRX STi in this weekend's Singapore Grand Prix support round.

TCR may not have grabbed headlines around the world, but the racing so far has been pretty spectacular on occasion. Nine drivers have taken victories from the 16 rounds held so far and three manufacturers have tasted success.

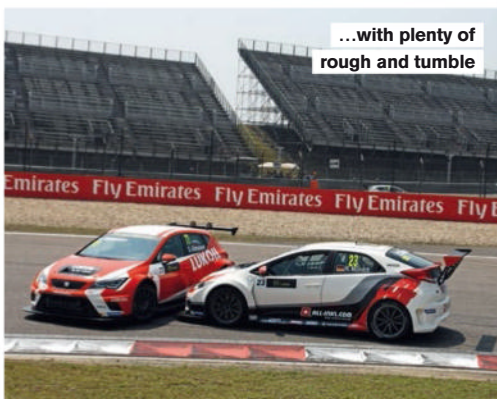
This all suggests that TCR's concept is sound. And, as the inaugural season heads into the final three rounds, Lotti is pleased with what he's achieved so far, even if it hasn't been quite as he envisaged timing-wise. ▶



TCR aims to emulate
Super Touring's reach



Crowds have seen decent racing...



...with plenty of rough and tumble

“TIGHT CONTROL OF COSTS IS ONE WAY TO ATTRACT YOUNG DRIVERS TO THE SERIES”



Lotti has gained support from Ecclestone

► “It’s following what was our provisional plan,” he explains. “Not my personal one – that was much clearer and to have all of the brands ready at the first event, but that doesn’t often happen, especially as a start-up.”

“When we decided to start the season we knew that the problem of [manufacturers] developing cars was not really linked to our timing, but if you don’t start, you never start.”

For Lotti, the first season was always about getting the concept off the ground in order to attract manufacturer interest and ironing out the issues ahead of a full-scale roll-out of the regional series in 2016.

“It was important to make the decision to give everybody the signal that we have decided [to go ahead with the start], to help customers of additional championships,” he says.

So far, SEAT and Honda have shared the majority of race wins (currently 10-4 to SEAT), plus Team Engstler’s brace – one TT and one Golf – making up the rest. This shows to Lotti that TCR’s balance of performance is working.

“There are some circuits that are in favour of Honda and some in favour of SEAT,” he says. “But it is [generally] the same. Honda will be faster if the temperature doesn’t go too high.”

Lotti explains that the production ECU in

the SEAT is “set up to calculate the different temperatures and automatically keep the engine with the same power”. Honda’s racing ECU can’t do that, but the car typically performs better on circuits with long straights, although it loses that advantage if the temperatures increase.

Lotti is planning to add the cars from the TCR Asia series – which got under way with a SEAT hat-trick at Sepang earlier this month – to the International Series grid in Singapore when it rejoins the Formula 1 support bill after rounds at Sepang and Shanghai earlier in 2015. But ordinarily he is more concerned with having a superior field of fewer cars than a packed one.



Strength of BTCC keeps TCR out of UK

The value of being on the F1 support bill cannot be underestimated. TCR has its own TV deals, but a guaranteed audience on grand prix race weekends is a bonus; even if the grandstands in Malaysia and China were not as packed as they often are in Europe, the Singapore GP remains popular.

“I think Singapore will be nice,” says Lotti. “Thank you to Bernie [Ecclestone].” On the subject of having the F1 boss’s favour in order to continue their relationship in 2016, Lotti explains that while Ecclestone didn’t insist on seeing progress from the TCR International field in Singapore, he wants to put on a good show nevertheless, particularly as calendar negotiations for 2016 are ongoing.

“It’s not an obligation – he said we didn’t [have to] do more, but it’s clear that I want to show to him that I am,” adds Lotti. “We are just discussing about next season’s calendar. [If Ecclestone sees more brands and more cars in Singapore], perhaps he starts to pay me!”

Despite its slightly patchy start, the TCR concept has all the hallmarks of a popular touring car championship. For season one, there’s no UK round and there’s a good reason for this: the British Touring Car Championship. TCR is seeking to build its brand in new

THE RULES

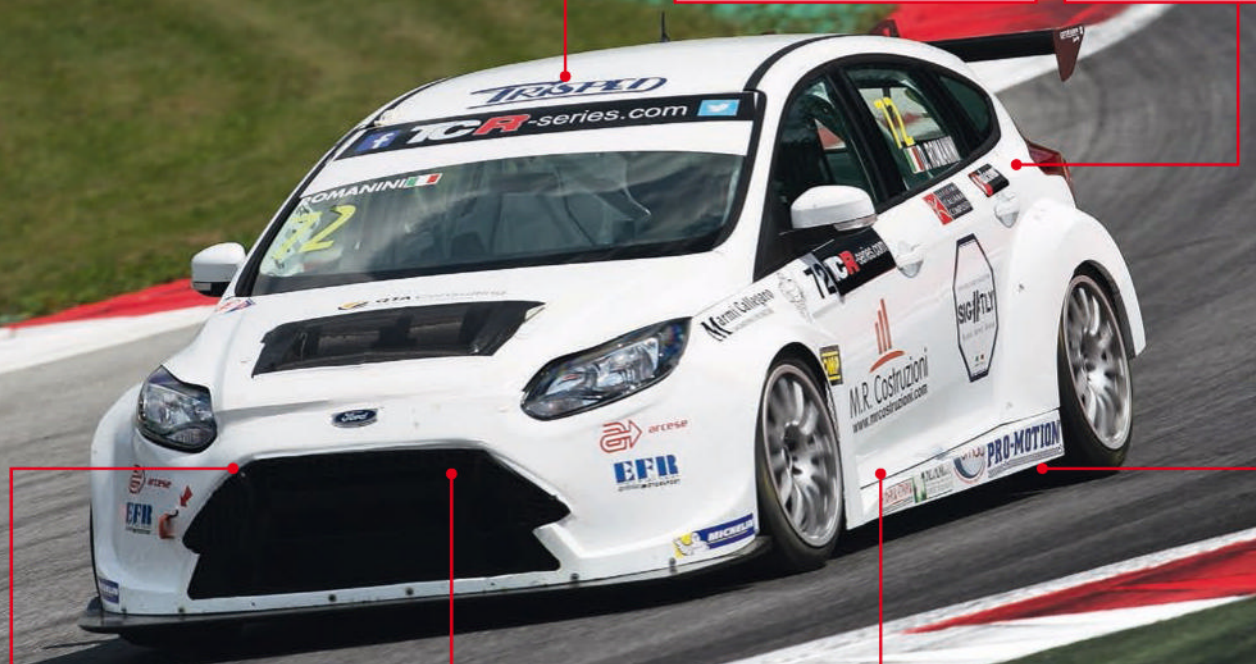
TCR's rules are controlled to keep costs down and encourage customer teams to enter with production-based designs that allow close racing. They are designed to discourage manufacturers spending lots of money on a design only to be reined in by the series' balance of performance.

BODYWORK

The only body parts from the production car that can be replaced are the front and rear bumpers, front wings, side sills (which must be added if not on the production car), rear wheelarches and the rear door bulge to make it compatible with the rear wheelarches.

BoP

The driver who scored the most points at the previous meeting receives 30kg of success ballast, with 20kg and 10kg for those in second and third positions. A car's minimum weight, air restrictor and ride height can also be altered by the organisers to maintain the level playing field.



GEARBOX

TCR cars must use a gearbox from the production model or another car of the same group. A six-speed sequential 'box is allowed, while the mass-produced gearboxes must use the production ratios. Neither type can be automatic.

ENGINE

Rules stipulate two-litre production turbo generating a maximum of 330bhp. It can be petrol or diesel but must maintain max torque of around 300lb ft. Oil cooler type (radiator or heat exchanger) is free but must not alter the bodywork.

ECU

The ECU is free but the maps and software are frozen. SEATs feature a production ECU that can adapt to on-track temperature, whereas the Honda TCR has a racing ECU that can't adjust and the cars struggle if the mercury climbs too high.

CHASSIS

Four or five-door cars are what the series is after, but it did initially accept two-door coupes "only if four doors are in the family". This explains why the Engstler team ran a pair of Audi TTs in early rounds before TCR closed its exemption.

territories that have lacked a viable touring car series. The BTCC is supremely well established in the UK, and it would be pointless to take it on.

As well as the Asia series, Lotti has confirmed deals with promoters in 12 countries, including China, Thailand, Russia (which has a series that started this year), the Benelux countries and Germany for 2016.

TCR is also attracting interest in the US thanks to the fact that "a lot of brands of the Volkswagen group are involved – this makes it more easy for American people to do it," according to Lotti.

For the inaugural season, TCR has a useful mix of touring car drivers who have experience of multiple championships over long careers, such as Gianni Morbidelli and Gene, and up-and-coming drivers such as Oriola and Comini, although it lacks a clear headline star.

When Morbidelli – a veteran of 70 F1 races and multiple touring car championships – heard about the new series, he called Lotti directly to enquire about a drive.

Morbidelli reckons the front-wheel-drive TCR machines require a "particular style of driving", and he accepts that although they might not compare favourably to WTCC cars

in terms of pure speed, TCR's close racing will attract interest.

"If I compare it to the WTCC, where I was involved last year," he says, "of course the performance is less, but people don't care [as long as they] see a good show and have a championship where there is balance and where you can have a fight."

One of the reasons TCR's organisers want to keep a tight control on costs is to encourage young drivers to enter the series. Speaking to AUTOSPORT before the championship was launched, David Sonenscher, whose Motorsport Asia company runs the TCR Asia series, said: "Young drivers can come in and race the same type of car from national to regional and then international, and then could maybe go to WTCC after getting their grounding here."

Indeed, TCR's backing of young drivers also played a part in Morbidelli's desire to take part. "OK, the manufacturers are not involved directly," he says, "but it's a good alternative [for young drivers] because they try to keep the cost of the championship low.

"This gives the possibility for young drivers to come here and to be in a championship where there are drivers like me who have a lot of experience – ex-F1 drivers. We have

a lot of young drivers now. One of them is only 17 years old, I am 47 – I can be his father! But this is good because it's a good mix and you can understand that this is a category for everyone."

Maintaining low costs to support young drivers as well as encouraging close racing is admirable but, with the WTCC currently not in a particularly healthy state due to huge costs and Citroen's domination, it's hard to see why a young touring car driver would want to graduate to that level if they will struggle as soon as they do. It could be better for TCR to keep its young charges closer to home in the national and regional series before making the international championship the ultimate goal.

So far, TCR's tin-top revolution is very much a work in progress. It lacks the top-name drivers to pique audience interest early on, but has potential to grow. It has to improve next year but, if Lotti and co can get the regional championships up and running alongside the main series and keep the manufacturers on board for the duration, they can start to create their own touring car hegemony at a time when the WTCC's star is waning.

Tune in for season two. TCR's second album needs to be a definitive hit for its lofty ambitions to be fulfilled. ❧

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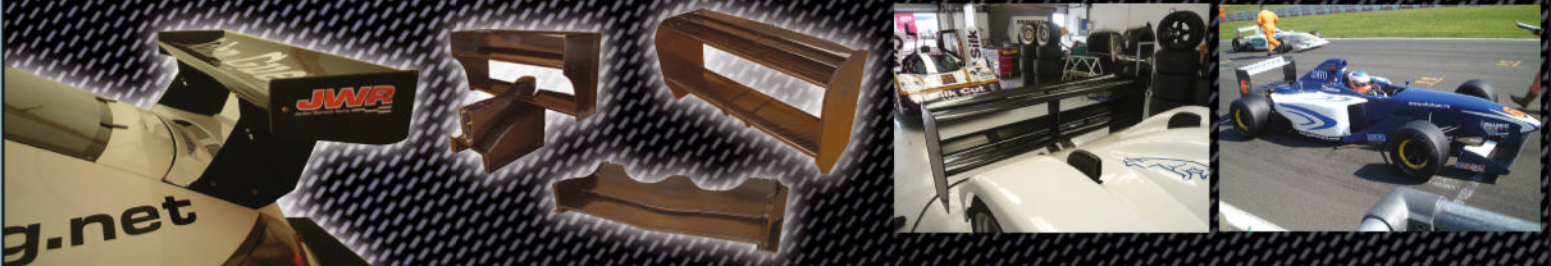
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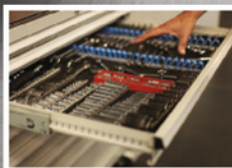


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Series will get its first 'big gun' in 2016

EBREY/LAT

Fortec to join BRDC F4 grid

British single-seater powerhouse signs up for new era with three cars

FORTEC MOTORSPORTS WILL join the BRDC Formula 4 grid for the upcoming winter series and beyond after purchasing three of the championship's new cars.

The Daventry team has bought three Tatuus-Cosworth F4-016s and is planning to compete in the winter series, in which the new car will make its competitive debut.

Fortec, a frontrunner in Formula Renault 3.5, the Formula Renault 2.0 Eurocup and inaugural MSA Formula season, is already in talks with prospective drivers about the eight-race BRDC F4 Autumn Trophy in November.

It will continue its existing programmes, which include a multi-car effort in the Formula 3 European Championship, alongside the new BRDC F4 expansion.

Fortec head Richard Dutton said the championship's adoption of the 270bhp new car, with improved

aerodynamics, was key to his decision to get involved.

"We're excited to be part of BRDC F4 because it's what British motorsport needs as the new car will fill the void left by the demise of British F3 [which stopped running last year]," he said.

"The FIA wants British F3 to come back using the current car, but that will prove too expensive to work at a national level so this is the next best thing.

"It [BRDC F4 with the new car] is the closest thing you can get to British F3. Personally I've been around British F3 since the late 1970s and Britain desperately needed a replacement for it as there's a big jump between MSA Formula and European F3.

"Running in BRDC F4 gives our drivers an extra option. They can start in MSA Formula, then gain experience of a faster, more

aero-dependent car in BRDC F4 before deciding to go into Europe in Formula Renault or even F3."

BRDC F4 was targeted on smaller British teams in its first three seasons, with Lanan Racing wrapping up back-to-back titles before Will Palmer's coronation last weekend earned HHC Motorsport an inaugural championship success.

Series founder Jonathan Palmer says the new-found appeal to bigger teams is a consequence of revamping the championship to distance it from the entry-level FIA F4 categories.

"We've positioned it deliberately not to compete with [FIA] F4 but to fill a very big gap in the market," he said. "It's a testimony to just how successful that's been that bigger teams want to come and join us. I think from the interest it's quite likely we'll see more as well.

"It's a good thing for the existing teams as well. Now, they are going to have a championship more internationally enhanced because of Fortec and potentially others coming into it. It gives them a target.

"In the short-term they might like a protected environment but they are smart and recognise the bigger picture. If they are going to have the opportunity to move up and be taken seriously [competing against established teams is] the best way to prove themselves."

SCOTT MITCHELL
FEATURES
EDITOR

scott.mitchell@
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COLOUR ME SURPRISED.

Motorsport's renowned for producing strange bedfellows, though. Perhaps it was naive of me to rule out a team like Fortec joining BRDC Formula 4.

That was based on three strong years for BRDC F4, built on a foundation of 'smaller' British teams. Lanan Racing and HHC Motorsport have been the best of those, but others like Chris Dittmann Racing have come to the fore as well. These teams are the bedrock of the championship, one that was never intended to appeal to more established, bigger teams.

This new-found appeal to the big guns needn't be seen as a negative, but equally, it's not unfair to consider the potential for long-term problems.

The possible consequences I see are not as simple as 'they'll charge more money' (for reference, existing teams are targeting an upper limit of around £150k). Teams with eggs in other baskets don't need to make a living from this series, and could take on a driver with a smaller budget because they can swallow a loss elsewhere.

Those with an international reputation become the de facto number one destination for a prospective entrant, thus making it harder for other teams to attract the best drivers. And if they can charge more and still get drivers on board, what's stopping Lanan or HHC doing the same and pricing even more teams out of the market?

That said, Fortec is a big name and it's to BRDC F4's credit it has attracted such a team (and probably others). Jonathan Palmer knows that managing the influx of bigger teams is crucial to the championship's long-term health. And ultimately it's good competition.

I believe Jonathan when he says that the cost-cap factors that have been the bedrock of BRDC F4's success will stay (or even be increased) with the new car. Sealing gearboxes and capping the number of engines teams can lease are just two examples.

BRDC F4's new era has great potential and the key to realising that will be making sure money is not a shortcut to performance. Then the pressure will be on new teams to justify any additional cost – and on the current crop to deliver on-track for less.



New BRDC F4 car has enticed Fortec

EBREY



This clash cost Barwell the title

British GT

Controversial clash mars Brit GT finale

THE BEECHDEAN MOTORSPORT

Aston Martin team has denied any wrongdoing in the collision that cost Ecurie Ecosse duo Marco Attard and Alexander Sims the British GT title. Attard was recovering after an early spin in his Barwell-run BMW when he clashed with Beechdean's GT4 car driven by class champion Jamie Chadwick at the Melbourne Hairpin.

Both cars retired, handing the title to Beechdean's GT3 crew, Andrew Howard and Jonny Adam, who finished in fifth. Howard said: "I've worked with Jamie all year and she's been brilliant, and the kid is devastated by the conclusions people have jumped to. Doing something like that isn't how this team goes racing. It was just pure bad luck." Attard was unhappy with the incident,

which cost him a second successive title. "There were blue flags and blue flashing lights so she had plenty of chance to see me," he said. "I'm not saying there was any malice in it, and I'd like to think there wasn't as Jamie has been great with traffic all year, but that really was an unacceptable mistake." Chadwick admitted: "I checked my mirrors before the corner and Marco

was a way behind so I committed and didn't expect him to make a lunge. It was a bit optimistic from him. "It was my mistake, and a big one, and I feel angry with myself for getting caught up in this. If it was any other car nothing would be said, but I'm fully aware of how bad it looks on paper. But it was totally unintentional and I'd never influence a championship in that way."

BRDC Formula 4

New BRDC F4 champion Palmer eyes F3/GP3 jump

NEW BRDC FORMULA 4 champion Will Palmer will test both Formula 3 and GP3 machinery before deciding on his future in either category. Palmer, the 17-year-old brother of GP2 champion Jolyon, took his ninth and 10th wins of the season at Donington Park last weekend. The HHC Motorsport driver now holds an unassailable 119-point lead over closest rival Harrison Newey with one round remaining at Brands Hatch later this month. Palmer's 10 wins is also a series record. Palmer will take part in the official GP3 Series test at Abu Dhabi with ART Grand Prix and wins a £35,000 budget boost for next year. Should he choose to enter GP3, Pirelli will add a further €50,000 (£37,000) to his budget.

"I'm really looking forward to the GP3 test, but we've also planned to test F3 too as I want to see all of the options," said Palmer. "We'll be talking to teams about an F3 test soon to see what we can arrange. I'll do the last F4 races too, just for fun."



British GT

Optimum joins GT3 ranks after buying new Audi R8



OPTIMUM MOTORSPORT WILL move into the British GT3 class next season after buying a new-spec Audi R8 LMS. It will be among the first teams in the UK to get hold of one of Audi's first batch of customer R8 GT3s when it takes delivery of the new 5.2-litre V10-powered car next month. Optimum will run the car in the European 24 Hours series next season and British GT. It marks the squad's first GT3 effort since

it partnered with Triple Eight to run a pair of BMW Z4 GT3s in 2012. It will run for the first time in January's endurance event in Dubai. Team boss Shaun Goff said: "We take delivery of the new R8 in October and it leaves a few weeks later for Dubai. We'll find space for a test day or two before, but aside from that it's in at the deep end." Optimum has re-signed Graham Johnson and Mike Robinson to race its Ginetta G55 GT4 British GT entry.

In brief Holland returns

Dan Holland has switched Renault UK Clio Cup teams to WDE Motorsport after leaving JamSport and skipping the Rockingham round. Fiesta Juniors racer Sam Watkins will make his Clio debut at Silverstone, with 20Ten Racing.

Sedgwick joins too

One-off French Formula 4 racer Alex Sedgwick will become the youngest driver on the Renault UK Clio Cup grid when he makes his debut at Silverstone next week. The 16-year-old ex-Ginetta Junior scholar will join Team Cooksport at the Northamptonshire track ahead of a planned full campaign next season.

Academy winners to GT4

Ginetta will run Nissan GT Academy International champion Matthew Simmons and GT Asia winner Jose Gerard Policarpio as privateers in next week's Ginetta GT4 Supercup round at Silverstone. Aussie Simmons, 26, became this year's GT Academy champion at the Northamptonshire circuit last month.

CB-H vs VB-H in Minis

Racing siblings Charlie and Vicki Butler-Henderson will compete against each other for the first time in the Mini Challenge at Donington Park this weekend. Vicki will drive the series' Mini UK-backed guest car, run by Excelr8 Motorsport, in the Gen 3 F56 class – her first outing since 2010.

Radical

Radical shakes up UK series

RADICAL HAS SLIMMED ITS portfolio of racing championships for next season and introduced a raft of financial incentives as it aims for full grids for its new Radical Challenge Championship.

It will combine elements from its three current UK racing classes – the SR1 Cup, Sprint and Enduro championships – to create the new three-tiered series.

While the entry-level SR1 Cup will continue unchanged, the Sprint and Enduro fields will merge to form the new championship, which will run two 20-minute sprint races and a single 40-minute endurance event at each

round. Drivers can enter three classes – the SR1 Challenge, Solo Challenge or Team Challenge. Each class will crown a champion, with the highest overall scorer taking the outright title.

To cut costs, all rounds will be held over a single day. A calendar has yet to be finalised, but will include the Silverstone and Brands Hatch Grand Prix circuits.

To boost interest, Radical has also frozen race entry fees at £595 plus VAT, the same level as this year's Sprint championship. Competitors in the Sprint series will get more track time than last season, while Enduro teams will benefit from a 50 per cent reduction in entry fees compared to 2015. Drivers entering four consecutive rounds will also earn a £1000 voucher towards spares.

Radical will supply all race entries for 2016 free of charge to anybody who buys a new car from the company's range for next year.



Tweaks for Radical series in 2016

READ

British GT

Ellis gets late Merc call

A LATE CALL FROM THE Ram Racing Mercedes team handed Bradley Ellis a return to the GT3 class of British GT for the first time since his championship defence in 2008.

Ellis split racing duties between two cars, 58 years apart, by racing at both the Goodwood Revival and the British GT finale at Donington Park last weekend. He shared a 1953 Tojeiro-Bristol with Simon Arscott in the Freddie March Memorial Trophy race at Goodwood on Friday, finishing 11th overall.

Ellis then arrived at Donington on Saturday to share the Ram Racing Mercedes SLS AMG GT3 with Lewis Plato, deputising for the absent Alistair MacKinnon.

They finished 12th after a stop-go

penalty for a short pitstop.

"It was interesting jumping from the Bristol to the Mercedes GT3 in the space of a day, especially seeing as I'd had no testing in the SLS at all before I drove it in the dry in qualifying," said Ellis.

"It was good to be back out in a GT3 with lots of power and lots of grip, whereas the Bristol was just all-over-the-place fun."



Merc was first Brit GT3 run since '08

EBREY/LAT

Audi Sport TT Cup

Lloyd returns in Audi TT

EX-INDYCAR RACER ALEX LLOYD made a surprise return to racing last weekend in the Audi Sport TT Cup round supporting the DTM at Oschersleben.

The 30-year-old Briton, who won the McLaren AUTOSPORT BRDC Award in 2003 after finishing runner-up to Lewis

Hamilton in the Formula Renault UK standings, competed in Germany at the behest of Audi's importer in the United States, where he still lives.

Lloyd qualified sixth but was taken out by contact early in the first race. He then drove to fourth position in the second race, narrowly losing out in a battle with fellow guest driver Uwe Alzen.

Both Lloyd and Alzen comfortably outperformed German touring car folk heroes Frank Biela and Harald Grohs, who were also in the field.

Both races were won by Polish up-and-coming tin-top star Jan Kisiel, who moves into the championship lead.



Lloyd took fourth in R2

HUMBLE PYE

The voice of club racing



Pye gets ready for Spa GT40 nirvana

SAWYER

"FROM HIGH DRAMA AT GOODWOOD TO SPA'S SHOWPIECE"

Historic motorsport fans are blessed in September with the staggering Goodwood Revival Meeting being followed immediately by the Spa Six Hours, staged by Alain Defalle and Vincent Collard annually since 1993 – coincidentally, the year in which Lord March's inaugural Festival of Speed returned world-class motorsport to his family seat after a 27-year lull.

The short turnaround time between these events is a logistical nightmare for the many teams preparing customers' cars for both – have one more than superficially damaged at Goodwood and it will be almost impossible to get it to Belgium, regardless of how much midnight oil is burned – but the Ardennes endurance remains the greatest single race on the calendar.

Stakes have risen dramatically – like classic car prices – over the 18 years I've attended, yet competitors' appetite for tackling Formula 1 drivers' favourite circuit is unquenchable. This year, 12 Ford GT40s (not all originals) comprise more than 10 per cent of the entry for the Pre-'66 marathon, with its GT Prototype, GT and Touring Car classifications.

Among the GT40 drivers are old rivals Simon Hadfield and reigning champion Martin Stretton, with five and four Spa victories to their respective names. Christian Glaesel/Ralf Kelleners, Shaun Lynn/Andrew Haddon and Leo Voyazides (first past the post in 2012 and '13) are also on the roll of honour, thus another battle royal is anticipated.

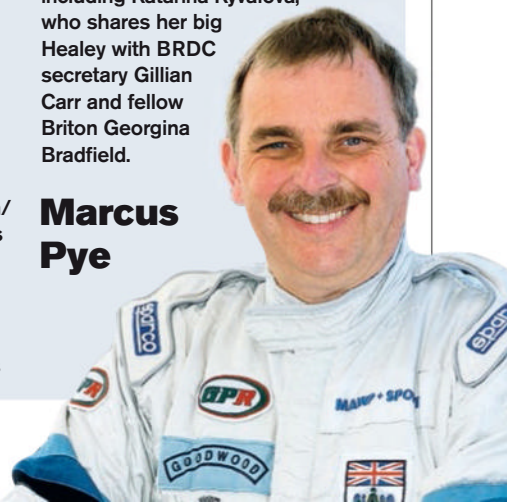
Vastly experienced local Pierre-Alain Thibaut and Germany's

Wolfgang Kaufmann strengthen Dr Afshin Fatemi's GT40 crew, while Andy Wolfe (fresh from FIA Masters Historic F1 success in a Tyrrell 011), Gregor Fiske, Mike Jordan, Andy Newall and Marcus Graf von Oeynhausen have plenty of circuit knowledge to draw upon in similar machines.

Yet, despite strength in depth, a GT40 may not win for the fifth successive year, particularly if it's wet and with big speed differentials in a very mixed pack. Proven Jaguar E-types, AC Cobras and Shelby Mustangs, plus a TVR Griffith, head the opposition. Among several modern sportscar racers taking part, Michael Mallock joins 2005 winner Wolfgang Friedrichs in the German's Aston Martin DP214 clone while Marino Franchitti pilots one of the quickest 26R-spec Lotus Elans.

An unprecedented number of women are listed for the 23rd edition, including Gaby von Oppenheim (Porsche 911) and Sarah Bennett-Baggs in an Austin-Healey 100M that she knows well. Several are Six Hour rookies, including Katarina Kyvalova, who shares her big Healey with BRDC secretary Gillian Carr and fellow Briton Georgina Bradfield.

Marcus Pye



Entries are hotting up for the fifth annual Henry Surtees Challenge Wednesday 7th October 2015



Entries are hotting up for the prestigious Henry Surtees Challenge, which is taking place on Wednesday 7th October 2015 at Buckmore Park Kart Circuit, Chatham, Kent. This superb annual event is organised by former F1 World Champion, John Surtees OBE and the Henry Surtees Foundation.

The Challenge, now in its fifth year, has become an essential fixture on the racing calendar for motorsport talent aged 15 years or over wishing to give themselves that vital edge in their preparation for the 2016 season. The 2015 event is once again attracting some of the UK's most talented young drivers from karting and cars. Early entries received include past winners Alexander Sims and Jack Aitken, the Racing Steps Foundation, and the MSA with six reserved entries from its young Academy drivers.

The event is open to both kart and car racers that are currently progressing up the motorsport ladder, to compete in the karting event and have the unique opportunity to win a spectacular range of career enhancing prizes to help aid their race programme preparation for 2016. Drivers such as Alexander Sims, Scott Malvern, Ben Barnicoat, Oliver Rowland, Piers Prior, David Pittard (to name but a few) have all benefitted from the event and its prizes.

The event will see drivers battling it out, using the superb Club 100 Birel Karts. The top three drivers will be awarded with the prestigious Henry 'H' trophy title and a huge array of exclusive prizes – considered to be the best prizes ever offered at a kart meeting. Last year 13 drivers received awards. The Racing Steps Foundation drivers very sportingly waive their right to prizes and last year's winner, Jack Aitken, has also advised us that he would like to just race for the trophy. Prizes will also be awarded for fastest lap, the most unlucky driver and a heavyweight prize for 80kg or above.

John Surtees said "the first Henry Surtees Challenge took place in 2010, and Buckmore Park seemed the natural venue to host it; it's the circuit where Henry first sat in a kart, at the age of 8, but also where he had gained success. Buckmore is renowned for being a superb training ground for future British World Champions. During its 52 years; the track has seen the likes of World Champions Lewis Hamilton and Jenson Button hone their racing skills along with racers Johnny Herbert, Dan Wheldon and many others. Come and join us for

the finest range of career enhancing prizes available in competition and the chance to compete against some of the brightest talent in British motorsport".

The 2015 Challenge will once again provide an excellent opportunity for talented young racers, to compete to win test drives, experiences and equipment worth thousands of pounds, in order to assist them with their racing season and enhance their motorsport career. I am delighted that the motor sport community are once again assisting this initiative".

One of the 2014 winners, Jack Aiken said "I'd like to thank John and the Foundation for putting on such a great event for young drivers, the prizes are incomparable to any karting, or racing, competition out there."

Prizes already confirmed for 2015 include:

- A tour of the Red Bull racing facility for two people, with half day simulator experience and evaluation by an F1 Race Engineer.
- Formula Renault 2.0 two day test with Manor Competition at a Spanish circuit, donated by Manor Competition
- A two hour training session and written report donated by Andy Priaulx and izone Performance
- MSA Formula test (official UK FIA F4 Championship) – donated by Falcon Motorsport
- Clio Cup half-day test – donated by Renault
- MSA Formula test - donated by Carlin
- A simulator session at the Ferrari Driver Academy and a Ferrari Racing Department factory tour for two people, donated by Ferrari. (Flights and accommodation not included)
- An Arai GP-6S helmet– donated by Arai
- A full kit of Puma race clothing - one suit, three pairs of gloves, two pairs of racing boots, one pair of running shoes and one pair of lifestyle shoes for the winner (in addition to their chosen prize), donated by Puma SE
- Two sets of gloves and underwear, one pair of racing shoes, one pair of running shoes and one pair of lifestyle shoes for second place (in addition to their chosen prize)

- One set of gloves and underwear, one pair of racing shoes, one pair of running shoes and one pair of lifestyle shoes for third place (in addition to their chosen prize) - Supply of Teng Tools to the value of £1,000 – donated by Teng Tools
- Full digital branding package to the value of £1,000 – donated by 5g Creative
- Coverage in Motorsport magazine for the winner – donated by Motorsport
- Flights to value of £500 to compliment foreign test prizes – donated by Travel Places
- HSF Teamwear
- A One day test in the brand new Tatuus-Cosworth F4-016 BRDC Formula 4 cars- Donated by Hillspeed

Plus many more prizes to be announced . . .

Entrants must be aged 15 years or over on or before 7th October 2015 and hold a current MSA or ACU licence or be a current Premier Sprint Class, Clubman Sprint Class member of Club100 or a Buckmore Park Elite Class driver. Cost of entry: £500

To register your interest, or to book a place, please email: info@henrysurtreesfoundation.com

Available for interview:

John Surtees OBE
Founder of the Henry Surtees Foundation

Media Contact:

Rebecca Leppard
PR Manager for John Surtees OBE
rebecca@henrysurtreesfoundation.com
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Palmer sealed title with race-three win



BRDC FORMULA 4 DONINGTON PARK, SEPTEMBER 12-13 MSVR

Palmer secures title with pair of wins

NOT EVEN A POOR START AND A five-second penalty in race one could stop Will Palmer's inevitable march to the BRDC Formula 4 title at Donington Park last weekend, where his HHC Motorsport team took all three wins.

Palmer and his HHC team-mate Harrison Newey locked out the front row in qualifying – although it was Newey who chalked up his second pole of the season. Newey then led every lap of race one, despite a malfunctioning dashboard display, to record his first ever BRDC F4 race win.

"[I'm] really happy with that," he said. "I've been waiting a while, but I always knew I had the pace. I've been on the second step quite a lot this season and to finally get onto the top step was really good."

Behind Newey, Palmer got what he described as an "awful" start, suffering with wheelspin and dropping down to sixth after also running wide at Turn 1. But, despite then getting a penalty for not respecting track limits, everything went Palmer's way for the rest of the weekend.

First, Tom Jackson, who had been Palmer's closest championship challenger, spun out of second place in race one after his brake bias adjustments stopped working and he was forced to "rallycross across the Old Hairpin", dropping him all but out of the title fight. Palmer then fought his way back through the order and recovered to finish

a close second to Newey, as Ameya Vaidyanathan claimed the final podium spot in third.

Polesitter Jordan Albert was judged to have jumped the start of race two and was handed a 10-second penalty, while Palmer made his way up from seventh in the reverse grid race. More fortune went the HHC driver's way as, seconds after he took fourth place at Goddards, Chris Mealin and Omar Ismail came together on the exit of the corner and Palmer sailed gratefully into the virtual lead. He then passed Albert to lead on the road for good measure as he "had no idea about the penalties, so I was just fully focused on getting through to the front."

Albert finished second on the road but ended up eighth with his penalty, so Jack

Bartholomew scored his best result of the season in second, and Vaidyanathan made it two podiums in a row after passing Ciaran Haggerty on the final lap.

"It was a bit confusing with the time penalties and everything, and at that stage I was just making sure I didn't get one as well," said Vaidyanathan. Ismail had crossed the line in third but was one of several drivers given a five-second penalty for not respecting track limits and dropped to fifth.

Despite having his lead wiped out twice due to safety cars, Palmer then led dominantly away from pole position to take his 10th win of the season and claim the title with a round to spare in race three.

"It's amazing, and to do it with a win is even better," said Palmer after securing the title.



Newey leads the pack into Redgate

"I've had good pace [all year], which has made my life a lot easier for most of the race ones and race threes, where I've been able to score big points."

Rodrigo Fonseca had a rapid getaway to seize second at the start of race three, but he couldn't attack Palmer on the two restarts, while Newey recovered from a slower start to complete the podium.

● Alex Kalinauckas



Newey celebrated his first win in cars

RESULTS

RACE ONE (12 LAPS) 1 Harrison Newey 18m19.254s (97.61mph); 2 Will Palmer +5.294s; 3 Ameya Vaidyanathan; 4 Ciaran Haggerty; 5 Omar Ismail; 6 Jack Bartholomew. **FL** Palmer 1m30.092s (99.39mph). **P** Newey, 5 18.

RACE TWO (12 LAPS) 1 Palmer 18m18.083s (97.73mph); 2 Bartholomew +8.886s; 3 Vaidyanathan; 4 Haggerty; 5 Ismail; 6 Tom Jackson. **FL** Palmer 1m29.807s (99.70mph). **S** 18.

RACE THREE (12 LAPS) 1 Palmer 20m12.493s (81.12mph); 2 Rodrigo Fonseca +4.490s; 3 Newey; 4 Hernan Fallas; 5 Haggerty; 6 Ismail. **FL** Palmer 1m30.457s (98.99mph). **S** 18.

POINTS 1 Palmer, 507; 2 Newey, 388; 3 Jackson, 379; 4 Haggerty, 356; 5 Fonseca, 344; 6 Albert, 307.

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Mason took the title despite setbacks

BRITISH GT SUPPORTS DONINGTON PARK, SEPTEMBER 12-13

Mason triumphant as VW title fight goes to the wire

FOR THE FOURTH YEAR IN succession the **Volkswagen Racing Cup** championship went down to the wire, and was decided in dramatic fashion with a pair of barnstorming races.

This year's dominant points leader David Sutton came in with a 14-point lead over Aaron Mason, who started the first race of the weekend on pole. However, Mason's challenge was effectively ended when he finished in the gravel at Old Hairpin, thanks to a feisty move from Robert Barrable. The rally star and Formula Ford 1600 ace won this equivalent race last year, but there was nowhere to hide from Mason's wrath and Barrable came straight into the pits to retire his Team Hard Golf.

That briefly put Sutton in the box seat, but sure enough, after contact with Bobby Thompson on the main straight, Sutton was speared into the outside wall, forcing a DNF.

That left a healthy race up front, which Howard Fuller held on to win, but no fewer than 10 track limit penalties were dished out after the race, giving Silverstone winner Michael Epps the aggregate win. Phil House's Scirocco was promoted to second, with Fuller now third and the other title challenger, Lucas Orrock, firmly thrusting himself into contention, thanks to Sutton and Mason's

misfortune. Mason managed to limp home eighth to keep his chances open.

The second race of the day was the longest in the championship's history – a 40-minute enduro. With Barrable excluded for his role in the Mason incident in race one, he started at the back of the 26-car train. However, over the next 40 minutes we saw the Barrable that won on his debut here last year. After the first lap he was 15th, and by half-distance he was up into third and hunting down the front-runners. Rudd led all the way home in the seemingly inconsequential race to the chequered flag, with all eyes on Mason, Sutton and Orrock.

Epps took the lead on lap 12 to take the overall honours ahead of Rudd and Barrable, but it was all eyes on Mason who held on in eighth to take the title. Orrock managed sixth and Sutton 12th after starting 24th, and Sutton claimed the day was "probably the worst of my career so far". It was a bitter pill to swallow after leading the championship for so long.



Fuller won on the road but was hit with a penalty



Oil denied Pointon a hat-trick of wins

With three drivers fighting for the title in the last race, the racing was respectably clean and tidy. Unfortunately, two safety cars soured the 15-minute race, but the drama was still there. On the restart brought about by a first-lap safety car for the stricken Alexis Taylor, Kellett dived down the inside of Chadwick at Redgate. As the two exited, Chadwick was slow and Kellett had the position – and the championship – in the bag. Chadwick's demise was thanks to a suspected broken prop shaft, leaving Kellett to take third.

However, the drama was far from over as oil laid down on the penultimate lap caught out Pointon. A small off was enough to award Hadfield his maiden victory and to deny an excellent Pointon a hat-trick of wins.

With a round still to go, the **Formula Jedi** racers weren't quite so anxious to settle the order, but a significant last-lap mistake could have a lasting effect on the title battle.

The first encounter went the way of Ben Hingeley, who streaked off into the distance. Behind, the squabble for second was decided on the last lap in favour of Lee Morgan, who overtook Dan Clowes.

In the second instalment, it seemed to be all about Hingeley again, but Morgan hadn't read the script. He chased down Hingeley and pressured him to run wide at the Melbourne loop, gifting Morgan the win. Clowes again finished third.

Richard Evans put Adrian Campbell-Smith's **Ginetta GRDC** winning streak to an end on Saturday, before doubling up on Sunday.

In the first race, he kept Campbell-Smith at arm's length before diving down the inside at the Melbourne hairpin on the final lap to secure the honours.

With Campbell-Smith retiring from the second race, Evans had a leisurely drive home to a 3.1s victory margin over Mike Jarvis. The winning gap to Campbell Smith in the first race was just over 0.2s.

● Jack Benyon

Rozier battled hard
for race-two victory



SNETTERTON, SEPTEMBER 12-13 750MC

Rozier doubles up to boost title bid

MATT ROZIER KNEW HE COULD TAKE A big step towards clinching the **Classic Stock Hatch** title in the absence of leader Lee Scott, and he did so, by dominating the opening race in his Peugeot 205 GTi. Behind, an early error at the Esses dropped Gordon MacMillan to third behind Matthew Stubington, completing an all-205 podium. Even with success ballast, Rozier later completed the double as Marcus Ward (Ford Fiesta XR2i) kept him honest throughout. Stewart Place (Peugeot 205 GTi) made it three fighting for the lead in the closing stages.

Pitstops decided the outcome of the **Roadsports** race as Lee Spencer's timing outfoxed early

leader Bryan Bransom. Lloyd Chafer ensured BMW M3s monopolised the podium by deposing the Toyota MR2 of Rob Horsfield/Simon Phillips late on.

Ford Fiesta STs made the early running in the Hot Hatch section of the **Stock Hatch** race as Tom Bell dispatched Toby Bearne from the lead. Saxo VTR-mounted Lee Deegan caught and passed the success-ballast-loaded similar car of brother Shayne, while David Drinkwater triumphed in the Mini Cooper category. Bell made it a double in the restarted sequel as Lee Deegan managed to oust his brother from the Stock Hatch lead with a move at the exit of Riches.

With **Formula Vee** championship leader Paul Smith experiencing engine problems with his AHS Dominator, Ian Jordan (Sheane Jordan) needed victory to close down the points deficit. Paul Taylor provided the stiffest opposition, but Taylor's attempt to dislodge him at Riches left the Bears GAC driver having to produce a comeback drive to fifth. Smith demonstrated his series superiority in race two, and with his engine now on song he scythed through the field to snatch the lead from Jordan on the third lap. Jordan latched on to the leader's tail, but his title hopes ended here.

In the **750 Formula**, Robin Gearing broke David Bartholomew's



Bell won again
in Hot Hatch

six-race winning-streak. Gearing's Darvi P88 led until a poor exit from Williams enabled Bartholomew to outbrake him into Nelson, but then Bartholomew spun his PRS 1b at Montreal. Race two couldn't have been closer as Bartholomew made up for a sluggish start to exchange the lead with Gearing, who needed victory to keep his title hopes alive but narrowly failed.

The two Spire GT3s of Tim Gray and Richard Wise dominated the **Allcomers** event while third-placed Wayne Rothwell relieved fast-starting Rob Horsfield of the position after Steve Ough had been an early retirement.

Gray was also too good for the rest of the **Bikesports** field, and the undefeated series leader continued his dominant run. After a great



Smith (7) beat Jordan to
end his rival's title hopes

Tibbs starred as points leader Fletcher struggled...



Tibbs beats rivals to bank brace of Snetterton wins

The battle for supremacy in the **K-Tec Racing Clio 182s** was thrown wide open after qualifying as series leader Patrick Fletcher found the wet conditions unfavourable, lining up in 11th place for both events.

Carrying maximum ballast didn't hamper James Bark, Fletcher's nearest rival, as he stormed away from the front row to lead poleman Philip Wright to the first corner. Wright fought back to lead into Palmers, only to go off: "Cold tyres, lucky to keep it out of the barriers," concluded the local racer.

This left Andrew Tibbs in charge with Matt Digby, third

in the title chase, following in his wheeltracks. Bark ran third, and the leading trio began to open a gap to the field as George Williams and Mark Fish came together at Murrays. Interest behind was focused on Fletcher, who stole fifth with a neat move at Oggies despite a grassy moment at the Bomb Hole that looked to have put paid to his recovery attempts.

Digby tried everything he knew in race two to displace Tibbs from the lead without success, but it was the progress of Fletcher that commanded attention. Having squeezed by third-placed Bark at the Bomb Hole, taking Williams with him, Fletcher looked threatening.

On the final lap, though, Williams eased him wide at Agostino, and Bark got inside at Murrays. The title rivals crossed the finishing line side-by-side, but the verdict went to a relieved Fletcher. He holds a four-point advantage going into the final round, and admitted that he "limited the damage".



...but Digby made it tough for him

start, third-placed Adrian Reynard (Radical SR3) was quickly demoted by Will Brown (Radical PR6) and Tim Porter (Radical SR3), while Gary Baxter (Radical SR3 RS) took two attempts to accomplish the same manoeuvre. Gray cemented the title by maintaining his perfect record in the reverse-grid second race, while it took Wise a little longer to fight into second place. Josh Smith's drive through the field earned him the final podium place in his SR4.

A demon start put Stephen Roberts in control of the **BMW Compact Cup** opening race, harried by James Gornall throughout. A late error cost Jonathan Davis third, to the delight of Mike Tovey. Third in race two would have been enough for Roberts to secure the title, but he still squeezed past Tovey for

second on the final lap only to be pushed back to third again at the Bomb Hole as Gornall won.

Race one for the **Toyota MR2s** provided excellent entertainment, as Kristian White led the action having passed Stuart Nicholls, who was then demoted to third by Ben Rowe. Nicholls fought back to second, but Tim Heron and Darren Aldworth failed to demote Rowe further. Try as he might, Nicholls couldn't breach Alex Knight's defences in race two; Aldworth and then Jim Davies joined in the battle for the lead, while champion-elect Steve Traynor had a nightmare weekend.

A first corner fracas knocked out **Tegiwa Civic** series leader Carl Swift allowing Adam Shepherd and Endaf Owens to escape. A penultimate-lap melee at Riches,

RESULTS

CLASSIC STOCK HATCH (7 LAPS) 1 Matt Rozier (Peugeot 205 GTI) 17m24.46s (71.63mph); 2 Matthew Stubington (205 GTI) +5.03s; 3 Gordon MacMillan (205 GTI); 4 Andrew Thorpe (Citroen AX GTI); 5 Edward Cooper (Vauxhall Nova GSi); 6 Mervyn Beckett (Nova GTE). **Fastest lap** Rozier 2m27.30s (72.56mph).

Pole Rozier. **Starters** 20. **RACE 2 (7 LAPS) 1 Rozier 17m15.01s (72.29mph);** 2 Marcus Ward (Ford Fiesta XR2i) +0.87s; 3 Stewart Place (Peugeot 205 GTI); 4 MacMillan; 5 Thorpe; 6 Cooper. **FL** MacMillan 2m25.81s (73.30mph). **P** Rozier. **S** 16.

ROADSPORTS ENDURANCE SERIES (20 LAPS)

1 Lee Spencer (BMW M3) 45m35.53s (78.15mph); 2 Bryan Branson (BMW M3) +12.06s; 3 Lloyd Chafer (BMW M3); 4 Rob Horsfield/Simon Phillips (Toyota MR2); 5 Richard Cooke/Simon Verschuren (VW Golf GTI); 6 Brett Evans (Porsche 944S2). **Class winners** Evans, Liam Crilly (Mazda RX8). **P** Branson. **S** 25.

STOCK HATCH CHAMPIONSHIP (7 LAPS) 1 Tom Bell (Ford Fiesta ST) 15m51.36s (78.64mph); 2 David Drinkwater (Mini Cooper S) +42.68s; 3 Will Sharpe (Mini Cooper S); 4 Eliot Dunmore (Mini Cooper S); 5 Lee Deegan (Citroen Saxo VTR); 6 Shayne Deegan (Citroen Saxo VTR). **CW** Drinkwater, L Deegan. **P** Toby Bearne (Ford Fiesta ST). **S** 19. **RACE 2 (4 LAPS) 1 Bell 9m00.25s (79.14mph);** 2 Bearne +0.47s; 3 Alistair Camp (Ford Fiesta ST); 4 L Deegan; 5 S Deegan; 6 Ryan Polley (Citroen Saxo VTR). **CW** L Deegan. **FL** Bearne 2m12.96s (80.39mph). **P** Camp. **S** 15.

FORMULA VEE (7 LAPS) 1 Ian Jordan (Sheane Jordan) 15m43.31s (79.32mph); 2 David Hughes (Bears GAC) +15.10s; 3 Jack Wilkinson (Sheane Mk3); 4 Paul Taylor (Bears GAC); 5 Craig Pollard (Bears GAC); 6 Ed Lowndes (Scarab Mk2). **CW** Wilkinson. **FL** Taylor 2m12.42s (80.72mph). **P** Pollard. **S** 21. **RACE 2 (7 LAPS) 1 Paul Smith (AHS Dominator) 15m22.89s (81.07mph);** 2 Jordan +0.57s; 3 Pollard; 4 Graham Gant (WEV FV01); 5 Taylor; 6 Daniel Pitchford (AHS GAC). **CW** Wilkinson. **FL** Smith 2m 09.41s (82.59mph). **P** Pollard. **S** 20.

750 FORMULA (7 LAPS) 1 Robin Gearing (Darvi P88) 15m19.17s (81.40mph); 2 David Bartholomew (PRS 1b); +7.45s; 3 Bill Cowley (Cowley MkIV); 4 Mark Glover (Racekits Falcon); 5 Chris Gough (CGR2 Evo); 6 Bob Simpson (SS/F). **CW** Andrew Lake (Darvi 91D). **FL** Bartholomew 2m08.51s (83.17mph). **P** Gearing. **S** 17. **RACE 2 (7 LAPS) 1 Bartholomew 15m 25.03s (80.88mph);** 2 Gearing +0.10s; 3 Cowley; 4 Gough; 5 Ian Barley (Racekits Falcon); 6 Simpson. **CW** Daniel Welsh (Racekits Falcon). **FL** Bartholomew 2m08.94s (82.89mph). **P** Gearing. **S** 16.



Gray cleared up in Allcomers

ALLCOMERS (11 LAPS) 1 Tim Gray (Spire GT3) 21m47.21s (89.94mph); 2 Richard Wise (Spire GT3) +5.61s; 3 Wayne Rothwell (Tiger ZR6); 4 Rob Horsfield (Toyota MR2); 5 David Drinkwater (Mini Cooper S); 6 Eliot Dunmore (Mini Cooper S). **CW** Horsfield, Steve Howson (Peugeot 106). **FL** Gray 1m53.01s (94.58mph). **P** Gray. **S** 24.

BIKESPORTS CHAMPIONSHIP (11 LAPS) 1 Tim Gray (Spire GT3) 21m23.88s (91.58mph); 2 Richard Wise (Spire GT3) +4.95s; 3 Will Brown (Radical PR6); 4 Tim Porter (SR3); 5 Gary Baxter (SR3); 6 Adrian Reynard (SR3). **CW** Wise, Julian Griffiths (Spire GT3), Peter Lague (Spire GT3). **FL** Gray 1m54.87s (93.05mph). **P** Gray. **S** 14. **RACE TWO (11 LAPS) 1 Gray 20m49.44s (94.10mph);** 2 Wise +28.15s; 3 Josh Smith (SR4); 4 Baxter; 5 Brown; 6 Mike Davis (PR6). **CW** Wise, Griffiths, Lague. **FL** Gray 1m49.97s (97.19mph). **P** Davis. **S** 14.

COMPACT CUP (9 LAPS) 1 Stephen Roberts 21m32.78s (74.41mph); 2 James Gornall +0.58s; 3 Mike Tovey; 4 Owen Hunter; 5 Jonathan Davis; 6 Ian Jones. **FL** Gornall 2m22.41s (75.05mph). **P** Roberts. **S** 31. **RACE 2 (9 LAPS) 1 Gornall 21m35.76s (74.24mph);** 2 Tovey +4.47; 3 Roberts; 4 Ben Pearson; 5 Simon Roche; 6 Paul Hinson. **FL** Pearson 2m22.56s (74.97mph). **P** Gornall. **S** 31.

TOYOTA MR2S (7 LAPS) 1 Kristian White 16m38.66s (74.92mph); 2 Stuart Nicholls +0.49s; 3 Ben Rowe; 4 Timothy Heron; 5 Darren Aldworth; 6 Alex Knight. **CW** Nicholls. **FL** Knight 2m20.61s (76.01mph). **P** White. **S** 33.

RACE 2 (7 LAPS) 1 Knight 16m44.57s (74.48mph); 2 Nicholls +0.17s; 3 Jim Davies; 4 Aldworth; 5 Martin Farrelly; 6 Heron. **CW** Nicholls. **FL** Nigel Ralphson and Aldworth 2m21.04s (75.78mph). **P** Knight. **S** 32.

CIVIC CUP (7 LAPS) 1 Adam Shepherd 16m04.88s (77.54mph); 2 Endaf Owens +8.12s; 3 Mark Higginson; 4 Samuel Hathaway; 5 Steven Laidlaw; 6 Andrew Gaugler. **CW** Tim Evans. **FL** Shepherd 2m15.98s (78.60mph). **P** Shepherd. **S** 27.

RACE 2 (7 LAPS) 1 Owens 16m05.79s (77.47mph); 2 Shepherd +8.00s; 3 Hathaway; 4 Higginson; 5 Gaugler; 6 Laidlaw. **CW** Chris Coomer. **FL** Shepherd 2m15.91s (78.64mph). **P** Carl Swan. **S** 22.

ARMED FORCES RACE CHALLENGE (15 LAPS) 1 Simon Wing (Peugeot 205 GTI) 41m05.12s (65.04mph); 2 Geoff Beale/Philip Seaman (Lotus Sunbeam) + 0.10s; 3 Ian Fletcher/Ed Fuller (Fletcher Hornet Mk2/Tiger); 4 Ed McKean (BMW 325i); 5 Matthew Hoskins (Subaru Justy); 6 Matthew Bolton (BMW M3). **CW** Beale/Seaman, Paul Roddison (Mazda MX5). **FL** Seaman 2m12.65s (80.58mph). **P** Wing. **S** 17.

CLIO 182S (7 LAPS) 1 Andrew Tibbs 16m25.40s (75.93 mph); 2 Matt Digby +1.28s; 3 James Bark; 4 George Williams; 5 Patrick Fletcher; 6 Philip Wright. **FL** Tibbs 2m18.61s (77.11mph). **P** Wright. **S** 26.

RACE 2 (7 LAPS) 1 Owens 16m05.79s (77.47mph); 2 Shepherd + 8.00; 3 Hathaway; 4 Higginson; 5 Gaugler; 6 Laidlaw. **CW** Chris Coomer. **FL** Shepherd 2m15.91s (78.64mph). **P** Carl Swan. **S** 22.



Jordan (2) won in Formula Vee



Gearing's 750 Formula title ambitions faded despite a win

which included the leading Class A runners, enabled Tim Evans to escape and secure the category victory. An amazing start by Owens from row five meant he took the lead by Palmers and drove away into the distance. Shepherd made it into second after unseating Rob Howard and Sam Hathaway.

A late safety car bunched up the **Armed Forces Challenge** race, granting Phil Seaman a chance to chase after leader Simon Wing, having worked his way by Ed McKean and Ian Fletcher. But local driver Seaman missed out on a win by less than a car's length.

● Lewis Beales

DeMelo (13) stormed to a hat-trick of wins



SILVERSTONE, SEPTEMBER 12-13 MSVR

DeMelo wins as Steele takes crown

INVITATION DRIVER ZACH CLAMAN

DeMelo stole the show with three commanding performances in the **F3 Cup** at Silverstone, as Aaron Steele was crowned champion.

Claman DeMelo was slow away from pole in his Carlin-run Dallara F308 in race one and relinquished the lead to Hywel Lloyd (Dallara F311) on the run to Copse, although he fought back almost immediately to confirm him as the champion. Lloyd fought valiantly but had to settle for second, while Louis Hamilton-Smith (Dallara F306) beat Steele (Dallara F307) to third. Steele's fourth place was enough to confirm him as the champion.

Claman DeMelo was even more dominant in the second encounter after Lloyd dropped out on the third lap, and the Canadian completed the hat-trick with

another rampant display in race three, with Hamilton-Smith fending off Lloyd to claim only a second Cup class win of the season.

"It was just a really great weekend," said Claman DeMelo. "I learned a lot with the team and I'm really happy with the results. I don't think the weekend could have gone much better."

"It's fantastic to win the championship," said Steele. "This has been a great year; the team have been second to none, my friends, my family and everyone that's supported us – it's so great that we won this together."

In an enthralling **FF1600 SuperSeries** race, Joey Foster guided his Ray o8 to victory in the Jim Walsh Trophy after a race-long battle with Oliver White (Van Diemen RF01) and Luke Williams

(Ray GR13). The trio had been the class of the field in qualifying and quickly scampered off at the start, with Williams beating poleman White off the line.

The intensity of the battle enabled Stuart Gough to work his way through to join them, having started his Van Diemen RF02 at the back of the grid. The order looked settled as the leading four began the final lap; White and Williams had opened a gap to Gough and Foster. But then Foster produced a remarkable turnaround and passed all three of his rivals for the win.

A stealth-like performance from David Marcussen was rewarded with **Modern Classics** honours in a battle of the BMW M3s up front. Polesitter Thomas Houlbrook fell to third place and pitted early as he attempted to jump Darren Fielding, who had started to fall away from leader Charles Hyde-Andrews-Bird. Marcussen, meanwhile, had retained his early fifth place and assumed the lead when Hyde-Andrews-Bird and Fielding pitted on lap 10, both having to serve their 30s winners' penalties. Marcussen held the lead as he pulled clear of Andrew Szymanski in the final laps, while Fielding completed the podium.

Cian Carey claimed a brace of **Mono GP** wins, although the Irish

Formula Renault pilot was made to fight for the first after an entertaining tussle with the F3 Dallara of Kevin McLurg. Having dominated qualifying, Carey bogged down at the start of the opening race and fell behind McLurg into Copse, but recaptured the lead on the second lap after muscling his way through at Village. McLurg remained with Carey until the final lap, when a spin put paid to his chances of a win. Russ Giles and Mike Hatton completed the podium.

Carey scored a simpler victory in the second race, heading home Mark Smith and Kevin Couling.

There was plenty of excitement in the **Sports 2000** race, as Patrick Sherrington was able to execute a late pass on the similar MCR of Michael Gibbins to win. The pair streaked away from the rest of the field at the start and, although Gibbins took the lead at one-third distance, he was unable to shake off Sherrington, who made a daring move around the outside of Copse at the start of the final lap.

Alex Reed controlled the **Lotus Cup** race in his Exige V6 CupR to gain ground on Ken Savage in the title battle. Reed built an early advantage from pole and emerged from his pitstop still in the lead to take a lights-to-flag victory ahead of Adam Knight and Marcus Jewell.

Foster, White and Williams battled hard in FF1600





Atoms reigned supreme in the **Endurance Racing Series**, as Paul Donkin and Stewart Drewell took top honours ahead of father-and-son pairing David and Marc Mercer.

Donkin took the lead when Phil Knibb's Radical RS3 limped into the pits and early retirement. After dicing with Mercer Jr in the opening laps, and his team-mate Drewell trailing Michael Smith into the final hour, the pair picked up a handsome victory as Atom cars completed a 1-2-3-4.

Donkin's and Drewell's win denied Mercer Jr a hat-trick of victories, having won both of Saturday's **Atom Cup** races. An issue on the Hangar Straight for Lee Cunningham enabled Mercer to power into the lead on the final lap of the opening race, while a post-race penalty for Cunningham in race two gifted Mercer a second win of the weekend.

● Jack Benyon



OULTON PARK, SEPTEMBER 12 MGCC

Johnson and Harrison split the spoils in Porsche Club

MIKE JOHNSON AND KEVIN Harrison shared the **Porsche Club** honours after a brace of entertaining encounters. Craig Wilkins made a superb start to head reigning champion Pete Morris out of Old Hall for the first time, but their battle was not to last, for Morris suffered a race-ending off at the Shell hairpin soon afterwards.

Wilkins resisted pressure from Johnson, but ran wide at Old Hall in the closing stages and relinquished the lead. From there to the chequered flag Johnson was in control. After a tremendous three-way scrap for third place between Harrison, Chris Dyer and Karim Moudi, it was Dyer who snatched the final podium position as they exited Deer Leap for the final time.

In the second race there were two superb battles out front, as Harrison pressed the leading Wilkins and Mark McAleer sought to get the better of third-placed Johnson. But Wilkins dropped to sixth on

the final lap as Harrison led Johnson and McAleer home.

MG Trophy polesitter Cody Hill lost out to second-on-the-grid Colin Robertson as the large field of ZRs took the start. Hill soon asserted his authority and then led for the remainder of the encounter. Behind, Robertson, Ross Makar and Doug Cole fought hard for second place before Makar suffered a smoky retirement, and Cole also registered a DNF. Come the close it was Robertson and Graham Ross who joined Hill on the podium.

In the second race, early frontman Hill had a grassy moment at Lakeside and dropped three places. An excellent scrap for the honours between Robertson and Ross ensued, and ultimately Robertson edged it by 0.3 seconds.

Paul Sibley strolled to a comfortable **Midget & Sprite Challenge** victory while protecting his Midget's ageing gearbox. Almost 18s behind the victor, James Dunkley claimed the runner-up spoils. On a drying track, the Midget racer used his power

advantage over Andy Southcott's similar car to move up to second place before dropping behind again and having to repass his rival before the finish.

The **BCV8s** put on a fine show and the outcome was uncertain until the final laps. Race-long leader Russell McCarthy was demoted by poleman James Wheeler as they sped into Old Hall on the penultimate tour to take his first victory of the season. Ian Prior also surged through, claiming second.

Tom Andrew recovered from dropping to third position at the start of the **Morgan Challenge** round and led comfortably in his Aero 8 from lap two to the chequered flag. Elliot Paterson (Roadster) and dad Russell (AR V6) tracked him throughout.

Tom Sanderson made it around the outside of Mike Williams as they headed down the Avenue at the start of the **Metro Cup** contest and proceeded to take his fifth victory of the year. As Williams's pace dropped in the closing stages, Ben Rushworth and Dick Trevett completed the top three.

The **Cockshoot Cup** contest was dominated by Gary Wetton in his ZR 190 as he claimed his sixth win from as many starts this year. Having started fourth on the grid, Howard Hunt (ZS) made second place his. Spencer McCarthy claimed a lights-to-flag victory from pole in his MGB GT V8 in a shortened **Thoroughbred Sportscar** event.

● Graham Read



KNOCKHILL, SEPTEMBER 13 SMRC

Mackay hat-trick seals the Scottish title



ADAM MACKAY SEALED THE Scottish Formula Ford title with three deserved wins in difficult conditions at Knockhill. A crash in the morning's opening Classic Sports and Saloons race delayed the meeting by several hours and it was doubtful whether the organisers could squeeze the 17 races on the programme into the remainder of the day. They managed it and, in fading light, Mackay took the chequered flag for the 12th time from 13 races.

"It's been a long day," he said. "I didn't think we were going to get that third race in and I'd have to wait until October." It was fitting that Mackay's triumphs were given yet more credibility by the visiting BRSCC series that saw frontrunners Patrick Dussault and Jonathan McMullan feature while at the centre of their own championship battle.

Given the timetabling uncertainties, the second



Thirlwall secured another Mini title

encounter became the David Leslie Trophy race, and it began with a tough battle between the national championship rivals. McMullan trailed in third on the approach to Clark on the first lap but had better drive out of the chicane and pulled alongside his rival. Despite some bold defending, Dussault left just enough space for the Van Diemen to squeeze through. With a gap to close at the top of the BRSCC standings, Dussault threw caution to the wind and snatched second place back at Duffus on the following lap. The pair was glued together for almost all of the remainder of the race, until McMullan spun at the hairpin on the final lap. He only just held on to third place by the finish line.

Up front, Mackay was unchallenged for the trophy and was delighted with the performance. "It was really good to get this done in front of all the national guys and they ran me hard," he explained.

Ken Thirlwall did enough to clinch another title in the **Scottish Mini Cooper Cup**. The first race provided some of the season's best racing with an eight-car train circulating for most of the distance. Former champion Oliver Mortimer looked set to keep his title hopes alive and led most of the race before going wide at Leslie's on the penultimate lap. Fellow protagonist Joe Tanner chased leader Thirlwall in anger but was an agonising 0.07 seconds shy at the finish line. As

if to put one hand on the trophy, Thirlwall led from lights to flag in race two. Mortimer passed Tanner for second but the race ended a lap shorter than expected.

Thirlwall, who only needed a modest score to seal the crown, found himself under pressure in the third race. Hannah Chapman sprinted from second on the grid into the lead, but Tanner snuck past after Chapman went wide at the chicane on the second lap. The race changed complexion on lap five when Thirlwall spun at Scotsman while embroiled in a battle for fifth place. Thirlwall's stress was eased when Tanner's car ground to a halt from the lead with a suspected gearbox problem. Mortimer was the immediate benefactor and he held on to win from Chapman, who scored her best result to date in second. Despite Mortimer's win, Thirlwall's eighth-place finish was enough to put the title out of reach.

Kevin Whyte and Wayne Macaulay shared the spoils in the **Fiesta** races. Standings leader George Orr slid out of the opening race but fought back valiantly in race two as nearest rival Macaulay returned to winning ways. Steven Gray drove sensibly to score enough points to seal the XR2 title with a round to go despite Jim Deans's success in both Sunday's races.



Spin cost Crocker a Saloons win

MSVR BRANDS HATCH, SEPTEMBER 12-13

Dimmack wins three-way finale to claim Radical crown

BEN DIMMACK WAS CROWNED Radical Sprint Champion after a hectic three-race finale. He led the majority of the first race as title rival Paddy McClughan struggled to get past the highly defensive Marcello Marateotto to take up the chase. He finally made it by at Dingle Dell with two laps to go before taking the lead into Paddock on the next lap, with Marateotto following through into Druids.

A third-lap clash at Westfield in the second race left Marateotto and McClughan spinning and Dimmack in front. His lead barely lasted a lap before Joe Stables charged ahead for his maiden victory. McClughan fought back to second, while Dimmack held off Marateotto for third to secure his title.

John Macleod escaped on the opening lap of the final race to record his first Radical win. Dimmack passed Elliott Goodman for second, with McClughan following him through to complete the podium.

Nicolas Vandierendonck and Archie Hamilton were double winners in the **Dutch SuperCar GT & GTB Challenge**. Henry Zumbink's Volvo S60 led the first half of race one, before team-mates Max Koebolt/Henry Caransa took charge. Having taken over the Corvette in fifth, Hamilton charged through the field to the lead. Zumbink recovered to second with Roger Grouwels/Kelvin Snoeks (Dodge Viper) third.

Zumbink led again for the first half of race two, before Koebolt and Grouwels tangled at Hawthorns in their duel for second place. In the second half, Kevin Clarke in the



The Radicals drop into Paddock

BMW Z4 was able to make a break. Hamilton caught him and went by through Paddock, but Clarke retained a clear second, with Patrick Lamster/Donald Molenaar (Porsche) third after Colin White's Ginetta GT3 pitted with a puncture.

Ruud Olij and his BMW M3 took a comfortable win in the **Supersport & Sport Challenge** opener, but after leading the first half of race two his 'success-added' pitstop proved too much. Eric van den Munckhof (BMW Z4) built up a healthy lead before a storming drive from Martin Short in the BMW M3 started by Richard Neary gave him a clear lead for the final eight minutes.

Rod Birley took his first wins on the Brands Hatch Grand Prix circuit for five years, as his Escort WRC won both **Motorsport News and Cannons Tin Tops** races. Tom Knight's BMW M3 lost an early second to Malcolm Wise (Escort Cosworth), but claimed it back around the outside at Clearways a lap later. Knight followed Birley

home again in race two, with Wise an early casualty. Alex Sidwell (Holden Commodore) ran third, but pulled off, handing the place to Ian Butler in his Ford Focus.

Rob Watkins was a double **Radical SR1** winner but it still wasn't enough to take the title away from Dave Morgan. Morgan led the first race before Watkins got by, while Peter Tyler completed the podium. Watkins and Morgan swapped the lead several times in race two, which allowed the chasers to catch them. Tyler got into second but was tapped into a late spin by Mark Richards, while Morgan snatched third on the final lap from Lewis Gee.

Matt Bell led for most of the **Radical Enduro** before handing over to Grahame Tilley. He was reeled in by Steve Burgess, who was able to take charge for the last six laps. Tilley retained second, with Scott Mansell grabbing third at Paddock from Tom Ashton with a lap to go.

● Peter Scherer

Mackay wrapped up the title in style

Finlay Crocker revelled in the wet conditions faced by the **Saloons and Sportscars** field. He shot past Garry Watson's Westfield and pulled away until half-distance when he went off at the hairpin. Two laps later, the pair diced for three corners before Crocker in his SEAT Leon pulled away for his first win of the year. In an even wetter second race, Ian Donaldson was the class of the field in his Mitsubishi as Crocker and Watson continued their fight.

David Hunter cranked up the pressure on **Legends** points leader John Paterson by taking two wins to close the gap at the head of the standings. That said, it could have been worse for Paterson, who went off at Clark while leading on the penultimate lap of the final race. Impressively, Paterson fought back to overtake a number of cars at the last corner to salvage second place.

While Shonny Paterson (Triumph TR8) took both **Classic Sports and Saloons** wins, it was Porsche 911 man Stan Bernard who was the big mover in the championship as nearest rivals Howard Gordon and Bruce Weir suffered problems.

Steven Dailly took both **BMW Compact** wins from Gary Clark. ● Jonathan Crawford



Birley dominated Tin Tops in his Escort WRC

Styrin won all three
Porsche races



CHAMBERS

CROFT, SEPTEMBER 12-13 BRSCC

Styrin boxes clever for triple

RICHARD STYRIN COMPLETED A trio of Porsche Championship victories in style at Croft. The Boxster driver always had race one under control as he led Richard Avery to the chequered flag. Behind them, Adam Southgate made third his own.

The following day, Styrin again headed Avery and Southgate in a contest that featured an early safety-car period when Garry Lawrence's Boxster hit trouble at Clervaux on the opening lap. Southgate was later excluded for a driving-standards infringement.

Styrin dominated the final encounter as Lawrence held off Avery for second place. Two class wins and a second for Adam Croft were sufficient to make him this year's 924 champion.

The highlight of the opening Mazda SuperCup event was the battle for the lead between Jonathan 'JJ' Clements and Alan Henderson. Henderson moved ahead of his rival as the race neared its conclusion.

Henderson led Clements and Jonathan Greensmith throughout the second race too, with Liam Murphy getting the better of Abbie Eaton for fourth. Henderson then made it three out of three, again ahead of Clements.

With five victories this season before Croft, Alfa Romeo championship leader Graham Seager was always the one to beat. He had race one under control in his GTV, while Clive Hodgkin, James Nicholls and Bryan Shrubbs battled to complete the top quartet. Next time out, Alfa stalwart Shrubbs finally got the better of Seager at Tower and stayed ahead to the close.

In the opening Northern Saloon & Sportscar encounter Danny Keenan (MK Indy RR) headed Peter Cook (Mitsubishi Evo 9), with Mike Cutt

completing the podium trio in his M3. The following day Keenan made the early pace before Cook swept ahead at the Jim Clark Esses, only to suffer a smoky retirement soon after. This left invitation class driver Keenan to win again, while championship regulars Cutt and Andrew Morrison battled hard for the supporting places.

Brian Chandler, fifth in the MX-5 championship pre-Croft after a troubled event at Oulton Park, this time had a weekend to remember. He held off Simon Goddard to win the opening wet race for the quicker MX-5s, and the following day in dry conditions Chandler was in total control, just as Sam Smith was untroubled in second place. Chandler then completed his hat-trick, again cruising to victory ahead of Smith.

In the first contest for the slower cars, Roger Chesneau seemed set to win until Andrew Caird moved ahead. In race two, Michael Fisk just held off Paul Bishop, leaving Richard Collins to win a multi-car scrap for third, well to the rear of the front pair. John Cockburn-Evans led Tim Penton home in an entertaining, if combative, third encounter.

The Irish Global Lights grids might have been small, but they provided plenty of action. First time out Peter Drennan led Conor May and Ivor Miller to the line. In the second race Richard Finlay outfoxed Drennan and Mark Braden after a tremendous battle.

In their final event, Drennan made the early pace before Finlay hit the front at Tower, only to rotate at the Hairpin. Drennan and Braden then had a brilliant fight for the spoils from which Braden emerged on top, with Finlay recovering to third.

● Graham Read

RESULTS

DONINGTON
BRSCC, SEPTEMBER 12-13



GINETTA GT5 CHALLENGE (8 LAPS) 1 Callum Pointon 16m09.189s (73.77mph); 2 Ollie Chadwick +1.702s; 3 Stewart Linn; 4 James Robinson; 5 Ryan Hadfield; 6 Luca Hirst. **Class winner** Rob Keogh. **Fastest lap** Hirst 1m46.940s (83.73mph). **P** Chadwick. **S 31. RACE 2 (12 LAPS)** 1 Pointon 21m31.911s (83.06mph); 2 Chadwick +0.482s; 3 Hadfield; 4 James Kellett; 5 Linn; 6 Robinson. **CW** Keogh. **FL** Chadwick 1m45.486s (84.88mph). **P** Chadwick. **S 30. RACE 3 (7 LAPS)** 1 Hadfield 15m35.908s (66.82mph); 2 Pointon; 3 Kellett; 4 Linn; 5 Robinson; 6 Hirst. **CW** Ben Hyland. **P** Pointon. **S 29. GINETTA RACING DRIVERS' CLUB (8 LAPS)** 1 Richard Evans 16m17.315s (73.15mph); 2 Adrian Campbell-Smith +0.265s; 3 Richard Elliker; 4 Andrew Long; 5 Mike Jarvis; 6 Peter Digby. **FL** Richard Smith 1m58.776s (75.38mph). **P** Campbell-Smith. **S 17. RACE 2 (8 LAPS)** 1 Evans 15m54.800s (74.88mph); 2 Jarvis +3.101s; 3 Elliker; 4 Smith; 5 Paul Oliphant; 6 Garstang. **FL** Smith 1m57.150s (76.43mph). **P** Evans. **S 16. FORMULA JEDI (9 LAPS)** 1 Ben Hingeley 15m55.694s (84.18mph); 2 Lee Morgan +2.921s; 3 Dan Clowes; 4 Paul Butcher; 5 Michael Watton; 6 Richard Gittings. **FL** Hingeley 1m29.737s (99.78mph). **P** Hingeley. **S 17. RACE 2 (10 LAPS)** 1 Morgan 15m04.871s (98.80mph); 2 Hingeley +0.494s; 3 Clowes; 4 Robert Sayell; 5 Jason Dixon; 6 Richard Moorcroft. **FL** Hingeley 1m29.577s (99.96mph). **P** Hingeley. **S 14. MILLTET SPORT VOLKSWAGEN RACING CUP (11 LAPS)** 1 Michael Epps (Golf) 20m48.681s (78.77mph); 2 Phil House (Scirocco) +1.344s; 3 Howard Fuller (Golf); 4 Lucas Orrock (Scirocco); 5 Joe Fulbrook (Golf); 6 Simon Rudd (Golf). **FL** Jack Walker-Tully (Scirocco) 1m43.985s (86.11mph). **P** Aaron Mason (Scirocco). **S 26. RACE 2 (23 LAPS)** 1 Epps 40m21.704s (84.98mph); 2 Rudd +0.596s; 3 Robert Barrable (Golf); 4 Fuller; 5 Bobby Thompson (Golf); 6 Orrock. **FL** Barrable 1m43.907s (86.17mph). **P** Rudd. **S 26.**

SILVERSTONE
MSVR, SEPTEMBER 12-13



F3 CUP (8 LAPS) 1 Zach Claman DeMelo (Dallara F308) 15m39.130s (112.25mph); 2 Hywel Lloyd (Dallara F311) +3.992s; 3 Louis Hamilton-Smith (Dallara F306); 4 Aaron Steele (Dallara F307); 5 Stuart Wiltshire (Dallara F308); 6 Jacopo Sebastiani (Dallara F311). **CW** Lloyd; **Adrian Holey** (Dallara F300). **FL** Claman DeMelo 1m55.292s (114.29mph). **P** Claman DeMelo. **S 12. RACE 2 (8 LAPS)** 1 Claman DeMelo 15m32.265s (113.08mph); 2 Steele +18.981s; 3 Hamilton-Smith; 4 Wiltshire; 5 Tony Bishop (Dallara F310); 6 Daniel Tapinos (Dallara F311). **CW** Steele; **Holey**. **FL** Claman DeMelo 1m55.234s (114.35mph) **RECORD**. **P** Claman DeMelo. **S 12. RACE 3 (10 LAPS)** 1 Claman DeMelo 21m30.733s (102.09mph); 2 Hamilton-Smith +11.033s; 3 Lloyd; 4 Steele; 5 Wiltshire; 6 Sebastiani. **CW** Hamilton-Smith; **Holey**. **FL** Claman DeMelo 1m56.448s (113.16mph). **P** Claman DeMelo. **S 12. FF1600 SUPERSERIES (7 LAPS)** 1 Joey Foster (Ray GR08) 16m34.231s (92.77mph); 2 Oliver White (Van Diemen RFO1) +0.918s; 3 Stuart Gough (Van Diemen RF92); 4 Luke Williams (Ray GR13); 5 Douglas Crosbie (Van Diemen RFO0); 6 Andy Charsley (Ray GR15). **FL** Foster 2m19.517s (94.45mph). **P** White. **S 13. NEW MILLENNIUM, MODERN CLASSICS AND PUMA CUP (16 LAPS)** 1 David Marcussen (BMW M3 Evo E36) 40m38.621s (86.56mph); 2 Barry O'Neill/Andrew Szymanski (BMW M3 Evo E36) +3.856s; 3 Darren Fielding (BMW M3 Evo E36); 4 Thomas Houlbrook (BMW M3 Evo E36); 5 Mark Chilton (Porsche 928 S4); 6 Tim Davis (TVR Tuscan). **CW** Davis; **Paul Mensley** (Ford Focus); **John Saunders/Matt Spark** (Ginetta G40); **Alan Broad/James**

Broad (Porsche Boxster S); **Gary Jones** (Porsche 944 S2); **Alan Thompson** (BMW 328); **Andy Napier** (Lotus Elise S1); **Roger Hayes/Richard Hayes** (Toyota Celica GT4 T); **Mike Marais/Clinton Compaan** (SEAT Leon T); **Lisa Selby/Toby Harris** (Ford Puma); **James Clare** (Ford Puma); **Gary Wardle** (Ginetta G50). **FL** Charles Hyde-Andrews-Bird (BMW M3) 2m23.839s (91.61mph). **P** Houlbrook. **S 57. MONO GP (7 LAPS)** 1 Cian Carey (Formula Renault) 15m22.288s (100.01mph); 2 Russ Giles (Dallara F398) +3.243s; 3 Mike Hatton (Dallara F301); 4 Kevin McLurg (Dallara F399); 5 Mark Smith (Dallara F395); 6 Kevin Couling (Tatuus-Renault RC97). **FL** McLurg 2m09.377s (101.85mph). **P** Carey. **S 8. RACE 2 (8 LAPS)** 1 Carey 17m11.252s (102.22mph); 2 Smith +1m29.295s; 3 Couling; 4 Stuart Gough (Van Diemen RF92); 5 Steven Connor (Van Diemen RF82); 6 other finishers. **FL** Carey 2m06.487s (104.18mph). **P** Carey. **S 8.**

SPORTS 2000 (14 LAPS) 1 Patrick Sherrington (MCR) 30m54.826s (99.46mph); 2 Michael Gibbins (MCR) +1.811s; 3 Tom Stoten (Gunn TS11); 4 Paul Martin (MCR); 5 Paul Streat (MCR); 6 Tony Halliwell (Gunn TS11). **CW** Martin; **Colin Peach** (Van Diemen RF502); **Peter Needham** (Tiga SC80). **FL** Sherrington 2m10.436s (101.02mph). **P** Sherrington. **S 28.**

LOTUS CUP UK & ELISE TROPHY (25 LAPS) 1 Alex Reed (Exige V6 CupR) 1h02m11.831s (88.27mph); 2 Adam Knight (Exige V6 CupR) +8.024s; 3 Marcus Jewell (2-Elven); 4 Ken Savage (2-Elven); 5 Philip Britten/Ryan Hooker (Exige V6 CupR); 6 Adrian Hall (Exige S1 NA Honda). **CW** Jewell; **Hall**; **James Little/Andrew Bentley** (Elise Cup R). **FL** Reed 2m19.588s (94.40mph). **P** Reed. **S 35.**

ENDURANCE RACING SERIES (60 LAPS) 1 Paul Donkin/Stewart Drewell (Atom Cup) 2h30m50.815s (87.35mph); 2 Marc Mercer/David Mercer (Atom Cup) +26.060s; 3 Russell Munns/Gus Desbarats/Stewart Lyddall (Atom Cup); 4 Justin Cars/Eddie Coombes/Lee Cunningham (Atom Cup); 5 Luke Wright/Andrew Magy (Mini Cooper S); 6 Michael Smith (SEAT Supercopa). **CW** Wright/Magy; **Smith**; **Phil Knibb/Andrew Rath** (Radical SR3). **FL** M Mercer 2m19.722s (94.31mph). **P** Knibb/Rath. **S 8.**

ATOM CUP (9 LAPS) 1 Marc Mercer 22m00.225s (89.83mph); 2 Lee Cunningham +0.528s; 3 Paul Donkin; 4 Gus Desbarats; 5 Eddie Coombes; 6 Justin Cars. **FL** Mercer 2m24.773s (91.02mph). **P** Donkin. **S 6. RACE 2 (9 LAPS)** 1 Mercer 22m03.701s (89.59mph); 2 Donkin +0.253s; 3 Cunningham; 4 Desbarats; 5 Coombes; 6 Cars. **FL** Mercer 2m25.165s (90.77mph). **P** Donkin. **S 6.**

OULTON PARK
MGCC, SEPTEMBER 12



PORSCHE CLUB (13 LAPS) 1 Mike Johnson (996 C2) 26m39.451s (78.76mph); 2 Craig Wilkins (996) +3.200s; 3 Chris Dyer (Cayman S); 4 Kevin Harrison (996); 5 Karim Moudi (996 Carrera); 6 Jonathan Evans (Boxster S). **CW** Evans; **John Gilmore** (944 S2). **FL** Peter Morris (996 C2) 2m00.968s (80.10mph). **P** Morris. **S 19. RACE 2 (13 LAPS)** 1 Harrison 24m37.140s (85.28mph); 2 Johnson 0.478s; 3 Mark McAleer (996 C2); 4 Morris; 5 Moudi; 6 Wilkins. **CW** Steve Cheetham (Boxster S); **Gilmore**. **FL** McAleer 1m52.275s (86.30mph). **P** Morris. **S 16. MG TROPHY (9 LAPS)** 1 Cody Hill (ZR 190) 18m29.672s (78.59mph); 2 Colin Robertson (ZR 190) +2.908s; 3 Graham Ross (ZR 190); 4 Jason Burgess (ZR 190); 5 Jake Fraser-Burns (ZR 190); 6 Rob Perkins (ZR 190). **CW** Daniel Molloy (ZR 170); **John Gil** (ZR 160). **FL** Hill 2m01.174s (79.97mph). **P** Hill. **S 29. RACE 2 (10 LAPS)** 1 Robertson 19m48.956s (81.50mph); 2 Ross +0.319s; 3 Burgess; 4 Hill; 5 Fraser-Burns; 6 Paul Luti (ZR 170). **CW** Luti; **Gil**. **FL** Robertson 1m57.057s (82.78mph). **P** Hill. **S 27. MG MIDGET & SPRITES (10 LAPS)** 1 Paul Sibley (Midget) 21m39.688s (74.55mph); 2 James Dunkley (Midget) +17.867s; 3 Andy Southcott (Midget); 4 Stephen

Foster (55), Williams (95) and
White (94) do battle in FF1600



WALKER

ROUND-UP

Watkins (Midget); 5 Richard Wildman (Midget); 6 Chris Southcott (Midget). **CW** A Southcott; John Bridge (Austin Healey Sprite); Ian Burgin (Austin Healey Sprite Mk1); Kim Dear (MG Midget). **FL** Dunkley 2m03.703s (78.33mph). **P** Sibley. **S** 15.

MGBCV8S (11 LAPS) 1 James Wheeler (GT V8) 21m28.927s (82.70mph); 2 Ian Prior (GT V8) +0.321s; 3 Russell McCarthy (GT V8); 4 Rob Spencer (GT V8); 5 Spencer McCarthy (GT V8); 6 Ken Deamer (GT V8). **CW** Deamer; Babak Farsian (B Roadster); Bob Luff (B Roadster). **FL** R McCarthy 1m53.757s (85.18mph). **P** Wheeler. **S** 22.

MORGAN CHALLENGE (16 LAPS) 1 Tom Andrew (Aero 8) 31m51.564s (81.10mph); 2 Elliot Paterson (Roadster) +9.809s; 3 Russell Paterson (ARV6); 4 Simon Orebi Gann (Roadster); 5 Tony Hirst (ARV6); 6 Tim Parsons (+4 SuperSports). **CW** E Paterson; Henry Williams (4/4); Tim Ayres (+8). **FL** Andrew 1m57.355s (82.57mph). **P** Andrew. **S** 23.

MG METRO CUP (10 LAPS) 1 Tom Sanderson (Rover Metro GTI) 20m47.573s (77.67mph); 2 Ben Rushworth (Rover 100) +14.942s; 3 Dick Trevett (Metro Turbo); 4 Jack Ashton (Rover Metro GTI); 5 Mike Williams (Rover Metro); 6 Tony Howe (Metro Turbo). **CW** Mark Eales (Rover Metro). **FL** Sanderson 2m03.349s (78.56mph). **P** Williams. **S** 23.

COCKSHOOT CUP (10 LAPS) 1 Gary Wetton (MG ZR 190) 20m38.096s (78.26mph); 2 Howard Hunt (MG ZS) +9.630s; 3 Philip Standish (MG TF LE 500); 4 Ashley Woodward (MG ZS 180); 5 Carl Chadwick (MG Midget); 6 Ray Collier (MG ZR). **CW** Chadwick; Jeremy Toes (MG Midget); Volker Eickmeyer (MGF VVC). **FL** Wetton 2m01.540s (79.73mph). **P** Collier. **S** 27.

THOROUGHBREED SPORTSCARS (6 LAPS) 1 Spencer McCarthy (MGB GT V8) 11m37.265s (83.38mph); 2 Neil Fowler (MGB GT V8) +1.031s; 3 Rob Spencer (MGB GT V8); 4 Ian Prior (MGB GT V8); 5 Russell Paterson (Morgan ARV6); 6 Elliot Paterson (Morgan Roadster). **CW** E Paterson; Peter Samuels (MGB Roadster); Kathy Sherry (Morgan +8). **FL** Spencer 1m54.160s (84.88mph). **P** McCarthy. **S** 18.

KNOCKHILL SMRC, SEPTEMBER 13



SCOTTISH & BRSCC FF1600 (10 LAPS) 1 Adam Mackay (Ray GR14) 10m13.442s (74.348mph); 2 Patrick Dussault (Ray GR14) +1.837s; 3 Jonathan McMullan (Van Diemen LA10); 4 Neil MacLennan (Ray GR09); 5 David McArthur (Van Diemen LA10); 6 Jordan Gronkowski (Van Diemen JL012K). **CW** Jamie Jardine (Reynard 84FF); Matthew Chisholm (Van Diemen RF92). **FL** McMullan 1m00.144s (75.832mph). **P** Mackay. **S** 25. **RACE 2 (10 LAPS) 1 Mackay 10m28.554s (72.561mph);** 2 Dussault +2.440s; 3 McMullan; 4 MacLennan; 5 Thomas Cappelzone (Swift SC10); 6 Tom McArthur (Van Diemen LA10). **CW** Jardine; Chisholm. **FL** McMullan 1m01.708s (73.910mph). **P** Mackay. **S** 25. **RACE 3 (10 LAPS) 1 Mackay 10m31.959s (72.170mph);** 2 MacLennan +2.436s; 3 Jamie Thorburn (Ray GR15); 4 Sebastian Melrose (Ray GR14); 5 Gronkowski; 6 Chisholm. **CW** Chisholm. **FL** Mackay 1m01.769s (73.837mph). **P** Mackay. **S** 15.

SCOTTISH MINIS (8 LAPS) 1 Kenneth Thirlwall 8m34.578s (70.906mph); 2 Joe Tanner +0.070s; 3 Kyle Reid; 4 Paul Bell; 5 Oliver Mortimer; 6 Hannah Chapman. **FL** Thirlwall 1m03.112s (72.266mph). **P** Mortimer. **S** 21. **RACE 2 (6 LAPS) 1 Thirlwall 6m53.377s (66.199mph);** 2 Mortimer +0.427s; 3 Tanner; 4 Reid; 5 Lewis Carter; 6 Bell. **FL** Tanner 1m07.448s (67.620mph). **P** Thirlwall. **S** 21. **RACE 3 (8 LAPS) 1 Mortimer 9m09.662s (66.380mph);** 2 Chapman +4.032s; 3 Reid; 4 Carter; 5 Morgan Murray; 6 Bell. **FL** Mortimer 1m06.962s (68.111mph). **P** Murray. **S** 21.

SCOTTISH CLASSICS (8 LAPS) 1 Shonny Paterson (Triumph TR8) 10m52.514s (62.907mph); 2 Stan Bernard (Porsche 911) +0.675s; 3 Harry Simpson (Ginetta G4R); 4 Keiron Baillie (Lotus 7); 5 Jimmy Crow (Ford Escort); 6 John Kimmond (Triumph TR8). **CW** Bernard; Simpson; Baillie; Crow. **FL** Baillie 1m04.720s (70.470mph). **P** Baillie. **S** 9. **RACE 2 (10 LAPS) 1 Paterson 11m15.372s (67.531mph);** 2 Bernard +2.942s; 3 Baillie; 4 Simpson; 5 Crow; 6 Kimmond. **CW** Bernard; Baillie; Crow; Howard Gordon (MG Midget). **FL** Paterson 1m06.316s (68.774mph). **P** Paterson. **S** 10.

SCOTTISH FIESTAS (10 LAPS) 1 Kevin Whyte (ST) 10m38.341s (71.448mph); 2 Wayne Macaulay (ST) +4.075s; 3 John Balfour (ST); 4 Peter Cruickshank (ST); 5 Russell Morgan (ST); 6 Steven Ward (ST). **CW** Jim Deans (XR2). **FL** Chris Milford (ST) 1m02.976s (72.422mph). **P** Whyte. **S** 18. **RACE 2 (10 LAPS) 1 Macaulay 11m19.328s (67.138mph);** 2 George Orr (ST) +4.024s; 3 Whyte; 4 Balfour; 5 Cruickshank; 6 Morgan. **CW** Deans.



The Dutch Supercar Challenge hit Brands

FL Orr 1m06.643s (68.437mph). **P** Whyte. **S** 18. **SCOTTISH LEGENDS (7 LAPS) 1 David Hunter 7m17.646s (72.949mph);** 2 John Paterson +3.045s; 3 Alan Freeland; 4 Ivor Greenwood; 5 Ben Mason; 6 Warren Allan. **FL** Hunter 1m00.790s (75.026mph). **P** Greenwood. **S** 15. **RACE 2 (7 LAPS) 1 Paterson 8m11.517s (64.954mph);** 2 Hunter +5.023s; 3 Mason; 4 Steven McGill; 5 Freeland; 6 Allan. **FL** Paterson 1m08.057s (67.015mph). **P** Scott Hynds. **S** 15. **FINAL (10 LAPS) 1 Hunter 14m34.919s (57.342mph);** 2 Paterson +4.315s; 3 Mason; 4 Stewart Black; 5 McGill; 6 Andrew Dunn. **FL** Paterson 1m07.972s (67.099mph). **P** Black. **S** 14.

SCOTTISH BMW COMPACT CUP (13 LAPS) 1 Steven Daily 16m39.368s (59.328mph); 2 Gary Clark +1.815s; 3 Greig Sutherland; 4 Andrew Winchester; 5 David McNaughton; 6 Cliff Harper. **FL** Daily 1m03.835s (71.447mph). **P** Clark. **S** 31. **RACE 2 (10 LAPS) 1 Daily 11m34.596s (65.662mph);** 2 Clark +1.860s; 3 Winchester; 4 Sutherland; 5 Harper; 6 Calum King. **FL** Sutherland 1m08.105s (66.968mph). **P** Daily. **S** 30.

SCOTTISH SALOONS AND SPORTSCARS (10 LAPS) 1 Finlay Crocker (SEAT Leon Eurocup) 10m15.919s (74.049mph); 2 Garry Watson (Westfield) +6.536s; 3 Ian Donaldson (Mitsubishi Evo); 4 Andrew Mackie (Mitsubishi Evo); 5 Thomson McIntyre (Subaru Impreza); 6 Barry Forbes (SEAT Ibiza Cupra). **CW** Donaldson; Mackie; Iain Sinclair (Westfield); Michael Kelly (Mazda MX5). **FL** Crocker 59.129s (77.134mph). **P** Watson. **S** 19. **RACE 2 (10 LAPS) 1 Donaldson 9m36.297s (79.140mph);** 2 Crocker +23.953s; 3 Watson; 4 Fiona Kindness (Subaru Impreza); 5 Adam Kindness (Subaru Impreza); 6 Mackie. **CW** Crocker; Watson; Mackie; Roddie Paterson (Caterham); Kelly. **FL** Donaldson 56.709s (80.425mph). **P** Crocker. **S** 19.

BRANDS HATCH MSVR, SEPTEMBER 12-13



RADICAL SPRINT (13 LAPS) 1 Paddy McClughan (SR3 RS) 20m57.374s (90.56mph); 2 Marcello Marateotto (SR3 RSX) +2.649s; 3 Ben Dimmack; 4 Marateotto; 5 Brian Murphy (SR3 RSX); 6 Joe Stables (PR6); 6 Chris Car (SR3 RSX). **CW** Stables; Peter Tyler (SR1). **FL** McClughan 1m27.006s (100.68mph). **P** McClughan. **S** 27.

RACE 2 (14 LAPS) 1 Stables 20m46.570s (98.38mph); 2 McClughan +1.204s; 3 Dimmack; 4 Marateotto; 5 Martin Verity (SR3 RSX); 6 Euan Mackay (SR3 RSX). **CW** McClughan; Barry Liversidge (SR1). **FL** McClughan 1m26.506s (101.26mph). **P** McClughan. **S** 25. **RACE 3 (10 LAPS) 1 John Macleod (SR3 RSX) 15m02.011s (97.111mph);** 2 Dimmack +8.556s; 3 McClughan; 4 Brian Caudwell (SR3 RSX); 5 Elliot Goodman (SR3 RS); 6 Murphy. **CW** Simon Garmston (PR6); Tyler. **FL** Stables 1m28.375s (99.125mph). **P** Goodman. **S** 25.

DUTCH SUPERCAR/SUPER GT & GTB (37 LAPS) 1 Nicolas Vandierendonck/Archie Hamilton (Corvette ZRI GTE) 1h00m57.995s (88.60mph); 2 Henry Zumbink (Volvo S60 V8) +5.612s; 3 Roger Grouwels/Kelvin Snoeks (Dodge Viper GT3-R); 4 Kevin Clarke (BMW Z4 GT3); 5 Max Koebolt/Wesley Caransa (Volvo S60 V8); 6 Colin White (Ginetta GT3). **CW** Daniel McKay/Tom Bradshaw (Porsche 991 GT3). **FL** Snoeks 1m26.510s (101.25mph). **P** Grouwels/Snoeks. **S** 20. **RACE 2 (36 LAPS) 1 Vandierendonck/Hamilton 1h00m45.132s (86.51mph);** 2 Clarke +25.018s; 3 Patrick Lamster/Donald Molenaar (Porsche 997 GT3); 4 Milan Dontje/Ferdinand Kool (Corvette GT4); 5 Simon Atkinson (Dodge Viper); 6 McKay/Bradshaw. **CW** Lamster/Molenaar. **FL** Snoeks 1m25.816s (102.07mph). **P** Grouwels/Snoeks. **S** 19.

DUTCH SUPERCAR/SUPERSPORT & SPORT (37 LAPS) 1 Ruud Olij (BMW E92 M3) 1h00m21.186s (89.50mph); 2 Bob Herber (Mercedes C63) +22.355s; 3 Michael Verhagen/



Radical McClughan kicks up the gravel

Fred Cavanagh (BMW E46 GTR); 4 Philippe Bonneel/Bas Schouten (BMW M3 E92); 5 Koen Bogaerts/Pieter van Soelen (BMW M3 E90); 6 Luuk van Loon/Jan van der Kool (Lotus Exige). **CW** Wiebe Wytzes (Renault Clio). **FL** Verhagen 1m33.716s (93.477mph). **P** Herber. **S** 24. **RACE 2 (37 LAPS) 1 Richard Neary/Martin Short (BMW M3 V8) 1h00m10.833s (89.76mph);** 2 Eric van den Munkhof (BMW Z4) +10.734s; 3 Dennis de Groot/Marth de Graf (BMW 132 GT); 4 Bogaerts/van Soelen; 5 van Loon/van der Kool; 6 Olij. **CW** Wytzes. **FL** Short 1m32.687s (94.50mph). **P** Herber. **S** 23.

MOTORSPORT NEWS SALOONS & CANNONS TIN TOPS (9 LAPS) 1 Rod Birley (Ford Escort WRC) 15m04.611s (87.15mph); 2 Tom Knight (BMW E36 M3) +1.976s; 3 Malcolm Wise (Ford Escort Cosworth); 4 Alex Sidwell (Holden Commodore); 5 Ian Butler (Ford Focus); 6 Daniel Cowan (Ford Sierra Cosworth). **CW** Knight; Matthew Turner (BMW M3); Bill Richards (Mini Clubman); Gary Cole (Citroen BX); Barnaby Davies (Toyota Starlet GT); Chris Bassett (Peugeot 205 GTI); Mikey Day (Citroen Saxo); Daniel Adams (Proton Satria). **FL** Birley 1m37.821s (89.54mph). **P** Birley. **S** 39. **RACE 2 (9 LAPS) 1 Birley 15m02.051s (87.39mph);** 2 Knight +3.702s; 3 Butler; 4 Gavin Thomson (Peugeot 205 GTI); 5 Cowan; 6 Turner. **CW** Knight; Thomson; Richards; Cole; Tom Bridger (Rover 220 Turbo); Bassett; Ryan Steel (Citroen Saxo); Cliff Pellin (Ford Fiesta ST150). **FL** Birley 1m37.650s (89.70mph). **P** Birley. **S** 38.

RADICAL R1 CUP (13 LAPS) 1 Rob Watkins 21m06.207s (89.93mph); 2 Dave Morgan +0.738s; 3 Peter Tyler; 4 Mark Richards; 5 Rob Ellice; 6 Andy Chittenden. **FL** Richards 1m35.730s (91.50mph). **P** Morgan. **S** 14. **RACE 2 (12 LAPS) 1 Watkins 20m43.988s (84.50mph);** 2 Richards +2.709s; 3 Morgan; 4 Lewis Gee; 5 Chittenden; 6 Tyler. **FL** Watkins 1m35.647s (91.58mph). **P** Watkins. **S** 13.

RADICAL ENDURO (61 LAPS) 1 Steve Burgess (SR3 RS) 1h30m31.342s (98.38mph); 2 Matt Bell/Grahame Tilley (SR3 RSX) +11.654s; 3 Scott Mansell (SR3 RSX); 4 Marcello Marateotto/Tom Ashton (SR3 RSX); 5 Martin Verity/Austin Kinsella (SR3 RSX); 6 Nick Jones/Scott Malvern (SR3 RSX). **FL** Malvern 1m25.102s (102.93mph). **P** Jones/Malvern. **S** 11.

CROFT BRSCC, SEPTEMBER 12-13



PORSCHEs (11 LAPS) 1 Richard Styryn (Boxster) 19m46.940s (70.89mph); 2 Richard Avery (Boxster) +1.818s; 3 Adam Southgate (Boxster S 986); 4 Garry Lawrence (Boxster); 5 Ed Hayes (Boxster); 6 Philip Grayson (Boxster). **CW** Adam Croft (924). **FL** Avery 1m44.649s (73.10mph). **P** Styryn. **S** 13. **RACE 2 (11 LAPS) 1 Styryn 20m58.479s (66.86mph);** 2 Avery +1.942s; 3 Angus Archer (Boxster); 4 Hayes; 5 Nizar El-Chamaa (924); 6 Croft. **CW** El-Chamaa. **FL** Styryn 1m36.302s (79.43mph). **P** Styryn. **S** 13. **RACE 3 (13 LAPS) 1 Styryn 21m22.883s (77.52mph);** 2 Lawrence +3.403s; 3 Avery; 4 Nick Hull

(Boxster 987); 5 Archer; 6 Southgate. **CW** Croft. **FL** Styryn 1m36.752s (79.06mph). **P** Hayes. **S** 13. **ALFA ROMEO (10 LAPS) 1 Graham Seager (GTV) 20m31.660s (62.111mph);** 2 Clive Hodgkin (156 GTA) +6.679s; 3 James Nicholls (147); 4 Bryan Shrubbs (33 1.9 16v); 5 Paul Plant (156); 6 Simon Cresswell (156). **CW** Hodgkin; Plant. **FL** Shrubbs 1m37.981s (78.07mph). **P** Roger McMahon (147 Cup Car). **S** 21. **RACE 2 (13 LAPS) 1 Shrubbs 21m24.839s (77.40mph);** 2 Seager +3.660s; 3 Nicholls; 4 McMahon; 5 Hodgkin; 6 Plant. **CW** Hodgkin; Plant. **FL** Shrubbs 1m36.427s (79.33mph). **P** Seager. **S** 20.

MAZDA MX-5 SUPERCUP (12 LAPS) 1 Alan Henderson 20m32.827s (74.466mph); 2 Jonathan (JJ) Clements +0.816s; 3 Jonathan Greensmith; 4 Paul Sheard; 5 Abbie Eaton; 6 Liam Murphy. **FL** Henderson 1m40.559s (76.07mph). **P** Clements. **S** 17. **RACE 2 (12 LAPS) 1 Henderson 19m53.070s (76.94mph);** 2 Clements +9.493s; 3 Greensmith; 4 Murphy; 5 Eaton; 6 Sheard. **FL** Henderson 1m38.630s (77.56mph). **P** Henderson. **S** 17. **RACE 3 (12 LAPS) 1 Henderson 19m49.934s (77.141mph);** 2 Clements +13.516s; 3 Murphy; 4 Greensmith; 5 Eaton; 6 Jack Harding. **FL** Henderson 1m38.264s (77.85mph). **P** Henderson. **S** 17.

MAZDA MX-5 RACE 1A (9 LAPS) 1 Brian Chandler 19m53.608s (57.68mph); 2 Simon Goddard +0.359s; 3 Euan Milne; 4 Sam Smith; 5 Simon Baldwin; 6 Martin Tolley. **FL** Goddard 1m54.344s (66.90mph). **P** Chandler. **S** 22. **RACE 2A (12 LAPS) 1 Chandler 20m36.375s (74.25mph);** 2 Smith +6.207s; 3 Darron Lewis; 4 Ben Tuck; 5 Tolley; 6 Goddard. **FL** Chandler 1m42.219s (74.84mph). **P** Chandler. **S** 22. **RACE 3A (12 LAPS) 1 Chandler 20m50.120s (73.431mph);** 2 Smith +4.535s; 3 Tolley; 4 Goddard; 5 Tuck; 6 Milne. **FL** Chandler 1m42.562s (74.58mph). **P** Chandler. **S** 22. **RACE 1B (9 LAPS) 1 Andrew Caird 20m10.816s (56.86mph);** 2 Roger Chesneau +3.270s; 3 Christian Young; 4 Patrick Collins; 5 John Cockburn-Evans; 6 Richard Collins. **FL** Caird 2m01.048s (63.19mph). **P** Michael Close. **S** 22. **RACE 2B (12 LAPS) 1 Michael Fisk 21m01.732s (72.75mph);** 2 Paul Bishop +0.184s; 3 Richard Collins; 4 Adam Craig; 5 Harry Deane; 6 Matthew Tasker. **FL** Bishop 1m43.106s (74.19mph). **P** Craig. **S** 22. **RACE 3B (12 LAPS) 1 Cockburn-Evans 21m32.376s (71.03mph);** 2 Tim Penton +0.549s; 3 Close; 4 Russ Lindsay; 5 Courtney Milnes; 6 Bryn Griffiths. **FL** Milnes 1m44.802s (72.99mph). **P** Caird. **S** 21.

NORTHERN SALOON & SPORTSCARS (10 LAPS) 1 Danny Keenan (MK Indy RR) 16m31.204s (77.17mph); 2 Peter Cook (Mitsubishi Evo 9) +1.261s; 3 Mike Cutt (BMW M3); 4 Andrew Morrison (SEAT Leon Cupra); 5 Kirk Armitage (BMW M3); 6 Neil Claxton (Suzuki SC 100). **CW** Armitage; Claxton; Antony Wilson (Austin Metro); David Cox (Peugeot 205GTI); Daniel McKay (Ford Fiesta RS 1600); Ian Humpish (VW Beetle RSi); Mark Lebourne (Westfield FW); Neil Finnigham (Caterham). **FL** Armitage 1m36.847s (78.99mph). **P** Cutt. **S** 29. **RACE 2 (11 LAPS) 1 Keenan 16m54.472s (82.95mph);** 2 Cutt +3.842s; 3 Morrison; 4 Andrew Wilson (Holden Monaro); 5 Neil Gregory (Lotus S1 Exige); 6 Armitage. **CW** Armitage; Claxton; Antony Wilson; Lebourne; David Botterill (Porsche 944 Turbo); Cox; Finningham; McKay. **FL** Cook 1m30.486s (84.54mph). **P** Cutt. **S** 29.

IRISH GLOBAL LIGHTS (8 LAPS) 1 Peter Drennan 15m14.211s (66.94mph); 2 Conor May +1.644s; 3 Ivor Miller; 4 Mark Braden; 5 Michael Conway; 6 Richard Finlay. **FL** Drennan 1m50.701s (69.10mph). **P** John Murphy. **S** 8. **RACE 2 (10 LAPS) 1 Finlay 16m13.049s (78.611mph);** 2 Drennan +0.025s; 3 Braden; 4 Conway; 5 Miller; 6 May. **FL** Drennan 1m34.224s (81.19mph). **P** Drennan. **S** 8. **RACE 3 (10 LAPS) 1 Braden 15m58.892s (79.78mph);** 2 Drennan +0.593s; 3 Finlay; 4 Miller; 5 May; 6 Murphy. **FL** Finlay 1m34.255s (81.16mph). **P** Finlay. **S** 8.

Why Caterham racing deserves credit not criticism

A ladder of racing like no other makes the British marque a key player in national motorsport.

BEN ANDERSON sampled the top rung at Silverstone

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Caterham racing gets a bad reception among some motorsport observers. Critics argue that overtaking is 'too easy' and thus the majority of races 'mean nothing until the last lap'. Well, I'm here to tell those critics they are wrong.

This stigma stems from the fact that Caterhams rank among the most aerodynamically inefficient racing cars around, which dramatically amplifies the effect of slipstreaming and creates an impression that overtaking is simple – perhaps too simple.

But this analysis grossly underestimates the challenge of racing these machines. While it's true that the enhanced slipstream effect of following another car allows one driver to slingshot past, this does not render meaningless the lap-after-lap, wheel-to-wheel racing that typifies Caterham thrashes around the country.

This style of racing is actually very challenging. You will often find braking zones contested by multiple machines, sometimes

three or four abreast, because the slipstream effect multiplies depending on how many cars are following one another closely. To execute passing moves, or defend against them, requires precise judgement.

The driver also needs to be tactically astute, knowing precisely when to give up places or push to take them, depending on the sequence of corners that follows a particular straight, and how many laps of the race remain.

This is something AUTOSPORT found out first hand when it competed in the R300 Superlight Championship on the Silverstone Grand Prix Circuit. One second I was completing a double pass around the outside at Stowe and running in the top six; the next I was finding myself swamped by rivals running either side after I put two wheels slightly off line at the exit of Luffield, dumping me to the lower reaches of the top 10.

The line between heroism and zeroism was incredibly fine.

Moreover, success in Caterhams is actually more difficult to achieve than in many other categories, because every driver must use *exactly* the same equipment. Mark Donohue's 'unfair advantage' is not available to industrious competitors in this category...

This is true of all of Caterham Motorsport's series, of which the Superlight R300 Championship sits at the top of its much-vaunted





Racing requires astute tactics and judgement

racing ladder, designed to introduce new drivers into motorsport and retain their involvement.

The R300 Championship (inaugurated in 2009) is a significant step up in price compared to other series on the ladder, simply because it's the only one of the five rungs to use an entirely bespoke technical package: chassis, engine, gearbox, suspension and tyres.

It costs around £40,000 plus VAT to buy



DPR PROVES ITSELF ON AND OFF THE TRACK

I first came across Derrick and David Rowe's family 'DPR' team when Caterham first launched the R300 Superlight in 2009.

DPR looked after me very well when I raced one on the old Silverstone GP Circuit (remember Abbey and Priory?!), but I never got to see the team tested by trying circumstances.

It was a totally smooth event, as I recall, and we all know that you only really see someone's true mettle when things go awry...

I'm happy to say that DPR passed that test with flying colours during AUTOSPORT's return to the R300 championship at Silverstone.

Rowe Jr, who manages the team 'front of

house' these days, rapidly rebuilt the spare differential on my car (fitted after a crack was discovered on the original in testing) upon discovering it was actually for a Supersport rather than my Superlight (they look identical from the outside), remaining unflustered all the while.

TOCA regulars Team Parker Racing and Stancombe Vehicle Engineering both run in R300 Superlights. DPR undoubtedly has a lower profile, but the fact that it runs four of the top six drivers in the series demonstrates it is nevertheless made of the right stuff.

Rowe's efforts on my behalf (resulting in a ninth and 10th place) were yet further proof.

a new car. Then you'll need a running budget, which ranges from a 'bare minimum' £12,000 to approaching £40,000, depending on testing/support/insurance/damage/who you talk to. 'Arrive-and-drive' packages are available for around £5000 per weekend (excluding your entry fee).

That means it's not attainable to all who set out on a journey that begins in the Caterham Academy, and allows the same basic car to be modified to compete in the Roadsport, Tracksport and Supersport series. But R300s is a place where many drivers who climb the ladder come together to compete at national level.

In fact, more than 75 per cent of the 22 drivers AUTOSPORT competed with at May's British GT meeting had done some other form of Caterham racing prior to arriving in R300s, with the majority having started in the Academy.

There is no doubt that the R300 Championship lies at the serious end of UK motorsport categories. Nearly all drivers run with full team support. There are one or two plucky privateers, but they are rare.

Championship leader David Robinson, 26, a successful national kart racer who has climbed

Caterham's ladder since graduating to cars in 2011, is the most successful 'lad-and-dad' entry on the grid. But even he still runs under the DPR team awning and admits the Supersport series is the last rung of the ladder where drivers can realistically run the car properly without team infrastructure.

By running 'with' DPR, Robinson can use Racelogic on-board video and data logging, to compare his driving against the team's other racers (who all run at or near the sharp end of the grid), and draw on the expertise of former Australian F3 and Spanish GT champion Ben Clucas, who is employed as DPR's driver coach.

Because technical controls in the series are so tight (sealed dampers are routinely taken away for random checks), maximising the finer details of your driving makes the biggest difference to your laptime.

The tight competition this promotes inevitably leads to some close moments on track, but driving standards are well policed using front and rear-facing cameras on all cars, from which footage must be made available to the clerk of the course on request.

This system helps settle the inevitable 'he said, she said' wars of words that abound when drivers see things differently after a clash.

Ultimately, the strength of any series lies in the depth and quantity of its grid, and the quality of the racing. Caterham's ladder system means most R300 drivers have tasted success at one level or another, so the quality at the front is high, while 23 cars competing at a British GT meeting on the Silverstone GP Circuit represents solid numbers.

As for the quality of the racing, you will be hard pressed to find better – whatever the critics might say. 🏁



Cameras front and rear settle disputes



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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

What you think of the motorsport news of the past week



Spectacle plus sportsmanship

The great and the Goodwood

The Goodwood Revival, racing as I remember it, (and I wish it still was today!) and of course Dario Franchitti and Jackie Stewart's side-by-side demonstration laps in '60s Formula 1 machinery was a real 'goose-bumps' experience – even on live streaming to the other side of the world!

The event had it all: gorgeous looking and sounding cars, a big crowd, knowledgeable commentators and impeccable organisation. The drivers showed true sportsmanship and were relaxed, smiling and talked openly in interviews, free from team or sponsor-speak.

Then, when the flag dropped, there was

close racing up and down the field with constant passing and re-passing for the top places. Not even the intimidating value of some of the cars could take the edge off the cut and thrust racing with spills, thrills, paint rubbing and the odd prang.

Is it too much to ask contemporary drivers in all modern categories to just follow the example of the Goodwood racers and make the same effort of waving to the spectators and more importantly acknowledging the marshals at their posts on their cooling down lap?

Gordon Mellis, Kuala Lumpur, Malaysia

When it comes to revising the F1 regulations for 2017, surely one of the essential changes must be to drop the footwell and front bulkhead to level with the chassis floor.

This would in one simple move vastly improve the looks of the cars (just review cars prior to the mid-'90s to see the disastrous visual effect the high nose has had), as well as reduce the complex lower body aero downforce influence which makes running in dirty air so tricky.

The lost downforce can be retrieved with bigger (and simpler) wings and under-chassis ground effect tunnels/diffusers as required. These cars will punch huge holes in the air and be less affected by dirty air allowing closer

running and more slipstreaming.

If we could get towards modern '80s-style F1 design and visual appearance a lot of fans would be very happy I'm sure!

Guy Dormehl
Garden Route, South Africa

We are past the halfway mark in season and things for us paying viewers aren't much better than last year, or the year before. The quality of direction and coverage of F1 on TV is not getting better – we still get helicopter shots with a great view of Canada, Singapore or Bahrain, but the cars are tiny wee dots in a far-away background.

The garage hangers-on are still

covered (give them their own channel if anyone wants to watch them), focus on and fill the screen with cars.

Come on, we are the paying fans, we support F1, how many sponsors will turn up if we head off to MotoGP?

Kevin Ryder
London and France

Nice to see that sense prevailed at Monza. If the procedure isn't watertight, it can't be enforced.

As for Rob Smedley's comments, which team put both types of tyre on one of its cars at Spa? Didn't hear any calls for a disqualification then, did we?

Chris Adams
By email

BIG NUMBER

50 Valtteri Bottas will make his 50th grand prix start in Singapore. He has already qualified for 50, but was unable to start in Australia this year

MILESTONE

25 The Masters of F3 will be held for the 25th time this weekend. David Coulthard won the first running in 1991



CHRIS SCHOTANUS

WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



JONES

Caterhams promise argy-bargy aplenty

OULTON PARK BRSCC

September 19
Caterhams always provide great racing, and there are no fewer than five different categories at Oulton Park. Everything from the entry-level

Academy to the mighty R300 Superlights will be on track, guaranteeing plenty of action. Oulton Park is also one of the most scenic tracks to take in a day of club racing, so well worth a visit.

SNETTERTON BARC

September 19-20
The British Truck Racing Championship headlines the meeting, but there will be strong support from Legends, Max5, Clubmans, Formula Ford 2000 and Classic Touring Cars.

MONDELLO PARK LMC

September 19-20
The historic Leinster Trophy – won in 1982 by Ayrton Senna – will be held for Formula Ford 1600 at the head of a packed bill including touring cars, Fiestas, Formula Vee and Ginettas.

ROCKINGHAM BRSS

September 19-20
Pickups, Ultimate Saloons and the Ford Fiesta senior and junior championships will be joined (on Saturday only) by the Time Attack series.



BARC

READ

SILVERSTONE BARC

September 19-20
Endurance racing is the main attraction at Silverstone, with the British Endurance Championship and Britcar series on the bill. There's also Classic FF 1600, Renault Clios, Junior Saloons, Kumho BMWs, MGs and Minis.

DONINGTON PARK MSVR

September 19-20
Single-seaters, GT cars and tin-tops will be on the bill at Donington. The GT Cup, with a strong field including Ferrari and Porsche machinery, will be a crowd pleaser, but there will also be action from the Atom Cup, Monopostos, Formula Jedi and the VAG Trophy, among others.

DOUNE HILLCLIMB

September 19-20
The British Hillclimb Championship makes its sole visit north of the border with a double-header event just outside of the city of Stirling.



BARC

STYLES

WHAT'S ON TRACK AROUND THE WORLD

SINGAPORE GP

Formula 1 World Championship
Rd 13/19
Marina Bay, Singapore
September 20
f1.com

TCR INTERNATIONAL

Rd 9/11
Marina Bay, Singapore
September 19-20
tcr-series.com



WEC

XPB IMAGES

WORLD ENDURANCE

Rd 5/8
Austin, Texas, USA
September 19
fiawec.com

UNITED SPORTSCAR

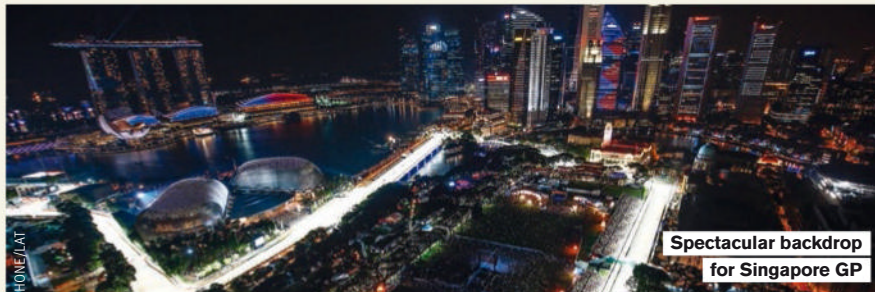
Rd 9/10
Austin, Texas, USA
September 19
imsa.com

BLANCPAIN ENDURANCE SERIES

Rd 5/5
Nurburgring, Germany
September 20
blancpain-gt-series.com

MASTERS OF F3

Zandvoort, Netherlands
September 19-20
cpz.nl



HONE/LAT

Spectacular backdrop for Singapore GP

ADAC GT MASTERS

Rd 7/8
Zandvoort, Netherlands
September 19-20
adac-gt-masters.de

WORLD RALLYCROSS

Rd 10/13
Barcelona, Spain
September 19-20
fiaworldrallycross.com

NASCAR SPRINT CUP

Rd 27/36
Chicagoland, Illinois, USA
September 20
nascar.com

SUPER GT

Rd 6/8
Sugo, Japan
September 20
supergt.net

EUROPEAN TOURING CARS

Rd 5/6
Zolder, Belgium
September 20
fiaetcc.com



SUPER GT

ISHIHARA/LAT

FROM THE SOFA

WHAT'S ON TELEVISION

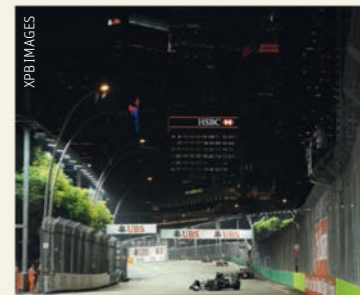


Rodriguez was a star in the making

LAWRENCE/LAT

TV pick of

Edited by Chloe Wynne



XPB IMAGES

SINGAPORE GP

Sky Sports F1 live - Sun 1230-1530

BBC1 highlights - Sun 1700-1835

Marina Bay hosted three consecutive Sebastian Vettel victories between 2011 and '13, but last year his streak was broken by Lewis Hamilton. As F1 resumes its intercontinental travels, Mercedes is flying away with the 2015 championship, with Hamilton having won seven out of 12 races this year.

As usual, Sky Sports F1 is airing the whole show from drivers' parade to podium and paddock reaction from 12.30pm, while BBC1 will be showing highlights from 5pm.



XPB IMAGES

F3 MASTERS HIGHLIGHTS

Motors TV

Monday 1620-1720

Formula 1 drivers including David Coulthard, Nico Rosberg, Valtteri Bottas and most recently Max Verstappen are in the ranks of previous Formula 3 Masters winners over its 25-year lifespan. Following a smaller grid in 2014, amid calendar complications and the battle over the F3 name, a host of European Championship teams are back. The Masters is therefore undergoing something of a revival this weekend. The best bits from the Zandvoort meeting will be screened on Motors TV the day after the activities conclude.

The story of Gonzalo Rodriguez

WHEN 28-YEAR-OLD GONZALO

Rodriguez headed out of the pitlane for Saturday practice at the Laguna Seca CART round on September 11 1999, the Uruguayan was potentially on the brink of something big. After just one outing for Penske Racing in Detroit a month earlier, he had agreed a deal with Patrick Racing for 2000 and a successful career at the top level of American racing surely beckoned. Then, disaster. His Lola ploughed straight on at the infamous Corkscrew and he was killed instantly when the car struck the barrier. Astonishingly, that was 16 years ago.

It's surprising it has taken so long for a documentary on his life – and death – to emerge. But it is worth the wait. Entitled *Gonchi* (as Rodriguez was known), it is a Spanish-language film directed and written by Luis Ara and Federico Lemos, telling the story of a popular, and talented, racer.

Largely comprising racing footage, contemporary interviews and some archive material of Rodriguez himself talking, it's clear plenty of effort has gone into this project. As well as a host of big-name racing interviews, including team boss Roger Penske, former Formula 3 team-mate Christian Horner, Formula 3000 rival Juan Pablo Montoya, IndyCar ace Helio Castroneves and – most poignantly – Justin Wilson, there are also

interviews with Rodriguez's sister, Nani, and his mother and cousin.

This ensures that both aspects of Rodriguez's life are addressed – the professional racing side and his personal life. Rodriguez comes across as a hugely likable and much-loved character, as well as a very quick driver. That portrayal certainly tallies with the memories of those who remember him fondly – and who believe that his aggressive style was ideally suited to the demands of CART machinery.

There's also the chance to watch Rodriguez in action in single-seaters in Uruguay before moving on to Formula Renault, F3, F3000 and CART.



ABBOTT/LAT

CART chance came with Penske Racing

"It's clear that plenty of effort has gone into this project"

There are, however, some limitations. There are a number of errors, such as Rodriguez finishing 11th on his CART debut in Detroit (it was actually 12th), while it is suggested he graduates direct from British F3 to F3000 with the Astromega team, ignoring his difficult debut season with the Redman & Bright team. Admittedly, the lack of results was more down to team than driver, but since the documentary explicitly states that he approached the Astromega team straight out of F3, it is grating.

You could also argue that the story is not woven as elegantly as it might be. There are moments where it gets repetitive, and 10 minutes could easily have been cut to tighten it up and tell the tale more coherently.

But these are relatively minor criticisms, the difference between a good piece of work and a masterpiece. Whether you know Rodriguez's story well already, or just remember him as another name on the list of those lost to tragedy in racing, it's well worth devoting 88 minutes of your life to.

The documentary is currently available in the UK through streaming service Netflix. If you're not a subscriber, it currently offers a free one-month trial, which is worth exploring to have the chance to watch a moving and captivating – if flawed – piece of work. *Edd Straw*

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ONLINE

Top stories on AUTOSPORT.com in the past week

FERRARI RESERVE WILL GET HAAS F1 SEAT

Boost for Esteban Gutierrez and Jean-Eric Vergne as Haas promises it will run a Ferrari reserve driver when it joins the F1 field, while it rules out having a rookie in the second car.

ROSSI GETS PENALTY POINT FOR IMPEDING

Tension in the MotoGP title battle at Misano as Jorge Lorenzo says team-mate and championship rival Valentino Rossi impeded him in qualifying. Race direction agrees.

WILLIAMS FACING ENGINE DILEMMA

Prospect of the impressive new Mercedes engine at an unspecified point later in 2015 leaves Williams in an engine-change strategy quandary.

McLAREN WOULDN'T BLOCK MAGNUSSEN

Reserve driver Kevin Magnussen is free to leave if McLaren can't give him a 2016 F1 race seat and he gets an offer from elsewhere, the team confirms.

STRUGGLING McLAREN FEARS REVENUE BLOW

McLaren racing director Eric Boullier admits it's inevitable that not only will prize money drop, but sponsors will be deterred if the Honda-powered team can't turn things around soon.

AUTOSPORT+ WHY RED BULL COULD GET YEAR-OLD ENGINES

Dieter Rencken assesses the latest F1 engine-supply machinations, and it's bad news for Red Bull Racing.

the week



KINRADE/LAT

NASCAR CHICAGO - LIVE
Premier Sports
Sunday 1930-2330

The Chase begins as the 16 title aspirants prepare to put everything on the line over the course of 10 knockout races. Chicagoland is the first of three 'Challenger' races before the first elimination. Joe Gibbs Racing and Penske have been the teams to beat of late, with Hendrick and Stewart-Haas going into the showdown on the back foot.

Premier Sports TV will show the action at the sociable time of 7.30pm in the UK, as NASCAR returns to US daytime races after its recent run of night events.



XPB IMAGES

WEC AUSTIN - LIVE
Motors TV
Saturday 2230-0535

As the second half of the season gets under way, Audi is on the hunt for Porsche, following its rival's success at the Le Mans 24 Hours and the last WEC round at the Nurburgring. In Audi's favour, it has won both of Austin's previous six-hour races.

The event goes into the Texan night, which makes it a very late one for European audiences – settle in for a long stint with Motors TV and find out who wins just before UK sunrise on Sunday morning.



LAT

CLASSIC F1 - JAPAN 1994
Sky Sports F1
Sunday 2045-2145

It's November 1994, the conditions are predictably torrential at Suzuka, and the only person ahead of you in the drivers' championship is one of the all-time aces of wet-weather driving.

This was Damon Hill's situation as the Japanese GP began, hoping to stay in the title fight with Michael Schumacher. What followed was one of Hill's finest drives. Relive the best moments from the GP on Sky Sports F1, which also has wet-weather heroics of a different kind in its retro batch later in the week with Keke Rosberg's 1983 Monaco win.



XPB IMAGES

BES NURBURGRING - LIVE
Motors TV
Sunday 1315-1715

Among this weekend's flurry of sportscar racing action, the Blancpain Endurance Series concludes with a three-hour race at the Nurburgring. Audi's Frank Stippler and Stephane Ortelli lead the way, but the title is far from theirs. Opposition comes from Mercedes, with Nissan and Bentley still in contention too.

Another extraordinarily high-quality – and huge – field has entered the finale, and expect the Nurburgring weather to be its usual mischievous self and shake things up too.

HOT ON THE WEB THIS WEEK

YouTube KRISTENSEN SHOWS WHO'S BOSS AT GOODWOOD REVIVAL



SEARCH FOR: Tom Kristensen in stunning double-overtake!
 Just because there was a certain inevitability about Tom Kristensen carving his way through the St Mary's Trophy field from the back of the grid doesn't make the spectacular progress of his 1964 Ford Fairlane Thunderbolt any less entertaining.

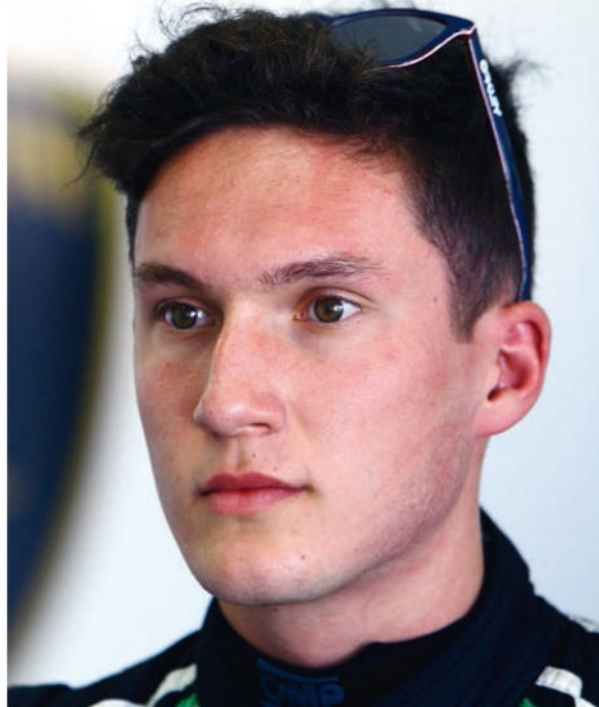
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INTRODUCING

Andrew Palmer

Sportscar rising star is making waves both in Europe and North America



Andrew Palmer is having a good first season in international sportscars. The 21-year-old American has a Blancpain Endurance Series win to his name with the factory Lamborghini squad, and Prototype Challenge class victories at the Daytona and Sebring United SportsCar Championship enduros. But then he has been used to winning since making the move into cars in 2013.

Palmer qualified on pole for his first car race in the Lamborghini Super Trofeo North America at Virginia International Raceway in October 2013 and won the second of two races overall. After one more weekend in the one-make series, he took part in the Super Trofeo World Finals at Vallelunga.

The event that brings together the cream of the Lambo one-make series in the US, Europe and Asia yielded the runner-up spot in the opening race and victory in the second. That was enough to win

overall honours and gain Palmer a spot on the Italian manufacturer's academy scheme for 2014.

Most remarkable of all was that Palmer triumphed in the prestigious event just seven weeks after his car-racing debut. He was a seasoned karter, but the move into cars came late thanks to family opposition.

"I'd begged my father to let me do single-seaters, but he believes you are safer if you've got a roof over your head," explains Palmer.

The Super Trofeo opportunity came when he was odd-jobbing during his summer vacation at a private test track in California and GMG Racing happened to be testing one of its Super Trofeo Gallardos.

"I started talking to them and organised a test," recalls Palmer. "We did a race and won first time out, did another [the season finale at Fontana] and then thought it would be beneficial to go to the World Finals.


"I went with the mentality of trying to do well, but I didn't know I was going to do that well showing up blind. That led to the relationship with Lamborghini."

The plan for 2014 was to dovetail a full Super Trofeo season with an attack on the Pirelli World Challenge aboard a GMG Audi R8 GT3 car. The lack of competition in the Super Trofeo persuaded him to focus full time on the PWC, which resulted in fifth in the points.

That led to a seat in one of the factory Grasser Lamborghini Huracans for 2015 and victory in the BES season opener at Monza in April, albeit one that wasn't confirmed until just weeks ahead of Sunday's curtain-closer at the Nurburgring after a technical row.

The PC campaign with the PR1/Mathiasen squad could yet yield victory in the USC's North American Endurance Cup, which he and his team-mates lead ahead of next month's Petit Le Mans finale.

The future isn't clear for Palmer yet. Lamborghini won't be running a factory team in 2016, but it will place its drivers with chosen customers. And he's hoping to be one of them.

Palmer is happy where he is right now, though he has aspirations to race in LMP2 and eventually P1: "A factory drive with a manufacturer which is part of the VW Group is the holy grail for any sportscar driver, but I'd love to race an LMP1 and have the chance to compete for overall victory at the Le Mans 24 Hours."  Gary Watkins



Blancpain GT is Palmer's focus

CV

Age 21
Hometown Los Angeles

2015

11th in Blancpain Endurance Series
Lamborghini Huracan GT3 - 1 win

1st PC Class Daytona 24 Hours
ORECA-Chevrolet FLM09

1st PC Class Sebring 12 Hours
ORECA-Chevrolet FLM09

2014

5th in Pirelli World Challenge
Audi R8 LMS ultra - 1 win

7th Lamborghini Super Trofeo
North America (part-season)
Lamborghini Gallardo LP570-4 - 2 wins

United SportsCar Championship
Audi R8 LMS in GTD class

2013

1st in Lamborghini Super
Trofeo World Finals
Lamborghini Gallardo LP570-4

Lamborghini Super Trofeo
North America (2 rounds)
Lamborghini Gallardo LP570-4 - 1 win

Palmer took class wins at Sebring and Daytona



DOLE/LAT

NEXT WEEK

SINGAPORE GP ACTION

Plus: WEC Austin; F3 Masters; British GT review

Can they be beaten?

After a season long battle, newly crowned British GT3 Champion Jonny Adam (congratulations also to team mate Andrew Howard) has done everything possible to become the 2016 Sunoco Whelen Challenge Champion. Jonny must now nervously wait to see if Terrence Woodward can outscore him over his remaining 6 races.

It is a similar story in the Sunoco 200 Challenge where Radical Sprint racer McClughan is in a commanding lead but Mini Challenge racer Newstead can still outscore him – watch this space to find out who will race at Daytona in January!



www.sunocochallenge.com



1	J Adam	British GT3	93.50 (final)
2	S Mansall	Radical Enduro	76.81 (final)
3	S Malvern	Radical Enduro	74.96 (final)
4	A Sims	British GT3	74.56 (final)
5	T Woodward	Radical Euro Masters	74.50



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1	P McClughan	Radical Sprint	102.40 (final)
2	N Newstead	MINI Challenge	94.21
3	B Dimmack	Radical Sprint	89.79 (final)
4	R Gunn	British GT4	73.94 (final)
5	D Grady	MINI Challenge	73.21

Points correct as of 14.09.15



Next eligible races

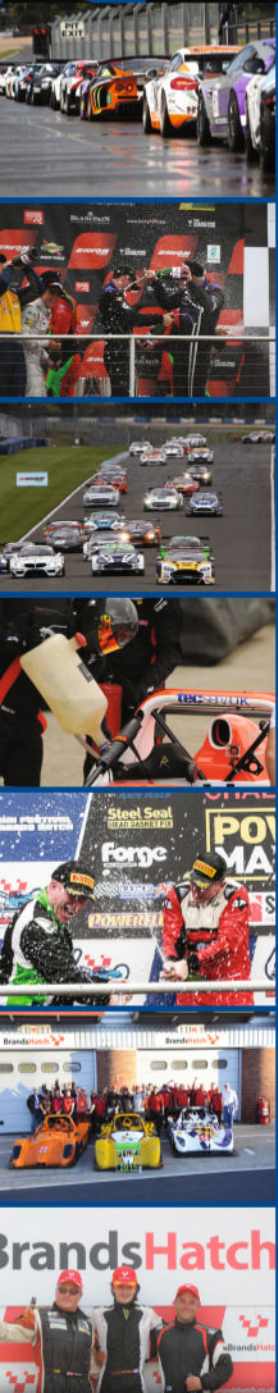
Sunoco Whelen Challenge

Radical Euro 3-4/10
Radical Euro 31-1/11

Sunoco 200 Challenge

MINI Challenge 19-20/9
GT Cup 19-20/9
Britcar 19-20/9

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