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POLE POSITION

Why racing purity has to find a balance

NOBODY WOULD ARGUE THAT LAST WEEKEND'S Japanese Grand Prix was a classic race. But therein lies one of the contradictions of tracks regarded as a great driving challenge – they often do not lend themselves to great racing. As several drivers pointed out over the weekend, Suzuka is a track where you struggle to find a way to pass other than at the first two corners (which provided the main action in Sunday's race) or pitstop windows.

The exception is the 2005 race, which was undoubtedly one of the greatest of all time. It had everything: action, great passes, and a last-lap overtaking move for victory. It's also a reminder that to create the kind of excitement so many fans now demand, you do need an unexpected element thrown into the mix – in the case of '05 a mixed-up grid thanks to rain in qualifying.

In his column (page 13), Karun Chandhok talks about balancing the need for action with the need for purity of racing. That debate lies at the heart of F1's current identity crisis, and some of the logical conclusions that should be drawn don't always conform with the often contradictory desires of those shouting the loudest about how Formula 1 needs to change.



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COVER STORY

“It got very close on the exit of Turn 2, so I had to back out of it – and that lost me the race”

Nico Rosberg, p14



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THE BIG PICTURE

Jose Maria Lopez settles into his Citroen ahead of the action in Shanghai's World Touring Car Championship races. He now stands on the brink of a second title

Photographer Curutchet/DPPI





This week in F1



COATES/LAT

MATESCHITZ HAS LOST INTEREST IN F1 - LAUDA

6

Niki Lauda feels that Red Bull owner Dietrich Mateschitz has lost interest in Formula 1 and would not be surprised if he pulled his teams out.

Red Bull and Toro Rosso are currently without a power-unit supplier from 2016 after deciding to cut ties with Renault at the end

of this term. Mercedes has decided not to step into the breach, leaving Ferrari as the only realistic hope for Red Bull and Toro Rosso.

It is understood that Ferrari has offered Red Bull this season's engine for 2016, but that has been rejected.

It is now up to Ferrari chairman

Sergio Marchionne who, according to F1 chief Bernie Ecclestone, proclaimed himself "frightened" for his team if Red Bull has the same engine as his works squad, to make the next move.

"My feeling is Mateschitz at the moment is not pushing hard himself," said Mercedes non-executive chairman Lauda.

"He lets Helmut [Marko, advisor] and Christian [Horner, team principal] work on it [a deal], but he is not the leader like he was in the past. In the past he did everything himself."

When it was suggested that Mateschitz had lost interest, Lauda said: "It looks like it to me, yes."

“It’s my job to try to find a solution”



STALEY/LAT

Red Bull boss Christian Horner says it is his responsibility to convince owner Dietrich Mateschitz to remain in F1

RED BULL IN F1

	Races 198
	Titles 4
	Wins 50
	Pole positions 57
	Fastest laps 47
	Podiums 119
PTS	Points 3004.5

Singapore GP boosts security

Singapore Grand Prix organisers are set to increase security measures after a spectator gained access to the circuit during this year's race.

A 27-year-old British national, Yogvitam Pravin Dhokia, was arrested and later charged by a court in Singapore with an "act so rash as to endanger the personal safety of the drivers involved in the race".

Organisers are studying plans, including the installation of higher fences and increasing the number of marshals, to boost security in key areas.

ARRIVABENE: FERRARI CATCHING MERCEDES



DUNBAR/LAT

Ferrari team boss Maurizio Arrivabene believes his team has eaten into Mercedes' early-season advantage, despite Lewis Hamilton's crushing victory in Japan.

After Sebastian Vettel's success in Singapore, Ferrari had no answer to Mercedes' return to dominance.

Arrivabene said: "The right comparison is not with Singapore, it's with Silverstone. If you look at the gap we had to Mercedes at Silverstone and the gap at Suzuka, it's smaller."

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

McLaren: We mishandled Button talks

McLaren Group CEO Ron Dennis has taken responsibility for not resolving Jenson Button's future sooner as the Briton now appears on the brink of remaining in Formula 1.

Button had hinted that he could quit F1 but Dennis said: "Jenson has a two-year contract. The only thing is I should have taken away any doubt over our commitment to him earlier than I did."

"It would have been more constructive if he'd known I had no intention of exercising our option to terminate."



RENAULT SIGNS LETTER OF INTENT WITH LOTUS

Renault has signed a letter of intent with owners of the Lotus Formula 1 team regarding its "potential" acquisition of the Enstone squad.

The French manufacturer has been locked in talks to take a 65 per cent stake in the team for next year.

"Renault Group and Gravity Motorsports S.a.r.l., an affiliate of Genii Capital SA, are pleased to announce the signature of a letter of intent regarding

the potential acquisition by Renault of a controlling stake in Lotus F1 Team Ltd," Renault said in a statement.

"The signature of this letter of intent marks Renault's first step towards the project of a Renault Formula 1 team from the 2016 racing season thereby extending 38 years of commitment of the brand to the world's premier motorsport championship series.

"Renault Group and Gravity will work

together in the coming weeks to eventually turn this initial undertaking into a definitive transaction provided all terms and conditions are met between them and other interested parties."

A High Court case against Lotus over £2.7 million owed in PAYE (income tax and national insurance) has been adjourned until December 7 to allow Lotus to finalise the Renault deal as a result of the letter of intent being signed.

Austin debut for Renault upgrade

Red Bull and Toro Rosso can expect to have an upgraded engine available for this month's United States Grand Prix, says supplier Renault.

Renault head of trackside operations Remi Taffin, who remained tight-lipped about its plan for using its remaining 12 tokens, said: "We had planned to introduce the latest power-unit specification for Sochi, and the actual parts are still on track to meet this target."

Before any change is introduced it must complete a full cycle in the dynamometer to sign it off for reliability. It's more realistic to look at Austin now."



NEW RULES PROPOSE MORE TYRE FREEDOM FOR TEAMS

Teams will be allowed to choose one of their tyre compounds themselves each grand prix weekend under new rules proposed for 2016.

F1 tyre supplier Pirelli currently nominates two compounds per weekend from its selection of four specifications – hard, medium, soft and super-soft. Both of them must

be used during the race.

Pirelli will next year add a fifth compound – a super-super-soft – to its selection, and it will nominate three choices per weekend, one of which will be mandatory for all teams.

Teams will then get to choose which compound from the remaining two options they can use.

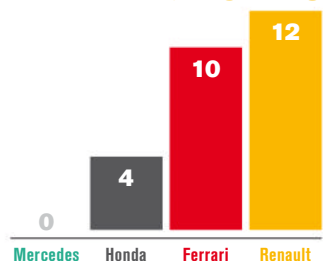


Force India sets '16 driver line-up

Sergio Perez will drive for Force India in 2016 alongside Nico Hulkenberg.

"I am very happy to confirm that I will be staying with Force India," said Perez. "It means I can simply focus on the important stuff – driving the car and scoring points for the team."

REMAINING TOKENS



REMEMBER WHEN



Sergio Perez climbed to second in the Sauber during a rain-hit Malaysian GP. He closed quickly on leader Fernando Alonso's Ferrari but saw his hopes of a victory end when he ran off-track with six laps to go.



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The official fuel consumption figures in mpg (l/100km) for the Renault Clio Renaultsport 220 Trophy are: Urban 37.2 (7.6); Extra Urban 55.4 (5.1); Combined 47.9 (5.9). The official CO₂ emissions are 135g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO₂ may vary with driving styles, road conditions and other factors.



Lawrence Barretto

From the paddock

In spite of its troubles and ongoing uncertainty about its future, the staff of Lotus can be proud of what they have achieved on the track

Headlines concerning the Lotus Formula 1 team in recent years have not made for pleasant reading. Unpaid bills have stacked up, leading to court action and threatening the future of the team. Salaries have been delayed, while there was even a time when Enstone's canteen lacked any food!

Yet, on track, Lotus has scored enough points to make it the sixth best Formula 1 team on the planet. It's a remarkable achievement and one that is down to the hardworking, diligent and talented people on the ground.

Being strong in the face of adversity must be part of the job description if you apply for a role at Enstone. Through its various guises – Toleman, Benetton, Renault and Lotus – the team has rarely had it easy. It has often been a battle of survival and hardly the ideal situation for the employees, the majority of whom are on 'normal' salaries and have mortgages to pay and mouths to feed.

Even when Renault made Benetton its works team, the French manufacturer's CEO Carlos Ghosn made it clear that the squad's future was on shaky ground. The team was hit hard by the 2008 Singapore Grand Prix scandal when it came to light, while in 2009 it threatened to pull out because it disagreed with the FIA's proposed budget cap.

Luxembourg-based venture-capital group Genii Capital stepped in and rebranded it Lotus when Renault

many problems and he wanted to help sort them out.

This year, the situation has got worse. Debts spiralled and the team found itself facing a winding-up petition. In Hungary, Pirelli delayed releasing its tyres to Lotus because of a supposed banking technicality, while at Spa bailiffs guarded the team's equipment following a legal dispute with former reserve driver Charles Pic.

Lotus head of trackside operations Alan Permane described this season as its worst financially, as a deal for Renault to make Lotus its works team dragged on. This has meant very little development on the car. Those back at the factory have had to be efficient with target areas for development and complete windtunnel testing with very limited funds.

Last weekend's race in Japan was the latest bit of misery the staff have had to endure this year. The team was locked out of its hospitality unit because of contract issues. The situation remained unchanged for the duration of the weekend, leaving employees to rely on the hospitality of rival teams for meals. Lotus's sea freight arrived late too, after more contract problems. It was embarrassing. But, despite the situation, every member of staff just got on with it. They worked flat out to ensure everything was ready to go in time for practice, and didn't let up all weekend. The reward was sixth and seventh for Romain Grosjean and Pastor Maldonado – only their second double-points finish of the season.

"It's not easy for those in the team to concentrate,"

"Being strong in the face of adversity must be part of the job description for a role at Enstone"

followed through on its quit threat. But, although the first couple of seasons were encouraging, the team racked up debts – and fast. When money from potential investor Quantum Motorsports never materialised, the situation took a further dive. It struggled to pay suppliers and its driver Kimi Raikkonen. The Finn eventually grew tired of the situation and moved on.

For a large chunk of the team, some of whom have been there since the Toleman and Benetton days, they had seen it all before. Although there has been the constant threat of losing their job, they continue to work long hours, spend weeks away at a time over the course of nine months, and work tirelessly to do what they can with what they have to go racing. The team engenders real loyalty.

Former technical director James Allison is a good example. He didn't want to leave the team for Ferrari. He could have done so far earlier than he did. But part of the reason he stayed was because there were so

said Permane. "People are worried about their jobs and their families, but we got our heads down and got on with it. We have done decent pitstops, done good race preparation, the drivers have performed well and the result is two cars in the points to score more than our immediate rivals, which is all I can ever ask for from my team."

When a stable budget is in place and there's a good direction, this team has all the ingredients to succeed. Only a small number of companies can build Formula 1 cars, even fewer can do it competitively and on a shoestring budget. Those who work for Lotus have the belief they can win – no matter what the predicament.

Lotus represents everything that Formula 1 is about – hard work, determination, ingenuity and a passion to go racing. It is for that reason that Formula 1 cannot afford to lose the squad. The team has survived because of its staff, and that's a headline of which they can be proud. ❧

This week in motorsport

ROAD AMERICA RETURNS – AND SO DOES ‘HINCH’

James Hinchcliffe returned to the cockpit of an IndyCar during testing at Road America on Monday, four months after being seriously injured in a crash during practice for the Indianapolis 500.

“This track is unreal,” Hinchcliffe (below) said. “So to get to come back here and throttle an IndyCar around this place is awesome.”

The Canadian’s Schmidt Peterson Motorsports car was fastest of the Honda runners during the one-day test at the venue, which is back on the IndyCar calendar for 2016. It was the second test, following on from Tuesday last week, when Chip Ganassi Racing’s Scott Dixon was quickest.



OWENS/INDYCAR

10



LEPAGE/LAT

MAZDA PLANS LE MANS BID

Mazda is working on plans to return to the Le Mans 24 Hours in the LMP2 class in 2017.

Mazdaspeed North America has already been testing a new petrol-fuelled P2 engine based on its Indy Lights powerplant to replace its existing turbodiesel, with which it continues in United SportsCar (above) for next season. It is hoping to continue its programme in the renamed IMSA SportsCar Championship in 2016 and has ambitions to go to Le Mans the year after.

John Doonan, the marque’s motorsport boss in North America, said: “I’d love to see Mazda back at Le Mans in 2017.”



Galli joins rallycross field with Kia

Italian rally ace Gigi Galli will join the World Rallycross field with his new Kia Rio project from his home round of Franciacorta this month. The team will be run by his ex-co-driver, Giovanni Bernacchini.



XPBIMAGES

Ferrari chief in FR3.5 move

AF Corse boss Amato Ferrari (left), whose team runs Ferrari’s factory GT effort in the World Endurance Championship, had set up a sister squad named Spirit of Race to compete in the Formula Renault 3.5 Series.

Ferrari, who will act as team principal, said: “This represents a great challenge but I’ll work hard to maintain the same level of performance.”

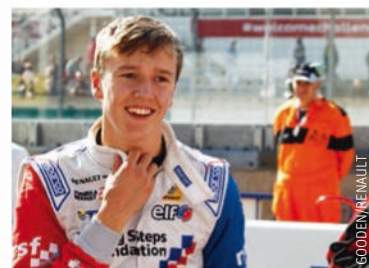
Young Brit gets Prema F3 trial

British Formula Renault ace Ben Barnicoat is tipped for a move up to the Formula 3 European Championship for 2016 and will test with top squad Prema Powerteam next week.

Barnicoat, who is one of eight drivers who can win the FRenault Eurocup title later this month, will run next Monday and Tuesday at Vallelunga with Prema.

Although the Racing Steps Foundation-backed driver’s plans for next year have not been finalised, a move to Prema would see him follow in the footsteps of RSF stablemate Jake Dennis, who is expected to move on from F3.

Prema will also test Estonian prospect Ralf Aron, who has won the Italian Formula 4 Championship with the squad this season. The team will try other new drivers after the Hockenheim finale.



GOODEN/RENAULT

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China back on WRC schedule

China's return to the World Rally Championship looked set to be sealed at this week's World Motor Sport Council.

China Rally was included on the calendar proposed at WMSC yesterday (Wednesday), despite weaknesses outlined in the FIA observer's report on last month's candidate event.

The proposed calendar runs to 14 rallies, despite warnings from the manufacturers that an increase from 13 would force M-Sport and Citroen out.

REMEMBER WHEN



1999

China last appeared in the WRC. It was 1999 and Didier Auriol drove beautifully in tricky, wet, muddy conditions to win for Toyota in what was a largely unpopular event. Ford wouldn't forget China in a hurry, losing both Focus WRCS when Colin McRae and Thomas Radstrom hit the same rock in the first stage.

FORMULA E PLANS TRACK CHANGES FOR SEASON TWO

Formula E is making alterations to most of its returning tracks for season two.

The season will again start in Beijing, where the circuit's first chicane will be removed, leaving a long straight from Turn 2 to Turn 3 instead.

There will be a change to the pitlane entry in Putrajaya, while the first chicanes in Punta del Este and Long Beach will be made tighter to slow the cars down.

The last part of the Moscow track will be resurfaced, while the tight, unpopular final sequence at the Berlin Tempelhof circuit (right) is to be removed entirely.

As the future of the London race has not yet been secured (see story below left), there is no guidance on whether the layout will be tweaked.

Changes are expected to be made to the circuit in Buenos Aires but nothing has been confirmed.



MAUGER/LAT

No verdict yet on Battersea

The deadline for Formula E and Wandsworth Council to decide whether Battersea Park will remain the venue for the London round of the series has been extended.

The council has postponed the meeting in which it would have decided whether to activate the break clause in the multi-year contract.

The deadline has thus been extended to December 10. ● **Formula E has confirmed that FanBoost voting will be available in-race throughout the 2015-16 season, which kicks off this month in Beijing. It will provide an additional 100kJ of energy to be used in a power window between 180kW and 200kW, after the mid-race car changes.**



Loeb gets Dakar deal

Sebastien Loeb has joined Peugeot for next year's Dakar Rally.

The Frenchman, who will make his competitive debut in a 2008DKR at next week's Rally of Morocco, tested the Peugeot for two days earlier this season and will be co-driven by Daniel Elena as part of the Velizy team's four-car effort.

"Since I started in rallying I have been interested in Dakar," said Loeb. "Now I can discover it."

STEWART SET TO BOW OUT

Three-time NASCAR Sprint Cup champion Tony Stewart will retire at the end of the 2016 season.

Stewart, who was scheduled to announce his decision yesterday (Wednesday), is struggling through one of the worst seasons of his career, and lies 25th in the points.

His place in the #14 Stewart-Haas Racing Chevrolet will be taken by Clint Bowyer, whose current team Michael Waltrip Racing will end its full-time presence at the end of this year. Bowyer is expected to spend the interim season with HScott Motorsports.

Stewart, 45, won the NASCAR Cup in 2002, 2005 and 2011, and picked up the



LABOUNTY/LAT

1997 IRL IndyCar title before his switch. He currently sits tied for 13th on NASCAR's all-time win list with 48 victories from 582 Cup starts.

Plato added to RoC line-up

British touring car veteran Jason Plato is the latest addition to the Race of Champions, which takes place in London's Olympic Stadium in November.

Plato, who is fighting for a third BTCC title this season, returns to the event for the first time since 2010. He is the first driver announced for Team England.



EBREV/LAT

In brief

LAMBO BOYS STEP UP

Lamborghini will give two of its proteges their international sports car debuts in the Blancpain Sprint Series round at Misano this weekend. Ex-GP3 racer Patrick Kujala, who won this year's Super Trofeo, will share one Grasser-run Huracan GT3 with Mirko Bortolotti. Alberto di Folco, who won the pro-am Super Trofeo title, will drive the other with Jeroen Mul.

NAKANO IN ALMS

Former grand prix driver Shinji Nakano will compete in the Asian Le Mans Series with the Swiss Race Performance Squad. The 44-year-old will race its ORECA-Judd/BMW O3R together with Niki Leutwiler.

MUCKE BACK AT FUJI

Stefan Mucke will return to Aston Martin's World Endurance line-up at Fuji on October 11. The German, who missed the previous round at Austin, will share the #99 car with Fernando Rees and Alex MacDowall.

SYLVEST FOR LARBRE

Dane Nicolai Sylvest, who started 2015 in the Blancpain Endurance Series, will make his WEC debut with the Larbre Competition team at Fuji. The 18-year-old will sub for compatriot Kristian Poulsen alongside Paolo Ruberti and Gianluca Roda in the Corvette C7.R.

SPENGLER'S GT3 RUN

BMW DTM star Bruno Spengler has been drafted into the marque's top ADAC GT Masters team for this weekend's Hockenheim finale. He joins title chaser Dominik Baumann in Team Schubert's Z4 GT3, as regular co-driver Jens Klingmann is competing at Petit Le Mans.

LAPIERRE AT TDS

Ex-Toyota driver Nicolas Lapierre will replace Tristan Gommendy in the title-challenging TDS Racing squad for the European Le Mans Series finale at Estoril this month. Pierre Thiriet and Ludovic Badey lie 10 points off the series lead.

JORDAN IN EKS AUDI

Former BTCC champion Andrew Jordan rejoins the World Rallycross field at Franciacorta this month. Jordan will join the EKS Audi team of Mattias Ekstrom, who is competing in the clashing DTM finale.



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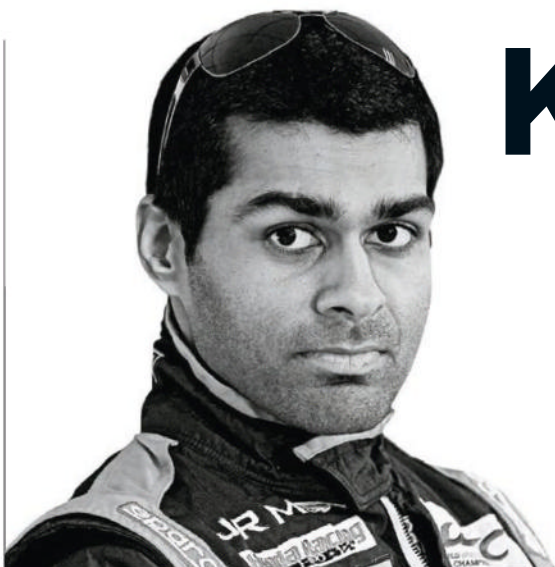


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Karun Chandhok

The racer's eye

Perhaps it's time for racing purists to open their minds to format changes that could improve Formula 1 as a spectator sport

The 2015 Japanese Grand Prix won't go down as a classic. Considering Suzuka has provided us with some fantastic racing over the years, this year's race was pretty predictable. Only the unlucky first-lap contact for the Red Bulls and Felipe Massa took away what would have been a formation top-eight finish for the leading teams, I reckon, with Mercedes, Ferrari and Williams all finishing up as expected.

I thought I would go a bit left-field with my column this week to take look at the format of a Formula 1 event, and also ask whether F1 perhaps does need a shake up. For instance, the wet weather on Friday at Suzuka made the day pretty useless in terms of information gathering and learning anything for the race on Sunday. When the world championship leader says he learned "diddly squat" in practice, and yet on Sunday we get a result that we probably would have had anyway, you do wonder if Fridays really are a waste of time.

I've had the opportunity to race in the shortest format in motorsport with Formula E, where you have two practice sessions, a qualifying and a race in a single day. I've also had the chance to race at Le Mans, where the race event goes on for a week! Each has its merits, but I think a key element is that you need to tailor-make the weekend format for the series and its audience.

On the evidence of Suzuka, perhaps the idea of a cost-cutting two-day F1 weekend isn't so silly. You could have a two-hour free practice session on Saturday



Wet weather at Suzuka meant little practice running

ETHERINGTON/LAT

I competed in GP2 before DRS, and the racing was great. Overtaking was difficult but doable, and the drivers looked like they were on the limit all the time. We're into the fifth year of the Pirelli era now and we can probably say that having tyres that degrade, and therefore create racing in that way, hasn't necessarily been the popular way to go. You can see from the onboards that they're way under the limit. That's not fun for drivers, since they really have to underdrive, or for the people watching.

Would we be saying all this if Red Bull, Ferrari and McLaren were also competitive enough to be winning

13

“When the title leader says he learned ‘diddly squat’, you wonder if Fridays are a waste of time”

morning, which is plenty of time for the teams to do five runs and evaluate both tyre compounds.

Friday could become a set-up and media day, and I'm sure the teams and the race promoters would both save money by not having the costs of running on Friday. Apart from perhaps Silverstone and a couple of others, the days of thousands of people queueing up on a Friday to watch practice have sadly gone.

I'm a purist, and anyone who's ever talked to me about F1 will know that (I still dislike DRS, for example). But even I now think that it's perhaps time for a shake-up, which needs to be twofold.

On the technical front, we have to make the racing better. The drivers will all enjoy being able to overtake and follow people more closely. Honestly, engineers aside, I don't think anyone will complain about the look of a simpler and less-sensitive front wing with a flat main plane, a flat endplate and a simple single adjustable flap. The Williams FW18 was hardly an ugly car.

Perhaps the people with a historical love for the sport would be fine in that case. However, we're trying to race in new countries and also to access new audiences. The purists among the teams, drivers and media need to open their minds up.

On the face of it, the idea of such potentially contrived elements as a reversed grid and 'qualifying race' jars every purist bone in me. But ultimately, across the season, if you look at GP2 or GP3, the best teams and drivers still come out on top in those championships.

The technical and sporting rules both have to happen together. There's no point looking at ways to mix up the grids and then have cars that are hard to overtake with. Putting the fastest cars at the front will always mean that races run the risk of being processionary.

With fans today having much more choice in terms of sport and entertainment to watch than they did 20 years ago, perhaps the time has come for us purists to suck it up and accept a change. ☒

HAMILTON GETS HIS ELBOWS OUT

Whenever the two Mercedes drivers cross swords on track, it's usually Nico Rosberg who comes off second best. It happened again at Suzuka. **BEN ANDERSON** analyses their latest battle





BlackBerry



1

Hamilton (left) gets the jump on Rosberg...

STALEY/LAT



2

...the pair go through Turn 1 side-by-side...

THE RACE 14:00, 27.09.2015



Lewis Hamilton had Nico Rosberg on the ropes just seconds into the Japanese Grand Prix, and he knew it. He'd negated his team-mate's pole-position advantage in a matter of metres, and while Rosberg was trying to hang on around the outside of Suzuka's infamous first turn, he was trapped. Deep breaths in both cockpits. Who would yield?

Sensing the moment of truth would come on the exit of Turn 2, Hamilton accelerated through that second right-hander, maintaining a firm position on the inside, a line he knew would carry his car out towards the racing line on a slightly straighter trajectory than usual.

Rosberg found himself squeezed over the kerb on the outside then off the circuit. As he scrabbled for traction on the gripless artificial grass, he slipped back to fourth, behind Sebastian Vettel's fast-starting Ferrari and the lead Williams of Valtteri Bottas. Game, set and match to Hamilton.

Rosberg has made much of the fact he has become a better racer in Formula 1 this season, and how he's *had* to become a better racer in order to carry the fight to Mercedes team-mate Hamilton in the world championship.

He knew he badly needed to win this grand prix. His chances of winning this year's title have been slipping slowly away by the race, while Hamilton

has seemingly been marching inexorably towards a third crown. Rosberg needed to strike back, and strike back hard.

After being slower than Hamilton away from the grid, Rosberg had to react quickly. The entire destiny of the race and even his fading championship dream were on the line. With Hamilton on the attack, would this be the moment that Rosberg bared his teeth, showed the world his true racer's steel, refuse to yield at the crucial moment?

Having failed to qualify on pole for only the third time this year, Hamilton wasn't really sure how he would turn a losing position into victory here.

"That's the million dollar question," he said after

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3

...but Rosberg is run out wide at Turn 2...

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4

...and drops to fourth while Hamilton leads

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qualifying. "I don't know. You have a chance at the start, there's not a big chance on the strategy but it's not impossible. You could potentially offset your tyres, maybe.

"You can't overtake here, pretty much. It doesn't matter how good you are, you can't get close enough, because the guy in front is going to have the clean air."

After acing that start on Sunday, Hamilton instinctively sensed his big chance. He generated superior momentum, despite starting on the dirty side of the grid, and with it came the opportunity to remind everyone that he, not Rosberg, is the best racer within the Mercedes team – the man with

that extra little something to get the job done when it really counts. Ultimately it was Hamilton who won out yet again.

"It was a pity to lose out at the start," said Rosberg. "It was a battle round Turn 1 and 2; it got very close on exit of Turn 2, so I had to back out of it – and that lost me the race. I've not seen it on TV, but, for sure, it was close. I had to avoid a collision."

"The inside line is the inside line so it was my corner," explained Hamilton. "We were very close. I was understeering, running out of grip. I imagine Nico ran out of road, but that's what happens when you're on the outside..."

Motor racing is a team sport, yes, but it is also

a truly selfish pursuit at its core. When drivers are fighting over the same piece of road for the high-stakes rewards of race wins and championships, allegiances, etiquette, sportsmanship, and even friendships can count for nothing in those split-second moments of decision. If easing another car off the track is necessary to ensure you win the race, then so be it.

In the recent past, the FIA has come down hard on drivers who don't give their rivals enough space while overtaking or being overtaken. At Monza last year Kevin Magnussen was penalised five seconds for forcing Valtteri Bottas off the track at the first chicane as they fought over fifth place. ▶



Vettel didn't have the pace to hold second

DUNBAR/LAT

► On that occasion the stewards felt Magnussen deliberately didn't give his rival sufficient room while defending position, and you could argue Hamilton did exactly the same to Rosberg in attack here. Theoretically, there is enough room for both cars to come out of Turn 2 side-by-side and continue their fight into the first part of the esses.

That's not what happened on this occasion, but to give Rosberg more racing room on the exit would have required an act of generosity that Hamilton was understandably unwilling (and possibly unable, given the understeer he mentioned) to make, especially considering the reward on offer.

Ultimately, Rosberg didn't dwell on the fact, and the stewards (including five-time Le Mans 24 Hours winner Emanuele Pirro) saw no reason to act or even to investigate what happened. What Hamilton did was just a normal part of the game. If it made the difference between winning and losing the race, every racing driver on the planet would likely have done exactly the same thing.

Such was Mercedes' renewed superiority around Suzuka that Rosberg was still able to recover to second place, passing Bottas at the final chicane on lap 17 of 53, then jumping Vettel's Ferrari with an earlier second pitstop on lap 29.

Rosberg seemed fairly sanguine about the whole affair afterwards, but perhaps the bigger question is whether this latest defeat, and in particular the manner of it, is indicative of a wider problem for his ambitions of becoming champion, either now or in future seasons.

This was another grand prix where the two Mercedes went wheel-to-wheel and Rosberg came off second best. We have yet to witness a race in the V6 hybrid turbo era where Rosberg has been able to overtake Hamilton and make it stick. Sure, he 'overtook' Hamilton off the startline to win in Austria, but he didn't have to fight for it – he was ahead well before they reached Turn 1.

What we witnessed in Japan was a proper exchange, a tense moment between team-mates and title rivals. One wonders if Spa 2014 still plays on Rosberg's mind, knowing the potential public furore and internal strife that would surely resurface should he again collide with Hamilton unnecessarily. Rosberg admits Spa was a tough learning experience for him last year. Perhaps the fallout has slightly softened his approach to combat, caused him to second-guess himself – to go a bit soft, maybe?

"I don't think it has anything to do with him being soft or not," countered Mercedes team boss Toto Wolff. "It's always very difficult to race your team-mate. We've seen some great overtaking afterwards against Bottas. It was a tricky situation for both. Lewis said he had understeer with the car, and two cars side-by-side through Turn 2 is difficult anyway."

Yet there still appears to be a trend of Hamilton being able to assert himself over Rosberg in battle, but not the other way around.

"Yes, we have seen races like Bahrain and Spa [in 2014] where we have seen that, but it also shows how close they fight with each other, and I wouldn't



Rosberg passes Bottas for third at the chicane

XPB IMAGES

want to say there is a tendency that if they fight it is Lewis who comes out with the better end [result]," Wolff added. "That's definitely not the case for me."

In fairness to Rosberg, there is a suspicion he might also have been fighting this particular battle with one hand tied behind his back, so to speak. Technical chief Paddy Lowe suggested the lack of dry running on Friday meant Mercedes slightly misjudged its cooling levels for this race, which caused both engines to overheat at different points in the race.

Wolff revealed afterwards that this problem struck Rosberg's car on the formation lap, which robbed him of crucial power after the start.

"The initial getaway was good for both cars, but Nico had a little bit of an issue with a hotter power unit, and when it kicked in after a couple of seconds he didn't have the same power as Lewis," Wolff explained.

"This is temperature-related. That was showing up on the formation lap. We don't know whether it is down to driver or the car, [but] that affected him for the fight into Turn 1, and Turn 2, maybe."

Given that drivers must now manage their car's settings for the formation lap and start without

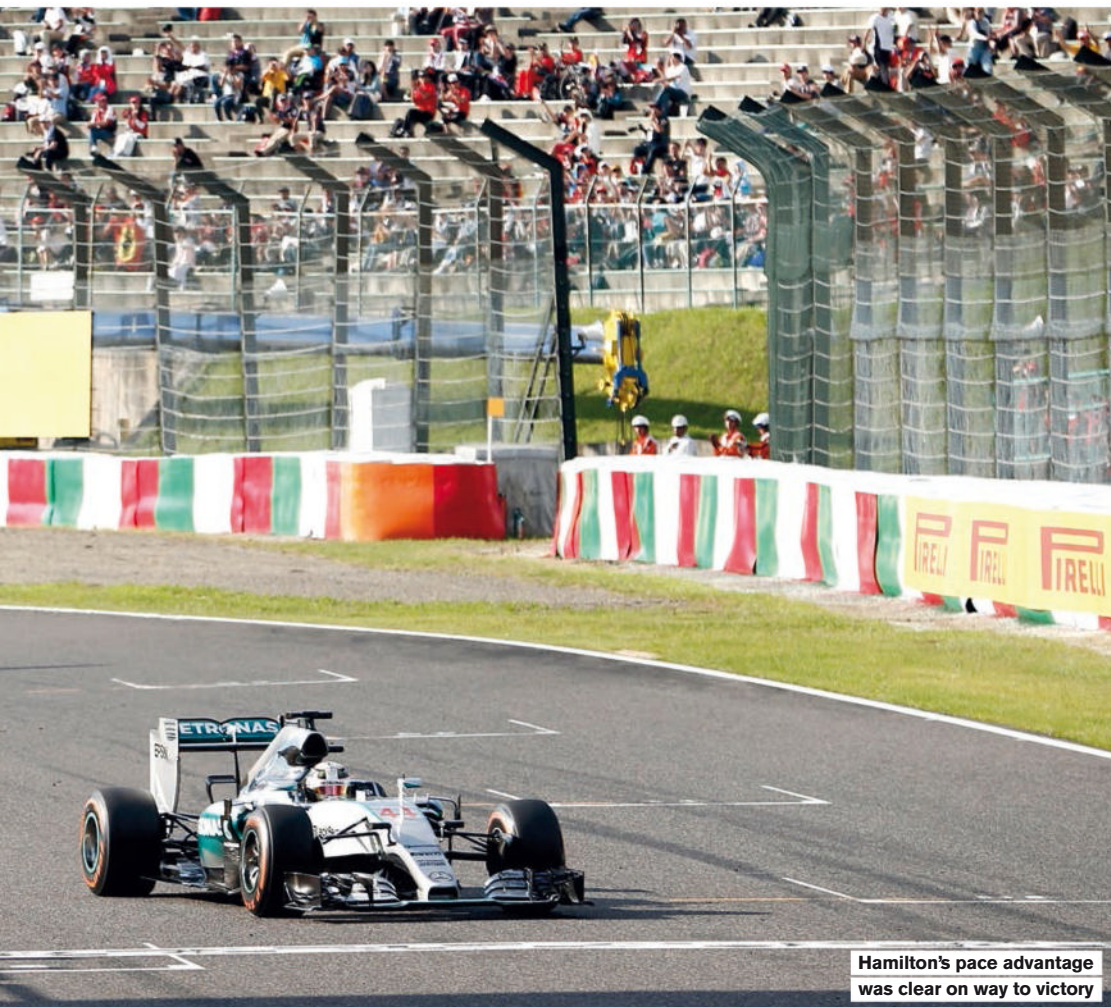
help from the pitwall, it is possible something in Rosberg's procedure differed to Hamilton's, or produced a different result, and on this occasion cost him dearly.

"It is important to get the clutch and engine into the right temperature window, particularly the clutch," Wolff added. "The driver manages that on the installation lap. So they are different procedures. Today, that lap triggered different temperatures in the power units."

As he made his final pitstop on lap 31, Hamilton complained over the radio that his own car was "getting very hot", but he still enjoyed a substantial pace advantage over his team-mate during the final part of the race, when both cars were at last running one-two again.

"We had some minor drama with the car – temperature-related issues," confirmed Wolff. "Lewis [also] flat-spotted his tyre [before the final stop] and that caused massive vibrations. When we took the tyre off the car, it was flat-spotted down to the carcass, so that could have ended badly."

"We tweaked the power unit and chassis a lot because we were seeing signs of reliability issues, which worried us a bit."



Hamilton's pace advantage was clear on way to victory

Rosberg initially pegged the gap at around 10 seconds during the first part of the final stint, lapping only 0.096s per lap slower on average than Hamilton from lap 33 (the Brit's first proper flier following his final stop) until lap 39. Then Hamilton turned the screw, lapping 0.643s faster than Rosberg on average over the remainder of the race.

Singapore winner Vettel was another 0.010s per lap slower on average, having been over a second faster than Rosberg's Mercedes in the closing stages of the previous race. Hamilton's fastest lap in Japan was quicker than Rosberg's by a similar margin.

"It was such an amazing race," said Hamilton, who had equalled his hero Ayrton Senna in the all-time list of F1 race victors by notching the 41st grand prix win of his career. "This has been a circuit ever since I've been coming here where I've struggled, but one I love driving.

"The car was better today than in qualifying. I worked on my lines and improved, and it was like sailing going through the corners."

A return to a conventional circuit, where efficient downforce and peak engine power again dominated the competitive equation, meant Mercedes was always likely to return to winning form, following the travails of Singapore the previous week.

Even with both cars hampered by overheating engines, Mercedes was a clear step ahead of all of its rivals, thriving on the harder tyre compounds that its car works so well.

"We've been doing a lot of work. We don't assume we should have gone to Singapore and won the race, even if we got everything right," said Lowe. "Ferrari and Red Bull are pushing hard and are strong competitors.

"Singapore was the most marginal circuit for us last year, so we can't assume we would come back and be dominant there. We don't optimise our car

for Singapore – it's a high-downforce, drag-sensitive circuit. We look for efficiency.

"The aero quota is restrictive today, so we don't spend [windtunnel] time on specific circuits. Others might have a different philosophy."

Mercedes' philosophy certainly paid dividends at Suzuka, putting the W06 firmly back on top of the competitive pile. The question now is whether Rosberg can do anything to arrest Hamilton's momentum in the championship race.

One thing is for sure: Hamilton will certainly not cut him any slack. ❧



Hamilton celebrates a second Suzuka triumph

QUALIFYING



Guess which Mercedes driver has just taken pole?



Nico Rosberg needed this one, and he needed it badly. The hullabaloo surrounding Mercedes' baffling lack of speed in Singapore the previous week almost disguised the fact that Lewis Hamilton defeated his team-mate for the eighth time in a row in a qualifying session in 2015.

Rosberg arrested that slide by scoring only his second pole position of the season at Suzuka. For last year's pole position trophy winner, two from 14 represents an extremely poor return, but this at least reminded everyone that he is certainly capable of delivering the goods when he gets things right.

Back on the harder-compound tyres that it works so much better than any other car on the grid, the upgraded W06 was a clear step ahead of anything else around Suzuka, so this was always going to be the sort of inter-Mercedes duel for top spot we've grown accustomed to.

Rosberg described his car as "really nailed" during a session in which he held a small but crucial advantage over Hamilton on the softer, medium-compound tyre. Hamilton trailed his team-mate by 0.157s after Q2, and chipped that back to 0.076s on the first runs in Q3, as both found more time.

Then Daniil Kvyat made his 'rookie' mistake – flew off the road at the right-hand kink before the hairpin, smashed his Red Bull to pieces, and caused the session to finish early. That denied the rest of the top-10 runners an opportunity to improve, thus securing Rosberg his second consecutive Suzuka pole.

Hamilton admitted to a mistake at the hairpin and locking up at the chicane on his first Q3 lap, and suggested he might have seriously challenged Rosberg's superiority had the session ended conventionally.

"I lost a tenth and a half in the chicane on my first lap and then my next lap was really fast," he said. "Already by turn six I was up quite a lot, but I just didn't get to finish it, unfortunately."

That result means Hamilton has now failed to claim pole in seven attempts around Suzuka.

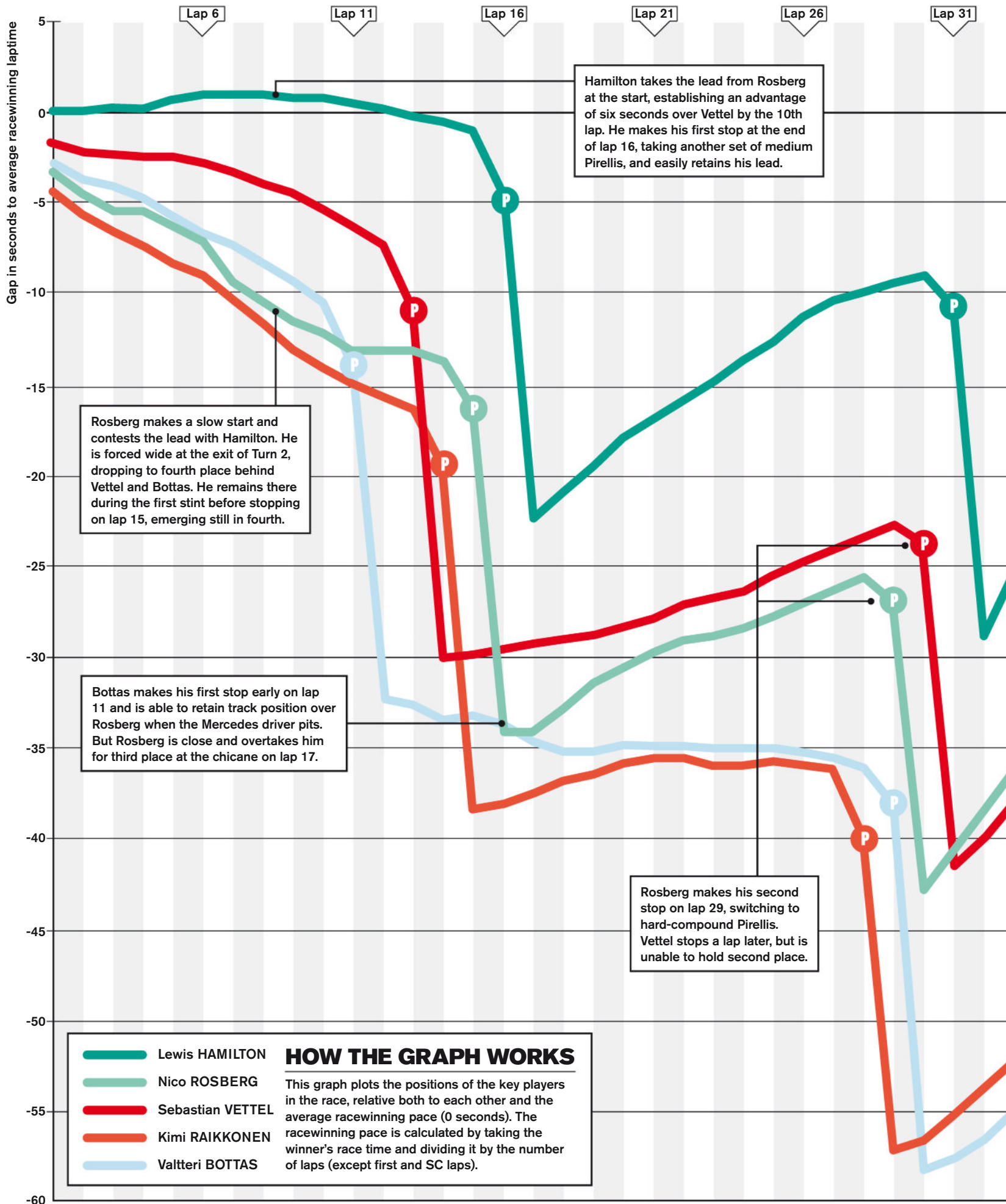
"It's been a bad track for me," he admitted. "Why? I don't know. It's never been a comfortable circuit for me. I love the circuit but never felt comfortable here.

"Today, I did on my final lap, I was working on the best lap I've ever done here but obviously I didn't get to finish it.

"The set-up has never really come together, I guess. I think it's me. Some years I've not had the car, but generally it is me. I come focused and prepared but it's just not a track I feel comfortable on – it's a weird sensation."

Almost as unusual as Nico Rosberg claiming a pole position in 2015...

HOW THE RACE WAS WON

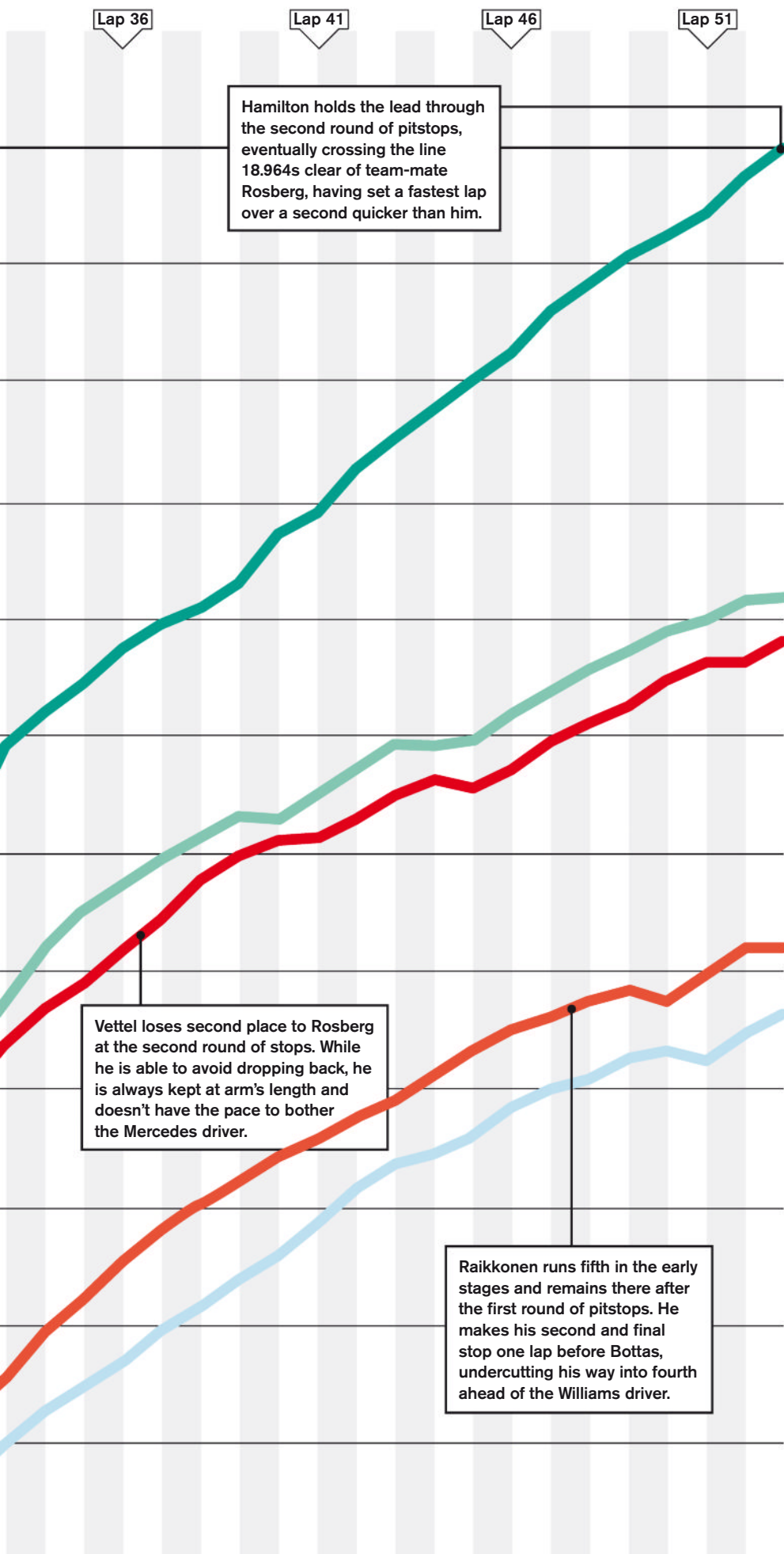


Rosberg makes a slow start and contests the lead with Hamilton. He is forced wide at the exit of Turn 2, dropping to fourth place behind Vettel and Bottas. He remains there during the first stint before stopping on lap 15, emerging still in fourth.

Hamilton takes the lead from Rosberg at the start, establishing an advantage of six seconds over Vettel by the 10th lap. He makes his first stop at the end of lap 16, taking another set of medium Pirellis, and easily retains his lead.

Bottas makes his first stop early on lap 11 and is able to retain track position over Rosberg when the Mercedes driver pits. But Rosberg is close and overtakes him for third place at the chicane on lap 17.

Rosberg makes his second stop on lap 29, switching to hard-compound Pirellis. Vettel stops a lap later, but is unable to hold second place.

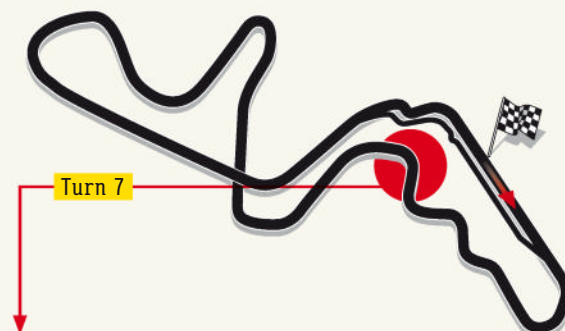


TRACKSIDE VIEW

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There is an eerie and morbid familiarity to the scene, relentless rain pounding the surface of the track. It's as if Formula 1 has travelled back in time in returning to Suzuka, one year on from Jules Bianchi's ultimately fatal accident.

But however difficult the moment, however painful the memories, the world still turns and the show must go on. I wander up to **Turn 7**, that last left-hander at the top of the hill (known as Dunlop) in the sequence of S-bends that make the first part of a Suzuka lap famous. It is also the scene of Bianchi's unfortunate crash in 2014.

I want to see for myself how challenging this section can be in the wet – how fine the line between success and disaster really is. Morbid curiosity I suppose.

A stream of standing water still runs across the short section of straight that links Dunlop to the preceding right-hander, despite efforts by the track owners to improve drainage around this and other sections of the circuit.

It becomes clear quite quickly how this running water amplifies the challenge of driving in tough conditions, on what is already a fast and difficult circuit with narrow and short run-off areas.

“Even one of the most experienced drivers is flirting with disaster”

A few cars have a massive wobble as they power through the stream, including Marcus Ericsson's Sauber, which is not blessed with supreme traction even in the finest of conditions. Max Verstappen is typically fearless. His Toro Rosso fishtails wildly as he powers up the hill, then flings his car into the turn, front end sliding, waiting for the tyres to grip and propel him onto his next challenge.

Then comes Kimi Raikkonen, who instinctively corrects a vicious snap of oversteer on the exit as the Ferrari flashes by. Even one of the most experienced drivers on the grid, in one of the best cars in the field, is flirting with disaster.

I guess that line really is a very fine one indeed...



Turn 7: still tricky in wet conditions

STORIES OF THE RACE

Ferrari calls Merc pace deficit 'representative'

Ferrari's verdict on its performance during the Japanese Grand Prix was that it demonstrated an overall improvement in terms of like-for-like pace on high-speed circuits, even though Sebastian Vettel was unable to replicate his achievements from the previous weekend.

After qualifying on pole and dominating the Marina Bay street race, Sebastian Vettel qualified fourth at Suzuka, one place behind the Williams of Valtteri Bottas and 0.661s away from Lewis Hamilton's pole position time.

Vettel immediately jumped Bottas on the run to Turn 1 after the start, and rose to second when Nico Rosberg ran wide at Turn 2 while battling Hamilton for the lead, but fell away steadily from the leading Mercedes over the course of the first stint and lost second place to Rosberg after the second round of pitstops.

Vettel then kept pace with the second Mercedes during the final stint on hard tyres, but was over six tenths per lap slower than Hamilton on average during the last part of the race, having been over a second faster than Rosberg during the same stage of the previous race in Singapore.

Ferrari team principal Maurizio Arrivabene suggested this performance was broadly in line with expectations for the Scuderia on a high-speed circuit such as Suzuka.

"The gap was quite representative," he said. "At the end I think Mercedes was trying to save the engine. We were doing the same because at that stage it was insanity to try to get more.

"When you are not winning, then of course you are disappointed – this is normal – but the right comparison is not with Singapore, it's with Silverstone. If you look at the gap we had to Mercedes in Silverstone and the gap we have here, it's shorter here."

Vettel's team-mate Kimi Raikkonen, who finished 12.918s further back in fourth place after jumping Bottas at the final round of pitstops, said Ferrari always expected to struggle on this type of circuit relative to Mercedes.

"I knew this would not be the strongest place and I think looking that point onwards, we must be happy," he said. "We're second best.

"I don't think this [track] is exactly what fits us the best right now. Certain circuits are slightly more tricky depending on the layout."



DUNBAR/LAT



Massa picked up a first-lap puncture

Williams bemoans lack of race pace

Williams admitted its car was slower than expected in the Japanese Grand Prix, but that it also made mistakes in falling behind both Ferraris after qualifying ahead of them.

Valtteri Bottas beat both Ferraris on Saturday, but lost out to Sebastian Vettel after a slow start. He gained a place back when Nico Rosberg ran wide at Turn 2, but was re-passed by the Mercedes at the chicane later in the race.

Bottas also lost out to the second Ferrari of Kimi Raikkonen at the final round of pitstops, eventually trailing home fifth, 2.978s adrift.

"Not our best race by a long shot and there are things we need to think about improving on," said Williams performance chief Rob Smedley.

"We didn't operate particularly well, and the car was slower than we thought it would be going into the race. Overall I think it was a really disappointing day for the team."

Ricciardo, Massa and Perez delayed by opening-lap accident damage

Daniel Ricciardo, Felipe Massa and Sergio Perez all had to pit with punctures on the first lap of the Japanese Grand Prix, after coming into contact as the field jostled for position.

Ricciardo made a brisk getaway but his Red Bull tagged Massa's Williams just after the start, as Ricciardo tried to drive between the Williams and Kimi Raikkonen's Ferrari from his seventh-placed grid slot.

Light contact punctured Ricciardo's left-rear tyre and Massa's front right, causing major delay to both. Ricciardo eventually recovered to 15th, while Massa finished a lap down in 17th after also having to change his front wing.

"It was another blinder," said Ricciardo of

his start. "It was actually too good. I didn't know where to go.

"I saw the gap and figured it would open up – that they'd see me in the mirrors and give me space. I guess there wasn't enough room, or they kept closing on me."

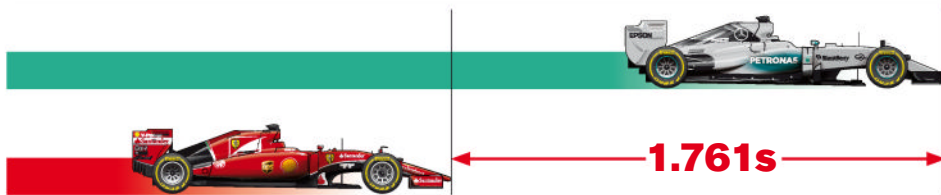
Perez suffered a puncture on his Force India at the first corner (below), as team-mate Nico Hulkenberg dived down the inside of Carlos Sainz Jr's Toro Rosso.

Sainz was sandwiched between the two as Perez came right to jink around Massa's slow Williams, and contact with Hulkenberg pitched Sainz into Perez.

The Mexican eventually recovered to 12th.



XPB IMAGES

FERRARI'S DEFICIT Difference between the fastest Mercedes lap of the race and Ferrari's**Alonso stokes Honda rancour at home**

Fernando Alonso added to Honda's woes by complaining vociferously about his engine as he wrangled his McLaren to 11th place on the Japanese manufacturer's home turf.

The two-time world champion qualified 14th with what he described as the best qualifying lap of his career around the Suzuka circuit.

He ran as high as ninth in the race, but inevitably slipped back and was heard lambasting the Honda's straightline performance over the team radio, comparing it with a "GP2 engine".

He later explained his comments as frustration at racing with drivers and cars that seemed much slower in corners, but which then could overtake him easily on the straights.

"I feel embarrassed when I'm racing sometimes, because it's frustrating when you see the other cars making mistakes, going off the racing line, getting sideways," said Alonso. "The deficit we have on power is like another category. It's tough to race like this, and it's frustrating."

Team-mate Jenson Button also endured a difficult race, getting passed on either side by Felipe Nasr's Sauber and Max Verstappen's Toro Rosso at Turn 1 early on, then getting stuck behind the slower Sauber of Marcus Ericsson in finishing 16th.

"It's so tough for us because we're so used to fighting at the front," said Button. "We're used to fighting, and now it's not fighting, it's like a samurai warrior without his armour and sword."

**Bollard incident costs Sainz**

Carlos Sainz Jr reckoned he could have beaten Pastor Maldonado's Lotus to eighth place in the Japanese Grand Prix, had he not driven into a bollard while entering the pitlane for his final stop.

Sainz had earlier emerged unscathed from first-corner contact with both Force Indias, and had closed to within 1.1 seconds of the Lotus when he struck the bollard, damaging his Toro Rosso's front wing and adding 15 seconds to his pitstop while the team replaced the nose (above).

"I was very aggressive on the turning to the pit entry without having slowed down enough," said Sainz, who went on to finish 10th. "It was a simple mistake. I [then] had this mistake in my head and I destroyed my tyres completely behind Perez. P10 was not the position we should have been in without my mistake."

Q&A**CARLOS SAINZ JR**
TORO ROSSO
RACER

Do you have mixed feelings given how fast you were early in the race?

I really bad about my mistake. Today the team did everything perfectly – there were no issues with the car, nothing happened to me, and it's a coincidence that this time it was me who made the mistake. I think it was one of my best races until that point – if not the best.

Could you have beaten Pastor Maldonado without that error?

I think we would have undercut him for sure, and then it would have been a matter of just getting to the end in front of him, which I think was possible. In clean air, I could have done this amount of laps on the tyres with no problem, it was just I came out behind Perez and did 10 laps destroying the tyres, being angry and pushing a bit too much to catch him.

Can you still learn a lot from situations such as that?

Yeah, I mean for sure you learn about this bollard! Obviously it's a tight pit entry and I couldn't do much running during free practice because it was wet, so I didn't really have any references. I really had to push the pit entry. A mix of combinations really led to the mistake in the end, but anyway it should not have happened...

STORIES OF THE RACE

DUNBAR/LAT



Kvyat starts race from pitlane after high-speed qualifying crash

Daniil Kvyat finished 13th from a pitlane start after destroying his Red Bull during qualifying for the Japanese Grand Prix.

The Russian was on his sole flying lap in Q3 when he put a wheel off the circuit turning into the high-speed right-hand kink before the Suzuka hairpin.

He smashed into the barriers on the outside of the track, ripping off the left-hand side of his car, before it dug into the gravel and rolled over.

Kvyat emerged from the wreckage unscathed, but the accident forced his Red Bull team to completely rebuild and re-scrutineer the chassis, meaning he had to start the race from the pits.

He suffered with handling problems, imbalanced brakes and reliability concerns with the replacement Renault engine Red Bull fitted to the car for the race, and described his final result as "quite shit".

"I never rolled a car, so unfortunately there's a first

time for everything. It was the harshest one of my career," Kvyat said of the crash.

"They told me it [the impact] was 20g or something. I'm not sure – I thought I could do better than that!

"You always try to straighten the braking for that corner and I probably did it too much and I just touched the grass there.

"It happens sometimes – it was my mistake, my error. Nothing special."

24

Pirelli agrees tyre pressures are high

Formula 1 tyre supplier Pirelli conceded drivers were "quite correct" to be concerned about the effect of higher tyre-pressure limits for the Japanese Grand Prix, but insisted the changes were necessary.

Pre-race, McLaren's Jenson Button reckoned the tyres would end up "being like balloons" because of high pressures, causing them to overheat, although winner Lewis Hamilton described the tyres as "pretty amazing" afterwards.

Pirelli motorsport boss Paul Hembery explained the increase in pressure limits was necessary for safety reasons.

"It's based on the most extreme performance levels," he said. "The cars haven't stood still, there's been a dramatic change in performance and a dramatic increase in loads, so that's necessitated some changes.

"Suzuka is one of the most severe tracks of the season, so it would be quite normal for us to be taking that approach."

Verstappen penalty for 'illegal' parking

Max Verstappen received a three-place grid penalty for the Japanese Grand Prix for parking "in a potentially dangerous position" when his Toro Rosso broke down in qualifying.

Verstappen left his car stranded on the exit of the hairpin after it suffered a complete electrical failure towards the end of the first qualifying session.

Explaining their reasoning behind the penalty, a statement from the stewards read: "Car #33 [Verstappen] experienced a sudden power loss at the exit of Turn 11.

"The driver initially moved to the left side of the track towards a safe position and when it was

about to stop, moved to the right on to the racing line where it eventually stopped.

"This caused double yellow flags to be shown and endangered oncoming drivers."

Asked how he ended up in such a strange parking position, with his car at a right angle to the track, Verstappen explained: "I lost all electricity and I was already at quite a low speed.

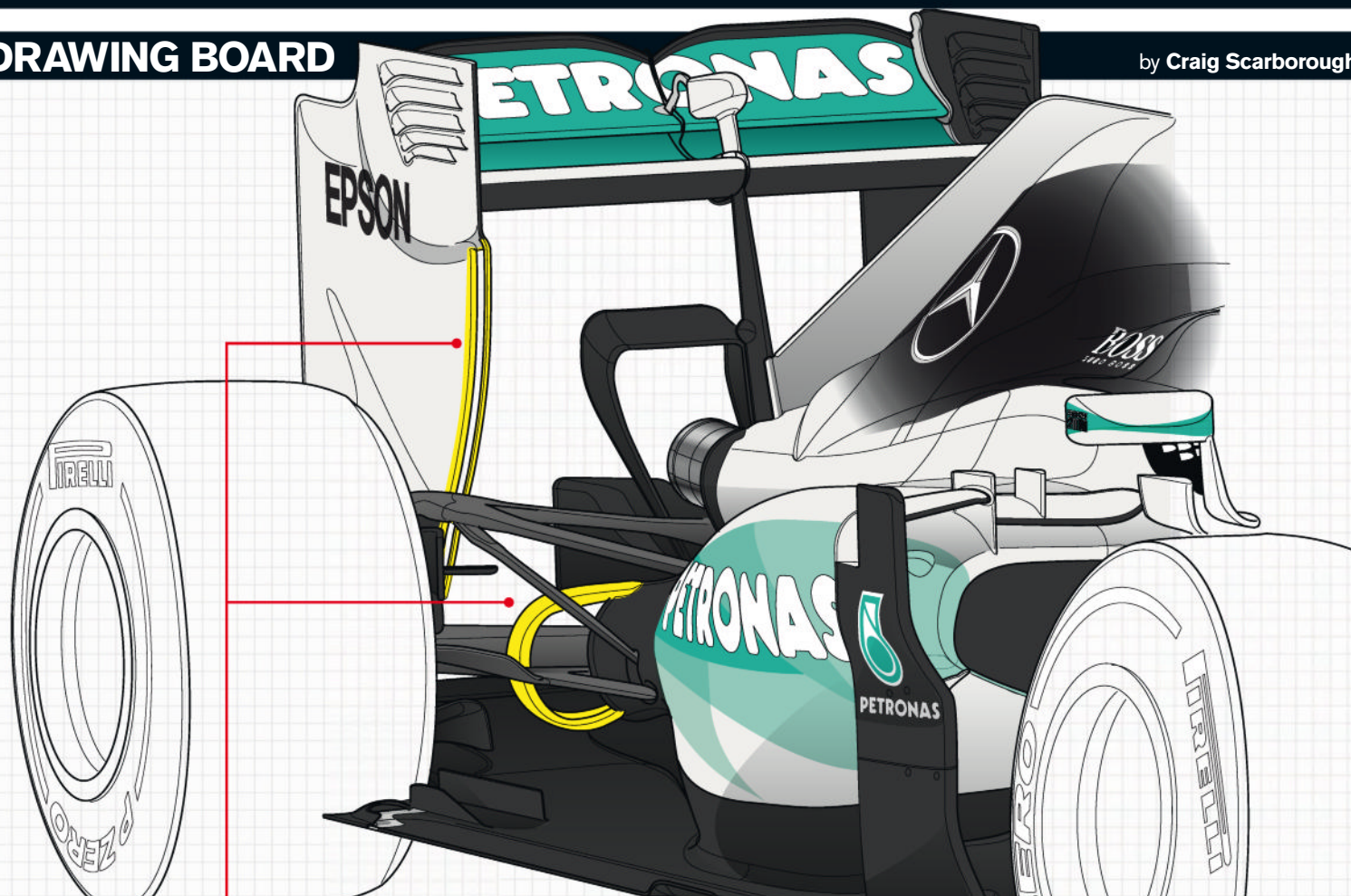
"As soon as I was turning right I was just stuck in gear. I wanted to go forward but couldn't pull the clutch."



DUNBAR/LAT

DRAWING BOARD

by Craig Scarborough



Mercedes updates rear end for more downforce at Suzuka

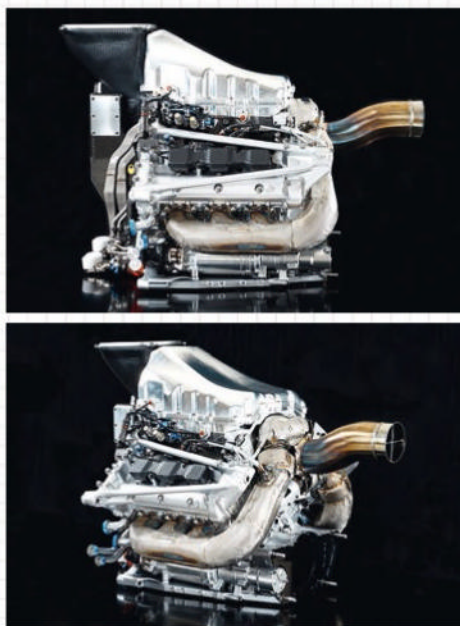
Mercedes brought rear-end updates to Suzuka. The package comprised revised sidepods and rear-wing endplates, with the simpler monkey-seat wingleet returning to stabilise the rear end through Suzuka's long turns.

The sidepods were slightly slimmer around the Coke-bottle exit and exhaust tailpipe, but the key change was the vane fitted to the back

of the sidepods. This part has kept a low profile since its introduction pre-season. Previously, this r-shaped vane was fitted between the back of the sidepod and the floor. In Japan, this part was changed to a near c-shape, and now loops back to mount on the sidepod and not the floor. This directs airflow in the tight space between the rear wheels and the bodywork.

The rear-wing endplate has been reshaped, with Mercedes following the trend for a tall vertical slot in the leading edge, from the diffuser all the way towards the top of the endplate.

Also, the vanes formed along the lower edge of the endplate behind the rear tyre were revised. These changes encourage more airflow through the rear wing for more downforce.



Honda puts F1 engine on public display

Honda presented its power unit to the public for the first time at Suzuka.

The log-style exhausts are clearly visible, with the short primary pipes merging straight into one large secondary pipe, which leads to the turbo. These help produce power by increasing the exhaust pressure at the turbo, at the cost of conventional exhaust tuning.

The pair of exhausts can be seen meeting the turbocharger, with two separate inlets. These two inlets each have a wastegate valve to release exhaust pressure, with the turbine casing neatly venting the valves directly into the exhaust tailpipe and not requiring separate pipework.

On the other side of the engine, the turbo's compressor remains hidden, mounted in the 'V' of the engine beneath the CNC (computer numerical controlled) milled inlet plenum. It's now understood that the compressor is

conventional and not axial-format, the part simply being smaller to fit in the tight confines of the V6, albeit with the inlet plenum arched upwards to provide extra clearance.

Along the left flank of the engine is the MGU-K. Uniquely, this drives the engine's crankshaft at the tail of the engine, rather than being geared to the front of the engine. The corresponding MGU-H is attached between the two stages of the turbo, sitting within the 'V' of the engine, where it's subject to the heat from the exhaust side of the turbo.

It's believed that the power of the Honda combustion engine is not the issue, but rather the ability of the ERS to recover energy throughout the lap. The small turbo and thermal issues prevent the ERS-H harvesting on a full throttle, leaving the car with not much more than the 33s of ERS-K (kinetic) 160hp. So the Honda doesn't lack power so much as energy.

DRIVER RATINGS

MERCEDES



7

NICO ROSBERG

Realises he must refocus his efforts on qualifying and take more risks to maintain title hopes, so was boosted by beating Hamilton for only the second time this year on Saturday. Lost pole advantage in first corners, though. Could he have been tougher, or did an overheating engine give him no chance? If he caused engine to overheat early, then it's his fault.



10

LEWIS HAMILTON

Admitted he's never felt that comfortable around this circuit, but was sure he was on a lap good enough for pole when red flags flew for Kvyat's shunt. Wasn't sure how he'd turn tables on his team-mate in the race, but made a good start and a forceful pass into Turn 2. Was easily the fastest driver in the race, even with an overheating engine. The perfect tonic after Singapore.

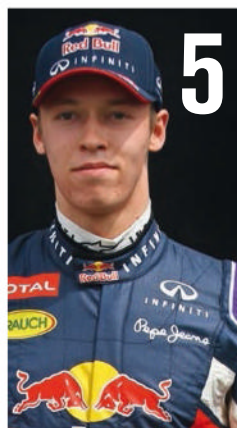
RED BULL



7

DANIEL RICCIARDO

Qualified as well as could be expected given Red Bull was less competitive on such a power-sensitive circuit. Even a perfect lap would still have fallen short of beating Raikkonen's sub-par Q3 effort. Tried to squeeze between the Ferrari and Massa's Williams, but didn't quite leave enough room on the left. Puncture and floor damage put paid to hopes of a proper recovery.



5

DANIIL KVYAT

Kvyat was fastest in the wet on Friday, but made a costly error in qualifying, dropping a wheel off the track into the kink and crashing. Started from pits in rebuilt chassis with fresh engine, but was a "sitting duck" with handling problems, imbalanced brakes and engine reliability worries. Did well to pass Ericsson near the end but reckoned "P13 is quite shit". Fair comment.

WILLIAMS



6

FELIPE MASSA

Massa has generally performed very well in qualifying this season, but was slightly below par in Japan. Admitted to messing up at the chicane on his Q3 lap, but it was the two tenths he dropped to Bottas in the middle sector that made the biggest difference in the end. Made a slow start, but puncture and aero damage from collision with Ricciardo ruined his race.



7

VALTTERI BOTTAS

Bottas revelled in the improved handling of the FW37. He produced a fine lap to qualify ahead of both Ferraris and his team-mate. Lost out to Vettel at the start, and was arguably caught napping when Rosberg dived past at the chicane, but Williams also misread the tyre situation, leaving Bottas easy prey for Raikkonen at the second round of pitstops.

McLAREN



9

FERNANDO ALONSO

Felt the lap he produced in Q2 was the best of his career around Suzuka, and reckoned he couldn't repeat it even with 100 sets of new tyres! Shame it was only good enough for 14th on the timesheet. Drove typically well in the race, frustrated that his car wasn't competitive enough to fight properly with those around him. Couldn't have done more with the tools at his disposal.

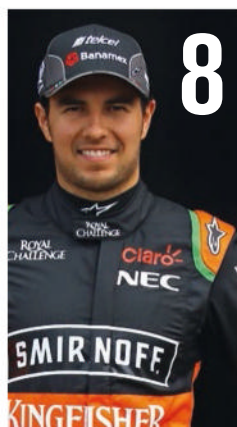


7

JENSON BUTTON

Blamed miscommunication with the team for incorrect engine setting that spoiled his first run in Q1. When Verstappen parked his Toro Rosso illegally exiting the hairpin, that was Button out early. Started the race well on harder tyre, and kept pace with Alonso, but couldn't pull enough of a gap to avoid being jumped by Ericsson at the final stops, then got stuck behind the Sauber.

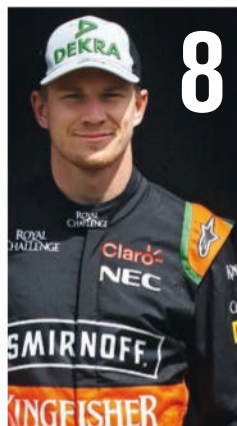
FORCE INDIA



8

SERGIO PEREZ

Felt his qualifying lap to make Q3 was "120 per cent" of the car's potential here, admitting the final iteration of the B-spec VJM08 lacked balance and rear grip on Saturday. Collision with Sainz at Turn 1 in the race was unfortunate, but the car didn't suffer other than a puncture. Clawed back to 12th, but spent too long trying to pass Ericsson's Sauber at the end.

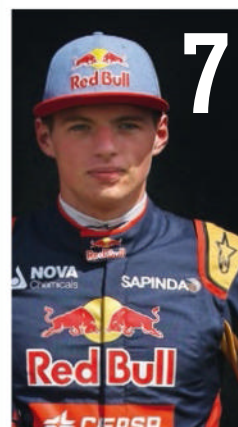


8

NICO HULKENBERG

Was baffled by his lack of speed after what he felt was a decent lap in Q2, and had to take three-place grid penalty on top for his collision with Massa in Singapore. The team felt he was "faultless" in the race. Rose from 13th to eighth on lap one and used an aggressive early first pitstop to jump the slower Lotuses. Couldn't have achieved a better result in the circumstances.

TORO ROSSO



7

MAX VERSTAPPEN

Was easily quickest Toro Rosso in Q1 before car shut down unexpectedly, but should have known better than to park so dangerously, so deserved grid penalty. Was quick in the race but found it difficult to overtake, and was schooled a bit by Kvyat when he tried to go round the outside at 130R. Redeemed with superb pace in the final stint to recover two points.



6

CARLOS SAINZ JR

Sainz generally did well with limited practice on his first visit to Suzuka. Was affected by a broken tyre pressure sensor in qualifying, but started race well, overtook Alonso and kept pace with Hulkenberg early on. Unravelling when he damaged front wing on the pit entry bollard while racing the Lotuses. Lost time changing the nose, then overdrove trying to make up for mistake.

BEN ANDERSON reviews and rates each driver's grand prix weekend performance out of 10



“GROSJEAN SHRUGGED OFF THE GLOOM WITH ANOTHER EXCELLENT QUALIFYING”

STALEY/LAT

FERRARI

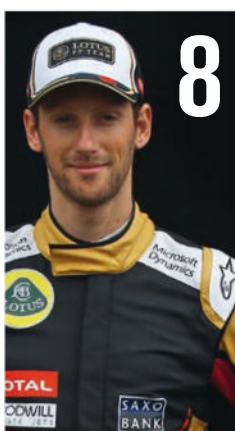


SEBASTIAN VETTEL After the ebullient high of Singapore, Ferrari found itself embroiled in a fight with Williams for best-of-the-rest behind the runaway Mercs. Vettel was pleased with his qualifying lap – even though he wound up two tenths adrift of Bottas, but made up for that with a strong start. Did well to keep pace with Rosberg in the last stint but was ultimately on a hiding to nothing.



KIMI RAIKKONEN Comfortably the faster of the two Ferrari drivers in the early part of qualifying, but finished with a “shit end result” after struggling with too much understeer on his Q3 run, improving by just 0.014s on Q2. Avoided a brush with Ricciardo at the start, and then had a straightforward run to the flag. Pace was comparable to Vettel's once clear of Bottas's Williams for the final stint.

LOTUS

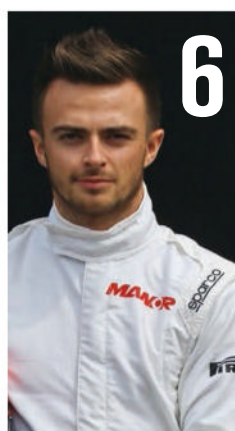


ROMAIN GROSJEAN Lotus's ongoing financial woe meant Grosjean lacked a hospitality unit to eat, sleep or get changed in. Shrugged off the gloom with another excellent qualifying performance. The race was simple enough, but he rode his luck with a brief off at the chicane. Couldn't really fight Hulkenberg's Force India, but had just enough pace in first two stints to hold off Maldonado.



PASTOR MALDONADO Has found it difficult to adjust to Pirelli's increased tyre pressure limits and wasn't comfortable with car's balance in qualifying. Recovered well with a strong first lap in the race and used fresher rubber to keep the pressure on Grosjean throughout. Was a bit faster in the final stint on the harder tyre, but his team-mate remained out of reach. Did a good job, and deserved the points.

MANOR

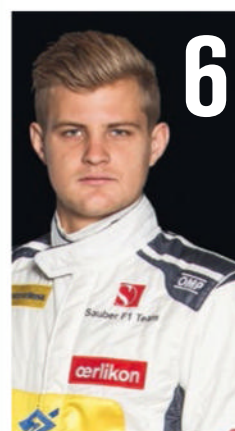


WILL STEVENS Won intra-team qualifying battle when Rossi ran into unavoidable trouble in Q1, but was looking slightly stronger in the build-up. It was a close-run thing in the race, but Stevens held a crucial advantage through the first two stints, until he spun at 130R after being lapped by Bottas. A costly mistake, but penalty for earlier speeding in the pits would have meant defeat anyway.



ALEXANDER ROSSI Was unlucky to encounter Ericsson's spinning Sauber on first flying lap in Q1, and even more so to have second run ruined by Verstappen's illegal parking. Wasn't quite on Stevens' level in the first stint in the race, but picked pace up well after that and was within striking distance when Stevens spun at high speed, almost taking both Manors out! Has made a very solid start to life in F1.

SAUBER

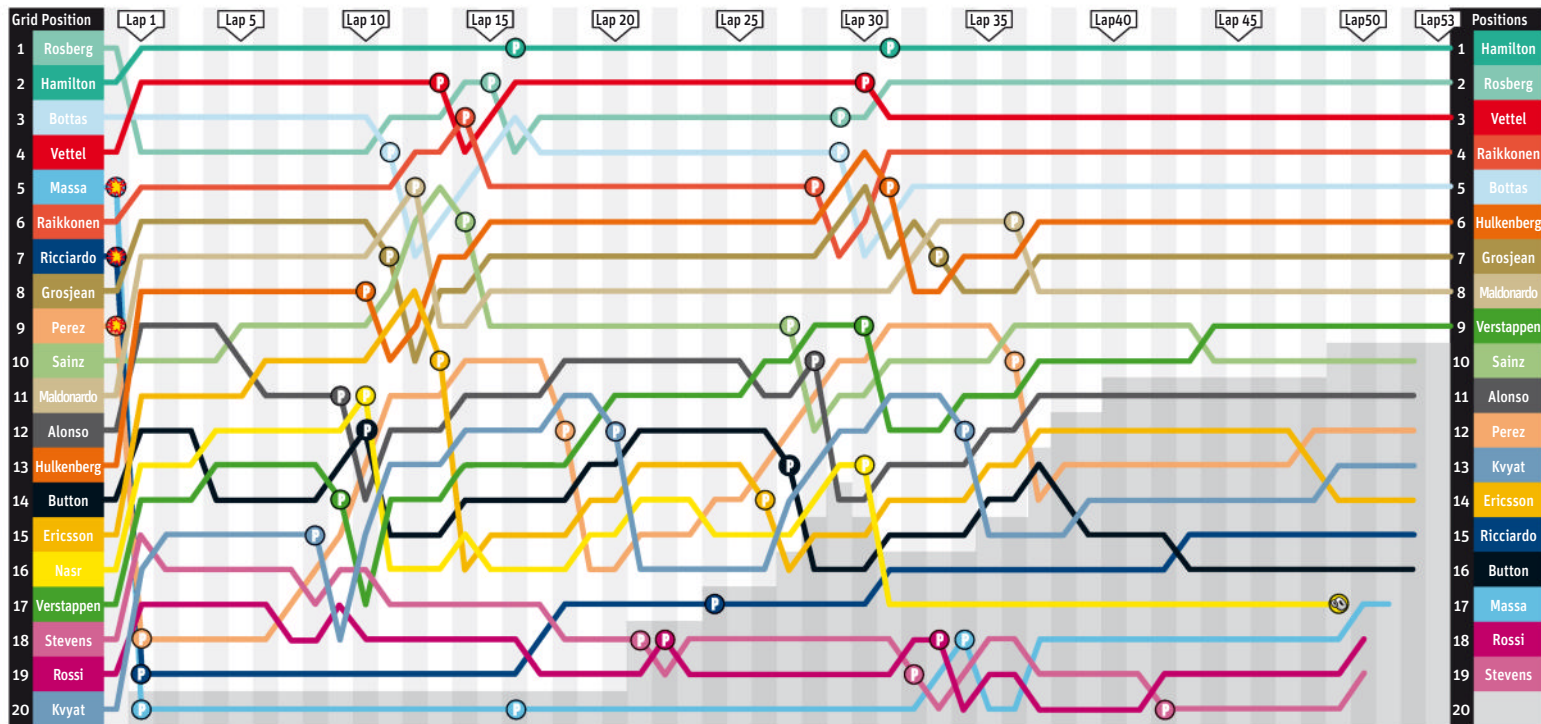


MARCUS ERICSSON This was a disappointing weekend, given his recent form. Spun needlessly at Spoon in Q1, qualifying 17th in a car that should have been fast enough for Q2 at least. Started the race well, but got stuck behind Button's McLaren in the middle stint, lost a place to Perez with another mistake at Spoon late on, then got mugged by Kvyat while being lapped by Raikkonen.



FELIPE NASR Thinks the updated C34 still lacks downforce, but felt certain of making Q2 on second qualifying run but for the yellow flags at the end. Asked why Verstappen could not have parked safely out of the way. The stewards agreed. Apart from passing Button at Turn 1, the race was disappointing. Suffered a problem with steering, which worsened, so chose to retire for safety reasons.

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	SAINZ	1m49.434s
2	KVYAT	1m49.938s
3	ROSBERG	1m50.077s
4	VETTEL	1m50.519s
5	HAMILTON	1m50.722s
6	VERSTAPPEN	1m50.940s
7	RAIKKONEN	1m51.212s
8	MASSA	1m52.288s
9	ERICSSON	1m53.820s
10	BOTTAS	1m53.964s
11	NASR	1m54.013s
12	BUTTON	1m55.678s
13	RICCIARDO	no time
14	HULKENBERG	no time
15	PEREZ	no time
16	ALONSO	no time
17	MALDONADO	no time
18	PALMER	no time
19	STEVENS	no time
20	ROSSI	no time

Weather: wet; air 20C, track 22C

PRACTICE 2: Friday

POS	DRIVER	TIME
1	KVYAT	1m48.277s
2	ROSBERG	1m48.300s
3	HAMILTON	1m48.853s
4	RICCIARDO	1m49.097s
5	VETTEL	1m50.268s
6	RAIKKONEN	1m50.319s
7	SAINZ	1m50.418s
8	VERSTAPPEN	1m50.542s
9	NASR	1m50.968s
10	MALDONADO	1m51.557s
11	HULKENBERG	1m51.674s
12	BUTTON	1m51.861s
13	ERICSSON	1m51.934s
14	PEREZ	1m52.070s
15	GROSJEAN	1m52.534s
16	MASSA	1m52.765s
17	ALONSO	1m55.239s
18	STEVENS	1m58.059s
19	ROSSI	1m59.419s
20	BOTTAS	no time

Weather: wet; air 22C, track 24C

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ROSBERG	1m33.995s
2	HAMILTON	1m34.292s
3	RICCIARDO	1m34.497s
4	BOTTAS	1m34.797s
5	MASSA	1m34.934s
6	RAIKKONEN	1m35.082s
7	VERSTAPPEN	1m35.160s
8	VETTEL	1m35.222s
9	GROSJEAN	1m35.602s
10	SAINZ	1m35.963s
11	HULKENBERG	1m36.110s
12	BUTTON	1m36.174s
13	ERICSSON	1m36.199s
14	KVYAT	1m36.294s
15	MALDONADO	1m36.307s
16	ALONSO	1m36.360s
17	PEREZ	1m36.430s
18	NASR	1m36.919s
19	STEVENS	1m39.653s
20	ROSSI	1m39.819s

Weather: dry, sunny; air 26C, track 33C



QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m33.015s (2)	1m32.632s (1)	1m32.584s
2	HAMILTON	1m32.844s (1)	1m32.789s (2)	1m32.660s
3	BOTTAS	1m34.326s (4)	1m33.416s (5)	1m33.024s
4	VETTEL	1m34.431s (7)	1m33.844s (6)	1m33.245s
5	MASSA	1m34.744s (10)	1m33.377s (4)	1m33.337s
6	RAIKKONEN	1m34.171s (3)	1m33.361s (3)	1m33.347s
7	RICCIARDO	1m34.399s (6)	1m34.153s (7)	1m33.497s
8	GROSJEAN	1m34.398s (5)	1m34.278s (10)	1m33.967s
9	PEREZ	1m35.001s (13)	1m34.174s (8)	no time
10	KVYAT	1m34.646s (9)	1m34.201s (9)	no time
11	HULKENBERG	1m35.328s (14)	1m34.390s	-
12	SAINZ	1m34.873s (12)	1m34.453s	-
13	MALDONADO	1m34.796s (11)	1m34.497s	-
14	ALONSO	1m35.467s (15)	1m34.785s	-
15	VERSTAPPEN	1m34.522s (8)	no time	-
16	BUTTON	1m35.664s	-	-
17	ERICSSON	1m35.673s	-	-
18	NASR	1m35.760s	-	-
19	STEVENS	1m38.783s	-	-
20	ROSSI	1m47.114s	-	-

Weather: dry, sunny; air 28C, track 37C

QUALIFYING STATISTICS

	HEAD TO HEAD	
ROSBERG	2	12
RICCIARDO	9	5
MASSA	7	7
VETTEL	11	3
ALONSO/MAGNUSSEN	7	6
PEREZ	5	8
SAINZ	9	5
GROSJEAN	13	1
ERICSSON	5	9
STEVENS	9	3



POLE POSITION TROPHY

HAMILTON	AUS	MAL	PRC	BRN	MC	CDN	A	GB	H	B
I	11									
ROSBERG	E	J	2							
VETTEL	SGP	1								



RACE: 53 LAPS - 191.054 MILES

POS	DRIVER	DRIVER NUMBER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	LEWIS HAMILTON	44	MERCEDES	53	1h28m06.508s	1m36.145s	2	45.915s	2
2	NICO ROSBERG	6	MERCEDES	53	+18.964s	1m37.147s	2	46.319s	1
3	SEBASTIAN VETTEL	5	FERRARI	53	+20.850s	1m37.906s	2	46.204s	4
4	KIMI RAIKKONEN	7	FERRARI	53	+33.768s	1m38.035s	2	46.298s	6
5	VALTTERI BOTTAS	77	WILLIAMS-MERCEDES	53	+36.746s	1m38.241s	2	47.130s	3
6	NICO HULKENBERG	27	FORCE INDIA-MERCEDES	53	+55.559s	1m38.331s	2	47.241s	13
7	ROMAIN GROSJEAN	8	LOTUS-MERCEDES	53	+1m12.298s	1m38.167s	2	48.347s	8
8	PASTOR MALDONADO	13	LOTUS-MERCEDES	53	+1m13.575s	1m38.136s	2	48.091s	11
9	MAX VERSTAPPEN	33	TORO ROSSO-RENAULT	53	+1m35.315s	1m38.237s	2	51.770s	17
10	CARLOS SAINZ	55	TORO ROSSO-RENAULT	52	-1 lap	1m38.686s	2	1m03.046s	10
11	FERNANDO ALONSO	14	MCLAREN-HONDA	52	-1 lap	1m39.614s	2	47.407s	12
12	SERGIO PEREZ	11	FORCE INDIA-MERCEDES	52	-1 lap	1m38.591s	3	1m13.611s	9
13	DANIIL KVYAT	26	RED BULL-RENAULT	52	-1 lap	1m38.366s	3	1m09.880s	20
14	MARCUS ERICSSON	9	SAUBER-FERRARI	52	-1 lap	1m39.343s	2	46.859s	15
15	DANIEL RICCIARDO	3	RED BULL-RENAULT	52	-1 lap	1m38.898s	2	49.312s	7
16	JENSON BUTTON	22	MCLAREN-HONDA	52	-1 lap	1m40.121s	2	47.144s	14
17	FELIPE MASSA	19	WILLIAMS-MERCEDES	51	-2 laps	1m38.595s	3	1m25.571s	5
18	ALEXANDER ROSSI	53	MARUSSIA-FERRARI	51	-2 laps	1m41.467s	2	50.234s	19
19	WILL STEVENS	28	MARUSSIA-FERRARI	50	-3 laps	1m41.452s	3	1m25.282s	18
20	FELIPE NASR	12	SAUBER-FERRARI	49	steering	1m40.088s	2	48.879s	16

Weather: dry, sunny; air 27C, track 35C. Winner's average speed: 130.103mph. Fastest lap: Hamilton 1m36.145s (135.107mph) on lap 33.

Lap leader: 1-53 Hamilton.

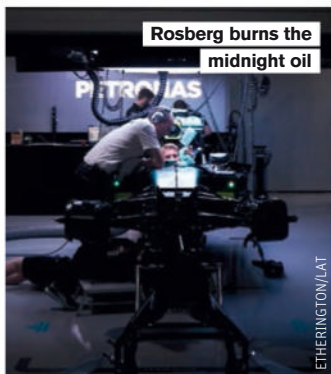
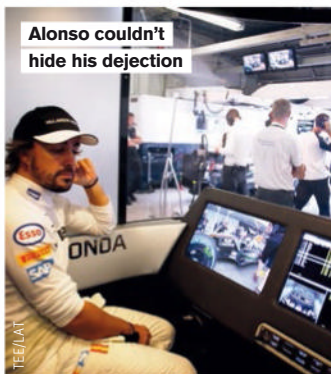
TYRE CHOICE

STINT 1	STINT 2	STINT 3	STINT 4
Medium U	Medium N	Hard N	
Medium U	Hard N	Hard U	
Medium U	Hard N	Hard N	
Medium U	Hard N	Hard N	
Medium U	Medium N	Hard N	
Medium N	Hard N	Hard N	
Medium U	Medium U	Hard N	
Medium N	Medium N	Hard N	
Medium N	Hard N	Hard N	
Medium U	Medium N	Hard N	
Medium U	Hard N	Hard N	Hard U
Medium U	Hard N	Medium U	Hard N
Medium N	Medium N	Hard N	
Medium U	Hard N	Hard U	
Hard N	Medium N	Medium N	
Medium U	Hard N	Medium N	Medium U
Medium N	Hard N	Medium N	
Medium N	Hard N	Medium N	Medium U
Medium N	Hard N	Medium N	

N - new; U - used

DRIVERS' STANDINGS

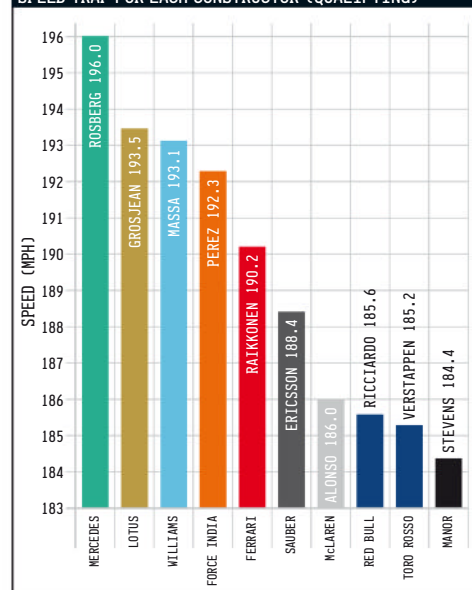
POS	DRIVER	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE
1	HAMILTON	277	1st	2nd	1st	1st	2nd	3rd	1st	2nd	1st	6th	1st	1st	ret	1st	-	-	-	-	-
2	ROSBERG	229	2nd	3rd	2nd	3rd	1st	1st	2nd	1st	2nd	8th	2nd	17th	4th	2nd	-	-	-	-	-
3	VETTEL	218	3rd	1st	3rd	5th	3rd	2nd	5th	4th	3rd	1st	12th	2nd	1st	3rd	-	-	-	-	-
4	RAIKKONEN	119	ret	4th	4th	2nd	5th	6th	4th	ret	8th	ret	7th	5th	3rd	4th	-	-	-	-	-
5	BOTTAS	111	DNS	5th	6th	4th	4th	14th	3rd	5th	5th	13th	9th	4th	5th	5th	-	-	-	-	-
6	MASSA	97	4th	6th	5th	10th	6th	15th	6th	3rd	4th	12th	6th	3rd	ret	17th	-	-	-	-	-
7	RICCIARDO	73	6th	10th	9th	6th	7th	5th	13th	10th	ret	3rd	ret	8th	2nd	15th	-	-	-	-	-
8	KVYAT	66	DNS	9th	ret	9th	10th	4th	9th	12th	6th	2nd	4th	10th	6th	13th	-	-	-	-	-
9	GROSJEAN	44	ret	11th	7th	7th	8th	12th	10th	ret	ret	7th	3rd	ret	13th	7th	-	-	-	-	-
10	PEREZ	39	10th	13th	11th	8th	13th	7th	11th	9th	9th	ret	5th	6th	7th	12th	-	-	-	-	-
11	HULKENBERG	38	7th	14th	ret	13th	15th	11th	8th	6th	7th	ret	DNS	7th	ret	6th	-	-	-	-	-
12	VERSTAPPEN	32	ret	7th	17th	ret	11th	ret	15th	8th	ret	4th	8th	12th	8th	9th	-	-	-	-	-
13	NASR	17	5th	12th	8th	12th	12th	9th	16th	11th	DNS	11th	11th	13th	10th	20th	-	-	-	-	-
14	MALDONADO	16	ret	ret	ret	15th	ret	ret	7th	7th	ret	14th	ret	ret	12th	8th	-	-	-	-	-
15	SAINZ	12	9th	8th	13th	ret	9th	10th	12th	ret	ret	ret	ret	11th	9th	10th	-	-	-	-	-
16	ALONSO	11	-	ret	12th	11th	ret	ret	ret	ret	10th	5th	13th	18th	ret	11th	-	-	-	-	-
17	ERICSSON	9	8th	ret	10th	14th	14th	13th	14th	13th	11th	10th	10th	9th	11th	14th	-	-	-	-	-
18	BUTTON	6	11th	ret	14th	DNS	16th	8th	ret	ret	ret	9th	14th	14th	ret	16th	-	-	-	-	-
19	MERHI	0	DNQ	15th	16th	17th	18th	16th	ret	14th	12th	15th	15th	16th	-	-	-	-	-	-	-
20	STEVENS	0	DNQ	DNS	15th	16th	17th	17th	17th	ret	13th	16th	16th	15th	15th	19th	-	-	-	-	-
21	ROSSI	0	-	-	-	-	-	-	-	-	-	-	-	-	14th	18th	-	-	-	-	-
22	MAGNUSSEN	0	DNS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



CONSTRUCTORS' STANDINGS

POS	CONSTRUCTOR	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE
1	MERCEDES	506	43	33	43	40	43	40	43	43	43	12	43	25	12	43	-	-	-	-	-
2	FERRARI	337	15	37	27	28	25	26	22	12	19	25	6	28	40	27	-	-	-	-	-
3	WILLIAMS	208	12	18	18	13	20	0	23	25	22	0	10	27	10	10	-	-	-	-	-
4	RED BULL	139	8	3	2	10	7	22	2	1	8	33	12	5	26	0	-	-	-	-	-
5	FORCE INDIA	77	7	0	0	4	0	6	4	10	8	0	10	14	6	8	-	-	-	-	-
6	LOTUS	60	0	0	6	6	4	0	7	6	0	6	15	0	0	10	-	-	-	-	-
7	TORO ROSSO	44	2	10	0	0	2	1	0	4	0	12	4	0	6	3	-	-	-	-	-
8	SAUBER	26	14	0	5	0	0	2	0	0	0	1	1	2	1	0	-	-	-	-	-
9	MCLAREN	17	0	0	0	0	0	4	0	0	1	12	0	0	0	0	-	-	-	-	-
10	MARUSSIA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-

SPEED TRAP FOR EACH CONSTRUCTOR (QUALIFYING)



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McLaren's frustration with Honda has been growing

30

McLaren-Honda in meltdown?

The cracks in the relationship between McLaren and Honda became public during the manufacturer's home grand prix. By IAN PARKES

Billions of yen have so far been spent by Honda, one of the most powerful motor corporations on the planet, in production of a 1.6-litre V6 power unit that so far has been nothing short of disastrous this season for both it and McLaren.

As figurehead, motorsport chief Yasuhisa Arai has had to bear the brunt of the criticism. A press briefing during last month's Italian Grand Prix weekend was hijacked

by a barrage of questions over his competence and his future.

Some of the flak has been of Arai's own making, since on more than one occasion he has made bold, positive public statements as to where he saw Honda's progress in three, six and 12 months' time from whenever he was posed the question. Such pronouncements have proved considerably shy of the mark, with the result that Arai has found himself in the firing line.

It is fair to assume, though, that nothing could have prepared Arai for what were without doubt the most damaging of comments to come his way so far this year. If you know anything about Japanese culture, then you know to insult someone in their own home is tremendously shameful to the person on the receiving end.

The Japanese are a very proud people, as well as being gracious and hospitable, so for Honda to be



Left to right: Arai, Hachigo and Dennis

criticised by Fernando Alonso over the team radio – duly promulgated to the world via the FOM TV feed – during the Japanese Grand Prix would have wounded Honda's and Arai's pride and reputation. Honda owns Suzuka and it is the company's motor-racing home, with Arai the head of the household.

With Honda's top brass in attendance, including president Takahiro Hachigo, double world champion Alonso initially described



Alonso struggled in the midfield

STALEY/LAT

the pace of his car as “embarrassing, very embarrassing”. Later, during a further moment of angst inside the cockpit of the MP4/30, Alonso declared the engine to be “GP2” standard, which was followed by a scream of what can only be assumed was utter frustration. These communications were made public in a form that would have been heard by Arai, Hachigo and millions more around the world.

The loss of face for Arai will have been acute.

Alonso has a keen interest in Japanese culture, particularly the art of the Samurai warrior, which has led to suggestions that he knew exactly what he was doing, pushing buttons that will trigger some form of action from Honda. But only he and those in his inner circle will know for sure if this was a carefully planned moment or simply a kneejerk response to what he was experiencing on track at the time.

We now wait to see if Honda dignifies this outburst with a response, and if so whether the rejoinder inflames or defuses tensions that have been simmering throughout the season.

Honda is just one issue – possibly the biggest – facing a McLaren team that is one race away from equalling the longest run in its history without a victory: 53 races, from Japan 1977 to the '81 British GP. The present run of 52, stretching back to the 2012 Brazilian Grand Prix, will almost beyond doubt surpass the previous one, further adding to the sense of doom and gloom.

Throw in the additional conundrums of the prospects of Alonso and Jenson Button, and it is easy to see why Group CEO Ron Dennis was a man besieged by the media post-race on Sunday.

Just a week earlier in Singapore a dispirited Button had remarked on his lack of joy in F1 these days, and the fact that he is no longer in the hunt for podiums, never mind wins. The understandable inference at the time was that Button was perhaps on the verge of quitting F1 after 16 seasons, such was his growing disillusionment with his lot.

It has since emerged that part of the problem was Dennis's failure, and that of his board, to address

WHAT THEY SAID...

GP2 engine! GP2!
Aaaaargghhhh!

Fernando Alonso



TEE/LAT

I still can't understand why everyone doesn't appreciate you're not going to win a world championship if you have a second-string engine. It's just not going to happen. That's not a derogatory comment against Honda

Ron Dennis



The joy of being in the car is only there if you are fighting at the front and you feel as though you are achieving something. If you're fighting near the back, you're driving an F1 car, but you can easily get joy driving something else

Jenson Button



Button's contract, in particular an option enabling McLaren to terminate the deal ahead of its planned second year. Dennis finally contacted Button on the matter last week, informing the 35-year-old he is very much wanted by McLaren for 2016. The ball is now in Button's court, and he must decide whether he has the energy, patience and desire to go through another year in F1 that could potentially be as painful as this one if Honda fails make inroads over the winter.

And then we come to the charismatic enigma that is Alonso,

someone whose public comments are often frustratingly opaque.

Take this weekend as a prime example. Alonso was invited to clarify remarks from Flavio Briatore, who said: "If he [Alonso] cannot get a winning car in Formula 1, he will find it elsewhere." When asked if he would see out his three-year contract with McLaren, Alonso replied: "Definitely. I can tell you I will not go anywhere else."

Twenty-four hours later, following another frustrating race, Alonso said "I don't know" when asked if he would simply be in

F1 next year, never mind in 2017. But he did add: "Next year is what we are looking for and my intention is to stay and win."

His *intention*? So not 100 per cent guaranteed then, obviously.

The McLaren boss was left unhappy with Alonso's remarks during the race, which Dennis felt showed a lack of professionalism and would be something, he said, would be dealt with internally.

There are shades of 2007 in the growing divide between Dennis and his star driver. We all know how that ended... ❧

McLAREN-HONDA IN 2015

50%
FINISHING RATE

17 POINTS
0 TIMES IN Q3
9TH IN CHAMPIONSHIP

5TH
BEST FINISH

4 POINTS FINISHES

Rowland survives assault for title

A battle with main rival Matthieu Vaxiviere proved a little close for comfort in race one. But the Brit came through to win, then claimed the crown. By **PETER MILLS**



Rowland takes flag and title in race one

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FR3.5
Le Mans (F)
September 26-27



Round 8/9

PEERLESS ALL YEAR, OLIVER ROWLAND BECAME the first British driver to win the Formula Renault 3.5 title at Le Mans. A pre-meeting objective of taking a double win at La Sarthe might have proved elusive, but his record-equalling seventh victory of the season on Saturday ensured that the crown was effectively taken in style and with a round to spare.

"I think this series is probably stronger than ever, or as strong," said an under-the-weather Rowland after securing the championship for good with an eighth in race two. "I think in a couple of years' time you'll see a lot of people in this paddock who will be doing well in motorsport. That first race yesterday at Le Mans was maybe the highpoint of the year."

Rowland had arrived at the Bugatti circuit carrying a 50-point – or two-win – lead over Lotus Formula 1 junior driver Matthieu Vaxiviere. By simply maintaining that cushion over the weekend's two races, the Fortec man would be champion. That knowledge, along with a recent engagement and buying of a first home in

Sheffield, all contributed to an 'at-ease' demeanour. "I am feeling chilled," confirmed Rowland ahead of qualifying, where he duly took pole.

Fortec's experienced engineer Paul Heath added his own theory to the relationship between Rowland's recent supreme form and content mindset.

"Since Oliver did GP2 in the summer, that proved to him that he is actually quite good," said Heath. "Whereas people had kept *telling* him that he was good, and he was under pressure to be good, maybe he not always felt that he was. Since those runs in GP2, he has been a lot better with us – a lot more relaxed – and he just gets out and does it. I imagine there is a lot of pressure on him, but since then he has been really tremendous because he has had pole at nearly every circuit that we go to."

Qualifying proved sensationally close, as just 0.083s covered the top three. Arden's 19-year-old rookie Egor Orudzhev enjoyed his strongest showing since the Hungaroring and took second.

A fired-up Vaxiviere in third would be going all out to bolster title chances in danger of slipping into oblivion. Orudzhev and Vaxiviere would spend much time in each other's company over the two 45-minute races. Their battles were the highlights of on-track action over the weekend, and their relationship lurched from adrenalin-filled and expletive-laden critiques after race one to congratulating each other sportingly in Sunday's press conference.

The physically demanding Bugatti circuit is well known for throwing up contentious track-limit issues. This year, the stewards of the meeting laid clear their intentions by issuing the following notice to competitors: "For the avoidance of doubt, every lap time achieved by leaving the track will be deleted." But the subject would remain a recurring theme, and Vaxiviere became the chief subject of scrutiny in the opener.

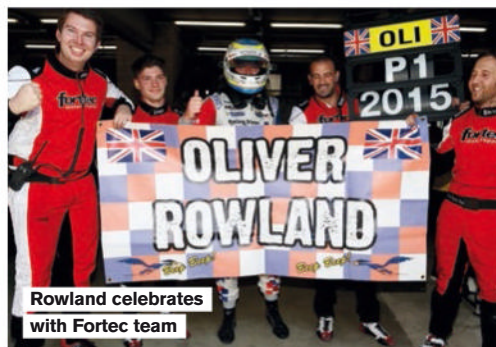
Away from the lights and into the Dunlop Chicane for the first time, Rowland led Orudzhev. Vaxiviere had initially dropped to fourth behind compatriot Tom Dillmann, but into the uphill Dunlop right-left-right, Vaxiviere's rollhoop-mounted onboard camera captured the Charouz-run Lotus locking up and passing Dillmann by cutting the chicane.

No sign of action from the stewards.

Two laps later, again at Turn 1, Vaxiviere made a bold lunge to grab second from Orudzhev. The move came off, but only by cutting the chicane for a second time.

The timing screens remained glaringly void of any notification of investigations.

Breaking the lap record to reel in Rowland,



Rowland celebrates with Fortec team

FORMULA RENAULT 2.0 EURO CUP RD6/7

Barnicoat and Hubert share spoils

EVENTS AT LE MANS HAVE SET UP AN EPIC eight-way Eurocup title decider for the final round at Jerez. After a turbulent start to his season, Ben Barnicoat backed up his success in the wet at the Nurburgring a fortnight earlier to take his second win of the year in Saturday's opener. Josef Kaufmann Racing's pairing of Kevin Jorg and championship leader Louis Deletraz had locked out the front row. But into the Dunlop Chicane for the first time, the Swiss team-mates outbraked themselves and handed Fortec racer Barnicoat a slender opportunity to take advantage.

"They both ran a bit too deep into the first chicane and I was able to get the cutback on them into the lead," said Barnicoat. "It was quite tight with Louis, and then with [poleman] Kevin as he ran wide into Turn 6. It was difficult, but I managed to sneak through on them."

Barnicoat led home Jorg to win by 1.4s, completing a good day for Racing Steps and Fortec by emulating 'big brother' Oliver Rowland's Saturday achievements. Behind, Deletraz held off Jack Aitken to take the final

place on the podium. The title hopes of Aitken's Koiranen Bros team-mate Jake Hughes were dented when he retired with a wishbone failure.

In qualifying for race two, both Aitken and Barnicoat had fast laps deleted for track-limit violations. The Marseillaise rang out for victor Antoine Hubert, but Tech 1 Racing lost a one-two when Simon Gachet was penalised for cutting a chicane and dropped to third behind Dennis Olsen. Ignazio D'Agosto was fourth, ahead of a trio of Brits – Harrison Scott, Barnicoat and Aitken. Scott was later penalised, dropping to 10th, while Hughes failed to score again after a collision.

RESULTS

RACE 1 Ben Barnicoat, 14 laps in 22m12.480s; 2 Kevin Jorg, +1.456s; 3 Louis Deletraz; 4 Jack Aitken; 5 Ukyo Sasahara; 6 Antoine Hubert. **RACE 2** 1 Hubert, 17 laps in 28m03.249s; 2 Dennis Olsen, +2.050s; 3 Simon Gachet; 4 Ignazio D'Agosto; 5 Barnicoat; 6 Aitken. **POINTS** 1 Deletraz, 163; 2 Jorg, 163; 3 Aitken, 156; 4 Hubert, 148; 5 Barnicoat, 134; 6 Hughes, 132.



Hubert (22) and Gachet (21) lead field

Vaxiviere was clearly on a mission. "I had no answer to his pace," admitted Rowland, "but I did raise my hand past the pits one time as I thought he was being a bit ambitious with track limits."

After a challenge at La Chapelle on lap eight, Vaxiviere ran over the track limits several times further around the lap in his bid to grab the lead. The hard-charging, bordering on manic, attack culminated in contact between the leaders on the gentle right, Courbe Dunlop, before the chicane, and debris scattered as the Charouz-run car's front wing hit Rowland's left-rear.

The Fortec pit was in danger of developing catalepsy. If Rowland sustained a puncture and Vaxiviere survived to win, the Racing Steps-backed driver's points advantage would be halved. But despite three worrying grooves gouged into his Michelin, Rowland's tyre held together.

"When he ran into the back of me it damaged his car a little bit, which made my race a lot, lot easier," said Rowland after surviving the scare and taking a four-second margin of victory.

"I was a little bit worried as my tyre had a big cut in it, and I was surprised that I didn't get a puncture. I could see two or three lines in my mirrors, and when I stopped it looked pretty bad. I was very lucky. I thought he would just go to the inside. I don't know if his aim was to give me a puncture, I really don't know, but it was a really good race and I'm really happy."

The damage inflicted to Vaxiviere's front wing meant the home favourite slipped back into the clutches of Orudzhev. On two occasions, Vaxiviere cut the Dunlop chicane when under attack.

A 10-second penalty was finally announced

at two-thirds distance, dropping the Limoges driver from second at the chequered flag to 10th. Afterwards, an emotional Vaxiviere was unrepentant and gave vent to his frustrations, claiming he had been avoiding accidents at Turn 1.

The Lotus Charouz team also stood by its man and, when series returnee Andre Negrao rolled in race two after contact at Dunlop, they pointed to Vaxiviere's good judgement in avoiding a similar fate. Others had different opinions, but the result was that deserved winner Rowland was now only a point away from the title.

Orudzhev and Vaxiviere would enjoy a second titanic bout in race two, this time for victory and without the cutting of any chicanes. Vaxiviere dropped to seventh on the first lap after suffering difficulty engaging third gear, and only recovered ground through using a late pit strategy.

Orudzhev combined pace with a stunningly quick tyre change to take the lead when the mandatory stops had played themselves out, and the SMP-backed Arden racer held on to take his second victory of the season.

A crowd-pleasing last-corner-of-the-last-lap move for the lead from Vaxiviere resulted in skating harmlessly through the gravel on the exit of Virage des Raccourcements.

Poleman Tio Ellinas held off a spirited effort from Dean Stoneman for the final place on the podium, but the day, and season, belonged to Rowland.



VAN DER LAAN/LAT

NEGRAO'S ROLLING RETURN

Former Draco driver Andre Negrao made a surprise return to the team owned by his father, Guto, at Le Mans. The Brazilian GP2 driver finished 12th in race one, before being launched into a roll (above) by Yu Kanamaru on Sunday.

FANTIN QUILTS DRACO

Draco driver Pietro Fantin is understood to have quit the team after being dissatisfied with events in round seven at the Nurburgring, while team-mate Bruno Bonifacio encountered budget difficulties. Fantin was on course for victory in Germany until the untimely intervention of a safety car, and lost further places through an illegal pitstop.

MICHELIN BACKS SERIES

Michelin has confirmed it will continue to back the rebranded Formula Renault 3.5 Series in 2016, when the championship loses its Renault Sport support and current co-organiser RPM will become the sole promoter. Michelin's and RPM's collaboration dates back 17 years to the Open Fortuna by Nissan series in 1998.

2016 CALENDAR PRESENTED

A 2016 FR3.5 calendar was reported to have been presented to teams last Monday. The venues on the calendar are likely to be made public this week, but dates could be withheld.

ZLOBIN DEBUTS FOR PONS

Former Virtuosi UK Auto GP driver Nikita Zlobin made his maiden appearance in Formula Renault 3.5 for Pons Racing at Le Mans (below). The Russian showed steady improvement over the weekend.



VAN DER LAAN/LAT



FOR FULL RESULTS, PAGE 46

Rosenqvist led
Prema's domination

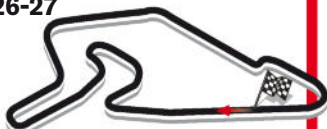


Rosenqvist rules all at Nurburging

Euro F3 Nurburging (D)

September 26-27

Round 10/11



34

FELIX ROSENQVIST MADE HIS FORMULA 3 DEBUT when Jenson Button was the reigning world champion, when Max Verstappen was 12 years old, and when the world's connoisseurs of Swedish crime stories were getting swept up in Stieg Larsson 'girl-with-dragon-tattoo' fever. The best part of six seasons later, he is finally crowned as F3 European champion after an extraordinary display of domination at the Nurburging.

Rosenqvist and his Prema Powerteam Dallara-Mercedes topped free practice, took all three pole positions, led every lap, and scored all three fastest laps and the three race wins, the third of which swept him over the line with a points advantage exceeding 75, and therefore champion with just the Hockenheim finale to come.

He was on it all weekend, just as he was last time out in Portugal. Prema (and let's use another 'Rosenqvist's-been-in-F3-a-long-time' analogy here) was on its knees competitively when

Rosenqvist entered the category in the 2010 German series, and had yet to embark on its period of European-level omnipotence, but all four of the team's drivers were hooked up at the Nurburging. Even so, Rosenqvist was working wonders in the lead car.

There was only one noticeable error, when he locked up into the Turn 1 hairpin with six laps to go in race two, allowing his main title challenger Antonio Giovinazzi to trim four tenths out of his advantage, but that was it.

Giovinazzi had claimed 10th in race one after a Turn 1 incident. It was caused by a tight squeeze, where Charles Leclerc got into fellow long-shot title contender Jake Dennis, who in turn tapped Callum Ilott. That damaged Leclerc's front wing enough to consign him to mounting a race-long stout defence of fourth place, broke Dennis's sufficiently to send him to the pits, and forced Giovinazzi off track in avoidance.

In the second race, Giovinazzi provided a shot in the arm to his dwindling hopes of taking the title fight to Hockenheim with an audacious dive down the inside of Lance Stroll to grab second place into the final corner – and after the safety-car line – as the second caution period finished. Meanwhile, Leclerc kept himself in the picture with fifth place.

But in the finale it was all over. If Rosenqvist won, Leclerc was immediately banished from title contention while Giovinazzi would need to be second. Into Turn 1, Mikkel Jensen tried an optimistic move, made contact with the Carlin



Russell: pace was
scotched by penalty

car and punctured the Italian's right-rear tyre. Giovinazzi rose to 13th, thanks to an infestation of safety cars (four!) and some overtaking, but the championship was all over.

Impressively, this race provided a Prema 1-2-3-4. Behind Rosenqvist, the ever-improving Stroll added a second podium of the weekend in second place, Nick Cassidy (second in race one, and getting dialled in to the car nicely) was third, while Dennis broke his career-long Nurburging jinx with a second fourth of the weekend.

But don't think that nobody had a chance of matching the team from northern Italy. While Giovinazzi wasn't quite happy with his driving style in qualifying this weekend (he said it wasn't really to do with switching back from the Kumho tyres, used at the previous weekend's Masters of F3, to the Euro F3 Hankooks), Carlin team-mate George Russell was totally on it throughout Friday.

Russell qualified second, second and third for the races, but an engine change after free practice – his Volkswagen motor emitted worrying noises when the mechanics fired it up in the awning – meant a traditional Carlin miracle job in getting him out in qualifying.

But it also meant a trio of 10-place grid penalties, and from then on Russell was battling for meagre points while the man he could have challenged – or even had a go at beating – was basking in the glow of a well-deserved success.

Stroll leads Cassidy –
both took a second



FOR FULL RESULTS, PAGE 46

IN THE PADDOCK

MARCUS SIMMONS
DEPUTY EDITOR

@marcussimmons54



FELIX ROSENOVIST IS A HUGE popular bloke in the paddock, and Prema Powerteam commands a high degree of respect not only for its success, but also for going about its drive for excellence in a fair and open manner.

It's an open secret that Lance Stroll's father Lawrence has invested considerably in the team in the past couple of years, and that Rosenqvist – cash-strapped and without much on offer – was brought in to help Prema this year.

Team boss Rene Rosin told me after the final race at the Nurburgring: "Felix has done an astonishing job helping the team – he deserved the championship," while Stroll Jr said: "Felix is not only a really good reference but he is a super-cool guy. He's not one of those guys who just does the driving part; he does the fun part as well."

But there have been mutterings in the paddock of Prema using old Formula Master cars to find a loophole around F3's test restrictions, hiring upcoming circuits on the calendar and trying to replicate F3 set-ups. This is entirely within the rules as they stand, but it is causing the FIA to have a look into the regulations. Rosin was tight-lipped on this, and it's worth pointing out that GP2/3 teams are known to get track-acclimatisation time by using old-spec Formula Renault 3.5 cars. And then there's the matter of getting rookies circuit experience with FR2.0 machinery.

As far as rewording rules, it's a tough line to draw, but one engineer from a rival team told me that Prema's resources, far from causing dejection in his camp, were encouraging a raise in his own standards. And that's exactly how sport should be.



Stroll and Rosenqvist: a happy team

MILESTONE

Felix Rosenqvist has now won all four of the current major F3 titles: Masters of F3 (2011 and '13), Pau GP (2014), Macau GP (2014) and European champion (2015).



Giovinazzi and Leclerc miss out

ANTONIO GIOVINAZZI AND Charles Leclerc were both left disappointed after their hopes of taking the title battle to the final round at Hockenheim were dashed at the Nurburgring.

"I would've preferred to come to Hockenheim to have the possibility to fight for the championship," said Giovinazzi, after being removed from contention from the final race by a hit from Mikkel Jensen, for which the Dane earned a five-place grid penalty for the first race at Hockenheim.

"It's really hard, but that would have been better than just to defend second position. But I've raced since I was seven years old, and I know all this shit happens. Now we will have to win Macau!"

Leclerc cut a dejected picture as possibly the sport's gloomiest ever champion after race two on Saturday, when he was hauled up to the press



Rookie king Leclerc leads from Jensen

conference as F3's new rookie king. The Van Amersfoort Racing man had his eye on a much bigger prize after leading the overall points earlier in the season.

VAR struggled during the mid-summer races, finding it tough to get grip for more than one qualifying lap with hot track temperatures.

Things were better at the Nurburgring, but a fourth place and two fifths are not where Leclerc should be. "The disappointment is bigger than the prize at the moment, because obviously we are struggling the last four weekends," he said. Even so, Leclerc admitted that the car was improved in the final race.



ArtTech makes race debut

THE RUSSIAN ARTECH P315 made its race debut at the Nurburgring.

Driven by Latvian Harald Schlegelmilch, a race winner in the old F3 Euro Series in 2007, the car propped up the field due to problems getting its tyres to switch on.

Constructor Artline Engineering has carried out its test work at the Rustavi

track in Georgia in conditions reaching over 40 degrees ambient, while track temperature at the Nurburgring went from single digits to the mid-teens.

Considering how seriously that slowed the car exiting the medium-speed corners, the ArtTech's straight-line speed was impressive – usually just 1km/h off the fastest.

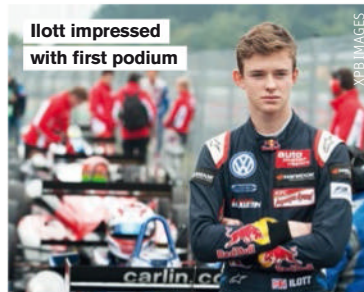
Red Bull driver Ilott on podium

RED BULL JUNIOR CALLUM ILOTT has had an adventurous rookie season in car racing in F3, but broke through with his maiden podium in the first race at the Nurburgring.

Ilott qualified fourth – promoted to third on the grid by friend and Carlin team-mate George Russell's engine penalty – and chased Nick Cassidy all the way in an assured drive.

"It was a nice race and luckily I was able to keep up with these guys," said 16-year-old Ilott, who's just started his

Ilott impressed with first podium



A-level courses. "I think I got a tap into Turn 1 [from the Leclerc-Dennis-Giovinazzi chain reaction], so I was cautious of a puncture on the first lap, but after that I dropped the cars behind."

GUNTHER ABSENT

Norising winner Maximilian Gunther was a no-show at the Nurburgring after splitting with Mucke Motorsport. Although paddock gossip has linked him for Hockenheim with the vacant Prema car (Nick Cassidy will be on Japanese F3 duty), Prema boss Rene Rosin would not comment on the suggestion.

LORANDI ENGINE WOE

Alessio Lorandi took his third trio of 10-place engine-change grid penalties of the season before the weekend even started. A new VW engine was needed in his Van Amersfoort Racing car after his old powerplant ingested gravel-trap stones in race three at the Algarve.

MORE PENALTIES...

Lorandi got hit with a further five-place penalty for race three, after punting Nabil Jeffri off in the second race. Apart from Mikkel Jensen (see story above), Dorian Boccocacci and Nicolas Pohler will also serve five-place penalties at Hockenheim, for taking out Ryan Tvetter and Lorandi respectively in the final race of the Nurburgring weekend.

...AND BAN FOR CHANG

Andy Chang was barred from competing in the third race at the Nurburgring. In race two, the Fortec Motorsport-run Macanese hit team-mate Matt Rao behind the safety car, spun, then overtook to recover his position – including taking the faster chicane layout – before finally speeding in the pitlane. The ban was for the safety-car overtaking.

Infallible Shedden edges to second title

Silverstone has not been kind to Honda in the NGTC era.

As Mat Jackson stole the show, **SCOTT MITCHELL** watched

Gordon Shedden take a surprising step towards the 2015 title



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BTCC Silverstone (GB)

September 26-27



Round 10/11



Turkington grabbed
reverse-grid glory

DRIVING STYLES ARE NEVER MORE DIFFERENT than when someone has a championship on the line, and another has nothing to lose – Exhibit A being Gordon Shedden at Silverstone, Exhibit B Mat Jackson.

As one played the long game to keep his points tally ticking over, the other raced to back-to-back race-one victories and later carved his way through from the back of the grid to seventh.

Given the season started with nobody able to pick up anything resembling a bag full of points, Shedden's title challenge has gained massive momentum in recent rounds. He bagged 39 points at Silverstone and has picked up around 50 points more than each of Plato and Turkington since his disastrous Snetterton weekend. That's moved him from back foot to front foot/

Race three at Silverstone typified the approach that has made him a clear favourite for the title, if not quite with one hand on the crown. Tucked up behind closest rival Jason Plato for the duration, though slightly heavier, Shedden was clearly quicker – but sat behind him, with team-mate Matt Neal proving an excellent rear gunner to protect the Scot from Jackson (charging through from 24th, though more on that later).

Were the roles reversed, Jackson would have

probed Plato, nibbled his bumper and ultimately forced his hand. Shedden knew it wasn't necessary. With a 25-point lead, losing two wasn't going to be the end of the world.

"I was trying really hard to find a way past Jason, but at the same time I knew I had to think about the bigger picture," he admitted.

Shedden's only won two of the last 20 races – title rivals Plato and Colin Turkington have three apiece in that time – but the root of his prowess has been in his ability to carry weight in his car. Donington Park aside, he's never gone into qualifying with less than 57kg of ballast – and only twice has he carried less than 66kg.

He continued that at Silverstone, planting his Civic on the front row, just two tenths slower than Jackson's rapid Ford Focus, despite carrying maximum ballast. Yes, this Type-R's engine is more potent than its predecessors, but since the first NGTC Civic appeared the best Honda in qualifying at Silverstone has been 14th (2014), ninth (2013) and 10th (2012) – and always at least half a second off the pace.

"Coming to Silverstone, our aim was damage limitation and to try to maintain our championship lead, so to actually extend it is a really positive outcome," Shedden



Shedden extended his lead over Plato



Jackson took the spoils in race one...



...while Priaulx won race two

admitted. He did have a tow in qualifying, and thus has team-mate Neal – who is mathematically in contention but played the role of rear gunner perfectly in the finale to keep the charging Jackson out of reach of Shedden – to thank for setting up what proved to be utterly crucial to his weekend.

It put Shedden on the path to extending his points lead considerably in race one and consolidating it thereafter. If it looked promising before, it looks rather rosy now.

It's a similar story for Motorbase, at least as far as its return to the series goes. Snetterton's difficulties are a distant memory for Jackson and co – two poles and two wins in as many meetings are as ideal a re-entry to the championship as they could have asked for.

Silverstone should have been even better – Jackson ran second, behind Andy Priaulx, for the first half of race two before suffering a front-left puncture (one of many drivers to fall foul of what Dunlop believed was tyre slicing from a new inside kerb at Brooklands). That dropped him to the back – though he charged through to seventh in the race three, tucked up behind Shedden and Neal, from 24th in the finale.

The performance of the Focus has not just

turned heads in the last few rounds, it's had people talking – talking badly – and Jackson, though he admitted to find the situation amusing, thinks it is unfair on the team.

"It's nice that they are bothered," he said. "It's easy to just say 'they have more power'. What they ignore is we have no ballast in the car and the car feels unbelievable in terms of chassis set-up and balance.

"We've been through shit and come out the other end, [so] it does get frustrating."

Motorbase's torque-happy Ford EcoBoost

“It's easy to say 'they have more power'. It's nice they are bothered, but it does get frustrating”

MAT JACKSON

engine was in the headlines over the weekend for its potency, but, at the end of a week in which dodgy Volkswagens dominated mainstream news headlines, Plato's title bid took a hit thanks to a problematic VW of his own.

The four-corner National layout, with its three long straights was supposed to be prime Team BMR territory. Its CCs are the most aerodynamically efficient on the grid, and longer saloons have thrived there in the past.

Plato wasn't really at the races at Silverstone, after an engine issue compromised qualifying and race one. That led to a swift change, to an older unit, before race two. Canny driving then netted seventh and a stern defence brought him home fourth – crucially, ahead of Shedden – in the finale, but he's 24 points adrift and aware he has it all to do at Brands.

"It was a strange weekend – we should have been quick on the straights and we weren't," he lamented. "There's no getting around it – a 23-point gap is not good – but we all know anything can happen in this game and it can all turn around on a sixpence.

"I think we'll have a good car at Brands Hatch but we'll have to wait and see if it's enough. Honda is a great team and Gordon is a tasty ▶



Jackson raced clear in the first encounter

▶ driver so he's not going to be far off even if we're out front winning races. That means, if we're going to win it, he needs to have an incident of some description."

Six points back from Plato, Turkington may remain an outsider heading into the final round but his reverse-grid victory might just have breathed a new momentum into his title defence.

Turkington has sometimes struggled to get as much out of his CC as Plato, but looked more at home in the car at Silverstone with a comfortable enough fifth in the opening race (in which he was lead VW). He ragged his soft tyres in race two but did well to hang on to eighth, which planted him third on the grid for race three with the top 10 reversed – a slot he duly converted into a fourth win of the season with a fine start whereby he deposed polesitter James Cole and Rob Collard in quick succession.

The Northern Irishman slipped off the championship pace as outright performance escaped him mid-season (Snetterton aside) but Silverstone was his raciest weekend in some time – and he has promised to adopt

a more attacking approach for the finale.

Jackson was the main character outside of the title plot last weekend, though his struggles with the weight, combined with the underwhelming performance of the VWs, opened the door for Andy Priaulx to take an unlikely triumph in race two – and the WSR man took full advantage.

Priaulx's qualifying had been ended early by a rollbar failure, not that it mattered too much given he would be forced to start from the back of the grid anyway, having picked up his third strike of the season at Knockhill. He took a leaf out of Plato's book and sacrificed race one in order to set a better laptime and start higher in race two.

It worked a treat, and from third Priaulx was always favourite to win – although passing Jackson off-track, round the outside of Copse, could have had more controversial consequences had Jackson not suffered his puncture. As it was, the person Priaulx transgressed against dropping out may well have saved him from a greater retribution than a slap on the wrists.

Team-mate Sam Tordoff's now out of the championship running – something that

Gordon is a tasty driver. If we're going to win it, he needs to have an incident

JASON PLATO

was mathematically confirmed when he had to cede second place in the final race to the third 125i M Sport of Rob Collard.

Tordoff had been harrying Collard earlier in the race, and looked as though he was released to try and hunt down Turkington. When that failed to turn into an attack for the lead, they swapped positions again on the last lap – though the double podium completed a surprisingly competitive weekend for the team, given it has often struggled for straightline speed with its draggy BMW.

A fifth driver remains mathematically in title contention, but in reality Andrew Jordan's prospects are as unpromising as Tordoff's. The rhetoric of Jordan's 2015 has been 'score decent points when really the car hasn't looked quite capable of being in the running'. For once, the 2013 champion's weekend went the other way, with the Triple Eight man's genuine pace unrewarded.

He had second in race one – his soft tyres faded towards the end and he did well to keep Shedden at bay in the closing stages – but he looked set to bag fourth in race two (again ahead of Shedden) as well until suffering a front-left puncture two corners from the end. His weekend ended with a muted run from the back to 12th.



Jordan was one of many to get a puncture

FOR FULL RESULTS, PAGE 46

IN THE PADDOCK

SCOTT MITCHELL
FEATURES EDITOR

@ScottMitche1189



I'VE NO IDEA HOW MANY YOUNG drivers on the BTCC support bill read AUTOSPORT, let alone this column. But in case any of them are, let's have a quick chat about driving standards.

No driver in Ginetta Juniors or MSA Formula is the finished article, or anything close. You would be a fool to think otherwise, and I certainly don't. But it is unacceptable for drivers to take a gung-ho approach to racing as if there are no consequences.

I write this as a warning, because I've noticed a trend this year. It's easy to get excited about how entertaining Junior races are, because they are great fun to watch. But that is not the purpose these championships are there to serve and, again, you should not be fooled into thinking it is.

Ginetta Junior racing can be brilliant



How many of these drivers kept their foot in?

at times – some very good drivers have come through it since its inception and the G40 is a good car to learn in.

But brilliant racing is too often spoiled by drivers not being aware of the consequences of their actions, and this needs to change – otherwise they will end up in much bigger, more powerful

cars without having learned the appropriate lessons. I don't want to be around when they find out the consequences the hard way.

And the less I say about Daniel Ticktum's exploits in MSA Formula the better. I don't need to condemn that – just read page 64 for yourself.



GILHAM IN

Tony Gilham doubled Team Hard's points tally for the season on his return to race action at Silverstone as a last-minute stand-in for regular Kieran Gallagher. Gilham finished 15th in race three after damage incurred at Rockingham last time out left Gallagher unable to participate this weekend for financial reasons.

JORDAN UNDECIDED

Former champion Andrew Jordan is talking to various teams for next year's campaign. The MG driver has had a difficult season with Triple Eight and may move to another team, as he knows his multi-year deal with sponsor Pirtek makes him an "attractive" proposition to the rest of the grid. "We are in talks at the moment, although nothing has been fully confirmed yet," he said. "There are some exciting plans ahead."

GUINEA PIG COOK

Josh Cook will trial the BTCC's new RML-built components at the Brands Hatch finale. With the Jack Sears Trophy for rookies wrapped, up he will effectively sacrifice his weekend to evaluate the new parts on his Power Maxed Racing Chevrolet Cruze, which will be available to all teams from 2016.

WELCH'S CAR SWAP

Dan Welch will revert to his team's spare Proton for the Brands Hatch finale after suffering a hefty crash in the third race at Silverstone. Welch was involved in a shunt with Hunter Abbott on the opening lap of race three, which caused significant damage to both cars. As the team lost a TOCA BTCC Licence earlier this season due to Andy Wilmot's departure, it has a second Proton spare.



Scott took a heavy hit

Menu lined up to replace Scott

TWO-TIME BRITISH TOURING CAR

champion Alain Menu is likely to replace injured Team BMR owner-driver Warren Scott at the Brands Hatch season finale.

Scott missed the races at Silverstone after crashing his Volkswagen CC at Cope in the closing stages of FP1 and fracturing two vertebrae.

He lost control of his VW mid-corner, losing the rear before the car snapped to the left. The CC travelled across the run-off area and ploughed head-on into the concrete barrier before coming to a rest on the left-hand side of the track.

Scott believes it will take him six weeks to recover and has targeted Menu, who drove for BMR last season and is Scott's driver coach, as his replacement.

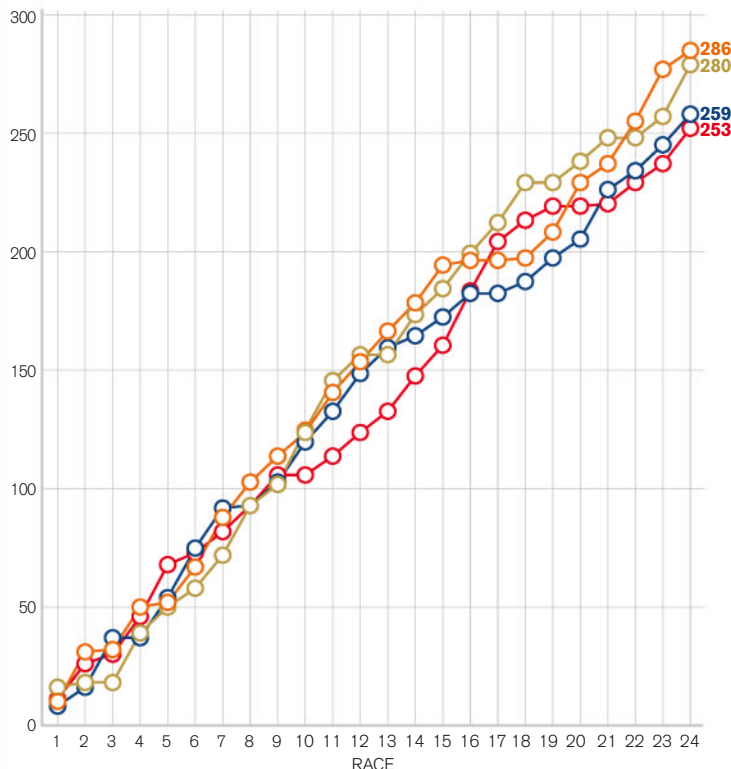
"We know we have got to put someone in there to maintain our licence to compete, and preferably for me it would be Alain," said Scott. "He knows the car well and he knows what we have been doing this year to make it better, and he could certainly take it to the front."

THE TITLE CHASE

The numbers suggest there are five in the championship fight, but, with Andrew Jordan counting himself out, we're focusing on four. Shedden has hit the front again, but Plato is in tow – and they've edged clear of their respective team-mates over the Silverstone weekend as well.

TOTAL NUMBER OF POINTS SCORED

SHEDDEN	286	
PLATO	280	
NEAL	259	
TURKINGTON	253	



BIG NUMBER 100

The number of BTCC podiums Colin Turkington has scored. Having notched up his 300th start in race one, his race-three triumph took him to a podium strike-rate of almost one in three

GINETTA GT4 SUPERCUP SILVERSTONE (GB), SEPTEMBER 26-27 RD 9/10

Oliphant edges closer to crown with race-one win

THE LAST TIME THERE WAS A 22-CAR GINETTA GT4 Supercup grid, Tom Oliphant was a rookie finding his feet in the championship. Now, exactly two years on, he is somewhat more assured and has extended his points lead with another win.

The Century Motorsport driver grabbed the lead at the start of the opener when poleman Tom Wrigley made a poor getaway. From that point on he was never headed by the bumper grid, despite HHC's Jamie Orton and Carl Breeze pushing him hard to the flag.

But, arguably, the star of the weekend was debutant Jordan Stilp – who earlier this season was driving a Clio. Stilp qualified fifth but lost out at the start.

However, a collision between Wrigley and Will Burns at Becketts and a succession of passes at Copse brought him back to his starting place, before a great move at Luffield on Oliphant's team-mate Ollie Jackson netted him fourth.

Things were even better for Stilp in race two. He soon passed Breeze and Oliphant and set about chasing down Orton – who had got the jump on Oliphant off the line.

Stilp was unable to make a challenge, but was nevertheless delighted with second. "It's been a good experience and I've really enjoyed it," said the Clio convert. "I went too hard on the tyres in the first laps so I had to settle for second. It was great to do well here, which was the



Oliphant (left) lost out to Stilp in R2

first track I raced on in 2011 with Rob Boston running me in the Mazdas."

Orton was therefore able to take the win, while Oliphant ended up third, closing on Stilp in the latter stages. Nonetheless, Oliphant was still pleased to extend his points lead to 71.

"I wanted to take points off Carl and that's what I did," he said. "I let Stilp through and didn't want to fight him too hard – I thought he was going to win."

Breeze could only manage fourth, which leaves him needing some excellent results and Oliphant to struggle at Brands for the former champion to take another crown.

David Pittard took fifth, going a place better than in race one. Last year's runner-up had struggled to get on the pace of the leaders with a brand new car but fought through in the closing stages as fellow returnee Stefan Hodgetts began to struggle.

Further back, Burns was determined to make up for his race-one disappointment and impressively rounded out the top six, despite having started on the 10th row following his earlier retirement.

Graham Johnson's Supercup debut didn't get off to the best of starts, as the British GT driver retired on the opening lap with mechanical troubles from the Amateur class pole. This handed the class win to Connaire Finn. However, Johnson recovered in race two, storming through from the back of the grid to narrowly defeat Finn. ● Stephen Lickorish

RESULTS (both 24 laps)

Race 1 1 Tom Oliphant 23m35.891s (100.10mph); 2 Jamie Orton +0.382s; 3 Carl Breeze; 4 Jordan Stilp; 5 Ollie Jackson; 6 David Pittard. **Fastest lap** Oliphant 58.492s (100.96mph). **Race 2** 1 Orton 23m44.110s (99.52mph); 2 Stilp +1.356s; 3 Oliphant; 4 Breeze; 5 Pittard; 6 Will Burns. **FL** Stilp 58.822s (100.39mph). **Points** 1 Oliphant, 679; 2 Breeze, 608; 3 Orton, 566; 4 Burns, 454; 5 Reece Somerfield, 411; 6 Michael Caine, 397.



Supercup grid was packed

GINETTA JUNIORS SILVERSTONE (GB), SEPTEMBER 26-27 RD 9/10

Proctor keeps title hopes alive

COMING IN TO THE RACES AT SILVERSTONE, Senna Proctor had stated his aim to go for wins to reignite his championship attack.

The JHR Developments driver qualified on the second row for the opener, but took advantage of the inexperience of first-time pole man Kyle Hornby to leapfrog him on lap four and run in Caroline's wheel tracks.

It was then that the gamesmanship began, but it was all pretty well natured. "I knew there was a big queue of cars behind Senna, so I tried to back him up into the pack a little bit," said Caroline.

Despite dropping to fifth after running wide, Proctor gradually climbed back on to Caroline's tail by lap nine, but the

Pirtek-backed car had already broken the tow. Proctor was second, narrowly ahead of his Rockingham nemesis Dan Zelos.

Proctor couldn't quite make it stick in race two either. He was battling with Caroline at the head of the event, but a lunge by Caroline at Copse on lap three bumped them both wide and ultimately led to Patrik Matthiesen grabbing a lead that he would keep to the flag.

Caroline climbed back up to second place, but a shunt from behind on the Wellington straight damaged the bodywork, and he ultimately plummeted to 16th at the flag. Proctor grabbed second from Hornby to keep his title dreams alive until Brands. ● Matt James



Second in R2 keeps Proctor (front) in hunt

RESULTS

Race 1 (11 laps) 1 Jamie Caroline 13m14.140s (81.80mph); 2 Senna Proctor +2.044s; 3 Dan Zelos; 4 Dave Wooder; 5 Patrik Matthiesen; 6 Cameron Roberts. **FL** Hornby 1m11.097s (83.06mph). **Race 2 (12 laps)** 1 Matthiesen 15m11.754s (77.72mph); 2 Proctor +2.933s; 3 Kyle Hornby; 4 Lewis Brown; 5 Stuart Middleton; 6 Matt Chapman. **FL** Chapman 1m10.834s (83.37mph). **Points** 1 Caroline, 445; 2 Proctor, 439; 3 Brown, 341; 4 Zelos, 339; 5 Billy Monger, 297; 6 Matthiesen, 293.

PORSCHE CARRERA CUP SILVERSTONE (GB), SEPTEMBER 27 RD 7/8

Cammish clinches Porsche honours

DAN CAMMISH SECURED THE PORSCHE CARRERA Cup GB crown at Silverstone, despite failing to win in either race for the first time this year.

Double champion Michael Meadows (Redline Racing) started the opener from pole but was out-dragged to Copse by Dino Zamparelli, whose switch to GT Marques gave him added impetus. Once ahead, Zamparelli controlled the pace, despite a scare when liquid was spilt at Becketts after Iain Dockerill and Tautvydas Barstys collided. Zamparelli found it first, but Meadows had a huge slide that dropped him behind Cammish, and he had to fend off Josh Webster (Team Parker Racing) for third to the flag.

Meadows led away from the rolling start for the second stanza, maintaining pole to lead Webster into Copse, while Zamparelli bagged third ahead of Jayden Kruger (Brookspeed).

Cammish hit the rear of Kruger at Luffield on the opening lap as the pack concertinaed up, but the battle for the lead was all about



Meadows and Webster who tried everything to make a move. The attack came on lap 25 of 28 as Webster lunged down the inside of Meadows at Brooklands and the contact tipped Meadows into a spin. "There were a few times when I tried and he closed the door but if he decides to give me room halfway around the corner, what can I do?" asked an unrepentant Webster, who was nevertheless relegated to seventh post-race.

That penalty handed Zamparelli a second win in his best weekend, ahead of Cammish. Ignas Gelzinis and Jordan Witt took a Pro-Am 1 win

apiece, while Nerijus Dagilis and John McCullagh claimed Pro-Am 2 honours.

● Mike Holder

RESULTS (both 28 laps)

Race 1 1 Dino Zamparelli 26m34.361s; 2 Dan Cammish +2.227s; 3 Michael Meadows; 4 Josh Webster; 5 Tom Sharp; 6 Daniel Morad. **FL** Zamparelli 56.287s (104.92mph). **Race 2** 1 Zamparelli 26m38.114s; 2 Cammish +0.679s; 3 Sharp; 4 Kruger; 5 Rees; 6 Meadows. **FL** Sharp 56.547s (104.60mph). **Points** 1 Cammish, 284; 2 Meadows, 202; 3 Webster, 196; 4 Jelley, 170; 5 Sharp, 153; 6 Zamparelli, 147.

MSA FORMULA SILVERSTONE (GB), SEPTEMBER 26-27 RD 9/10

Leist triumphs in hectic third race

CARNAGE. THERE WAS NO OTHER WORD TO describe the final MSA Formula race of the weekend as a host of top drivers were involved in race-changing collisions.

First, Dan Ticktum hit title contender Ricky Collard at Brooklands, triggering a pile-up in the lower order. Then, with the safety car about to come out, race leaders Lando Norris and Toby Sowery also made contact at the same corner.

Ticktum was delayed, while Sowery was out instantly and points leader Norris had to pit. Madness descended when Ticktum overtook cars under the safety and drove into Collard, who was black-flagged for ignoring a mechanical flag when he damaged his wing in the Ticktum spat.

"At least I got a point for finishing," was the glass-half-full verdict of Norris.

Sennan Fielding was also out with gearbox troubles, while James Pull and Daniel Baybutt later tangled at Abbey. That accounted for half the grid. Of the survivors, Matheus Leist negotiated the chaos to win from Colton Herta, with Enaam Ahmed third.

In the less crazy earlier races, Norris and Herta dominated the opener, while Collard won race two after a robust move on Fielding out of Luffield.

● Stephen Lickorish

RESULTS

Race 1 (21 laps) 1 Lando Norris 20m00.491s (103.30mph); 2 Colton Herta +0.403s; 3 Toby Sowery; 4 Matheus Leist; 5 Ricky Collard; 6 Daniel Ticktum. **FL** Herta 56.607s (104.32mph). **Race 2 (21 laps)** 1 Collard 20m21.285s (101.54mph); 2 Sennan Fielding +0.693s; 3 Ticktum; 4 Leist; 5 Daniel Baybutt; 6 Herta. **FL** Collard 57.110s (103.40mph). **Race 3 (18 laps)** 1 Leist 20m19.298s (87.18mph); 2 Herta +0.671s; 3 Enaam Ahmed (Arden); 4 Darius Karbaley (Falcon Motorsport); 5 Louise Richardson (Richardson Racing); 6 Jack Butel (JHR). **FL** Herta 57.365s (102.94mph). **Points** 1 Norris, 355; 2 Collard, 344; 3 Herta, 299; 4 Fielding, 284; 5 Ticktum, 283; 6 Leist, 263.

RENAULT UK CLIO CUP SILVERSTONE (GB), SEPTEMBER 27 RD 8/9

Hand slips in championship race

ASH HAND WAS STARTING TO BUILD A DECENT gap at the head of the standings, but two meetings without a win has left the Pyro driver looking over his shoulder.

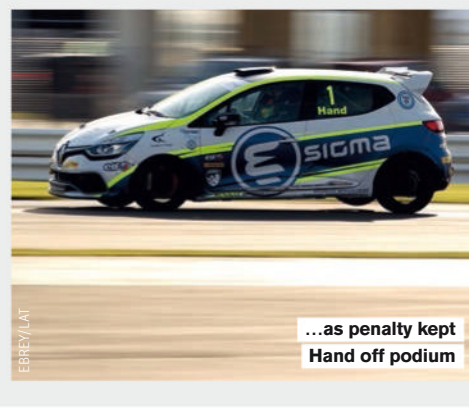
Despite the addition of a plethora of new entries, it was the championship top four who still controlled a disrupted race one.

Luke Kidsley, Charles Ladell and Sam Watkins were all first-lap casualties and the safety car was needed to clear up their stranded Clios.

Poleman Whorton-Eales lost out on the restart to Paul Rivett, who had a better run out of Copse. But the former champion's advantage didn't last long as he ran wide on cold tyres at Brooklands further round the lap.

It wasn't Whorton-Eales who profited, as Pyro's Ashley Sutton passed the Maximum Motorsport man at the same corner. That was how it stayed until the end with Rivett defending well from Whorton-Eales, while Hand could only manage fourth.

Whorton-Eales was able to hang onto his lead at the start of race two, but Sutton didn't let him escape and remained glued to his bumper throughout. Inevitably, on the final lap, he went for the lead and pulled off a



great move on the exit of Copse, going onto the grass in the process.

Whorton-Eales wasn't content to be second-best, though, and retaliated at Brooklands, forcing his way through to take the place at Luffield.

"We didn't realise it was the last lap, as the pitboards were giving different lap numbers," said the winner. "I was just determined not to let him past."

"I had to go for it," said Sutton. "He tapped me and I was waiting for the big hit!"

Hand was third on the road, but was later penalised for exceeding track limits which gifted Rivett's new team-mate Dan Holland his first-ever podium.

● Stephen Lickorish

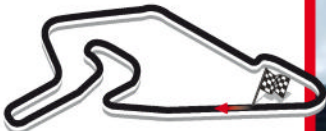
RESULTS

Race 1 (20 laps) 1 Ashley Sutton 23m13.771s (84.74mph); 2 Paul Rivett +0.178s; 3 Ant Whorton-Eales; 4 Ash Hand; 5 Tom Witts; 6 Ben Davis. **FL** Rivett 1m04.748s (91.21mph). **Race 2 (18 laps)** 1 Whorton-Eales 19m35.411s (90.43mph); 2 Sutton +0.302s; 3 Dan Holland; 4 Rivett; 5 Josh Price; 6 Hand. **FL** Rivett 1m04.726s (91.24mph). **Points** 1 Hand, 426; 2 Whorton-Eales, 426; 3 Sutton, 409; 4 Rivett, 357; 5 Charles Ladell, 230; 6 Jack Mitchell, 202.

DTM
Nurburgring (D)
 September 26-27



Round 8/9



Wehrlein's title progress came at controversial cost



Team-orders row sours weekend

STARTING THE WEEKEND'S OPENING RACE WITH A clash at Turn 1, remonstrating with a rival during a red-flag period, losing ground though a slow pitstop and then being at the centre of a row over team orders isn't a traditional way to all but seal a championship.

But that was Pascal Wehrlein's penultimate weekend of the DTM season at the Nurburgring.

Wehrlein headed to the Eifel region with a 14-point advantage at the top of the standings, but after finishing third and fifth in the two races leaves with 37 points up his sleeve. With 50 on offer at Hockenheim in three weeks, only poor finishes by himself and double wins from Edoardo Mortara, Mattias Ekstrom or Bruno Spengler can stop the Mercedes driver winning the title.

The 20-year old was in the thick of it all weekend, from the first corner on Saturday until Sunday's closing stages. He started his races by finding Maxime Martin's BMW at the apex at Turn 1, and when the race was red flagged owing to a separate incident two corners later, he jumped out of his car to bash on Martin's window. The stoppage gave Mercedes time to repair some damage – Wehrlein reported the steering wheel wasn't straight afterwards – and he reset to eventually claim his fifth podium of the season.

Sunday was a little trickier. From ninth on the grid, he got up to fifth, but a slow pitstop and subsequent wait to avoid an unsafe release cost him three places. He regained one, from Augusto Farfus, just before Mike Rockenfeller pitted and rejoined between the pair.

Rockenfeller had a pace advantage, to the point that Mercedes (controversially – see opposite page) ordered Daniel Juncadella and Maximilian Gotz to sacrifice their races for Wehrlein's gain. Juncadella and then Gotz dropped time and fell back to Wehrlein, before letting him past and providing cover from the

Audi pilot. It worked, and Wehrlein banked more points in fifth. At the end of the weekend he actually addressed his championship position for the first time, rather than maintaining a focus on the next race, as is his usual policy.

"At the end I'm happy about the weekend, but we didn't score as many points as we could have done," he said. "[On Saturday] I could have been in first place, but I didn't close the gap at the start, the door was too wide open, so I missed this opportunity there.

"And [on Sunday] we were just not quick enough for I don't know what reasons. We have to analyse that, but at the end we extend the lead to 37 points, so I have to be very happy."

Mortara became Wehrlein's closest challenger after finishing second on Saturday, despite a controversial move on BMW's Spengler at Turn 1. He survived, while Spengler eventually retired from the damage, but Mortara was a non-scorer on Sunday. After qualifying well down the pack, a lowly 20th, he was spat out of a fight for minor points in a brush with Timo Glock.

He's now one point ahead of Ekstrom, who scored just a single point over the weekend, for 10th on Saturday, after qualifying 17th each day. Since winning the Sunday Red Bull Ring race in August, Ekstrom has only scored 16 points.

"It's his championship to lose," Ekstrom said of Wehrlein. "I think we can only win it with massive luck, and that's how it is."

Spengler was third on Sunday and is the only other driver with a mathematical chance of upsetting Wehrlein, following another messy weekend for Jamie Green. After being taken out on the first lap on Saturday, Green qualified third on Sunday, but was slow away, dropped to last and eventually finished 17th.

The races were the first two times all three brands have appeared on the podium this year,



Molina claimed his maiden DTM victory

but otherwise they had very little in common. Martin survived his brush with Wehrlein to take his second career victory on Saturday, but finished an invisible 13th just 24 hours later, as Miguel Molina claimed his maiden DTM win.

In his 67th start, the Audi driver showed the field a clean pair of heels from pole position, having been eliminated on the first lap of three of the previous five races, including the day before. He finished seven seconds clear of Mercedes' Paul di Resta, who was 12th on Saturday after crashing in qualifying.

"When you start at the front it's much easier. When you are after row four or something like this, you have more chance of being involved in an accident," Molina surmised. "Today we could manage that from pole position."

FOR FULL RESULTS, PAGE 46

IN THE PADDOCK

MITCHELL ADAM
INTERNATIONAL
EDITOR

@DrMitchellAdam



EVEN BEFORE THE SUNDAY PRESS conference with the manufacturer chiefs, I kept on coming back to *Fight Club*, the title at least, over the weekend.

No, Pascal Wehrlein wasn't living vicariously through a projected version of himself, but there was feeling in the brisk autumn air.

Wehrlein bashed on the window of Maxime Martin's BMW during Saturday's red-flag stoppage, after their Turn 1 brush (he later apologised to the car). Bruno Spengler was "pissed off" about Edoardo Mortara's pass. There was lap-one mayhem each day.

I don't think anyone was surprised by Mercedes helping Wehrlein on Sunday afternoon. Asking Daniel Juncadella and Maximilian Gotz to drop back and slot in



Team orders don't
impress fans

ahead of Mike Rockenfeller was obvious, but there was no other way to do it. And moves between stablemates are as DTM as Bernd Schneider. In the same race, Tom Blomqvist didn't make life hard for Spengler, while Rockenfeller admitted he "let Eki [Mattias Ekstrom] by".

Many in the paddock suggest Jamie Green 'lost' third on Saturday at Moscow Raceway to Spengler in order to help

Audi drop some performance weight. But Dieter Gass was fuming on Sunday night. The Audi boss said that on Saturday Mercedes broke an agreement formed by the three manufacturers, to stick to "proper motor racing".

Mercedes stood its ground. Ulrich Fritz says there is a title to be won, after all.

I can understand that. But while I'm not privy to the exact terms of the agreement,

I would suggest there's merit in it – the DTM would do well to avoid the black eyes that have accompanied team orders in F1.

Yes, there will always be subtle 'manufacturer-first' moves, and general paddock cynicism. That's one thing, but those views going public isn't a good look.

If any manufacturer uses similar tactics on the final Sunday of the season to secure a title, everybody loses.



Tomczyk's Saturday
was a "disaster"

XPB IMAGES

Tomczyk has bad vibrations

MARTIN TOMCZYK'S TORRID 2015 continued at the Nurburgring. The 2011 champion was sidelined on Saturday owing to a vibration in the drivetrain of his BMW. The car had to be stripped to locate the source of the problem.

"It was a disaster for me," he told AUTOSPORT, "when you're just looking at the TV when you should be racing."

Sunday was better, though, fighting his way from the rear of the grid to ninth.

"It was a good day after two hard days," he said. "It showed that I still have the power and am still aiming to fight and get points for BMW."

Dennis in line for Mercedes test

JAKE DENNIS, THE MCLAREN AUTOSPORT BRDC Award winner in 2012, is set to be part of the Mercedes line-up at the end-of-season young driver test.

Dennis is fourth in the Formula 3 European Championship with the Mercedes-powered Prema squad. The test is scheduled for early December.

"It could be an option but it's not decided yet," Mercedes DTM boss Ulrich Fritz told AUTOSPORT.

"Traditionally we test the best F3 driver with a Mercedes-Benz engine, so Jake Dennis might be in this position because as you know [champion Felix] Rosenqvist has already tested a few times."



Dennis is fourth in
European Formula 3

XPB IMAGES

Schedule change dodges fog

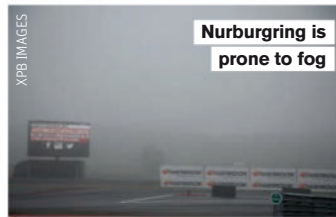
SATURDAY MORNING'S regular practice session was moved to Friday at the Nurburgring in a late change, following the fog delay at Oschersleben. As it turned out, the Saturday morning schedule was delayed slightly due to fog, although DTM qualifying and the race were not affected this time around.

"It was obviously done to avoid the situation that we had with the fog and no running at all," BMW boss Jens Marquardt said. "I think in that respect it was the right thing to do, with the right intentions and in the right way."

However the late timing of the switch, and logistical knock-on of having two full sessions on Friday,

along with the usual roll-out, raised some eyebrows.

"It came as a bit of a surprise to us, to be honest, because this is not really what the sporting regulations say," Audi's Dieter Gass said. "For us, it just means extra cost, because people have to travel earlier, and not really any additional value."



Nurburgring is
prone to fog

XPB IMAGES

LUCAS'S FINEST HOUR

Lucas Auer claimed a surprise maiden pole position for Saturday's race. The Mercedes rookie's previous best in qualifying was fifth for the Sunday Norisring race, the only time he'd previously started inside the top 10.

COOL RUNNING

Cool track temperatures caught out Paul di Resta and Adrien Tambay in Saturday morning's qualifying session; the pair crashed on their first flying laps. Di Resta called his accident, in which he was spat off the kerb into the inside tyre barrier coming onto the back straight, a "big mistake", while Tambay locked up and went straight on at the hairpin.

POWER PROBLEMS

Gary Paffett was one of the big movers on Saturday, climbing from 14th on the grid to fourth in the race. His Sunday never got going, though: a blown engine in the morning warm-up ruled him out of qualifying and the replacement was down on power. Marco Wittmann then hit him on the opening lap.

A SHORT REIGN

Wittmann's time as the DTM's youngest-ever champion at 24 years and 294 days looks set to last just 12 months. Pascal Wehrlein turns 21 on the Sunday of the Hockenheim finale.

BMW ON FOR TITLE

BMW will head to Hockenheim with a 51-point lead at the top of the manufacturers' championship over Mercedes, the top scorer at the Nurburgring with 87 points. Audi is a further 31 behind Mercedes.

BIG NUMBER

12

Number of different DTM race winners and polesitters, half of the field, over 16 races during the 2015 season.

Muller and some Chinese scenery



GRENIER/DPPI

WORLD TOURING CARS SHANGHAI (PRC), SEPTEMBER 27 RD 10/12

Citroen's steamroller moves back on track in China

CITROEN WASTED NO TIME IN putting its messy Motegi round behind it as the World Touring Car Championship rolled into China. On a smoggy Sunday afternoon at the Shanghai International Circuit, the French marque stormed to its second consecutive manufacturers' title with a podium sweep and

commanding performance from drivers' title favourite Jose Maria Lopez in race one, then won again with Yvan Muller later on.

Qualifying was held on Sunday morning after an accident in the GT Asia series support race on Saturday afternoon meant repair work had to be carried out on the circuit safety

barriers, and Lopez beat his rivals to pole by 0.114 seconds in the Q3 top-five shootout. Race one was a simple lights-to-flag affair for the Citroen driver, who won ahead of Muller and Sebastien Loeb, but the same could not be said for further down the grid. An accident involving several cars left both ROAL Motorsport Chevrolets of Tom Coronel and Tom Chilton out of the running for the rest of the day and also ended the races of Lada's Rob Huff and the Campos Chevy of John Filippi, who had qualified a career-best seventh.

Citroen had even more to celebrate by the end of race two after Muller executed a stunning pass on Honda's Gabriele Tarquini to take the lead, pulling out an easy gap of three seconds as Tarquini slipped back to be hunted by a charging

Lopez and Loeb. Despite tussling throughout the second half of the race, Lopez was unable to make any overtaking manoeuvre stick and Tarquini clung onto second by just 0.025s as they crossed the line in a dramatic photo finish.

While most of the Citroen camp was celebrating, what started off as a dream weekend became an event to forget for its home favourite Ma Qing Hua. The Shanghai-born driver topped both free practice sessions on Saturday but was denied pole by Lopez. He was then slow off the line and ultimately retired from the race with a driveshaft problem. He was a muted eighth, complaining of high tyre wear, in race two.

Lopez win gave Citroen the title



GRENIER/DPPI

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SUPER TC2000 LA PAMPA (RA), SEPTEMBER 27 RD 8/12

Rossi and Toyota on top

MATIAS ROSSI AND GABRIEL

Ponce de Leon won the series' 200km blue-riband enduro, which this year took place in La Pampa, aboard their Toyota.

Relative newcomer Carlos Merlo put on a great display in his privateer Fiat until the driver changes began, after passing the two works Peugeots, and was comfortably in the lead by the time the driver-change window opened. A nightmarish stop for the Fiat (during which the engine took time in coughing back into life) saw Merlo's debuting co-driver Manuel

Luque lose precious time.

Rossi, who had taken over from Ponce de Leon, sailed into a lead he would not lose, and the series lead.

● Tony Watson

RESULTS

1 Matias Rossi/Gabriel Ponce de Leon (Toyota Corolla), 49 laps in 1h06m39.323s; 2 Leonel Pernia/Valdeno Brito (Renault Fluence), +9.524s; 3 Emiliano Spataro/Josito di Palma (Renault); 4 Jose Manuel Urcera/Caca Bueno (Fiat Linea); 5 Christian Ledesma/Juan de Benedictis (Renault); 6 Rafael Morgenstern/Bernardo Llaver (Toyota). **POINTS 1 Rossi, 126**; 2 Agustin Canapino, 114; 3 Nestor Girolami, 112; 4 Facundo Chapur, 106.5; 5 Urcera, 95; 6 Pernia, 87.5.



Rossi won with Ponce de Leon



Kenseth's Toyota through to final 12

KINRADE/LAT

NASCAR SPRINT CUP NEW HAMPSHIRE (USA), SEPTEMBER 27 RD 28/36

Kenseth comes through as Harvick runs dry

MATT KENSETH PASSED KEVIN HARVICK with three laps to go to win at New Hampshire Motor Speedway and secure his place in the second round of the Sprint Cup Chase.

Harvick had dominated the race, leading 216 of the 300 laps, but opted to stay out at the final caution. He made it to lap 297 before he was forced to pit, allowing Kenseth to lead home Denny Hamlin.

Harvick crossed the line 21st and now sits 15th in the Chase standings, 23 points off the crucial 12th spot with a single round left in the opening stages of the playoffs.

Behind Joey Logano, Greg Biffle and Carl Edwards, a fightback from Jimmie Johnson after a front-left puncture gave him sixth place.

Brad Keselowski was battling for the lead until he was penalised for jumping the final start, but managed to salvage 12th. Meanwhile, Kurt Busch and Dale Earnhardt Jr joined Harvick in running out of fuel late on, coming home 19th and 25th to leave Earnhardt on the Chase bubble.

Kyle Busch crashed early in the race, finishing 37th after a lengthy stay in the garage to leave him outside the crucial top 12 in points.

RESULTS

1 Matt Kenseth (Toyota Camry), 300 laps in 2h58m51s; **2 Denny Hamlin (Toyota)**, +8.941s; **3 Joey Logano (Ford Fusion)**; **4 Greg Biffle (Ford)**; **5 Carl Edwards (Toyota)**; **6 Jimmie Johnson (Chevrolet SS)**; **7 Jeff Gordon (Chevy)**; **8 Martin Truex Jr (Chevy)**; **9 Casey Kahne (Chevy)**; **10 Ryan Newman (Chevy)**. **CHALLENGER 16 1 Kenseth, 1 win/2099**; **2 Hamlin, 1 win/2093**; **3 Edwards, 2089**; **4 Logano, 2089**; **5 Johnson, 2083**; **6 Newman, 2074**; **7 Kurt Busch, 2073**; **8 Brad Keselowski, 2072**; **9 Truex, 2071**; **10 Gordon, 2068**; **11 Jamie McMurray, 2058**; **12 Dale Earnhardt Jr, 2057**; **13 Kyle Busch, 2056**; **14 Paul Menard, 2056**; **15 Kevin Harvick, 2034**; **16 Clint Bowyer, 2018**.

ERC RALLY CYPRUS (CY), SEPTEMBER 25-27 RD 8/10

Electric Qatar in the Med

NASSER AL-ATTIYAH WON THE MIXED-SURFACE Cyprus Rally in a Ford Fiesta RRC, beating Kajetan Kajetanowicz by just seven seconds after two hours of flat-out competition in hot-and-dusty conditions.

The Pole led in his Fiesta R5 until he was overtaken by the Qatari on the penultimate stage. Abdulaziz Al-Kuwari made it a podium whitewash for M-Sport built Fords. ● Paul Evans

RESULTS

1 Nasser Al-Attiyah/Matthieu Baumel (Ford Fiesta RRC), 49 laps in 2h08m38.4s; **2 Kajetan Kajetanowicz/Jaroslav Baran (Fiesta R5)**, +7.0s; **3 Abdulaziz Al-Kuwari/Clarke Marshall (Fiesta RRC)**; **4 Bruno Magalhaes/Hugo Magalhaes (Peugeot 208 T16)**; **5 Robert Consani/Lara Vanneste (Citroen DS3 R5)**; **6 Jaromir Tarabus/Daniel Trunkat (Skoda Fabia S2000)**. **POINTS 1 Kajetanowicz, 198**; **2 Craig Breen, 136**; **3 Alexey Lukyanuk, 120**; **4 Consani, 79**; **5 Magalhaes, 68**; **6 Tarabus, 56**.



SCANDINAVIAN TOURING CARS KNUTSTORP (S), SEPT 26 RD 7/7

Ekblom misses out to Bjork

WINNING BOTH RACES AT THE FINALE was not enough for Volvo star Fredrik Ekblom to claim this year's crown. His team-mate and title rival Thed Bjork took full points in first qualifying and then drove tactically to stay ahead in the rankings.

Bjork was a strong third in the first race behind Richard Goransson's Saab, and fifth in the second would be enough for the title.

Ekblom, starting ninth on the reversed grid, swept past Kevin Aabol's Kia, which had led from pole, with Daniel Haglof's Saab in his tow. Aabol defended third until he was attacked by Dacia's Mattias

Andersson, so Bjork slipped by for third again. Outside title contender Fredrik Larsson spun in race one and had engine problems in the second. ● Tege Tornvall

RESULTS

RACE 1 1 Fredrik Ekblom (Volvo S60), 20 laps in 19m43.642s; **2 Richard Goransson (Saab 9-3)**, +1.968s; **3 Thed Bjork (Volvo)**; **4 Emma Kilimainen (Saab)**; **5 Mattias Andersson (Dacia STCC Edition)**; **6 Kevin Aabol (KIA Optima)**. **RACE 2 1 Ekblom**, 20 laps in 19m53.536s; **2 Daniel Haglof (Saab)**, +3.123s; **3 Bjork**; **4 Aabol**; **5 Erik Jonsson (BMW SR)**; **6 Kilimainen**. **POINTS 1 Bjork, 366**; **2 Ekblom, 356**; **3 Fredrik Larsson, 268**; **4 Goransson, 243**; **5 Andersson, 204**; **6 Haglof, 174**.

RENAULT SPORT TROPHY

The ART Junior Team pairing of Andrea Pizzitola and Richard Gonda secured an untroubled victory in the Endurance race at Le Mans. The Oregon Team car of Dario Capitanio held off Gonda by less than half a second on Sunday morning to secure the Prestige drivers' title. Capitanio's Endurance partner David Fumanelli triumphed in the Elite drivers' race.

GERMAN CARRERA CUP

Champion Philipp Eng couldn't quite pull off a double at the Nurburgring. He soaked up pressure all the way from Sven Muller to win the first race, with Michael Ammermuller holding off Christian Engelhart for third. Muller got the jump to lead Eng throughout race two, again from Ammermuller and Engelhart.

ASIAN GT

A double win for the Craft Bamboo Aston Martin of Darryl O'Young and Daniel Lloyd at Shanghai has moved O'Young back into the series lead. In a dramatic finish to race one, Lloyd drove around the outside of the Ferraris of Anthony Liu (in for Davide Rizzo) and Piti Bhrom Bhakdi (sharing with Carlo van Dam) in one move to take the lead. Things were simpler for the Aston in race two, while Rizzo overhauled the Bentley of Adderly Fong (who was sharing with Keita Sawa) for second.

FRENCH FORMULA 4

Giuliano Alesi returned to winning form at Navarra, the son of Jean leading home Valentin Moineault and Gabriel Aubry in race one. Moineault was on top in the finale to beat Julien Andlauer and Aubry and extend his series lead. Chinese driver Yifei Ye won the reversed-grid race.

FRENCH GT

The Courage-run StratiC Porsche of Nicolas Misslin, Benjamin Lariche and Sacha Bottemanne triumphed in the first race at Navarra, while the 911 of Imsa trio Sebastien Dumez, Raymond Narac and Olivier Pernaut was second to retake their series lead. It was a Ferrari benefit in race two, with the ASP car of Morgan Moullin Traffort, Rino Mastronardi and Jean-Luc Beaubelique winning from the Team Duqueine version of Nelson Panciatici, Bruno Strazzer and Romain Brandela.

ITALIAN GT

Matteo Malucelli and Stefano Gattuso (Scuderia Baldini 27 Ferrari) beat Audi pair Dindo Capello and Emanuele Zonzini in race one at Misano. The second race went to the other Audi of Marco Mapelli and Andrea Amici from the Villorba Corse Ferrari of Niccolo Schiro and Giovanni Berton, Amici just holding off Berton.

SWEDISH FR1600

Oliver Soderstrom wrapped up the Swedish Formula Renault 1600 title at Knutstorp with two wins from pole position. Finn Ilmari Korpivaara was his main rival at the finale, but could only manage a third and a fourth. Both second places went to Linus Lundqvist.

RESULTS ROUND-UP



FORMULA RENAULT 3.5 SERIES

ROUND 8/9 LE MANS (F), SEPTEMBER 26-27

RACE 1 (30 LAPS - 78.013 MILES)

1	Oliver Rowland (GB) Fortec Motorsports	42m33.351s
2	Egor Orudzhev (RUS) Arden Motorsport	+4.226s
3	Tom Dillmann (F) Carlin	+4.983s
4	Dean Stoneman (GB) DAMS	+5.360s
5	Aurelien Panis (F) Tech 1 Racing	+6.026s
6	Yu Kanamaru (J) Pons Racing	+7.028s
7	Nyck de Vries (NL) DAMS	+8.374s
8	Roy Nissany (IL) Tech 1 Racing	+10.030s
9	Tio Ellinas (CY) Strakka Racing	+11.984s
10	Matthieu Vaxiviere (F) Lotus (Charouz)	+12.958s
11	Gustav Malja (S) Strakka Racing	+16.168s
12	Andre Negrao (BR) International Draco Racing	+17.352s
13	Jazeman Jaafar (MAL) Fortec Motorsports	+22.753s
14	Beitske Visser (NL) AVF	+25.299s
15	Marlon Stockinger (RPL) Lotus (Charouz)	+26.405s
16	Sean Gelael (RI) Carlin	+29.440s
17	Nikita Zlobin (RUS) Pons Racing	+38.886s
R	Nicholas Latifi (CDN) Arden Motorsport	20 laps-acc damage
R	Alfonso Celis Jr (MEX) AVF	16 laps-brakes

Winner's average speed 109.991mph.

Fastest lap Vaxiviere, 1m23.413s, 112.231mph.

QUALIFYING 1

1 Rowland, 1m21.002s; 2 Orudzhev, 1m21.051s; 3 Vaxiviere, 1m21.085s; 4 Dillmann, 1m21.208s; 5 Ellinas, 1m21.282s; 6 Stoneman, 1m21.363s; 7 Nissany, 1m21.571s; 8 de Vries, 1m21.675s; 9 Panis, 1m21.690s; 10 Malja, 1m21.762s; 11 Kanamaru, 1m21.906s; 12 Negrao, 1m22.006s; 13 Celis, 1m22.027s; 14 Latifi, 1m22.120s; 15 Jaafar, 1m22.185s; 16 Gelael, 1m22.306s; 17 Stockinger, 1m22.527s; 18 Zlobin, 1m23.479s; 19 Visser, 1m32.151s.

RACE 2 (28 LAPS - 72.812 MILES)

1 Orudzhev, 41m29.261s; 2 Vaxiviere, +2.388s; 3 Ellinas, +9.075s; 4 Stoneman, +10.283s; 5 Dillmann, +10.889s; 6 Panis, +14.193s; 7 Latifi, +14.994s; 8 Rowland, +18.221s; 9 Malja, +19.017s; 10 de Vries, +19.379s; 11 Stockinger, +20.577s; 12 Nissany, +20.886s; 13 Visser, +26.834s; 14 Jaafar, +27.396s; 15 Zlobin, +27.653s; 16 Celis, +31.223s; 17 Gelael, +36.781s; R Negrao, 4 laps-accident; R Kanamaru, 4 laps-accident.

Winner's average speed 105.302mph.

Fastest lap Vaxiviere, 1m22.981s, 112.816mph.

QUALIFYING 2

1 Ellinas, 1m20.648s; 2 Vaxiviere, 1m21.111s; 3 Dillmann, 1m21.121s; 4 Panis, 1m21.204s; 5 Orudzhev, 1m21.213s; 6 Stoneman, 1m21.331s; 7 de Vries, 1m21.344s; 8 Jaafar, 1m21.425s; 9 Latifi, 1m21.604s; 10 Celis, 1m21.650s; 11 Stockinger, 1m21.684s; 12 Nissany, 1m21.826s; 13 Malja, 1m21.847s; 14 Rowland, 1m21.867s; 15 Visser, 1m21.934s; 16 Gelael, 1m22.213s; 17 Kanamaru, 1m22.452s; 18 Zlobin, 1m22.472s; 19 Negrao.

CHAMPIONSHIP

1 Rowland, 264; 2 Vaxiviere, 204; 3 Stoneman, 130; 4 de Vries, 123; 5 Dillmann, 114; 6 Ellinas, 113; 7 Orudzhev, 109; 8 Jaafar, 106; 9 Malja, 69; 10 Fantin, 61.

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 10/11 NURBURGRING (D), SEPTEMBER 26-27

RACE 1 (25 LAPS - 56.374 MILES)

1	Felix Rosenqvist (S) Prema Powerteam Dallara-Mercedes F315	34m07.623s
2	Nick Cassidy (NZ) Prema Powerteam Dallara-Mercedes F312	+6.491s
3	Callum Iltott (GB) Carlin Dallara-Volkswagen F312	+7.764s
4	Charles Leclerc (MC) Van Amersfoort Racing Dallara-Volkswagen F314	+36.405s
5	Mikkel Jensen (DK) Mucke Motorsport Dallara-Mercedes F312	+36.525s
6	Markus Pommer (D) Motopark Dallara-Volkswagen F315	+36.992s
7	Santino Ferrucci (USA) Mucke Motorsport Dallara-Mercedes F312	+37.860s
8	Arjun Maini (IND) Van Amersfoort Racing Dallara-Mercedes F312	+38.337s
9	Lance Stroll (CDN) Prema Powerteam Dallara-Mercedes F315	+38.878s
10	Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315	+39.326s
11	Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314	+42.423s
12	Alexander Albon (T) Signature Dallara-Volkswagen F315	+43.019s
13	George Russell (GB) Carlin Dallara-Volkswagen F312	+43.391s
14	Gustavo Menezes (USA) Carlin Dallara-Volkswagen F312	+48.009s
15	Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F315	+48.650s
16	Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314	+50.497s
17	Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314	+51.408s
18	Felix Serralles (USA) Mucke Motorsport Dallara-Mercedes F312	+52.835s
19	Alessio Lorandi (I) Van Amersfoort Racing Dallara-Volkswagen F312	+53.331s
20	Tatiana Calderon (CO) Carlin Dallara-Volkswagen F314	+55.800s
21	Dorian Boccia (F) Signature Dallara-Volkswagen F314	+56.324s
22	Matt Rao (GB) Fortec Motorsports Dallara-Mercedes F313	+1m00.815s
23	Sam MacLeod (GB) Motopark Dallara-Volkswagen F315	+1m02.272s
24	Ryan Tvetter (USA) Carlin Dallara-Volkswagen F312	+1m02.638s
25	Michele Beretta (I) Mucke Motorsport Dallara-Mercedes F312	+1m03.046s
26	Chang Wing Chung (PRC) Fortec Motorsports Dallara-Mercedes F312	+1m03.739s
27	Zhi Cong Li (PRC) Fortec Motorsports Dallara-Mercedes F312	+1m05.029s
28	Matt Solomon (USA) Double R Racing Dallara-Mercedes F313	+1m05.895s
29	Julio Moreno (EC) T-Sport Dallara-NBE F312	+1m06.825s
30	Mahaveer Raghunathan (IND) Motopark Dallara-Volkswagen F314	+1m16.701s
31	Nicolas Pohler (D) Double R Racing Dallara-Mercedes F312	+1m19.712s
32	Harald Schlegelmilch (LV) Artline Engineering ARTech-NBE P315	-1 lap
R	Jake Dennis (GB) Prema Powerteam Dallara-Mercedes F315	10 laps-saved engine

Winner's average speed 99.112mph.

Fastest lap Rosenqvist, 1m21.158s, 100.025mph.



QUALIFYING 1

1 Rosenqvist, 1m21.126s; 2 Cassidy, 1m21.379s; 3 Iltott, 1m21.440s; 4 Dennis, 1m21.483s; 5 Leclerc, 1m21.532s; 6 Giovinazzi, 1m21.653s; 7 Jensen, 1m21.656s; 8 Pommer, 1m21.745s; 9 Sette Camara, 1m21.749s; 10 Maini, 1m21.749s; 11 Stroll, 1m21.821s; 12 Russell, 1m21.278s*; 13 Ferrucci, 1m21.936s; 14 Albon, 1m21.970s; 15 Jeffri, 1m21.993s; 16 Hyman, 1m21.995s; 17 Fittipaldi, 1m22.087s; 18 Menezes, 1m22.178s; 19 Boccia, 1m22.179s; 20 Tvetter, 1m22.251s; 21 Beretta, 1m22.259s; 22 MacLeod, 1m22.300s; 23 Serralles, 1m22.408s; 24 Calderon, 1m22.470s; 25 Solomon, 1m22.509s; 26 Li, 1m22.588s; 27 Lorandi, 1m22.016s*; 28 Chang, 1m22.667s; 29 Rao, 1m22.716s; 30 Moreno, 1m22.833s; 31 Pohler, 1m23.180s; 32 Raghunathan, 1m23.678s; 33 Schlegelmilch, 1m25.887s. * grid penalty.



XPBIMAGES

RACE 2 (24 LAPS - 54.119 MILES)

1 Rosenqvist, 35m51.337s; 2 Giovinazzi, +4.956s; 3 Stroll, +9.153s; 4 Dennis, +10.539s; 5 Leclerc, +14.509s; 6 Cassidy, +15.550s; 7 Ferrucci, +16.551s; 8 Russell, +16.964s; 9 Iltott, +17.954s; 10 Jensen, +18.813s; 11 Sette Camara, +21.828s; 12 Maini, +22.328s; 13 Pommer, +22.929s; 14 Albon, +25.302s; 15 Calderon, +26.680s; 16 Tvetter, +27.186s; 17 Boccia, +28.069s; 18 Rao, +32.280s; 19 Hyman, +34.265s; 20 Moreno, +36.622s; 21 MacLeod, +37.030s; 22 Jeffri, +37.402s; 23 Li, +40.116s; 24 Beretta, +40.525s; 25 Pohler, +46.605s; 26 Raghunathan, +47.958s; 27 Schlegelmilch, -1 lap; R Chang, 12 laps-black-flagged; R Fittipaldi, 11 laps-front wing/drive-through/gave up; R Menezes, 8 laps-brakes/off; R Serralles, 6 laps-collision/driveshaft; R Solomon, 5 laps-accident damage; R Lorandi, 4 laps-accident. Winner's average speed 90.561mph. Fastest lap Rosenqvist, 1m20.866s, 100.386mph.

BRITISH TOURING CAR CHAMPIONSHIP

ROUND 9/10 SILVERSTONE (GB), SEPTEMBER 27

RACE 1 (22 LAPS - 36.089 MILES)

1	Mat Jackson (GB) Motorbase Performance Ford Focus	21m47.275s
2	Andrew Jordan (GB) MG (Triple Eight) MG6	+2.138s
3	Gordon Shedden (GB) Honda (Dynamics) Honda Civic Type-R	+2.325s
4	Dave Newsham (GB) Power Maxed Racing Chevrolet Cruze	+2.665s
5	Colin Turkington (GB) Team BMR Volkswagen CC	+2.848s
6	Aron Smith (IRL) Team BMR Volkswagen CC	+3.095s
7	Rob Collard (GB) WSR BMW 125i M Sport	+4.099s
8	Matt Neal (GB) Honda (Dynamics) Honda Civic Type-R	+4.355s
9	Tom Ingram (GB) Speedworks Motorsport Toyota Avensis	+4.597s
10	Sam Tordoff (GB) WSR BMW 125i M Sport	+8.014s
11	Rob Austin (GB) Rob Austin Racing Audi A4	+10.143s
12	Adam Morgan (GB) Ciceley Racing Mercedes A-Class	+12.265s
13	Martin Depper (GB) Eurotech Racing Honda Civic	+13.312s
14	Josh Cook (GB) Power Maxed Racing Chevrolet Cruze	+13.768s
15	Mike Bushell (GB) Amd Tuning Ford Focus	+15.184s
16	Jeff Smith (GB) Eurotech Racing Honda Civic	+16.141s
17	James Cole (GB) Motorbase Performance Ford Focus	+17.748s
18	Daniel Welch (GB) Welch Motorsport Proton Gen-2 Persona	+23.107s
19	Alex Martin (GB) Team Parker Racing Ford Focus	+30.252s
20	Aiden Moffat (GB) Laser Tools Racing Mercedes A-Class	+32.786s
21	Derek Palmer Jr (GB) Support Our Paras Racing Infiniti Q50	+36.637s
22	Stewart Lines (GB) Houseman Racing Toyota Avensis	+37.406s
23	Andy Priaulx (GB) WSR BMW 125i M Sport	+48.904s
24	Hunter Abbott (GB) Rob Austin Racing Audi A4	+56.673s
25	Jason Plato (GB) Team BMR Volkswagen CC	-1 lap
26	Simon Belcher (GB) Handy Motorsport Toyota Avensis	-2 laps
27	Jack Goff (GB) MG (Triple Eight) MG6	-2 laps
R	Nicolas Hamilton (GB) Amd Tuning Audi S3 Saloon	16 laps-battery
R	Tony Gilham (GB) Team Hard Toyota Avensis	0 laps-gearbox
NS	Warren Scott (GB) Team BMR Volkswagen CC	0 laps-accident

Winner's average speed 99.38mph.

Fastest lap Jackson, 58.464s, 101.01mph.

QUALIFYING

1 Jackson, 58.078s; 2 Shedden, 58.284s; 3 Tordoff, 58.344s; 4 Jordan, 58.361s; 5 Newsham, 58.375s; 6 Turkington, 58.383s; 7 Ingram, 58.385s; 8 A Smith, 58.389s; 9 Goff, 58.433s; 10 Plato, 58.465s; 11 Neal, 58.536s; 12 Collard, 58.542s; 13 Morgan, 58.548s; 14 Austin, 58.554s; 15 Bushell, 58.603s; 16 Cook, 58.616s; 17 J Smith, 58.711s; 18 Abbott, 58.716s; 19 Cole, 58.716s; 20 Moffat, 58.739s; 21 Depper, 58.980s; 22 Gilham, 59.044s; 23 Welch, 59.328s; 24 Hamilton, 59.631s; 25 Belcher, 59.814s; 26 Lines, 59.848s; 27 Palmer, 59.969s; 28 Martin, 1m00.076s; 29 Priaulx, 59.007s*. * grid penalty.

RACE 2 (22 LAPS - 36.089 MILES)

1 Priaulx, 21m48.624s; 2 Goff, +1.802s; 3 A Smith, +2.791s; 4 Shedden, +7.547s; 5 Neal, +7.803s; 6 Tordoff, +7.962s; 7 Plato, +8.454s; 8 Turkington, +13.402s; 9 Collard, +13.848s; 10 Cole, +14.109s; 11 Morgan, +15.616s; 12 Ingram, +21.098s; 13 Moffat, +21.732s; 14 Cook, +22.006s; 15 Depper, +23.476s; 16 J Smith, +24.610s; 17 Bushell, +24.872s; 18 Welch, +25.699s; 19 Jordan, +32.219s; 20 Gilham, +38.268s; 21 Martin, +39.920s; 22 Belcher, +41.045s; 23 Palmer, +44.462s; 24 Jackson, +55.679s; 25 Abbott, -1 lap; 26 Lines, -2 laps; R Hamilton,



MAUGER/LAT

21 laps-accident damage; R Austin, 19 laps-accident damage; R Newsham, 10 laps-engine. Winner's average speed 99.28mph. Fastest lap Morgan, 58.844s, 100.36mph.

RESULTS BY



DTM

ROUND 8/9 NURBURGRING (D), SEPTEMBER 26-27 RACE 1 (25 LAPS – 56.374 MILES)

1 Maxime Martin (B) RMG BMW M4	48m17.036s
2 Edoardo Mortara (I) Abt Sportsline Audi RS5	+2.543s
3 Pascal Wehrlein (D) HWA Mercedes C63	+2.955s
4 Gary Paffett (GB) ART Grand Prix Mercedes C63	+14.227s
5 Maximilian Gotz (D) Mücke M'sport Mercedes C63	+15.293s
6 Lucas Auer (A) ART Grand Prix Mercedes C63	+16.750s
7 Marco Wittmann (D) RMG BMW M4	+17.349s
8 Robert Wickens (CDN) HWA Mercedes C63	+20.620s
9 Antonio Felix da Costa (P) Team Schnitzer BMW M4	+22.189s
10 Mattias Ekstrom (S) Abt Sportsline Audi RS5	+23.857s
11 Mike Rockenfeller (D) Team Phoenix Audi RS5	+24.398s
12 Paul di Resta (GB) HWA Mercedes C63	+25.032s
13 Timo Glock (D) MTEK BMW M4	+25.383s
14 Adrien Tambay (F) Abt Sportsline Audi RS5	+25.756s
15 Christian Vietoris (D) HWA Mercedes C63	+26.413s
16 Nico Muller (CH) Team Rosberg Audi RS5	+27.142s
17 Daniel Juncadella (E) Mücke M'sport Mercedes C63	+27.724s
18 Augusto Farfus (BR) RBM BMW M4	+1m00.378s
19 Bruno Spengler (CDN) MTEK BMW M4	18 laps-acc damage
R Timo Scheider (D) Team Phoenix Audi RS5	11 laps-acc damage
R Tom Blomqvist (GB) RBM BMW M4	9 laps-accident damage
R Jamie Green (GB) Team Rosberg Audi RS5	0 laps-accident
R Miguel Molina (E) Abt Sportsline Audi RS5	0 laps-accident
NS Martin Tomczyk (D) Team Schnitzer BMW M4	vibration

Winner's average speed 70.053mph.
Fastest lap Martin, 1m23.502s, 97.217mph.

QUALIFYING 1

1 Auer, 1m21.915s; 2 Martin, 1m21.999s; 3 Wehrlein, 1m22.030s;
4 Spengler, 1m22.032s; 5 Mortara, 1m22.068s; 6 Gotz, 1m22.072s;
7 Green, 1m22.073s; 8 Rockenfeller, 1m22.089s; 9 Juncadella,
1m22.120s; 10 Molina, 1m22.121s; 11 Blomqvist, 1m22.151s;
12 Wittmann, 1m22.156s; 13 Wickens, 1m22.223s; 14 Paffett,
1m22.242s; 15 Muller, 1m22.338s; 16 Farfus, 1m22.365s; 17 Ekstrom,
1m22.372s; 18 Glock, 1m22.381s; 19 Scheider, 1m22.536s;
20 da Costa, 1m22.574s; 21 Vietoris, 1m22.712s; 22 di Resta, no time;
23 Tambay, no time; 24 Tomczyk, no time.

RACE 2 (43 LAPS – 96.963 MILES)

1 Molina, 1h02m00.166s; 2 di Resta, +7.500s; 3 Spengler, +8.791s;
4 Blomqvist, +19.824s; 5 Wehrlein, +25.581s; 6 Gotz, +26.326s;
7 Rockenfeller, +26.626s; 8 Farfus, +34.305s; 9 Tomczyk, +37.205s;
10 Juncadella, +38.059s; 11 Ekstrom, +38.848s; 12 Tambay,
+38.980s; 13 Martin, +41.174s; 14 Vietoris, +41.451s; 15 da Costa,
+42.656s; 16 Muller, +43.205s; 17 Green, +47.506s; 18 Wittmann,
+1m02.291s; 19 Auer, +1m05.555s; 20 Glock, +1m11.458s;
R Mortara, 28 laps-accident damage; R Paffett, 8 laps-engine;
R Wickens, 1 lap-accident damage; R Scheider, 0 laps-accident.

Winner's average speed 93.831mph.
Fastest lap Molina, 1m23.417s, 97.316mph.

QUALIFYING 2

1 Molina, 1m21.732s; 2 Blomqvist, 1m21.939s; 3 Green, 1m22.021s;
4 di Resta, 1m22.046s; 5 Spengler, 1m22.049s; 6 Farfus, 1m22.086s;
7 Wickens, 1m22.096s; 8 Gotz, 1m22.217s; 9 Wehrlein, 1m22.219s;
10 Wittmann, 1m22.239s; 11 Glock, 1m22.295s; 12 Rockenfeller,
1m22.301s; 13 Scheider, 1m22.310s; 14 Juncadella, 1m22.312s;
15 Auer, 1m22.317s; 16 Martin, 1m22.344s; 17 Ekstrom, 1m22.405s;
18 da Costa, 1m22.410s; 19 Vietoris, 1m22.417s; 20 Mortara,
1m22.474s; 21 Muller, 1m22.514s; 22 Tambay, 1m22.667s;
23 Paffett, no time; 24 Tomczyk, 1m23.820s*. * grid penalty.

CHAMPIONSHIP

1 Wehrlein, 165; 2 Mortara, 128; 3 Ekstrom, 127; 4 Spengler, 119;
5 Green, 107; 6 Wittmann, 104; 7 Paffett, 87; 8 Farfus, 77;
9 da Costa, 73; 10 Rockenfeller, 73.



QUALIFYING 2

1 Rosenqvist, 1m21.186s; 2 Stroll, 1m21.486s;
3 Dennis, 1m21.596s; 4 Giovinazzi, 1m21.663s;
5 Jensen, 1m21.707s; 6 Leclerc, 1m21.804s; 7 Cassidy,
1m21.824s; 8 Ferrucci, 1m21.876s; 9 Illott, 1m21.895s;
10 Pommer, 1m21.950s; 11 Maini, 1m21.966s;
12 Russell, 1m21.406s*; 13 Jeffri, 1m21.985s; 14 Sette
Camara, 1m22.069s; 15 Tveter, 1m22.090s; 16 Hyman,
1m22.122s; 17 Menezes, 1m22.170s; 18 Fittipaldi,
1m22.279s; 19 Serralles, 1m22.318s; 20 Lorandi,
1m21.890s*; 21 Calderon, 1m22.352s; 22 MacLeod,
1m22.395s; 23 Bocolacci, 1m22.493s; 24 Beretta,
1m22.501s; 25 Albon, 1m22.559s; 26 Chang,
1m22.608s; 27 Moreno, 1m22.675s; 28 Li, 1m22.836s;
29 Rao, 1m22.878s; 30 Solomon, 1m23.123s;
31 Raghunathan, 1m23.469s; 32 Pohler, 1m23.650s;
33 Schlegelmilch, 1m24.253s. * grid penalty.

RACE 3 (21 LAPS – 47.354 MILES)

1 Rosenqvist, 35m25.406s; 2 Stroll, +0.900s;
3 Cassidy, +1.663s; 4 Dennis, +2.418s; 5 Leclerc,
+3.186s; 6 Pommer, +3.718s; 7 Ferrucci, +4.377s;
8 Illott, +5.257s; 9 Sette Camara, +5.654s; 10 Russell,
+6.473s; 11 Albon, +7.003s; 12 Jeffri, +8.394s;
13 Giovinazzi, +8.663s; 14 Menezes, +9.197s;
15 Serralles, +9.593s; 16 Maini, +10.608s; 17 Beretta,
+10.614s; 18 Fittipaldi, +10.954s; 19 Solomon,
+11.320s; 20 Li, +12.003s; 21 Tveter, +12.377s;
22 Raghunathan, +12.488s; 23 Schlegelmilch,
+13.281s; R Lorandi, 13 laps-accident; R Calderon,
13 laps-accident; R Bocolacci, 11 laps-accident;
R Hyman, 8 laps-accident damage; R MacLeod,
7 laps-accident; R Rao, 7 laps-accident; R Pohler,
2 laps-accident; R Moreno, 1 lap-accident damage;
R Jensen, 0 laps-accident; NS Chang-banned.

Winner's average speed 80.208mph.
Fastest lap Rosenqvist, 1m21.286s, 99.867mph.



GRID RACE 2

1 Jackson; 2 Goff; 3 Priaulx; 4 A Smith; 5 Jordan;
6 Shedden; 7 Cole; 8 Collard; 9 Tordoff; 10 Neal;
11 Plato; 12 Turkington; 13 Newsham; 14 J Smith;
15 Ingram; 16 Bushell; 17 Austin; 18 Cook; 19 Moffat;
20 Morgan; 21 Depper; 22 Abbott; 23 Welch;
24 Martin; 25 Palmer; 26 Belcher; 27 Lines;
28 Hamilton; 29 Gilham.

RACE 3 (25 LAPS – 41.010 MILES)

1 Turkington, 27m03.506s; 2 Collard, +2.117s;
3 Tordoff, +2.387s; 4 Plato, +3.078s; 5 Shedden,
+3.497s; 6 Neal, +3.908s; 7 Jackson, +4.036s;
8 Morgan, +4.697s; 9 Cole, +5.967s; 10 Moffat,
+10.448s; 11 Ingram, +10.633s; 12 Jordan,
+10.777s; 13 Bushell, +13.906s; 14 Depper,
+15.148s; 15 Gilham, +15.414s; 16 Cook, +15.644s;
17 Austin, +22.112s; 18 Martin, +26.443s;
19 Belcher, +32.435s; 20 Lines, +34.757s;
21 Priaulx, +35.466s; 22 Hamilton, +39.161s;
23 Palmer, +44.134s; 24 A Smith, -1 lap;
NC Goff, 20 laps; R J Smith, 14 laps-accident
damage; R Welch, 1 lap-accident; R Abbott,
1 lap-accident; NS Newsham-engine.

Winner's average speed 90.94mph.
Fastest lap Jackson, 58.827s, 100.39mph.

GRID RACE 3

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

CHAMPIONSHIP

1 Shedden, 325; 2 Plato, 302; 3 Turkington, 293;
4 Neal, 288; 5 Jordan, 261; 6 Tordoff, 256; 7 Priaulx,
226; 8 Morgan, 226; 9 Goff, 207; 10 Collard, 205.



GRID FOR RACE 3

1 Rosenqvist; 2 Stroll; 3 Giovinazzi;
4 Dennis; 5 Jensen; 6 Leclerc;
7 Cassidy; 8 Pommer; 9 Illott;
10 Sette Camara; 11 Jeffri;
12 Ferrucci; 13 Russell*; 14 Tveter;
15 Hyman; 16 Maini; 17 Menezes;
18 Fittipaldi; 19 Calderon; 20
Serralles; 21 MacLeod; 22 Beretta;
23 Albon; 24 Bocolacci; 25 Rao;
26 Li; 27 Moreno; 28 Raghunathan;
29 Solomon; 30 Pohler;
31 Schlegelmilch; 32 Lorandi*.
* grid penalty.

CHAMPIONSHIP

1 Rosenqvist, 453; 2 Giovinazzi,
362.5; 3 Leclerc, 356.5; 4 Dennis,
333; 5 Stroll, 198; 6 Russell, 191;
7 Albon, 168; 8 Gunther, 118;
9 Pommer, 110.5; 10 Jensen, 101.5.

WORLD TOURING CAR CHAMPIONSHIP

ROUND 10/12 SHANGHAI (PRC), SEPTEMBER 27

RACE 1 (16 LAPS – 45.645 MILES)

1 Jose Maria Lopez (RA) Citroen Total Citroen C-Elysee	33m21.641s
2 Yvan Muller (F) Citroen Total Citroen C-Elysee	+2.428s
3 Sebastien Loeb (F) Citroen Total Citroen C-Elysee	+3.379s
4 Nicky Catsburg (NL) Lada Sport Lada Vesta	+8.905s
5 Mehdi Bennani (MA) Sebastien Loeb Racing Citroen C-Elysee	+13.912s
6 Norbert Michelisz (H) Zengo Motorsport Honda Civic	+16.774s
7 Tiago Monteiro (P) Honda Racing Team JAS Honda Civic	+20.662s
8 Hugo Valente (F) Campos Racing Chevrolet RML Cruze TC1	+22.575s
9 Stefano D'Aste (I) Munnich Motorsport Chevrolet RML Cruze TC1	+26.361s
10 Ma Qing Hua (PRC) Citroen Total Citroen C-Elysee	12 laps-transmission
EX Nicolas Lapierre (F) Lada Sport Lada Vesta	+17.394s
R Gregoire Demoustier (F) Craft Bamboo Chevy RML Cruze TC1	9 laps-acc dam
R Gabriele Tarquini (I) Honda Racing Team JAS Honda Civic	5 laps-acc dam
R Rob Huff (GB) Lada Sport Lada Vesta	4 laps-acc dam
R John Filippi (F) Campos Racing Chevrolet RML Cruze TC1	4 laps-acc dam
R Tom Chilton (GB) ROAL Motorsport Chevrolet RML Cruze TC1	1 lap-acc dam
R Tom Coronel (NL) ROAL Motorsport Chevrolet RML Cruze TC1	0 laps-acc

Winner's average speed 82.092mph.
Fastest lap Lopez, 1m52.401s, 91.606mph.

QUALIFYING 3

1 Lopez, 1m49.447s; 2 Ma,
1m49.561s; 3 Catsburg, 1m49.619s;
4 Loeb, 1m49.665s; 5 Muller,
1m50.108s.

QUALIFYING 2

Lopez, 1m49.410s; Ma, 1m49.798s;
Loeb, 1m49.929s; Catsburg,
1m49.939s; Muller, 1m50.010s;
6 Huff, 1m50.061s; 7 Filippi,
1m50.201s; 8 Tarquini, 1m50.330s;
9 Coronel, 1m50.361s; 10 Valente,
1m50.604s; 11 Bennani, 1m50.889s;
12 Lapierre, 2m04.500s.

QUALIFYING 1

Lopez, 1m49.647s; Loeb, 1m49.895s;
Huff, 1m50.033s; Muller, 1m50.169s;
Catsburg, 1m50.192s; Lapierre,
1m50.243s; Bennani, 1m50.353s;
Filippi, 1m50.409s; Valente,
1m50.424s; Tarquini, 1m50.433s;
Coronel, 1m50.498s; Ma, 1m50.519s;
13 Chilton, 1m50.626s; 14 Demoustier,
1m50.640s; 15 Michelisz,
1m50.653s; 16 Monteiro, 1m50.832s;
17 D'Aste, 1m51.404s.

RACE 2 (14 LAPS – 39.924 MILES)

1 Muller, 26m36.942s; 2 Tarquini,
+2.659s; 3 Lopez, +2.684s; 4 Loeb,
+6.079s; 5 Huff, +8.366s;
6 Monteiro, +11.224s; 7 Bennani,
+14.339s; 8 Ma, +15.378s; 9 Lapierre,
+24.968s; 10 Filippi, +27.357s;
11 Michelisz, +28.270s; 12
Demoustier, +28.654s; 13 D'Aste,
11 laps; R Catsburg, 1 lap-accident
damage; R Valente, 1 lap-suspension;
NS Coronel-accident damage;
NS Chilton-accident damage.

Winner's average speed 90.001mph.
Fastest lap Loeb, 1m52.191s, 91.777mph.

GRID FOR RACE 2

Decided by qualifying, but with the top 10 reversed.

CHAMPIONSHIP

1 Lopez, 396; 2 Muller, 321; 3 Loeb,
282; 4 Ma, 178; 5 Michelisz, 172;
6 Tarquini, 171; 7 Monteiro, 165;
8 Valente, 95; 9 Huff, 87;
10 Chilton, 84.

THE DREAM

Rally GB route

Imagine if Britain's World Rally Championship round stayed in the forests and had unrestricted use of public roads. DAVID EVANS has, and he's come up with an unprecedented itinerary

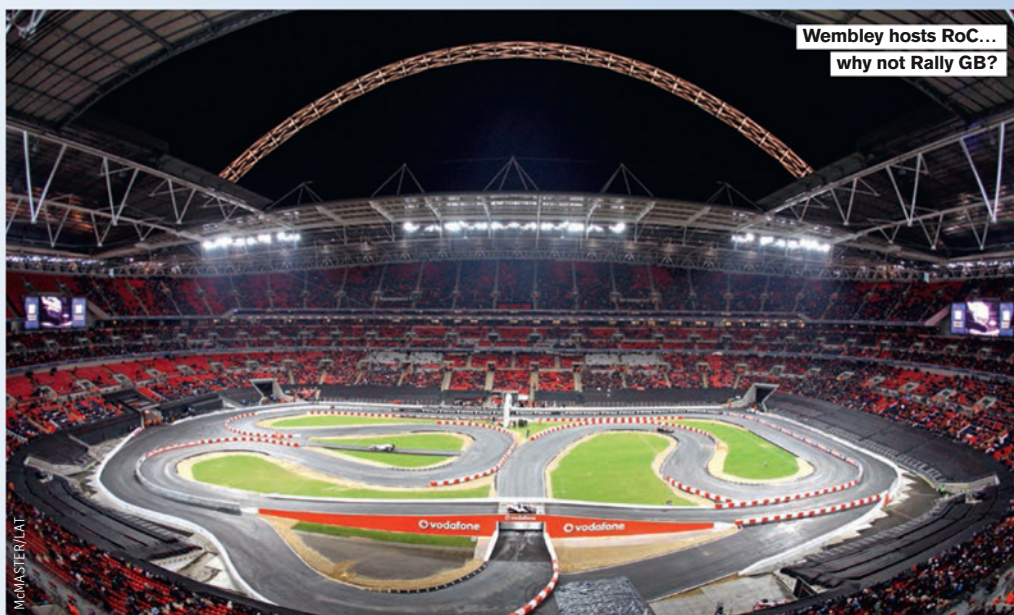
November 30 2019 is a date for your virtual diary. Rally GB big cheeses Andrew Kellitt and Ben Taylor have been given the day off. The patient has taken over the asylum and AUTOSPORT has prepared the route for Britain's round of the World Rally Championship. The latest three-year deal for Wales is complete and, while the principality will remain on the new route, we have a new direction to what, for old time's sake, we'll rename the RAC Rally.

We've been given the clean sheet of paper Kellitt longs for. And the budget? The stuff of Taylor's dreams. Let's go. Predictably, we're going long...

Where should we start it? Bath? Harrogate? Gorgeous Cheltenham? It was a tricky one, but London's been out of the loop for too long. A capital idea.

London has a long, if not recent, tradition with the RAC Rally; it's started from Heathrow, finished in Crystal Palace, started and finished at the Duke of York's barracks in Kensington. But we're going for the place it visited last, in 1977. We're going to Wembley.

Such a move offers us the opportunity to blend old and new with a Saturday night ceremonial start outside the stadium, followed by a superspecial inside. That's the rally's



Wembley hosts RoC...
why not Rally GB?

November content done. Sunday December 1 will dawn – in actual fact well before dawn – with a 0500 departure.

Blenheim's the first stop, before further spectator-pleasing action in Cornbury and Silverstone. From there, it's a bit of a schlep up to Sutton Park, Weston Park and Trentham. We were going to pop over to Chatsworth, but we don't want to take the mick with Mickey Mouse mileage. By now, it's mid-afternoon on Sunday and time for service and a rest. Both of which come in Chester.

As soon as it gets dark, we're back on the road. Let the real rally begin. Four stages through Clocaenog get the evening under way, followed by Penmachno north and south – joined up

with a quick race down the intersecting asphalt, courtesy of road-closing legislation.

From there, we head south for the middle of Wales and Dyfnant, Dyfi, Pantperthog, Myherin and Hafren. Daybreak Monday will be taken at roadside service on the B4518, watching the mist rise over Llyn Clywedog.

There's no time to take in the view – the south is calling. We're over Epynt into Crychan, across to Trawscoed and Brechfa before dropping down to the M4, bound for Rheola, Resolfen and a rest.

We weren't going to bother with Rheola or Resolfen, but none other than Kris Meeke convinced us: "Resolfen's mega, got to be in – so fast and flowing."

There will be plenty of you out there (yes, you, Andrew Kellitt) reading this, seething at our lack of consideration for average speeds, road mileages and all the detail you think we've overlooked in how to hook the event back up north.

Ha! But we're innovating, and this route looks forwards as well as backwards. Which is why we've done a deal with the good Mr Stobart. After service in Cardiff, the competing cars are loaded onto a fleet of transporters and sent east, then north. Very north.

All that done, it's mid-afternoon Monday and time for the crews to get some shut-eye at an eight-hour rest halt at Cardiff airport.

Midnight. Morning! The boys and girls are out of bed and onto a specially chartered EasyJet flight (we've brought the company in as the event's official plane supplier, and we're ▶

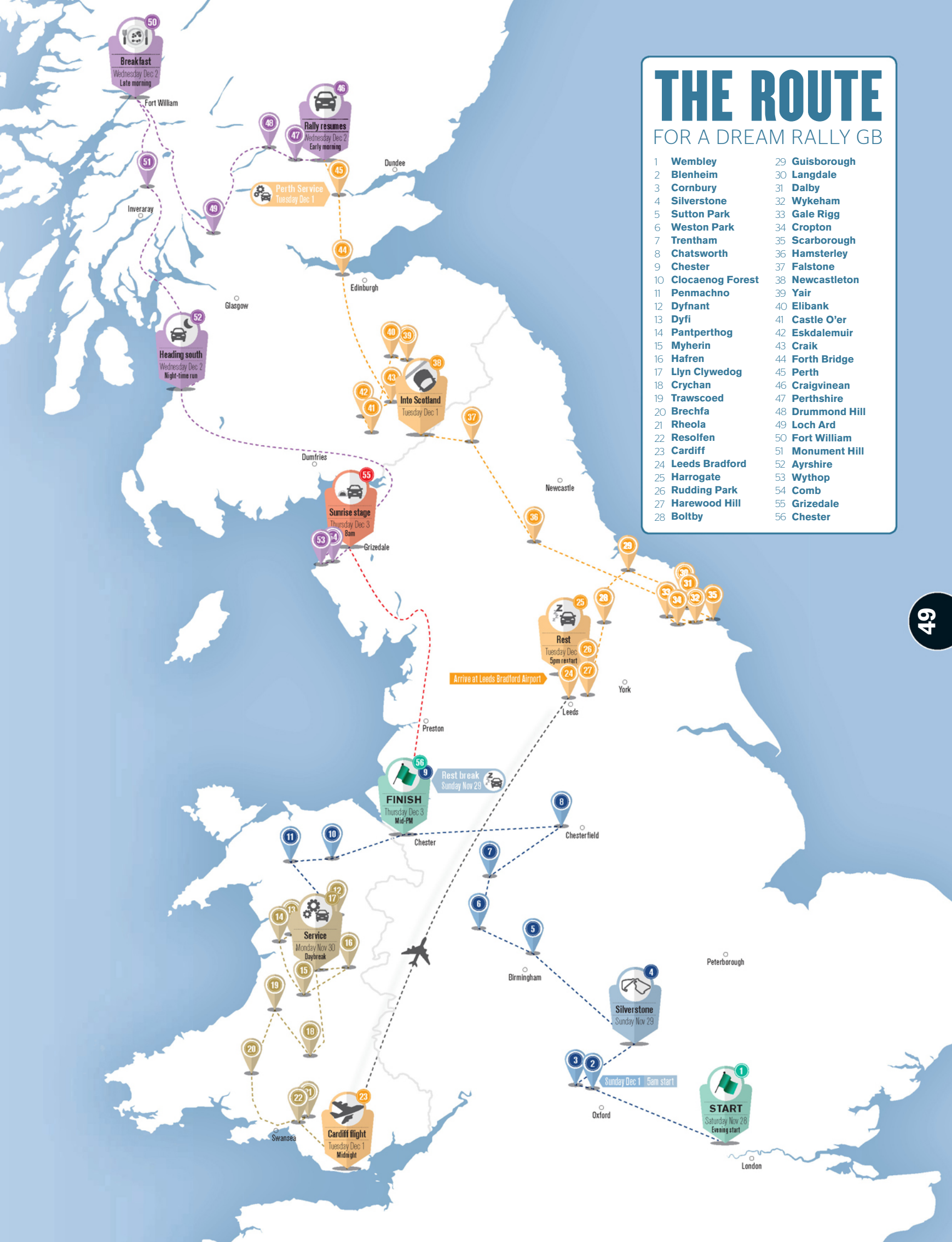


North of the Scottish
borders has RAC history

THE ROUTE

FOR A DREAM RALLY GB

- | | | | |
|----|------------------|----|---------------|
| 1 | Wembley | 29 | Guisborough |
| 2 | Blenheim | 30 | Langdale |
| 3 | Cornbury | 31 | Dalby |
| 4 | Silverstone | 32 | Wykeham |
| 5 | Sutton Park | 33 | Gale Rigg |
| 6 | Weston Park | 34 | Cropton |
| 7 | Trentham | 35 | Scarborough |
| 8 | Chatsworth | 36 | Hamsterley |
| 9 | Chester | 37 | Falstone |
| 10 | Clocaenog Forest | 38 | Newcastleton |
| 11 | Penmachno | 39 | Yair |
| 12 | Dyfnant | 40 | Elibank |
| 13 | Dyfi | 41 | Castle O'er |
| 14 | Pantperthog | 42 | Eskdalemuir |
| 15 | Myherin | 43 | Craik |
| 16 | Hafren | 44 | Forth Bridge |
| 17 | Llyn Clywedog | 45 | Perth |
| 18 | Crychan | 46 | Craigvinean |
| 19 | Trawscoed | 47 | Perthshire |
| 20 | Brechfa | 48 | Drummond Hill |
| 21 | Rheola | 49 | Loch Ard |
| 22 | Resolfen | 50 | Fort William |
| 23 | Cardiff | 51 | Monument Hill |
| 24 | Leeds Bradford | 52 | Ayrshire |
| 25 | Harrogate | 53 | Wythop |
| 26 | Rudding Park | 54 | Comb |
| 27 | Harewood Hill | 55 | Grizedale |
| 28 | Boltby | 56 | Chester |



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“EVEN WITH AN FIA PRESIDENT BANGING THE ENDURANCE DRUM, THIS IS A STEP TOO FAR – EVEN FOR MR TODT”



A proper GB means roadside service

► baffled that nobody thought of this before) bound for Leeds Bradford airport.

On arrival, the crews are transported to Harrogate and back to bed – we’re not going to be barbaric about this, the poor chaps have been up all night. And anyway, they’ll need the rest: the event’s about to get a bit tougher.

With the cars serviced and ready to go, the event leaves Harrogate at 1700, bound for a couple of looseners to the south in the shape of Rudding Park and Harewood Hill. Crowds pleased, we’re into the hardcore and heading east towards the coast through Boltby, Guisborough and into Yorkshire’s real beauty: Langdale, Dalby and Wykeham. Gale Rigg and Cropton are followed by breakfast in Scarborough. Hamsterley’s the traditional link stage between Yorkshire and Kielder, so we’ll have some of that.

THE ULTIMATE EVENT COVERAGE

Duel. Propaganda. Google those words immediately. Done it? You’re now enjoying the theme tune for the BBC’s coverage of the 2019 RAC Rally.

For those reading this offline, we’re going for the *Top Gear Rally Report* tune. What’s more, we’re bringing William Woollard back to front the coverage.

Naturally, there’s a nightly, half-hour report on BBC2 with a full wrap-around, feature-style 90-minute report following *Saturday Kitchen* a week later. Radio is covered too, with WRC broadcasters Colin Clark and Becs Williams taking over Radio 5 Live for the duration of the event.

It’s social media where we’re really moving things along, though. We’ve got all camera angles covered, with live uplinks to the device of your choice. Commuting to work, you’ll be able to watch Sebastien Ogier slashing his bing-winged Polo through Pundershaw from inside or outside the Volkswagen. Only interested in your favourite driver? Then follow him from start to finish. It’s all happening here.

And beyond all that, we can deliver gaming nirvana. Just 15 or so years after David Richards first talked about the idea, you can finally compete against your heroes through virtually real stages in a virtually real car. It’s you versus Jari-Matti Latvala on the best rally in the world. Virtually.

We’re only doing one Kielder stage. But it’s going to be a classic.

Again, using public roads, we’ll start in the village of Falstone, tear up the asphalt alongside Kielder water and then head west through the woods and into Newcastleton for a monster test starting in England and finishing in Scotland.

It’s dark again, just in time for the Tweed Valley and the challenge of Yair, Elibank and those other classics west of Hawick: Castle O’er, Eskdalemuir and Craik.

No stopping us now, over the Forth Bridge, there’s a big Tuesday evening service in Perth. Then there’s a treat for two of British rallying’s biggest names. Jimmy McRae gets Craigvainean; park up at The Hermitage and watch the cars roar into the Perthshire night. Then Drummond Hill for Malcolm Wilson.

After that, we’re across the Trossachs to include the legendary Loch Ard. We’ll do it twice, just to keep Meeke smiling.

Then what? North or south? Let’s press on. Once in a lifetime this one. On our way towards a late breakfast and rest halt in Fort William, we’ll stop off at Rest and Be Thankful, before paying homage to Jack Kemsley, with a run up the first ever special stage on the RAC Rally – Monument Hill – introduced by Kemsley in 1960.

Then south, breaking up the journey with a Wednesday night run around Ayrshire before Wythop and Comb lead us into a Thursday morning sunrise stage in Grizedale: west and east united into one last hurrah, of course. Then it’s the M6 and south, to the finish.

Where? Chester, of course. Have you no

imagination or recollection of Britain’s finest hour in this discipline?

It’s the racecourse for us. Mid-afternoon, Thursday December 5 2019, just as the winter sun’s starting to fall, the chill breeze will keep tired eyes open just long enough to see our heroic finishers cross the ramp.

How far have they travelled? Absolutely no idea, but it’s been a blast.

Could it happen? Of course it could. Will it happen? Of course it won’t. Even with an FIA president constantly banging the endurance drum, this is at least one step too far – even for the good Mr Todt.

On a regulatory level, WRC rounds are restricted on competitive distance and I suspect we could be a wee bit north of the 310-mile limit here. In terms of terrain, we’d be all good with forestry commission land and the potential for some closed-road action as well. It’s the 2019 RAC we’re talking here, don’t forget – Westminster will surely have signed off by then. The only issue with closed-road rallying is that it has no real history in the RAC. And the issue with the woods is the cost per mile; it could cripple the MSA. But what a way to go.

And then there are the marshals; we’d need thousands of them. And the police won’t come cheap either. What about tyre regulations: would the softs last? Detail? The devil can keep it.

Probably just as well we’re talking 2019, we’d need the next four years to explain the idea to WRC Promoter. And that’s before we’ve started applying to the FIA for waivers... ☹



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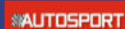
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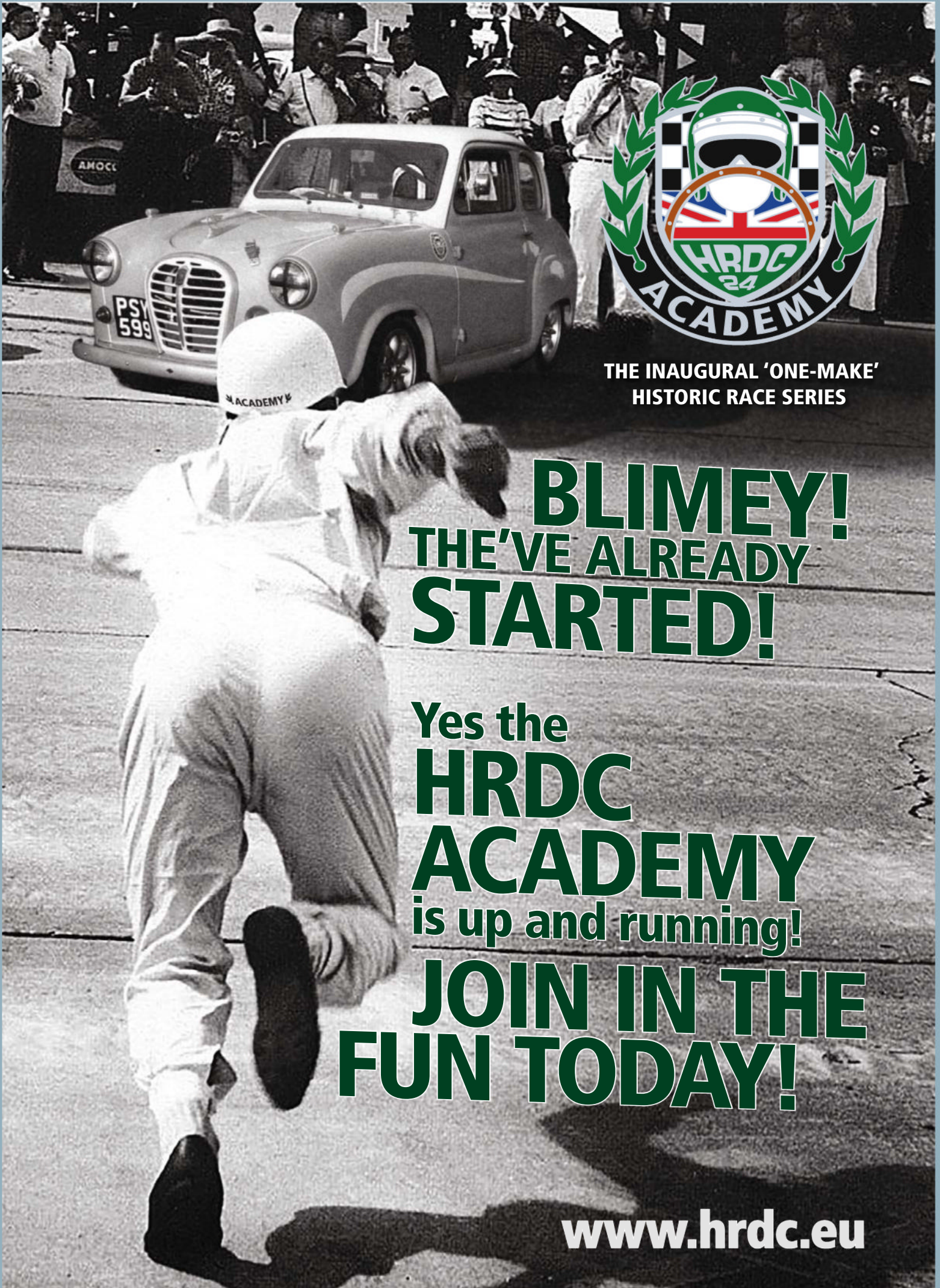
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McLaren AUTOSPORT BRDC Award finalists

THE SIX DRIVERS FIGHTING for this year's McLaren AUTOSPORT BRDC Award have been decided.

Formula Renault Eurocup title challengers Ben Barnicoat, Jack Aitken and Jake Hughes will return to the Award shootout for a second time, while BRDC Formula 4 champion Will Palmer, MSA Formula contender Ricky Collard and reigning MRF Challenge champion Toby Sowery are first-time finalists.

They will undergo fitness and simulator assessments, before a two-day test at Silverstone in Formula 2, DTM Mercedes and McLaren GT3 machinery.

Ex-F1 driver, 1992 World Sportscar champion and BRDC president Derek Warwick chairs the judging panel, which also comprises two-time British Touring Car champion Jason Plato, McLaren's Andrew Kirkaldy and Mark Williams, leading circuit commentator Ian Titchmarsh, AUTOSPORT's Scott Mitchell and *Motorsport News* editor Kevin Turner.

The winner, who will be revealed at the AUTOSPORT Awards on December 6, will receive a McLaren Formula 1 test next year – plus a cheque for £100,000, full BRDC membership and an Arai GP-6 RC carbon crash helmet.

JACK AITKEN

AGE: 20

2015: Third in Formula Renault Eurocup (3 wins), second in Formula Renault ALPS (4 wins)

WHY HE WAS CHOSEN

Seven wins across two competitive FR2.0 championships are a strong return for Aitken, who had a trying (although race-winning) debut Eurocup campaign last season. Switching to Koiranen GP has unlocked the sort of performances that made Aitken a finalist back in 2013, and nobody has won more races in the category this season.



RICKY COLLARD

AGE: 19

2015: Second in MSA Formula (6 wins)

WHY HE WAS CHOSEN

His rookie car-racing season last year featured flashes of potential, and moving to the Arden squad for the inaugural MSA Formula series has fired Collard into the British Touring Car Championship support package's spotlight. His racecraft has sometimes been found wanting, but his pace and ability to overtake (something his title rivals have struggled to replicate) have him right in the hunt for the title.



WILL PALMER

AGE: 18

2015: BRDC Formula 4 champion (12 wins)

WHY HE WAS CHOSEN

The son of ex-F1 driver, MSV owner and BRDC F4 founder Jonathan, and the brother of GP2 champion and Lotus F1 reserve driver Jolyon, there was a lot of pressure on Palmer to make waves of his own this season. He's done that, wrapping up the F4 title with a round to spare and winning a record-breaking 12 races. A strong debut two-litre Renault performance, in the Eurocup at Silverstone, was also impressive.



BEN BARNICOAT

AGE: 18

2015: Fifth in Formula Renault Eurocup (2 wins)

WHY HE WAS CHOSEN

The Formula Renault Northern European Cup champion's rookie Eurocup campaign started strongly with second, but mechanical problems, mistakes and bad luck dogged his season. When things clicked, the Racing Steps Foundation-backed Fortec man has been excellent. Back-to-back wins at the Nurburgring and Le Mans proved that and make him an outside title challenger going into the final round.



JAKE HUGHES

AGE: 21

2015: Formula Renault ALPS championship leader (3 wins), sixth in Formula Renault Eurocup (1 win)

WHY HE WAS CHOSEN

The 2013 BRDC F4 champion leads the Formula Renault ALPS championship and has won in the more competitive Eurocup as well. His campaign in the latter has been hampered by misfortune, but his pace has often been without question – and when he has hit trouble, none of it is his own making. His ability to fight back through the pack has been notable.



TOBY SOWERY

AGE: 19

2015: MRF Challenge champion (4 wins), selected MSA Formula outings

WHY HE WAS CHOSEN

Despite limited opportunities this year, Sowery has shown potentially frontrunning pace every time he has got in a car. After winning the India-based MRF Challenge in 2014/15, clinching the title in January, he has appeared occasionally in MSA Formula. Showing convincing speed and making the podium despite two switches of teams and a stop-start programme prove his ability.





Ticktum (27) and Collard clashed twice at Silverstone

MSA Formula

Ticktum banned after safety-car crash

MSA FORMULA DRIVER DAN

Ticktum has been banned from the final round of the championship after passing several cars and then driving into title rival Ricky Collard under the safety car at Silverstone last Sunday.

The incident occurred during the third race. Ticktum collided with Collard at Brooklands on the opening

lap, before making his way up the order behind the safety car and hitting him again. He has been excluded from the meeting, handed six points on his race licence and deducted 18 points from his championship score.

The incident is now being reviewed by the MSA for further consideration, after a 30-day licence suspension was applied.

If the ban is upheld, Ticktum will also have to miss planned Formula Renault 2.0 NEC and Eurocup outings.

Fortec team manager Daniel Mitchell said: "It wasn't the right thing to do. He's worked hard all season and then one moment of madness has ruined it for him."

Ticktum added: "The red mist I saw at the weekend has lifted and I'm feeling

devastated. Not only have I let myself down, but more importantly I've let down so many people that are close to me. I want to apologise to my fellow drivers, all those people who have supported me, and all the marshals and MSA officials. I have been a fool and I intend to learn the important lessons I need to from this weekend."

British GT

Attard issues quit threat over stewarding standards

2014 BRITISH GT CHAMPION

Marco Attard has threatened to quit the championship next season unless bosses tackle poor driving standards.

Attard and Ecurie Ecosse BMW Z4 GT3 team-mate Alexander Sims went into the final weekend at Donington Park last month with a slender points lead, but missed out on the title after retiring owing to clashes with the TF Sport Aston Martin Vantage GT3 of Derek Johnston and Beechdean Aston GT4 of Jamie Chadwick.

Attard has called on championship chiefs to be more consistent in their decision making and to look to install a former driver to work with stewards.

"I won't come back next year if something isn't done to get rid of these

inconsistencies," he said. "I know that I am not alone in this view. I love British GT, but it's being let down by inconsistent decisions from race control."

Championship manager Benjamin Franassovici said: "The standards have been OK this year but sometimes the grid can do better."



MAUGER/LAT

Porsche Carrera Cup

Cammish sets sights higher after clinching Carrera Cup

DAN CAMMISH WANTS TO

graduate to the Porsche Supercup in 2016, and could dovetail it with a defence of his Carrera Cup crown.

The 2013 British Formula Ford champion clinched the Porsche title in his rookie season at Silverstone last weekend with a brace of podiums.

He took part in the Supercup race supporting the British Grand Prix earlier this year, as well as selected German Carrera Cup events, and is aiming to develop his career in



EBREV/LAT

sportscars at international level.

"If we can do the Supercup next year, maybe we can come back and do the British or another," he said of his objectives for 2016.

"It's all about seat time. If you want to compete in the Supercup, you need to be in the car all the time because those guys never get out of it.

"My value can't be any higher than it is now. If I can't get someone interested in my career now then it's not going to happen for me."

In brief GRDC to Birkett

The Ginetta Racing Drivers Club will make its debut at the Birkett Relay at Silverstone this month, with eight of its members contesting the 64th anniversary of the six-hour encounter. The drivers will be split into two teams.

Foster set for LMP3 run

Triple Walter Hayes Trophy winner Joey Foster plans to race a Ginetta LMP3 prototype in the HSCC's closed-wheel Allcomers races alongside the Formula Ford 1600 showpiece. "It will be a pretty mad weekend because you couldn't get two cars further apart in terms of feel and performance," he said.

New Mini for Stoney

Former Mini Challenge champion Shane Stoney will return to the championship as part of the new Gen 3 F56 class next season. Stoney lifted the lesser-powered Cooper Class and overall titles following a dominant season in 2013, and successfully defended his Cooper Class title last term.

No MSA winter series

MSA Formula organisers have decided not to hold a winter series this year. Instead organised test days will take place to enable new drivers to sample the single-seaters. It was unclear whether the putative winter series would have a significant take-up, hence the decision to focus on testing.

Lydden Hill

Lydden planning application key to its long-term future

LYDDEN HILL'S FUTURE IS IN

doubt if it is unable to expand beyond motorsport, claims owner Pat Doran.

Plans for a significant upgrade to the Kent venue were submitted to Dover District Council two weeks ago.

The plans include a host of changes, including new spectator and hospitality buildings along with administration and scrutineering facilities.



Lydden has big plans to upgrade

There are also plans to build new two-storey engineering units to be used by businesses. Should plans be successful, a new entrance would be opened to alleviate traffic problems on the A2 on busy race weekends.

Doran says the new plans are more than just about improving the existing venue, but are an absolute necessity for the circuit to remain open.

"We will be able to be a bit more versatile and be more professional as well," he said of the circuit's prospects if its planning bid is successful.

"This is crucial to the future of Lydden, and it could go either way. The guys that run it are struggling to make it work. We don't want the circuit to die."

● BARC has cancelled its South Eastern meeting at Lydden Hill this weekend for financial reasons.

HUMBLE PYE

The voice of club racing



BRDC F4 has been a success

EBREVI/LAT

"BRDC F4'S INITIAL PHASE BOWS OUT ON A BRANDS HIGH"

Unfortunately, the first time I saw MSV boss Jonathan Palmer's BRDC F4 cars running in anger was 30 months late, at Brands Hatch last Saturday. I was at Snetterton (on other business) when the first of the new breed – built by Van Diemen founder Ralph Firman's RFR concern a mile away – was shaken down in spring 2013, but ushered off campus before it ran. I'd seen the cars taking shape in the factory, thus it was doubly frustrating to hear the 185bhp Ford Duratec engine's song.

Those machines have done sterling service: Jake Hughes, 2014 McLaren AUTOSPORT BRDC Award winner George Russell and Will Palmer emerged as champions of a series whose 750 Motor Club roots I first witnessed at Castle Combe in 1967. Formula 4 was an amateur class then, for little cars powered by motorcycle, 1000cc Ford MAE (current in F3) and Hillman Imp engines. In stark contrast with today's professional single-seater matrix it was delightfully politics-free back then, but JP was astute to buy the F4 name before the FIA had the idea.

Nineteen competitors from six nations, split between 10 teams, comprised last weekend's grid. They were covered by precisely nine tenths of a second on the Indy circuit. The presentation of the cars, like the show, was superb, with strong 'in-house' PR back-up

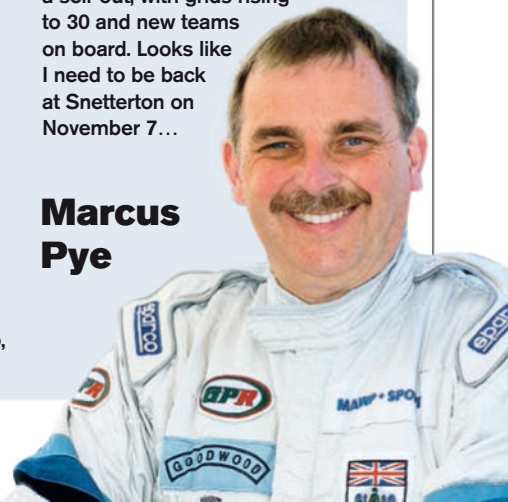
creating and underlining value. That young Palmer added two further victories to his tally – a stunning 12 from 24 – was deeply impressive. But it was the faultless manner in which they were achieved on a level playing field that suggest Will's talent is at least the equal of older brother (2014 GP2 king) Jolyon's.

Overtaking will always be difficult in modern cars on the short Brands track, not that it deterred Palmer (in the reversed-grid race two) or the promising Tom Jackson.

The second-generation F4 cars, new monocoque Tatuus chassis powered by 230bhp Cosworth-tuned Duratec engines, will up the stakes if not hugely the costs, asserts Jonathan Palmer.

We'll see what happens when these new entry-level single seaters make their debut in this year's Winter Series, for they are due to carry the baton through to 2019. It's a sell-out, with grids rising to 30 and new teams on board. Looks like I need to be back at Snetterton on November 7...

Marcus Pye



FIA Formula 4

New Spanish F4 launched

FINNISH-OWNED SINGLE-

seater powerhouse Koiranen GP is to add a second FIA-backed Formula 4 championship to its portfolio in 2016, with a new Spanish series.

Koiranen, which runs its existing GP3 and Formula Renault 2.0 teams from a Barcelona base, will centrally run the new Spanish F4 Championship, just as it does the SMP-backed Northern European Zone series from its Estonian facility.

Koiranen chiefs Afa Heikkinen, Marko Koiranen and Alexandra Consani announced the series this week with Carlos Gracia, head of Spain's motorsport federation.

Gracia said: "We are truly delighted as we are dealing with an international recognised entity, which has an excellent pedigree as they have helped such drivers as Carlos Sainz Jr to F1."

A winter series – at Algarve and Jerez – is planned for December.



Koiranen already runs NEZ series

Ginetta GT4 Supercup

Pittard returns to Ginettas

LAST YEAR'S GINETTA GT4

Supercup runner-up David Pittard returned to the series at Silverstone last weekend ahead of a planned switch to British GT next season.

Pittard was a last-minute entry after Ginetta's plan to run Nissan GT Academy winner Jose Policarpo fell through when he was deemed unfit to race.

"It was Thursday evening I got the call, so it gave me about 14 hours to prepare," said the 23-year old. "It was a brand new car, so Friday practice was about shaking the car down."

"My focus is on 2016, and the intention is to race a GT3 in British GT.

I've been speaking to lots of teams trying to pair me up with the right Am driver."

After qualifying eighth for the opener, Pittard improved in the races to finish fifth and sixth.



Pittard was back in Ginetta action

EBREVI/LAT



BRDC FORMULA 4 BRANDS HATCH SEPTEMBER 26-27 MSVR

Champion Palmer signs off in style

66

WELL, HE DID WARN THEM.

After wrapping up the BRDC Formula 4 championship with a whole round of the season to go, Will Palmer said there was “no way” he would be letting up for the final three races of the year.

True to his word, two more wins in races one and three followed, a total of 12 victories for the season, comfortably surpassing the previous record. Harrison Newey won race two to cap off another weekend of success for HHC Motorsport and take his second win of the season.

A second win had looked unlikely for Newey after he could only qualify in 10th place on Saturday morning, while Palmer took pole again. The champion duly shot off into the distance once he had seen off the early advances of Fernando Urrutia through Paddock Hill Bend and Druids to win by 9.7 seconds. “I knew if I could hold the lead off the start then I’d have a good chance of taking the win,” said Palmer. “It was quite close with Fernando in the first two corners but after I was able to pull away.”

Urrutia finished second to score his best result of 2015, ahead of his compatriot Rodrigo Fonseca. Newey had climbed to eighth, and reverse-grid pole, by the halfway mark, but as he attempted to pass Jack Bartholomew at Druids he ran wide and was relegated to ninth. Fortunately for the 17-year-old, Jack Lang passed Bartholomew at

Paddock Hill bend two laps later and Newey was able to follow him through to reach the eighth place he needed to start race two on pole.

Lang had hoped to make use of his new tyres to trouble Newey from second on the grid in race two, but the HHC driver, despite a touch of wheelspin, held the lead at the start and beat Lang to the flag by 8.5s in an uneventful race – aside from Palmer recovering from ninth to sixth after battles with Chris Mealin and Bartholomew.

“My first race victory, you can’t beat that,” said Newey after securing his second win of the season. “This one was also a reverse-grid race so it’s not quite as good as winning an out-and-out race as the fastest guy starts at the back. It’s not quite as special as the first one but it’s really good to get two wins in a season.”

Despite a safety-car interruption,

triggered by a crash at Clearways that eliminated Omar Ismail, Mealin and Urrutia, Palmer won an otherwise processional race three by 5.6s over Newey, who secured second in the championship. Tom Jackson, who rocketed from sixth to third at the start, recovered from a disappointing series of five races to claim third in the final race of the season and secure third place in the final standings.

“My race start was unbelievable, it was mega,” said Jackson after the race. “The podium is a great feeling and a great way to end my season. I’ve gone out with a bang.”

A “horrible” amount of wheelspin cost Ciaran Haggerty in the finale and the Scottish driver dropped to fifth, behind Fonseca, as a result of his eighth place in race three. “Sometimes you’ve got to go through the hard times to appreciate the good times,” said



Palmer Sr and Jr celebrate the title

a philosophical Haggerty. “[But] fifth in the championship is good for running on a shoestring budget.”

Palmer ended up taking 50 per cent of the wins on offer in 2015, something he “couldn’t have possibly dreamt of at the beginning of the year.” He has bigger things on the horizon for 2016 – as does the series with its new era.

● Alex Kalinauckas



Newey grabbed another victory

RESULTS

RACE 1 (25 LAPS) 1 Will Palmer 19m10.969s (94.51mph); 2 Fernando Urrutia +9.716s; 3 Rodrigo Fonseca; 4 Ciaran Haggerty; 5 Jordan Albert; 6 Sisa Ngebulana. **Fastest lap** Palmer 45.393s (95.80mph). **Pole position** Palmer. **Starters** 19.

RACE 2 (25 LAPS) 1 Harrison Newey 19m13.901s (94.27mph); 2 Jack Lang +8.522s; 3 Fonseca; 4 Albert; 5 Haggerty; 6 Palmer. **FL** Palmer 45.364s (95.86mph) **RECORD. P** Newey. **S** 19.

RACE 3 (24 LAPS) 1 Palmer 20m10.508s (86.27mph); 2 Newey +5.665s; 3 Tom Jackson; 4 Fonseca; 5 Ngebulana; 6 Lang. **FL** Palmer 45.558s (95.45mph). **P** Palmer. **S** 19.

POINTS 1 Palmer, 592; 2 Newey 455; 3 Jackson 420; 4 Fonseca 409; 5 Haggerty 406; 6 Albert 359

BRANDS HATCH
SEPTEMBER 26-27 HSCC

Brands FF wins shared as Mitchell seals crown

MAX BARTELL AND ROBERT

Wainwright each won a race in the **Historic FF1600** championship, but the title was secured with one round still to come by novice-class driver Richard Mitchell, even though he hadn't scored since July. The contest might have continued to the Silverstone finale if James Buckton hadn't lost time with a spin, dropping him to fifth in race two.

The **Historic FF2000 Championship** was also still to be decided between Andrew Park, Tom Smith and Callum Grant, but man of the moment at Brands was Benn Simms. He started 13th on Saturday and hit the front towards the finish, but from pole on Sunday he scooted clear. Championship protagonists Park, Smith and Grant occupied the next three places in both races, but in a different order each time, and they take their battle to Silverstone.

Both **Historic Touring Car** races fell to the Warren Briggs Mustang, but on the trickier bits of the short circuit the Lotus Cortinas of the unrelated Tim and Mark Davies provided a major threat.

Tim scored a double second, helped by a Paddock excursion in race two by Mark. The top three all won different classes, with two class victories for Simon Benoy earning the Imp driver the **ByBox** title.

Max Bartell was in winning form again in the two **Classic Formula 3** races, defending a narrow championship lead. Gaius Ghinn had pole and chased

Bartell hard, and Paul Dibden had a brace of third places with Pat Gormley next. The first outing included **Classic Racing Cars**, headed by the Andy Jarvis Palliser.

Kevin Kivlochan scores extra **Historic Road Sports** points by driving his Morgan to the meetings, and a comfortable win on the track when he only needed to finish made sure of the 2015 title. Nearest points rival Roger Waite was a distant second and Frazer Gibney third, both in Elans, and the rest were lapped.

New champion in the race for **1970s Road Sports**, Jim Dean (Lotus Europa), traded places with outgoing title holder Peter Shaw before beating the TVR in a close finish. Son and father pairing Will and Mark Leverett finished third and fourth.

Nobody could catch Mark Charteris in two **Classic Clubmans** races although a caution period in race one restricted his small winning advantage over Ray Mallock, while a slightly flat engine caused concern in race two. Race one retirements John Harrison and Mark Hales made a dash from the back into third and fifth places.

A small field of front-engined **Formula Juniors** also had a pair of outings, and the Stuart Roach Alexis was in a class of its own. The build-up towards this year's Formula Ford Festival continued with a hard-fought **Champion of Brands** event. Luke Williams and Joey Foster both damaged their cars in qualifying but topped the race finishing order, with Foster setting fastest lap as he closed on his rival from a fifth-place start. Adam

Mackay got the better of Andrew Charsley in a tense duel for third.

A win and a second place were enough to give Malcolm Blackman the **Avon Intermarque** title in a double-header squeezed into the HSCC programme from the cancelled Lydden meeting, originally scheduled for next weekend. Blackman was helped by the retirement of nearest points rival Chris Brockhurst, whose engine failed in the first race. Ninth on the reversed second grid, Blackman took no chances and held back while Lewis Smith charged from eighth into the lead to go with his runner-up finish in race one. Dad Richard Smith took **Senior cup** honours after Ricky Hunn did the same at the first attempt.

● Brian Philips



Bartell (L) just edged out champ Mitchell



Roach outclassed Formula Junior rivals



Dean and Shaw entertained in 1970s Road Sports race

ALL PICS: HAWKINS



MALLORY PARK SEPTEMBER 26 BRSCC

Brown powers to Austin trophy victory

NEIL BROWN DOMINATED THE inaugural **Flying A Trophy** for Austin A30s and A35s. The engine guru qualified more than 1.6 seconds faster than his rivals in the 130bhp **Speedwell class**, and was never headed once the lights went out. Matt Green and Andrew Allen gave forlorn chase, with the only change in the top five coming when Steven Dunne ousted the fast-starting **Academy class** car of Tony Shirtcliffe at the hairpin.

Shirtcliffe was embroiled in a scrap for honours in the 85bhp division with Chris Bingham, who tried everything he could to unseat the class leader. The battle came to an abrupt end when Bingham attempted to pass his rival on the outside at Gerard's Bend,

but went onto the grass and was pitched into a roll.

Brown, sharing with Richard Dutton, completed a double in the **Touring Greats** encounter after Mike Jordan retired his Austin A40 early on. Jason Brooks (A40) took second after an entertaining scrap with Thomas Butterfield's Jaguar Mk1, which ended when the latter spun at Gerard's.

Kerry Michael took the **HRDC Allstars** win by almost 30s in his Lotus Cortina, although based on qualifying pace this was no great surprise. It helped that likely challengers Roz Shaw (Alfa Giulia) and Augusto Perfetti (Porsche 911) were eliminated within the first few laps. Brooks took second while Geoff Gordon's hopes of a podium

finish ended with a spin in traffic at Lake Esses at half distance. The A40 of Stephen Miles prevailed in the battle for third with Julian Crossley's misfiring Mini.

Marc Kemp's Civic Type R was never threatened in the opening **Honda VTEC Challenge** encounter. The Accord of Phil Wright was quick away in second, but was soon surpassed by the more highly modified cars of Stewart Hutchinson (Integra) and Matthew Walker (Civic) and had to settle for production-class honours in fourth overall. Stuart King held on to fifth, surviving the attention of Martyn Kemp (Civic), who had advanced from the Smart car segment of the grid after suffering issues in qualifying.

James Palmer topped the **4Two Cup** element of the race, with Alan Palmer taking second from Simon Horrobin at Gerard's on the penultimate lap. An incident among the Smarts mid-way through race two brought out the red flags. There was time for just four laps at the restart, which was insufficient for on-the-road top two Martyn Kemp and Hutchinson to make up their 10s penalties for starting out of position. With Marc Kemp pulling off on the green flag lap, Walker won from Wright. Horrobin passed

David Nash at Gerard's Bend early on to top the Smarts.

Jeremy Timms set a blistering pole lap for the first **Monoposto Tiedeman Trophy** race in his motorcycle-engined Dallara, but got no further than Gerard's Bend before pulling off. That handed the initiative to Robin Dawe (TOMS Toyota), who eased clear of an intense battle for second. James Maclachlan (Jedi) snatched the position when Cian Carey (Tatuus) almost collided with the rear of Neil Harrison's Dallara at Shaw's Corner in the closing stages.

Timms reappeared for race two but had to start from the back. Nevertheless, he was ninth by the end of the first lap, sixth by the end of the next, and was past Maclachlan for third before half-distance. Harrison lost second at Gerard's a lap later, while Dawe offered marginally more resistance before falling victim at the hairpin. On his way to victory, Timms set a lap time faster than his qualifying pace.

Starting from the front row, Tim Hood and Darren Dowling eased away from the **TVR Challenge** field. Dowling had driven around the outside of his fellow Sagaris pilot at the first turn to grab the initiative, but Hood dived down the inside there soon after. They



Timms stormed back for Monoposto R2 win



Brown won first-ever Flying A Trophy event



Dowling stalks Hood in TVR race

remained nose-to-tail for much of the race, but just as Hood appeared to have the upper hand Dowling pounced at Lake Esses to regain the lead with just five laps to go. Dean Cook (Sagaris) grabbed third from Tim Davis (Tuscan) at the Esses, while Dave Stewart recovered from a poor start to climb to sixth and the **Class B** win in his Griffith.

Dowling again led away at the start of race two but Hood capitalised when the slower car of Hugh Marshall briefly delayed Dowling at the hairpin. Dowling trailed into the pits soon afterwards, promoting Davis – into second place – the only other finisher on the lead lap. Invitation entrant John Seery completed the podium, while in **Class C** Alex Champkin turned the tables on Mike Luck after being narrowly defeated in race one.

● Ian Sowman



Andrew held on for Locost championship

MALLORY PARK SEPTEMBER 27 750MC

Andrew keeps rivals at bay in Locost finale to seal title

DANNY ANDREW SEALED THE Locost Championship title courtesy of a thrilling final-race victory in the pick of the action from the 750 Motor Club finals day at Mallory Park.

Ian Allee had earlier won the first race, bringing to an end a captivating battle between himself and Andrew with a daring move down the inside on the first corner of the final lap, to close Andrew's championship lead to six points.

However, knowing a top-two finish would seal the series, Andrew held his nerve in a race that he, Allee, Stuart Sellars and Tim Neat all led at some stage. He finally headed Allee home by 0.61s but was left in no doubt about the tough battle he had been in with Allee.

"He certainly made me work for it, that's for sure," he said. "I knew he would be quick but I didn't think he would be quite that quick. No one has

ever pushed me harder over two races than that."

The other major title to be decided was the **Club MX-5 Championship**, which was secured in style by Ben Short as he took his tally of wins for the season to 15.

Having started on pole, Short was pushed hard early in the first race by Jack Sycamore before showing his class to ease clear to a 2.19s lead by the finish.

Short was challenged in the second race by Sycamore, Kris Greatrex and team-mate Will Blackwood-Chambers. A mistake by Sycamore at the final hairpin, where he made contact with Short, allowed the champion to move clear with Greatrex moving into second.

In the final race, a Short error early on put him on the grass and dropped him to fourth position, allowing Blackwood-Chambers to take the win and with it second in the championship.

With Adrian Cooper having already secured the overall **750**

Sport Specials Championship there were only class titles left to fight for. Clive Hudson appeared to have the upper hand in the battle for the **Class C** title after coming out on top in a three-way tussle between himself, Class C rival Paul Boyd and polesitter Rob Johnston in race one.

That result left a straight fight in the final race between Hudson and Boyd, both in Eclipse SM1s. Hudson led from pole but was chased by Boyd, who had jumped from the fourth row of the grid to third on the first lap.

Boyd, last year's overall champion, set a new lap record of 49.15s as he closed on Hudson and passed his rival after eight laps by diving down the inside of the S-bend before holding on to win and secure the class title.

Ed Pither set another lap record in his PRS 1b in the **750 Formula Championship**. Pither, substituting for series champion David Bartholomew, passed leader Robin Gearing on the back straight of the final lap, only to lock up into the final hairpin and gave the win to Gearing.

That victory handed Gearing a double victory after he had earlier won a shortened first race of six laps, following a heavy collision between Mick Harris and Roger Rowe.

Finally, Ben Myall dominated in the **750MC Trophy**, racing clear to win the first race by nearly 20s. He then set a new lap record on the way to victory in race two.

● Tom Van Klaveren



Another MX-5 victory handed Short crown



OULTON PARK SEPTEMBER 26-27 CSCC

Clarke snatches title with Oulton win

SAM CLARKE JR TOOK HIS EIGHTH win of the season to seal the 2015 **Jaguar Enthusiasts' Club Saloon and GT Championship**, beating rivals James Ramm and Alasdair McGregor to title glory.

On his first trip to the picturesque 2.6-mile Cheshire circuit Clarke may have been 1.5 seconds adrift of Ramm's pole position time, but he made the perfect getaway from second to storm to victory.

Ramm had held a five-point championship lead going into the season finale, and despite a rear suspension issue was able to keep within touching distance of title rival Clarke throughout the race. It wasn't enough. As the leaders pulled clear of third-place finisher Guy Connew by a massive margin, McGregor — whose Jaguar X3000 had been prepared by missing Donington winner Thomas Barclay — bounced across the grass on the opening lap to drop out of title contention, finishing in ninth.

Newly crowned champion Clarke was understandably happy with his title.

"I was focusing on what James [Ramm] was doing down at Cascades, and through Knickerbrook I was able to pull away and never looked back," he



JONES

Halstead/McPherson
took Sixties honours

said. "To win the championship is brilliant — the travel was worth it!"

A strong gathering of 35 various 1940s-'50s makes produced 40 thrilling minutes of combined **Swinging Sixties** competition. Ginetta G4 pairing Mark Halstead and Stuart McPherson left it late, but overcame a 60-second winners' penalty to snatch a dramatic victory.

Their speed had been outlined in qualifying when the duo stormed to pole by a mammoth five seconds, and Halstead replicated that form in the first stint as he built an impressive lead of over a minute before the pit window opened.

With all mandatory stops, driver changes and penalties completed,

McPherson emerged nine seconds behind new leader David McDonald.

McDonald, who led much of the closing stages, was denied a first win in the series when Manchester-based McPherson completed the remarkable comeback with a move at Shell Oils Corner on the penultimate lap. In third place, a further 35 seconds back, Martin Sledmore gained 10 places on his way to the finish.

Renaults, Hondas and Fords were just some of the eclectic mix of nearly 40 cars that contested a frantic **Tin Tops** race. Polesitter Lee Williams had a poor start, and made contact at Clay Hill while lapping Giles Billingsley in the final

minutes, that forced him onto the grass. The Citroen Saxo driver held on to take his first victory of the year, beating Mensley brothers Tom and Paul. Nigel Ainge charged through from seventh on the grid but narrowly missed out on a top-three finish. In the **Puma Cup** James Clare was left unchallenged in his pursuit to claim the winners' spoils. Behind, Jason Francis impressed during his run to second in class.

A problematic head gasket threatened to deny late entrant Robert Bremner what turned out to be a commanding win in the hour-long **Classic K** series. At the wheel of his AC Cobra, Bremner marched to the flag by more than a minute ahead of the McPherson/Halstead duo, and in doing so became the first non-Jaguar or Lotus victor in 2015. "I'm quite fortunate to finish, I don't think the car would have run for another four laps," Bremner revealed afterwards. David Holroyd completed the podium with a strong drive from sixth, following a brief safety car for an incident with Chris Blewett's Ginetta.

Danny Winstanley carved his way through 29 runners from a pitlane start to make it back-to-back **Magnificent Sevens** victories in a repeat performance of his previous display at Donington, as **Group 1**

CROFT SEPTEMBER 26-27 DDMC

Morris victory seals second successive Porsche crown

THE MUCH-ANTICIPATED RETURN OF the Battle of Britain race meeting at Croft lived up to expectations, as three titles were decided.

Peter Morris provisionally clinched the **Porsche Club GB Championship** for the second year in a row, with a sublime victory in race two. Morris finished fourth in the opener, which was won by Mark McAleer with his first victory of the season. McAleer passed fellow 996 driver, and polesitter, Craig Wilkins at Clervaux at the midway stage to go on to win, while David Botterill and David Griffiths took their respective class spoils.

Veteran Morris made the perfect start from third in the title-deciding race two, to take the lead by a few car lengths at Clervaux. Morris held a five-second gap to McAleer early on and, while that soon disappeared, McAleer couldn't find a way past. Overall runner-up Speed took the class two win, securing the class title in the process, as did class three winner Griffiths.

Kirk Armitage produced a perfect weekend with two dominant victories to win the **Northern Saloon and Sports Car Championship**. In race one, Armitage lost out to Stephen Kell at Clervaux, but Kell couldn't break clear and Armitage was able to stay within a second of him during the opening laps, eventually making his move for the lead halfway through the race on the exit of the hairpin.

It appeared as though Armitage had better traction but Kell had an issue with fourth gear, which reared its ugly head again in race two when Armitage passed his rival with a bold move on the outside of Tower



Morris took Porsche title with victory

to take the lead, and the win. Kell's issue allowed Paul Bellamy to take the B1 spoils, with Paul Moss and Martin Lofthouse winning the respective D and H class races. David Cox and Steve Kirton shared C class wins.

Paul Brydon held off Andrew Morrison in both A and E class races. In race one, polesitter Brydon had a visible power advantage in his BMW M3 over the SEAT Leon Cupra of Morrison, who couldn't find a way through. It was a similar story in race two, when Brydon again pulled away cleanly from pole to dictate the race. The gap to Morrison did fall to 0.4s late on but Brydon was wise to the threat and coasted to a second successive win.

Jeremy Toes won the **MG Cockshoot Cup**, while Phil Standish and David Morrison took a win apiece.

Standish made a blistering start from third to take the lead in race one following a restart, caused by Andy Wolf and Simon Lowery colliding. He was closely followed

by David Morrison but Standish, in his MG TF, held on to take the overall win ahead of Howard Hunt, who passed Morrison at Tower. Toes took the A class spoils in his Midget and he then took the overall crown simply by starting race two.

Prior to a red flag in race two, Hunt stormed into the lead at Clervaux but made contact with hay bales at Tower, which allowed Standish to renew his race one scrap with Morrison. On the restart, however, Morrison was unchallenged and eased to victory, while Gary Wetton in the MG ZR was second and took the C class win. Ian Staines took victory in the A class, with eventual champion Toes third. Adam Key and Volker Eikmeyer shared the F class wins.

Only six cars took to the track for the **Battle of Britain Saloon and Sports Car Trophy Challenge**. Jack Harper came out on top with a fitting victory in his Triumph Spitfire, also driven by his father Ron Harper.

● Aaron Rook



Winstanley won in Magnificent Sevens



Car issues couldn't stop Bremner



Chilton (79) was Future Classics winner

and **Group 2** joined forces. The Preston racer took just six laps to catapult himself from last to the front, before thrashing out a 30-second gap. Tom Eden, whose qualifying was interrupted with a spin at Cascades, headed home Peter Ratcliff, having escaped serious damage following a clash with Danny Keenan's MK Indy. In contrast, the latter was launched over the high kerbs at Hislops and suffered race-ending suspension damage.

Mark Chilton, despite bogging down at the start and dropping to third, took advantage of a 30s success penalty for Nicholas Olson to become the seventh different **Future Classics** winner of the season. Chilton's poor start allowed Tom Brenton and the Triumph pairing of Martyn Adams and Simon Hadfield to jump ahead. Brenton tumbled well down the order when he lost control of his Ford Sierra towards the end of the opening lap.

Surviving the trip across the grass and subsequent pirouette, he muscled his way back to cross the line in fifth. Chilton profited from Brenton's error and followed it up with a pass on Adams, as Olson ultimately lost out due to his time penalty.

● Lewis Larkam



Battle of Britain field led by Harper

Harper slides his way to Vintage win

IN JUST FOUR YEARS THE VINTAGE Festival has established itself as a firm favourite with the Snetterton faithful, and the **Seaman & Flockhart Trophies** race is a fine example of the fare on offer.

Fast Freddie Harper won but wasn't able to rest for a moment in the race. Nicholas Topliss (ERA R4A) gave chase to the Kurtis Indy-Roadster in the early laps, but was passed at the Esses by the rapid Cooper Bristol of John Ure. Neither could dislodge the exuberantly driven America-built machine. On the final lap Ure nearly handed second place back to Topliss with a moment at Murrays, but was able to hold on.

Tom Dark claimed fourth in his Bugatti T73C despite puffing out smoke from the engine, with Clive Wilson the last unlapped runner in his Cooper T43. Niall Dyer made a successful racing debut with the glorious-sounding Maserati 250F to claim seventh place.

Poleman Andrew Mitchell started the **Redgate Mug** race from the pit lane, having been unable to start his HRG, but raced through to third place – only to coast to the pits gearless on the final lap. Niklas Halusa won after ousting Jo Blakeney-Edwards from the lead, while John Guyatt, on his first visit to the Norfolk track, and Mark Brett pushed Blakeney-Edwards off the podium. Sadly Guyatt's second place was at the cost of his engine, which knocked out a big-end.

Victory in the **Vintage Seaman Trophy** came down to a drag race out of the final corner. Patrick Blakeney-Edwards had taken the lead from Dougal Cawley for the umpteenth time at the Bomb Hole but his Frazer Nash was suffering from gear selection issues and he didn't have the speed to keep Cawley's Ford powered GN Piglet at bay. Martin Halusa dislodged Sue Darbyshire in the final laps to secure third place, with the latter parking



STYLES

her Morgan three-wheeler after taking the chequered flag.

The first **Pre-war handicap** race ended in a blanket finish with the top three, headed by David Seber, covered by 0.28 seconds. Anthony Fenwick-Wilson led away and held that lead until the final lap when Seber (Wolseley Hornet) demoted him with Niklas Halusa in his wheeltracks as the pair raced to the flag as one. Behind, scratch starter Julian Grimwade (Frazer Nash) was catching the leading pair at a great rate of knots, but ran out of time and had to settle for third.

In the **Williams Trophy** race, fast-starting Julian Majzub couldn't hold off the faster Bugatti Type 59 of Charles Knill-Jones who used the greater power of his newer model to good effect on the Bentley Straight.

Majzub persevered, not giving up in his efforts to deny a T59 from winning the Trophy for the first time. Stephen Shoosmith surprised Simon Diffey by driving around him at Coram to snatch his third place but lacked straightline speed to keep the position from Diffey.

The second **handicap** race didn't produced as close a finish as the first, but it was still close, with Dennis Johnson beating the faster Duncan Painter to the finishing line by 1.18s. Coming up fast on the leading pair was scratch-starter MG racer Mike Painter.

A small field contested the **Premier Cru** event with Calum Lockie looking for a hat-trick of wins at Snetterton in Sean Danaher's Maserati 6CM. He was beaten to the first corner by

Nicholas Topliss, but Lockie fought back under braking for Montreal on the second lap. From there the pair would lap the field. Both Charles Knill-Jones and Simon Diffey's occupation of third place would be short-lived, allowing Martin Halusa to complete the podium, while Chris Mann's race-long battle with Bo Williams paid off with fourth place.

There was little opposition for Eddie Gibbs' Frazer Nash in the **Scratch Race for Pre-War Cars** once the similar version of Julian Grimwade had faded. Tim Greenhill was a lonely second while Niklas Halusa completed the podium.

The most entertaining battle of the race was between Bill Cleyndert and Tom McWhirter for fourth place, with the position just going the way of the former.



STYLES

Majzub (white) went backwards off the line...



STYLES

...but recovered for Hawthorn Trophy win



Harper won in his Kurtis Indy-Roadster



Cowley came under pressure from Pryke

STYLES

The **Hawthorn International Trophy** race produced an entertaining battle between Julian Majzub and Darren McWhirter. Bizarrely, Majzub started backwards from pole position, having selected the wrong gear, but quickly rectified the problem and chased after the Jaguar-powered Tojeiro. By mid-race the Sadler of Majzub was ahead, having powered by McWhirter on Bentley Straight.

McWhirter didn't give up, and was closing in until finding a pool of liquid at Riches sent him into a high-speed spin. He resumed from a huge cloud of tyre smoke without losing his position.

Dougal Cawley had to contend with David Pryke for most of the **Donington Mug** race until his rival headed to the pits on the final lap with a sick engine in his Riley.

● Lewis Beales



Belshaw/Clutton/Keen outclassed Fun Cup rivals

BOURNE

ANGLESEY SEPTEMBER 26-27 BRSCC

Fun Cup rivals powerless to halt Sherardize/Nielsen trio

THE TEAM SHERARDIZE/NIELSEN

Racing trio of Peter Belshaw, Marcus Clutton and Phil Keen proved unbeatable in the **Fun Cup's** day/night double-header.

Julian Thomas (Racelogic) and Graham Roberts (JPR Uvio) had a number of exchanges in the first three-hour race, Roberts leading until he received a drive-through penalty for ignoring track limits.

After an hour's racing, Clutton handed the Sherardize car to Belshaw with a lead of just under 10 seconds over JPR Uvio which Roberts was double stinting, while Jon Tomlinson stepped into the third-place Racelogic car.

For the final hour, it was head-to-head between Nigel Greensall for Racelogic and Keen's Sherardize car, with numerous passes allowing Neil Plimmer to close in third for Team Honeywell.

Having hit the front again into Rocket on lap 115, Keen finally broke free to win, while Greensall held off Plimmer for second. Farquini Deott brought home fourth for JPR Uvio, closely followed by Track Focused with Sean Cooper/Michael McCollum.

In the night race, Anthony Reid in the PW Racing car led briefly, then, having been passed

by Clutton, shadowed the Sherardize car for the whole of the first hour, with Greensall third for Racelogic.

Paul Wighton took over from Reid but, after a safety car intervention, was caught out by a backmarker handing second place to Thomas and Racelogic.

Belshaw built a healthy lead in the second hour and handed over to Keen to complete a winning double for the Sherardize trio. Reid reeled in Racelogic's Tomlinson for second and shot ahead going into Rocket, only to lose it again at the same place a lap later. He finally sealed the place with four laps left.

Track Focused was a lap down in fourth, with Geometric's Steve Johansen/Guy & Zoe Wenham fifth.

Garry Watson's Westfield won both CNC Heads **Sports Saloon** races, despite being beaten away from the start in both. Dave Harvey's Locosaki led race one until the fifth lap, when Watson took charge. Paul Rose's Saker charged into second on the approach to Rocket two laps later, while Harvey succumbed to teammate Joe Spencer a lap from home.

Spencer led race two initially, but Watson led out the opening lap and went on to take a second win. Spencer retained second, but Harvey was right with him as they took the flag.



Cowley and Jardine fought in pre-'90 FFs

BOURNE

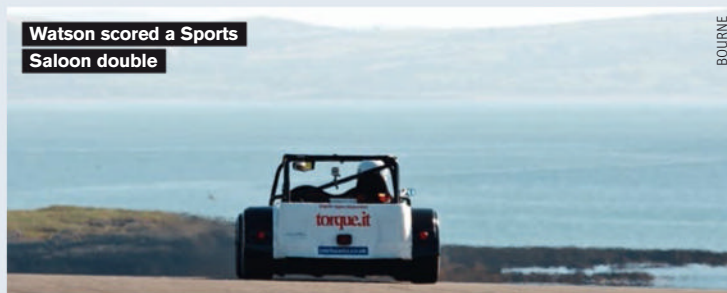
Jaap Blijleven's Reynard FF88 ousted Matthew Cowley from the lead of the first Avon Tyres **Pre-'90 FF1600** race on the second lap, going from third to first in one move.

Cowley then battled and swapped places with Jamie Jardine and John Farrell, but managed to recover to third. Cowley led race two from the opening lap to take the win, a missed gear on the back straight ending Jardine's hopes of stealing it on the last lap. Thomas completed the podium.

A double win in the Avon Tyres **Post-'89 FF1600s** for Jonny McMullan's Van Diemen secured him the national title. Patrick Dussault's Ray was second in race one from David McArthur's Van Diemen, with their roles reversed in a red flag-shortened race two.

There were different winners in the **XR Challenge**. Justin Roberts' XR2 won a restarted opener from Lee Bowron's XR3i and Greg Speight's XR2, but Speight won the second at the head of a four-way battle, from Michael Heath, Steve Poole and Roberts. Poole won race three, with Heath taking Roberts for second exiting the final corner.

● Peter Scherer



Watson scored a Sports Saloon double

BOURNE

Champion Summers poses with Roger and Scott Moran



WALDER

LOTONPARK BRITISH HILLCLIMB, SEPTEMBER 27 HDLCC

Moran wins but title is Summers'

THE SEASON ROLLED OUT TO a conclusion with all the top-10 numbers settled with two points ties worked out on count-back. 2015 Champion elect Alex Summers took the first run-off but his co-driver and mentor, the five-time champion Scott Moran signed off the season with victory in the final encounter and Best Time of the Day in the last climb of the year.

Moran, who despite missing five events has taken 11 run-off victories to Summers's eight, praised his younger team-mate. "Alex has exceeded our expectations and has been very consistent throughout the year," he said. "There is no doubt that he can continue into the future in the same way that I have done in the past".

Trevor Willis signed off with second place overall but the next two drivers, Scottish ace Wallace Menzies and Moran were tied on 205 points. Their third and fourth places were settled on count-back, with Menzies placed in front because of scores he dropped under the rules whereas Moran had none to be discounted.

There was more satisfaction for the Tillicoultry Quarries team

with Menzies' co-driver Tom New behind Moran in fifth overall, although he finished some 77 points back. Bishops Waltham-based New doggedly ground out the results all season in the car he has prepared so well.

Again scoring well in the finale was Dave Uren who capped his best ever season in the giant-killing Force by finishing behind New to finish seventh and carry his first ever coveted 'number 7' in 2016, displacing Will Hall in the final points count. Hall was still suffering from the loss of his own car and was unable to score in championship sponsor Graham Wynn's Force – a machine all but identical to Uren's.

Eight and ninth overall went to Alastair Crawford and John Bradburn, who were tied on points after Crawford failed to qualify for the final shoot-out of the year. Even in the first level of count-back they were still tied by both having two pairs of highest scores. The positions were finally settled in Crawford's favour as he had the next highest score at the next level down. The top 10 was rounded out with Jos Goodyear retaining a number for 2016, but it remains to be seen when he will return as he fights to overcome the very serious leg and foot injuries sustained at Bouley Bay in July.

The coveted class-based MSA Hillclimb Leaders title went to Devonshire tin-top driver Colin Satchell in his wide-track Peugeot 205 and the Midland Championship – which has the largest entry of any UK speed championship – went to former Rallycross driver Mike Turpin for the third time.

● Eddie Walder



Menzies was third on the day and in the points

WALDER

RESULTS

BRANDS HATCH HSCC, SEPTEMBER 26-27



HSCC HISTORIC FF1600 (22 LAPS) 1 Max Bartell (Merlyn Mk20) 20m24.562s (81.73mph); 2 Richard Mitchell (Merlyn Mk20A) +0.043s; 3 James Buckton (Elden Mk8); 4 Simon Toyne (Lola T200); 5 Rob Smith (Merlyn Mk20); 6 Rob Wainwright (Elden Mk8). **CW Mitchell. FL Bartell 52.290s (83.16mph). P Mitchell. S 21. RACE 2 (23 LAPS)**

1 Wainwright 20m13.290s (82.49mph); 2 Bartell +0.0773s; 3 Mitchell; 4 Toyne; 5 Buckton; 6 Smith. **CW Mitchell. FL Bartell 51.930s (83.74mph). P Bartell. S 21.**

HSCC HISTORIC FF2000 (24 LAPS) 1 Benn Simms (Reynard SF77) 20m23.894s (85.33mph); 2 Andrew Park (Reynard SF81) +3.916s; 3 Tom Smith (Royale RP27); 4 Callum Grant (Delta T78); 5 Andrew Storer (Royale RP27); 6 Tom White (Osella FAF). **CW White; John Stapleton (Tui BH2). FL Simms 49.876s (87.19mph). P Smith. S 18.**

RACE 2 (24 LAPS) 1 Simms 20m13.763s (86.04mph); 2 Grant +6.090s; 3 Park; 4 Smith; 5 Steve Glasswell (Reynard SF79); 6 Brian Morris (Delta T89). **CW Stapleton; Jeremy Caine (Lola T580). FL Simms 47.723s (87.46mph). P Simms. S 17.**

HSCC/HRSR HISTORIC TOURING CARS (21 LAPS) 1 Warren Briggs (Ford Mustang) 20m26.197s (74.53mph); 2 Tim Davies (Ford Lotus Cortina) +1.568s; 3 Mark Davies (Ford Lotus Cortina); 4 Bob Bullen (Ford Anglia); 5 Peter Hallford (Ford Mustang); 6 Robyn Slater (Ford Anglia). **CW T Davies; M Davies; Simon Benoy (Hillman Imp); Jon Milicevic (Morris Mini Cooper); John Spiers (Ford Lotus Cortina). FL M Davies 56.794s (76.57mph). P Briggs. S 24. RACE 2 (21 LAPS)**

1 Briggs 20m17.367s (75.07mph); 2 T Davies +0.848s; 3 M Davies; 4 Bullen; 5 Hallford; 6 Slater. **CW T Davies; M Davies; Benoy; Milicevic; Spiers. FL M Davies 57.026s (75.26mph). P Briggs. S 20.**

HSCC CLASSIC F3 (22 LAPS) 1 Max Bartell (Chevrolet B38) 20m22.968s (78.28mph); 2 Gaius Ghinn (Ralt RT3) +0.175s; 3 Paul Dibden (Argo JM6); 4 Pat Gormley (Safir RJ03); 5 Hugh Price (Chevrolet B38); 6 Paul Smith (Martini MK31). **CW Andy Jarvis (Palliser WDB2); Ross Dryborough (Merlyn Mk20). FL Bartell 48.767s (89.17mph). P Ghinn. S 23. RACE 2 (24 LAPS)**

1 Bartell 19m58.194s (87.16mph); 2 Ghinn +1.101s; 3 Dibden; 4 Gormley; 5 Chris Lord (Van Diemen RF82); 6 Smith. **FL Ghinn 49.058s (88.64mph). P Bartell. S 16.**

HISTORIC ROAD SPORTS (21 LAPS) 1 Kevin Kivlochan (Morgan +8) 20m36.197s (74.53mph); 2 Roger Waite (Lotus Elan S1) +21.871s; 3 Frazer Gibney (Lotus Elan S1); 4 Adrian Gilbert (Lotus Elan S3); 5 Dick Coffey (Turner Mk1); 6 Nick Savage (Chevrolet Camaro). **CW Waite; Coffey; Jeremy Mortimer (MGB). FL Kivlochan 56.694s (76.70mph). P Kivlochan. S 14.**

HSCC 70S ROAD SPORTS (19 LAPS) 1 James Dean (Lotus Europa) 18m17.179s (75.37mph); 2 Peter Shaw (TVR Tuscan) +0.868s; 3 Will Leverett (Porsche 911SC); 4 Mark Leverett (Lotus Elan); 5 Oscar Rovelli (Alfa Romeo 2000 GTV); 6 Paul Stafford (Datsun 240Z). **CW Shaw; Rovelli; Chris Fisher (MG Arkley); Alan Hersey (Reliant Scimitar GTE). FL Dean 56.243s (77.32mph). P Shaw. S 17.**

HSCC CLASSIC CLUBMANS (24 LAPS) 1 Mark Charteris (Mallock Mk20/21) 20m31.267s (84.82mph); 2 Ray Mallock (Mallock Mk18) +3.356s; 3 Robert Manson (Mallock Mk21); 4 Mike Lane (Mallock Mk18); 5 Peter Carter (Phantom P79); 6 Clive Wood (Mallock Mk20B). **CW Wood. FL Charteris 46.930s (92.66mph). P Charteris. S 19. RACE 2 (25 LAPS)**

1 Charteris 20m22.951s (88.95mph); 2 Mallock +1.105s; 3 John Harrison (Mallock Mk21); 4 Manson; 5 Mark Hales (Centaur Mk14); 6 Carter **CW Wood. FL Charteris 47.258s (92.02mph). P Charteris. S 19.**

FJHRA FORMULA JUNIOR (21 LAPS) 1 Stuart Roach (Alexis Mk2) 20m00.295s (76.14mph); 2 Justin Fleming (Lola Mk2) +48.588s; 3 John Arnold (Elva 100); 4 Keith Roach (Condor Mk2). **FL S Roach 56.376s (77.13mph). P Roach. S 9. RACE 2 (21 LAPS)**

1 S Roach 20m35.770s (73.95mph); 2 Fleming +8.303s; 3 Arnold; 4 Phillips. **FL S Roach 57.095s (76.16mph). P Roach. S 8.**

CHAMPION OF BRANDS JO SIFFERT TROPHY FF1600 (24 LAPS) 1 Luke Williams (Ray GR13) 20m33.976s (84.63mph); 2 Joey Foster (Ray GR08) +0.651s; 3 Adam Mackay (Ray GR14); 4 Andy Charsley (Ray GR13); 5 Matt

Rivett (Ray GR97); 6 Sam McKenzie (Ray GR09). **FL Foster 50.713s (85.75mph). P Williams. S 15.**

INTERMARQUE (18 LAPS) 1 Malcolm Blackman (Vauxhall Tigra) 15m10.597s (86.03mph); 2 Lewis Smith (Vauxhall Tigra); 3 Ricky Hunn (VW Corrado); 4 Steve Burrows (Peugeot 206CC); 5 Mike Thurley (Vauxhall Tigra); 6 Richard Smith (Mercedes SLK). **CW Hunn. FL Blackman 49.511s (87.83mph). P Blackman. S 16. RACE 2 (18 LAPS)**

1 L Smith 15m15.186s (85.60mph); 2 Blackman; 3 R. Smith; 4 Burrows; 5 Malcolm Harding (Vauxhall Tigra); 6 Danny Smith (VW Corrado). **CW R Smith. FL L Smith. 49.521s (87.81mph). P Reuben Taylor (Peugeot 206cc). S 14.**

**MALLORY PARK
BRSCC, SEPTEMBER 26**



FLYING A TROPHY (30 LAPS) 1 Neil Brown 30m22.461s (80.00mph); 2 Matt Green +17.952s; 3 Andrew Allen; 4 Steve Dunne; 5 Tony Shirlcliffe; 6 Simon Crompton. **CW Shirlcliffe. FL Brown 59.762s (81.32mph). P Brown. S 17.**

HRDC TOURING GREATS (45 LAPS) 1 Neil Brown/Richard Dutton (Austin A35) 45m31.682s (80.06mph); 2 Jason Brooks (Austin A40) +8.034s; 3 Matthew Moore (Austin A40); 4 Stephen Miles (Austin A40); 5 Tom Shephard (Alfa Romeo Giulietta Ti); 6 Thomas Butterfield (Jaguar Mk1). **CW Shephard; Butterfield; David Devine (Riley 1.5); Tony Shirlcliffe (Austin A35); John Barber/Jeremy Thomas (Fiat Abarth); Paul Clayton (Vauxhall VX4/90). FL Brown/Dutton 58.206s (83.49mph). P Mike Jordan (Austin A40). S 26.**

HRDC ALLSTARS (30 LAPS) 1 Kerry Michael (Lotus Cortina Mk1) 30m44.207s (79.05mph); 2 Jason Brooks (Austin A40) +28.353s; 3 Stephen Miles (Austin A40); 4 Jon McDonald (Ashley GT); 5 Jason Minshaw (Austin A35); 6 Julian Crossley (Morris Mini). **FL Michael 57.271s (84.85mph). P Michael. S 27.**

HONDA VTEC CHALLENGE/ATWO CUP (18 LAPS) 1 Marc Kemp (Civic) 15m37.044s (93.35mph); 2 Stewart Hutchinson (Integra) +15.044s; 3 Matthew Walker (Civic); 4 Phil Wright (Accord); 5 Stuart King (Integra); 6 Martyn Kemp (Civic). **CW Hutchinson; Wright; James Palmer (Smart). FL Kemp 50.910s (95.46mph). P Kemp. S 20.**

RACE 2 (4 LAPS) 1 Walker 3m07.055s (89.56mph); 2 Wright +4.307s; 3 Matthew Le (Integra); 4 Stuart King (Integra); 5 Craig Smith (Integra); 6 Martyn Kemp. **CW Wright; Stewart Hutchinson (Integra); Simon Horrobin (Smart). FL Hutchinson 51.780s (93.85mph). P Marc Kemp. S 17.**

MONOPOSTO TIEDEMAN TROPHY (20 LAPS) 1 Robin Dawe (TOMS Toyota) 15m04.180s (107.50mph); 2 James Maclachlan (Jedi Mk6) +6.075s; 3 Cian Carey (Tatuus); 4 Neil Harrison (Dallara F302); 5 Shane Kelly (Van Diemen); 6 Terry Clark (Van Diemen RF99). **CW Maclachlan; Harrison; Kelly; Ewen Sergison (Swift SC992); Geoff Fern (Van Diemen RF89). FL Dawe 43.780s (111.00mph). P Jeremy Timms (Van Diemen F399). S 21.**

RACE 2 (18 LAPS) 1 Jeremy Timms 13m17.492s (109.69mph); 2 Dawe +7.337s; 3 Harrison; 4 Carey; 5 Maclachlan; 6 Jason Timms (Dallara). **CW Dawe; Harrison; Kelly; Sergison; Fern. FL Jeremy Timms 41.708s (116.52mph). P Dawe. S 19.**

TVR CHALLENGE (25 LAPS) 1 Darren Dowling (Sagaris) 19m51.065s (102.00mph); 2 Tim Hood (Sagaris) +2.507s; 3 Dean Cook (Sagaris); 4 Tim Davis (Tuscan); 5 Hugh Marshall (Tuscan); 6 Dave Stewart (Griffith). **CW Marshall; Stewart; Mike Luck (Chimaera); John Seery (Westfield). FL Dowling 46.048s (105.54mph). P Hood. S 14. RACE 2 (22 LAPS)**

1 Hood 17m26.546s (102.16mph); 2 Davis +23.988s; 3 Seery; 4 Marshall; 5 Alex Champkin (TVR Chimaera); 6 Luck. **CW Seery; Marshall; Champkin. FL Hood 46.200s (105.19mph). P Dowling. S 12.**

**MALLORY PARK
750CC, SEPTEMBER 27**



LOCOST CHAMPIONSHIP (15 LAPS) 1 Ian Allee 14m23.27s (84.45mph); 2 Danny Andrew +0.33s; 3 Roger Haylock; 4 Stuart Sellars; 5 Ben Powney; 6 Timothy Penstone-Smith. **FL Andrew 56.30s (86.32mph). P Haylock. S 28.**

RACE 2 (14 LAPS) 1 Andrew 13m25.95s (84.42); 2 Allee +0.61; 3 Tim Neat; 4 Richard Jenkins; 5 Martin West; 6 Lee Emm. **FL Neat 56.25 (86.40mph). P Haylock. S 25.**

MAZDA MX-5 CHAMPIONSHIP (15 LAPS) 1 Ben Short 14m08.04s (85.96mph); 2 Jack Sycamore +2.19s; 3 Will Blackwell-Chambers; 4 Kris Greatrex; 5 James Rogers; 6 Jason Greatrex. **FL B Short 55.62s (87.38mph). P B Short. S 30. RACE 2 (14 LAPS)**

1 B Short 13m10.25s (86.10mph); 2 K Greatrex +1.27s; 3 Sycamore; 4 Blackwell-Chambers; 5 J Greatrex; 6 Rogers. **FL Sycamore 55.57s (87.64mph). P B Short. S 30. RACE 3 (14 LAPS)**



Williams on his way to FF1600 victory

HAWKINS

ROUND-UP

13m17.42s (85.33mph); 2 Sycamore +0.66s; 3 K Greatrex; 4 B Short; 5 J Greatrex; 6 Rogers. **FL** K Greatrex 55.81s (87.08mph). **P** B Short. **S** 30.

GROUP 750 FORMULA CHAMPIONSHIP (6 LAPS) 1 Robin Gearing (Darvi P88) 5m20.33s (91.03mph); 2 Ed Pither (PRS 1b) +5.38s; 3 Bob Simpson (SS/F 750F); 4 Mark Glover (Racekits Falcon); 5 Chris Gough (LGR2 Evo); 6 Daniel Welsh (Racekits Falcon). **CW** Welsh. **FL** Pither 51.42s (94.52mph). **P** Gearing. **S** 21. **RACE 2 (15 LAPS)** 1 Gearing 12m49.07s (94.79mph); 2 Pither +0.94s; 3 Peter Bove (Darvi Mk4/5); 4 Gough; 5 Simpson; 6 Glover. **CW** Graham Rice (GRM 750). **FL** Pither 49.55s (98.08mph). **P** Gearing. **S** 15.

SPECIALS CHAMPIONSHIP (6 LAPS) 1 Clive Hudson (Eclipse SM1) 5m07.33s (94.88mph); 2 Paul Boyd (Eclipse SM1) +2.17s; 3 Rob Johnston (Cyana MK2); 4 Stephan Ward (Westfield Aerocare 2); 5 Paul Dudley (Tiger R6); 6 Anton Landon (Cyana Duratec). **CW** Johnston; Adrian Cooper (Procomp LA Gold). **FL** Hudson 49.19s (98.80mph). **P** Johnston. **S** 26. **RACE 2 (16 LAPS)** 1 Boyd 13m23.49s (96.78mph); 2 Hudson +0.12s; 3 Johnston; 4 Ward; 5 Nigel Brown (Sylva Phaser); 6 Dudley. **CW** Johnston; Cooper. **FL** Boyd 49.15s (98.88mph). **P** Hudson. **S** 24.

750 TROPHY SERIES (6 LAPS) 1 Ben Myall (Gerrell Mk1) 6m19.78s (76.78mph); 2 Lyndon Thruston (DNC Trophy) +19.15s; 3 Andy Schultz (JoMo 750); 4 Chris Hopkins (HCS Trophy); 5 Cliff Ringrose (Rapide 750T); 6 Sam Bridge (Racekits Merlin). **CW** John Skeavington (Austin Ulster). **FL** B Myall 1m00.13s (80.82mph). **P** John Slatter (Centaur Mk16). **S** 15. **RACE 2 (13 LAPS)** 1 B Myall 14m00.62s (75.16mph); 2 Schultz +3.80s; 3 J Slatter; 4 Ringrose; 5 Richard Reeve (Lotus 6); 6 Skeavington. **CW** Skeavington. **FL** B Myall 58.17s (83.55mph). **P** Michael Harvey (JB Special). **S** 16.

OULTON PARK

CSCC, SEPTEMBER 27

JAGUAR SALOON AND GT CHAMPIONSHIP (10 LAPS)

1 Sam Clarke Jr (XJS) 20m15.352s (79.73mph); 2 James Ramm (XJS) +4.232s; 3 Guy Connex (XJ6 S2); 4 Richard Coppock (XJS); 5 Lawrence Coppock (XJS); 6 Colin Philpott (XJS). **CW** Connex; Coppock; Steve Ashkam (XJS). **FL** Ramm 2m00.590s (80.35mph). **P** Ramm. **S** 12.

CSCC SWINGING SIXTIES (GROUP 1 AND 2) (20 LAPS)

1 Mark Halstead/Stuart McPherson (Ginetta G4) 41m51.479s (77.16mph); 2 David McDonald (Triumph TR6) +4.70s; 3 Martin Sledmore (Ford Mustang); 4 Matthew Howell/Julian Howell (Austin Mini); 5 Clive Tonge/Vaughn Winter (Mini Cooper S); 6 Oliver Petch/Chris Petch (Triumph TR5). **CW** McDonald; Sledmore; M Howell/J Howell; Ian Everett (BMW 1502); Roger Bowman (Jaguar MK1 Saloon); Dave Bailey/Simon Bailey (Triumph TR4); Simon Polley/Sam Polley (MG Midget). **FL** Halstead/McPherson 1m56.269s (83.84mph). **P** Halstead/McPherson. **S** 35.

CSCC TIN TOPS WITH MS SOCIETY (20 LAPS)

1 Lee Williams (Citroen Saxo) 41m12.368s (78.38mph); 2 Tom Mensley (Renault Clio 172) +6.512s; 3 Paul Mensley (Ford Focus); 4 Nigel Ainge (Honda Integra DC5); 5 Carl Chambers (Peugeot 306 Rallye); 6 Robert Chase/Ryan Colvy (Renault Clio). **CW** T. Mensley; P. Mensley; Richard Durham (Ford Fiesta ST); Giles Billingsley (Fiat Punto Abarth); James Clare (Ford Puma); William Hardy (Vauxhall Nova GTE). **FL** T. Mensley 1m58.250s (81.94mph). **P** Williams. **S** 39.

CSCC CLASSIC K (28 LAPS)

1 Robert Bremner (AC Cobra) 1h00m29.467s (74.75mph); 2 Stuart McPherson/Mark Halstead (Lotus Elan S2) +1m18.710s; 3 David Holroyd (Lotus Elan); 4 Richard Skinner (Marcos 1800 GT); 5 Dave Coyne/Robert Farrell (Jaguar E-Type); 6 Christopher Lay/Keith Ashworth (Ford Cortina). **CW** McPherson/Halstead; Coyne/Farrell; Lay/Ashworth; Steve Chapman (Triumph TR4 SLR); Brian Lambert (MG B Roadster); David Thompson/Jon Wolfe (TVR Grantura MKIII); Barrie Williams/Gideon Hudson (Lotus Elite). **FL** Bremner 1m57.729s (82.31mph). **P** Bremner. **S** 14.

MAGNIFICENT SEVENS (GROUP 1 AND 2) (22 LAPS)

1 Danny Winstanley (R300) 40m31.948s (87.66mph); 2 Tom Eden (CSR Cosworth) +27.980s; 3 Peter Ratcliff (C400); 4 Gary Bate (C400); 5 Richard Green/Pascal Green (7); 6 Colin Watson (R300). **CW** Bate; R Green/P Green; Graham Charman (Superlight R400); John Saunders/Alexander Saunders (Supersport); Christopher Lay (Supersport); Alan Pegram/Karl Goshawk (7); John Benfield (7). **FL** Winstanley 1m44.843s (92.42mph). **P** Ratcliff. **S** 30.

FUTURE CLASSICS (20 LAPS)

1 Mark Chilton (Porsche 928 S4) 39m58.431s (80.80mph); 2 Nicholas Olson (Lotus Esprit S3) +43.914s; 3 Stephen Scott-Dunwoodie (Ford Sierra Cosworth); 4 Tim Bates (Porsche 911 SC); 5 Tom Brenton (Ford Sierra XR8); 6 Martyn Adams/Simon

Hadfield (Triumph TR7 V8). **CW** Olson; Scott-Dunwoodie; Tony Maryon (Porsche 944 S2); John Hammersley/Simon Taylor (Vauxhall Astra GTE); Mark Lucock (Ford Escort MKL RS 2000); Rhys Jenkins/Dan Rogers (Mazda MX5 MK1). **FL** Olson 1m55.679s (83.76mph). **P** Olson. **S** 26.

CROFT

DDMC, SEPTEMBER 26-27

PORSCHE CLUB GB CHAMPIONSHIP (17 LAPS)

1 Mark McAleer (Porsche 996) 26m19.265s (82.34mph); 2 Craig Wilkins (996) +1.556s; 3 Kevin Harrison (996); 4 Peter Morris (996); 5 Mike Johnson (996 C2); 6 Chris Dyer (Cayman S). **CW** David Botterill (964 Carrera 2); David Griffiths (944 S2). **FL** McAleer 1m31.575s (83.53mph). **P** Wilkins. **S** 19. **RACE 2 (17 LAPS)** 1 Morris 26m21.614s (82.22mph); 2 McAleer +0.532s; 3 Harrison; 4 Johnson; 5 Dyer; 6 Tim Speed (968). **CW** Speed; Griffiths. **FL** McAleer 1m31.604s (83.51mph). **P** Wilkins. **S** 16.

NORTHERN SALOON AND SPORTS CAR CHAMPIONSHIP

-CLASSES B, C, D AND H (11 LAPS) 1 Kirk Armitage (BMW M3) 17m56.783s (78.15mph); 2 Stephen Kell (Ford Sierra XR 4X4) +3.647s; 3 Paul Bellamy (M3); 4 Paul Moss (Citroen Saxo); 5 Martin Lofthouse (Triumph TR8); 6 David Cox (Peugeot 205 GTi). **CW** Kell; Moss; Lofthouse; Cox. **FL** Armitage 1m35.557s (80.05mph). **P** Armitage. **S** 23. **RACE 2 (11 LAPS)** 1 Armitage 17m51.993s (78.49mph); 2 Bellamy +1.835s; 3 Moss; 4 Lofthouse; 5 Kell; 6 Steve Kirtin (Vauxhall Corsa T3). **CW** Bellamy; Moss; Lofthouse; Kirtin. **FL** Armitage 1m35.579s (80.03mph). **P** Armitage. **S** 19.

NORTHERN SALOON AND SPORTS CAR CHAMPIONSHIP

-CLASSES A AND E (11 LAPS) 1 Paul Brydon (BMW M3) 16m39.409s (84.20mph); 2 Andrew Morrison (Seat Leon Cupra) +0.484s; 3 Andy Wilson (Holden Monaro); 4 Mike Cutt (M3); 5 Neil Claxton (Suzuki SC100); 6 Jack Harper (Triumph Spitfire). **CW** Claxton; Mark Leybourne (Westfield FW); Neil Finnighan (Caterham R400SV). **FL** Brydon 1m29.793s (85.19mph). **P** Brydon. **S** 14. **RACE 2 (11 LAPS)** 1 Brydon 16m40.159s (84.13mph); 2 Morrison +0.838s; 3 Cutt; 4 Claxton; 5 Wilson; 6 Leybourne. **CW** Claxton; Leybourne; Finnighan. **FL** Morrison 1m29.206s (85.75mph). **P** Brydon. **S** 13.

MG CAR CLUB COCKSHOOT CUP (10 LAPS)

1 Philip Standish (MG TF LE500) 16m35.652s (76.86mph); 2 Howard Hunt (ZS 180) +1.311s; 3 David Morrison (Midget); 4 Ashley Woodward (ZS 180); 5 Gary Wetton (ZR 100); 6 Bill Kirkpatrick (Midget). **CW** Morrison; Adam Key (MG F); Jeremy Toes (Midget). **FL** Hunt 1m38.290s (77.83mph). **P** Hunt. **S** 19. **RACE 2 (5 LAPS)** 1 Morrison 8m22.410s (76.13mph); 2 Wetton +1.191s; 3 Kirkpatrick; 4 Woodward; 5 Standish; 6 David Coulthard (MG F Cup). **CW** Wetton; Ian Staines (Midget); Volker Eikmeyer (MG F). **FL** Wetton 1m38.627s (77.56mph). **P** Hunt. **S** 19.

BATTLE OF BRITAIN SALOON AND SPORTS CAR

CHALLENGE (13 LAPS) 1 Jack Harper (Triumph Spitfire) 20m54.581s (79.27mph); 2 Mark Leybourne (Westfield FW) +2.487s; 3 Martin Lofthouse (Triumph TR8); 4 Martin Whitehouse (BMW 328); 5 Scott Hubel (Peugeot 205 T16R); 6 Paul Lightburn (BMW 318i). **FL** Harper 1m35.092s (80.44mph). **P** Harper. **S** 6.

SNETTERTON

VSCC, SEPTEMBER 27

HISTORIC SEAMAN & FLOCKHART TROPHIES RACE

(13 LAPS) 1 Frederick Harper (Kurtis Indy-Roadster) 19m07.49s (80.93mph); 2 Joh Ure (Cooper Bristol T24/25) + 8.61s; 3 Nicholas Topliss (ERA R4A); 4 Tom Dark (Bugatti T73C); 5 Clive Wilson (Copper T43); 6 David Wenman. **CW** Topliss. **FL** Harper 1m26.52s (82.56mph). **P** Harper. **S** 12. **REDGATE MUG TROPHY (7 LAPS)** 1 Niklas Halusa (Alfa Romeo 8C) 12m24.775s (67.14mph); 2 John Guyatt (Talbot Lago T150C) + 9.71s; 3 Mark Brett (Ballamy-Ford); 4 Jo Blakeney-Edwards (Frazer Nash SS); 5 Mike Preston (Bugatti T35B); 6 Mark Groves (Frazer Nash TT). **FL** Andrew Mitchell (HRG) 1m42.31s (69.82mph). **P** Mitchell (pit lane start). **S** 26.

VINTAGE SEAMAN TROPHY (9 LAPS)

1 Dougal Cawley (GN/Ford Piglet) 15m21.31s (69.78mph); 2 Patrick Blakeney-Edwards (Frazer Nash SS) + 0.28s; 3 Martin Halusa (Bugatti T35C); 4 Sue Darbyshire (Morgan Super Aero); 5 James Morley (Bentley 3/4½); 6 Richard Longs (Bugatti T35B). **FL** Blakeney-Edwards 1m38.93s (72.21mph). **P** Blakeney-Edwards. **S** 9.

HANDICAP RACE FOR PRE-WAR CARS (5 LAPS)

1 David Seber (Wolseley Hornet Special) 9m37.14s (67.12mph); 2 Niklas Halusa (Alfa Romeo 8C) + 0.23s; 3 Julian Grimwade (Frazer Nash SS); 4 Andrew Kellok (Fiat AC); 5 Mark Brett (Ballamy-Ford); 6 Anthony Fenwick-Wilson (Railton LS Tourer). **FL** Grimwade 1m34.04s (75.96mph). **P** Fenwick-Wilson. **S** 18.



Knill-Jones leads in his Bugatti T59

STYLES

WILLIAMS TROPHY (10 LAPS)

1 Charles Knill-Jones (Bugatti T59) 15m49.23s (75.26mph); 2 Julian Majzub (Bugatti T35B) + 0.86s; 3 Simon Diffey (Bugatti T51); 4 Stephen Shoosmith (Bugatti T51); 5 Martin Halusa (Bugatti T35C); 6 Mike Preston (Bugatti T35B). **FL** Majzub 1m32.51s (77.22mph). **P** Knill-Jones. **S** 11.

HANDICAP RACE FOR PRE-WAR CARS (5 LAPS)

1 Dennis Johnson (Frazer Nash) 11m01.31s (57.95mph); 2 Duncan Potter (MG Monthery Midget) + 1.18s; 3 Mike Painter (KG Kayne); 4 Mark Elder (Austin SS); 5 Ian Fyfe (Alvis 12/70); 6 Niall Dyer (Mors 2 Seater). **FL** Painter 1m49.84s (65.04mph). **P** Fyfe. **S** 25.

PREMIER CRU (14 LAPS)

1 Calum Lockie (Maserati 6CM) 20m40.44s (80.62mph); 2 Nicholas Topliss (ERA R4A) +15.92s; 3 Martin Halusa (Bugatti T35C); 4 Christopher Mann (Alfa Romeo Tipo B/P3); 5 Bo Williams (Bugatti Type 35B); no other finishers. **FL** Lockie 1m27.45s (81.69mph). **P** Lockie. **S** 7.

SCRATCH RACE FOR PRE-WAR CARS (6 LAPS)

1 Eddie Gibbs (Frazer Nash SS) 9m30.93s (75.07mph); 2 Tim Greenhill (Wolseley Hornet Special) + 24.76s; 3 Niklas Halusa (Alfa Romeo 8C); 4 Bill Cleynert (Wolseley Hornet Special); 5 Tom McWhirter (Jaguar SS100); 6 Andrew Kellok (Fiat AC). **CW** Greenhill, Halusa, Mark Elder (Austin SS). **FL** Gibbs 1m32.74s (77.03mph). **P** Gibbs. **S** 14.

HAWTHORN INTERNATIONAL TROPHY (11 LAPS)

1 Julian Majzub (Sadler Mk111) 15m38.07s (83.77mph); 2 Darren McWhirter (Tojeiro Jaguar) + 21.08s; 3 Tony Bianchi (Farrelle Allard); 4 John Ure (Cooper Bristol T24/25); 5 Christopher Mann (Alfa Romeo Disco Volante); 6 Nicolas Rossi (Jaguar XK120 C Type). **CW** Ure. **FL** McWhirter 1m31.48s (85.57mph). **P** Majzub. **S** 8.

DONINGTON MUG (7 LAPS)

1 Dougal Cawley (GN/Ford Piglet) 12m01.00s (69.35mph); 2 Alex Peacock (Frazer Nash AC) + 42.43s; 3 Mark Groves (Frazer Nash TT); 4 David Pryke (Riley 12/4 Sprite); 5 Stuart Morley (Bentley 3/4½); 6 Malcolm Underwood (Delahaye 135). **FL** Cawley 1m41.35s (70.48mph). **P** Cawley. **S** 10.

ANGLESEY

BRSCC, SEPTEMBER 26-27

FINN CUP (124 LAPS)

1 Team Sherardize/Nielsen Racing (Marcus Clutton/Peter Belshaw/Phil Keen) 3h00m49.622s (63.77mph); 2 Racelogic (Julian Thomas/Jon Tomlinson/Nigel Greensall) +24.04s; 3 Team Honeywell (Geoff Fawcett/Tim Wheelton/Neil Plimmer); 4 JPR Uvio (Graham Roberts/Farquinn Deott); 5 Track Focused (Sean Cooper/Michael McWenham); 6 Geometric (Steve Johansen/Zoe Wenham/Guy Wenham). **FL** Team Sherardize/Nielsen Racing (Clutton) 1m19.567s (70.13mph). **P** Viking Self Storage (Nick Nunn/Mark Holme/Jim Hadfield). **S** 24.

RACE 2 (122 LAPS)

1 Team Sherardize/Nielsen Racing 2h49m52.519s (66.79mph); 2 PW Racing (Anthony Reid/Paul Wighton) +49.526s; 3 Racelogic; 4 Track Focused; 5 Geometric; 6 Team Honeywell. **FL** Team Sherardize/Nielsen Racing (Clutton) 1m19.736s (69.98mph). **P** Holden's Hawthorn Racing (Rod Barrett/Andy Holden/Jay Shepherd). **S** 24.

SPORTS/SALOONS (18 LAPS)

1 Garry Watson (Westfield SEW) 21m31.003s (77.80mph); 2 Paul Rose (Saker RapX) +10.375s; 3 Joe Spencer (Stuart Taylor LocoSaki); 4 Dave Harvey (Stuart Taylor LocoSaki); 5 Luke Armiger (Vauxhall Tigra); 6 Mark Burton (Saker RapX). **CW** Rose; Spencer; Stuart Pearson (Ginetta G20); Mike Hurst (Seat Leon Cupra); Kingsley Ingram (Ford Puma). **FL** Watson 1m09.784s (79.96mph). **P** Armiger. **S** 35. **RACE 2 (18 LAPS)** 1 Watson 21m11.521s (78.99mph); 2 Spencer +24.948s; 3 Harvey; 4 Steve Harris (Saker RapX); 5 Phillip Duncan (Westfield SEI); 6 Burton. **CW** Spencer; Harris; Pearson; Hurst; Barry Long (MG Metro). **FL** Watson 1m08.920s (80.96mph). **P** Watson. **S** 31.

NORTHERN FORMULA FORD PRE-'90 (13 LAPS)

1 Jaap Blijleven (Reynard FF88) 15m57.186s (75.78mph); 2 Jamie Jardine (Reynard 84FF) +3.372s; 3 Matthew Cowley (Reynard FF88); 4 John Farrell (Reynard FF89); 5 Mario Sarchet (Reynard FF86); 6 Ivor Mairs (Mondiale 84S). **CW** Jardine; Phil Nelson (Hawke DL28). **FL** Cowley 1m12.737s (76.71mph). **P** Jardine. **S** 13. **RACE 2 (16 LAPS)**

1 Cowley 20m14.977s (73.48mph); 2 Jardine +0.257s;

3 Andrew Thomas (Reynard FF89); 4 Michael Beaver (Mondiale MS88); 5 Sarchet; 6 David Murphy (Van Diemen RF85). **CW** Jardine; Nelson. **FL** Cowley 1m13.417s (76.00mph). **P** Cowley. **S** 12.

NORTHERN FORMULA FORD POST-'89 (17 LAPS)

1 Jonny McMullan (Van Diemen LA10) 20m40.464s (76.47mph); 2 Patrick Dussault (Ray GR13/14) +3.768s; 3 David McArthur (Van Diemen LA10); 4 Jake Byrne (Ray GR13); 5 Tom McArthur (Van Diemen LA10); 6 Douglas Crosbie (Van Diemen JL13). **CW** Alan Williamson (Van Diemen RF90). **FL** McMullan 1m12.335s (77.14mph). **P** McMullan. **S** 14. **RACE 2 (11 LAPS)** 1 McMullan 13m23.303s (76.40mph); 2 D. McArthur +3.567s; 3 Dussault; 4 Crosbie; 5 T. McArthur; 6 Byrne. **CW** Luke Cooper (Swift SC92). **FL** McMullan 1m12.295s (77.18mph). **P** McMullan. **S** 13.

XR CHALLENGE (8 LAPS)

1 Justin Roberts (XR2) 11m19.348s (65.71mph); 2 Lee Bowron (XR3i) +3.250s; 3 Greg Speight (XR2); 4 Lee Shropshire (XR2); 5 Michael Heath (XR2); 6 Mark Buxton (XR2). **CW** L Bowron; Mark Noble (Fiesta Si). **FL** Speight 1m23.133s (67.12mph). **P** Heath. **S** 14. **RACE 2 (15 LAPS)** 1 Speight 20m53.858s (66.75mph); 2 Heath +3.501s; 3 Steve Poole (XR2); 4 Roberts; 5 Ben Atkinson (XR2); 6 Shropshire. **CW** Ryan Bowron (XR3i). **FL** Poole 1m22.209s (67.87mph). **P** Roberts. **S** 12. **RACE 3 (13 LAPS)** 1 Poole 20m45.159s (58.25mph); 2 Heath +3.501s; 3 Roberts; 4 Atkinson; 5 Shropshire; 6 R Bowron. **CW** R Bowron. **FL** Poole 1m22.819s (67.37mph). **P** Speight. **S** 11.

LOTON PARK

HLDC, SEPTEMBER 27

ROUND 33: 1 Alex Summers (3.5 Gould-NME GR61X)

44.00s; 2 Wallace Menzies (3.5 Gould-NME GR55) 44.27s; 3 Scott Moran (3.5 Gould-NME GR61X) 44.31s; 4 Trevor Willis (3.2 OMS-RPE 28) 44.60s; 5 Dave Uren (1.3t Ford-Suzuki PC) 45.77s; 6 Alastair Crawford (2.8 Gould-NME GR55) 45.81s; 7 Oli Tomlin (4.0 Pilbeam-Judd MP97) 45.93s; 8 John Bradburn (3.5 Gould-Cosworth GR55) 45.96s; 9 Eynon Price (1.6 Gould-Suzuki GR59) 46.11s; 10 Tom New (3.5 Gould-NME GR55) 46.38s; 11 Will Hall (1.3t Ford-Suzuki PC) 47.20s; 12 Paul Haines (1.3t Gould-Suzuki GR59) 47.68s.

ROUND 34: 1 Moran 43.66s BTD; 2 Summers 44.32s;

3 Menzies 44.47s; 4 Willis 44.72s; 5 Uren 45.86s; 6 Tomlin 46.17s; 7 New 46.37s; 8 Spedding 46.54s; 9 Bradburn 46.82s; DNF: Price, Hall & Haines.

CLASSES Paul Jones (1.8 Lotus Elise 135R) 61.86s;

Robert Lancaster-Gaye (3.6t Porsche 997) 59.74s; Dave Warburton (2.5 Caterham-Duratec) 56.37s; Carlton Jones (1.4 Austin Mini-Cooper 16v) 60.38s; Steve Bailey (2.0 Ford Escort Mk1) 55.95s; Mike Turpin (2.2s Vauxhall VX220) 54.05s; Martin Watts (1.0 Sylva Riot) 57.24s; Allan McDonald (2.4t Z-Cars Morris Mini/Mitsubishi Evo) 54.26s; Harry Pick (0.6 OMS Hornet) 52.98s; Simon Fioide (1.0 Empire-Suzuki Wraith) 49.04s; Nev Rollason (1.6 Jamun Formula Ford) 60.33s; Spedding 45.95s; Tim Davies (2.0 Pilbeam-Millington MP88) 48.89s; Uren 46.01s; Moran 44.31s.

CHAMPIONSHIP POSITIONS AFTER ROUND 34

1 Summers 24pts; 2 Willis 21pts; 3 (on count-back) Menzies 20pts; 4 Moran 20pts; 5 New 12pts; 6 Uren 12pts; 7 Hall 11pts; 8 (on count-back) Crawford 9pts; 9 John Bradburn 9pts; 10 Jos Goodyear 8pts.



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Following the sad news of the death of one of the classic car world's greatest innovators and inspirations, there will also be a tribute to Edward Lord Montagu.

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There will be a wealth of sideshows for all the family both inside and outside the venue, plus classic Routemaster buses to ferry visitors to the door from nearby Alexandra Palace station or Wood Green underground.

Or, if you travel to the show in your classic car, you can book a place in our exclusive classic car parks (full details when you book your tickets).

THE KNOWLEDGE

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Masterminded by Classic & Sports Car magazine and Haymarket Exhibitions, the event will showcase some 300-plus of the world's finest classic cars. As well as a wealth of dealer displays, there will be three central features plus a plethora of other attractions for all the family.

WHEN IS IT?

Friday 30 October to Sunday 1 November.

WHERE DOES IT TAKE PLACE?

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OPENING TIMES

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GETTING THERE

Alexandra Palace is easily accessible by public transport and the venue encourages people to use it. The nearest stations are Alexandra Palace on the overground network and Wood Green underground. Visitors who arrive by bus or train will be able to get a lift up the hill to the palace in a classic double decker bus. Parking is limited to 1500 spaces and, once it is full, drivers will be directed to an overflow facility off-site.

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TICKET PRICES

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THIS WEEK

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What you think of the motorsport news of the past week



Hamilton left Rosberg no alternative but to back off

XPB IMAGES

Was Hamilton hard but fair?

I find it hard to believe that Lewis Hamilton's move on Nico Rosberg at the start of the Japanese Grand Prix was not even investigated by the stewards. What race were they watching? Some would argue it was hard but fair, but in the days of Stirling Moss and Jim Clark they wouldn't dare do that kind of thing – not for reasons of safety, but pure sportsmanship. Of course, it wouldn't happen without these stupid runoff areas that allow any

old driver to be fast in an F1 car. Had that been a wall or a gravel trap, there's no way Rosberg would have been pushed out there. Whatever happened to racing room? Like so many of the best ideas in motor racing, it seems that idea went out about 30 years ago. By today's standards, Hamilton was probably right to do what he did. But my problem is with the standards of today's racing, or the lack of them. **James Sullivan**, by email

Were Lewis Hamilton and Nico Rosberg even in the Japanese Grand Prix? I barely saw them on TV. But, you know what, I don't really mind. Mercedes is a victim of its own success, because watching them drive around at the front of the field with Lewis a sensible distance ahead of Nico just isn't good television. At least with Fernando Alonso dragging Honda's 'GP2 engine' around in front of the Toro Rossos and Saubers you had a chance of something happening! **Richard Webb** By email

Brazilian idol. Lewis comes in for a fair amount of flak (much of which is, in my opinion, wholly undeserved), but we'd all do well to remember that we're watching one of the absolute greats in his pomp. **Robert Peters** By email

Must say how pleased I am to see that the Blancpain Endurance Series championship-winning crew (September 24, p45) included Nissan GT Academy graduate Wolfgang Reip. The fact that he beat 830,000 gamers to the GT Academy Europe crown in 2012 and is now forging a successful career in professional motorsport is inspiring enough without the bonus of being one in the eye for the 'cravat-and-sportsjacket' naysaying pub bores who

wouldn't know a Sony PlayStation from a Nespresso coffee machine. **Stewart Smith** By email

Shanghai's stultifying grand prix circuit is an insipid venue even for top-level single-seaters. For tin-tops it must surely be a non-starter. I realise that there are commercial imperatives for the World Touring Car Championship to have a presence in China, but both of last weekend's races quickly became dull after the inevitable first-lap fracas. Were it not for the prospect of seeing the drivers involved going toe to toe in the paddock afterwards, I'd have switched channels sooner. **Michael Staniforth** By email

Loved seeing Lewis showing his team-mate who's boss at Suzuka. This is what makes him a *true* champion – it's that ruthlessness, that absolute purity of purpose, that sets him apart, like his

BIG NUMBER

500

Six-time champion Jimmie Johnson will make his 500th NASCAR Sprint Cup start at Dover this weekend



MOIST/LAT

TITLE HOPES

Richard Westbrook could take the title in the United SportsCar Championship finale this weekend. He and team-mate Michael Valiante currently have a six-point lead



LEVITT/LAT

WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



500cc F3: always a crowd-pleaser

READ

CASTLE COMBE CCRC

October 3
Castle Combe's Autumn Classic is growing into a highlight of the UK's historic racing calendar. Nine races provide a broad and appealing mix, including vintage sports

cars, Formula Juniors, 500cc F3, 'Big Healeys', pre-'66 Jaguars, Aston Martins, historic saloons and '50s sports cars, as well as a demonstration of historic grand prix cars led by the mighty BRM V16.

KIRKISTOWN 500MRCI

October 3
FF1600's 'trophy-race season' ramps up with this year's top stars and category stalwarts fighting for Northern Ireland's most prestigious motorsport title, the Martin Donnelly Trophy.

DONINGTON PARK GP 750MC

October 3-4
The 750 Motor Club returns to Donington Park for the second time this year with Civic Cup, Clío 182s, Classic Stock Hatch and Formula Vee among the highlights.

LYDDEN BARC

October 3
Tin Tops, Production BMWs, the Quaife/*Motorsport News* Saloon Car Championship, Sevenesque Sports Car Series as well as the BARC sportscar racing series will be in action at Kent's second circuit.

OULTON PARK BARC

October 3
A busy BARC meeting at Oulton includes the Tricolore Trophy, 206 GTi Production Cup and Deutsche Marques and CNC Heads Sports/Saloon Championship.

THRUXTON BARC

October 3-4
Several of the BARC's litany of club championships return home with a 20-race bill balancing classic (in touring car and FF1600 form) and modern (Britcar) racing, plus plenty of Caterhams.

KNOCKHILL SMRC

October 3
The Scottish national championships reach their season finale, with the region's autumnal weather sure to provide a challenge.



SMRC

EBREV/LAT

WHAT'S ON TRACK AROUND THE WORLD

TOUR OF CORSICA

World Rally Championship
Rd 11/13
Ajaccio, France
October 1-4
wrc.com

PETIT LE MANS

United SportsCar
Rd 10/10
Road Atlanta, Georgia, USA
October 3
imsa.com

USC



DOLE/LAT

WRC



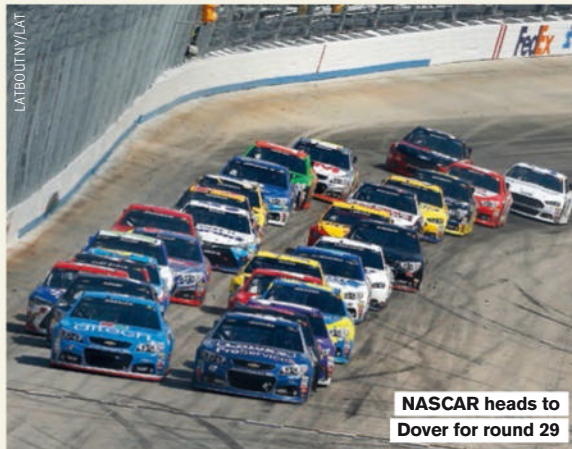
McKLEIN

BLANCPAIN SPRINT SERIES

Rd 6/7
Misano, Italy
October 3-4
blanpain-gt-series.com

NASCAR SPRINT CUP

Rd 29/36
Dover, Delaware, USA
October 4
nascar.com



LATBOJUTNY/LAT

NASCAR heads to Dover for round 29

WORLD RALLYCROSS

Rd 11/13
Istanbul Park, Turkey
October 3-4
fiaworldrallycross.com

ADAC GT MASTERS

Rd 8/8
Hockenheim, Germany
October 3-4
adac-gt-masters.de

INTERNATIONAL GT OPEN

Rd 6/7
Monza, Italy
October 3-4
gtopen.net

EUROFORMULA OPEN

Rd 7/8
Monza, Italy
October 3-4
euroformulaopen.net



EUROFORMULA

FROM THE SOFA

WHAT'S ON TELEVISION



4K means a big tech step up

TV pick of

Edited by Jake Nichol



WRC CORSICA

Motors TV, BT Sport 2/Europe
Friday-Sunday, times vary

The World Rally Championship returns to Corsica for the first time since 2008. That means sheer drops, rough asphalt, 10,000 corners and glorious, serene surroundings. Stephane Sarrazin – making a one-off WRC return from his WEC and FE day jobs – knows the event well, having won here in the ERC last year.

The live powerstage (much shorter than the rest of the itinerary) will probably be an anti-climax, so focus on Motors or BT's nightly highlights.



NASCAR DOVER - LIVE

Premier Sports
Sunday 1900-2330

"I think we're going to pound them into the ground," said reigning champion Kevin Harvick of the Joe Gibbs Racing crews that had dominated NASCAR's summer.

Think again, Kev. The first elimination stage of the Chase is at Dover this weekend and 'Happy' Harvick is in trouble, 15th of the 16 contenders, while JGR men Denny Hamlin and Matt Kenseth have done the winning. Their team-mate Kyle Busch is only 13th, though, while at Hendrick fan favourites Dale Earnhardt Jr and Jeff Gordon's Chase spots are also in jeopardy.

Motorsport TV's super-HD future

JUST A FEW YEARS AGO, HIGH definition was the buzzword of the TV industry. Now 'super HD' or '4K' boasts images four times higher quality, with a greater and smoother colour range and a wider image than ever before.

Those who viewed the first 4K UK motorsport event with BT Sport's extra Silverstone MotoGP coverage would have seen those advances. BT Sport is the first major UK player to enter the 4K world, recently launching the £15 a month Ultra HD channel, and at Silverstone it demonstrated the technology on a separate feed.

"Our strategy was to be the first 4K channel in Europe," says BT Sport chief operating officer Jamie Hindhaugh. "It's a natural progression from HD and smart TVs are selling like hot cakes. The picture quality is amazing, particularly in moments like slow-mo. Motorsport looks fantastic in this technology."

But it's not as simple as piping the existing footage to a 4K television. The Silverstone broadcast required a totally separate feed, with additional cameras and Toby Moody doing a bespoke commentary. "For the usual filming there's one camera at each corner, but for Silverstone there were two as for 4K the camera needs to film more and in greater detail," explains Moody, who did several dummy runs through practice at Silverstone before the new tech went

live on race day. "It's a huge technical step up. There are different cameras, cables, trucks, separate televisions. It's completely different. It's like a CD compared with a cassette tape. It is HD over SD, USB chip over a CD. It's a completely different set-up."

It's early days for 4K in the UK, since its commercial standard was approved only last year. The first sports broadcast was the Arsenal v Chelsea Community Shield last August. There's been a slow uptake in homes, but that is likely to change as the technology becomes more affordable. 4K televisions can now be had for less than £500.

Motorsport's first 4K experiment came before BT's, when Tata Communications,

official connectivity provider of Formula 1,

produced a trial for Formula One Management at Biggin Hill. Tata selected Singapore to showcase how the difficulties of broadcasting from a street venue at night could be overcome.

"We chose the 2014 Singapore Grand Prix because the challenge of an absolutely temporary venue is difficult," explains Mehul Kapadia, Tata's product marketing vice president. "We wanted to know if after days of set-up we could make it work. It was a perspective that was needed with new technology, and we wanted proof that the concept of 4K could be provided with the speed and input that's required."

Those at Biggin Hill were impressed, but Kapadia believes that several factors are needed before 4K becomes the norm.

"For the technology to take off fully and broadcasters to invest, we need to get that balance between the ecosystems," he says. "Trials are happening because everyone wants to be prepared but it will take time. There's a large penetration of consumer devices yet to happen."

Hindhaugh has a similar view, adding that BT is eager for further 4K opportunities, but often relies on championships' own feeds. This is fine for sports based in a fixed location, but setting up for travelling events such as rallies will be a greater challenge.

Tom Errington

"It's a huge step up, like CD compared with a cassette"

Tata says its Formula 1 4K kit is ready to go



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ONLINE

Top stories on AUTOSPORT.com in the past week

DENNIS UNHAPPY WITH OUTSPOKEN ALONSO

Fernando Alonso's radio rants about Honda's "GP2" standard engine and McLaren's "embarrassing" pace didn't go down well with McLaren chief Ron Dennis at the Japanese Grand Prix.

MERCEDES TO QUERY LACK OF TV COVERAGE

Niki Lauda promises to quiz Bernie Ecclestone over why Mercedes' dominant cars got so little television airtime during the Suzuka F1 race, amid suggestions of a rift with FOM.

GROSJEAN SIGNS HAAS F1 DEAL FOR 2016

Romain Grosjean opts against waiting for Renault's prolonged Lotus takeover talks to pay off and jumps ship for F1's Ferrari-affiliated US newcomer.

LOTUS HOLDS UP MANOR-MERCEDES

Mercedes is poised to give Manor engines for the 2016 season, but Lotus/Renault uncertainty has delayed the agreement being finalised.

McLAREN ADMITS IT MISHANDLED BUTTON

As the 'will he, won't he?' sage of Jenson Button's potential F1 retirement rolls on, Ron Dennis suggests McLaren has made the Brit feel unwanted inadvertently.



HOW TO MAKE AN F1 CAR FAST IN THE WET

Ben Anderson got leading F1 tech personnel's insight on wet performance after rain hit Suzuka.

the week



PETIT LE MANS - LIVE
Motors TV
Saturday 1600-0305

America's third-greatest sportscar race no longer hosts the LMP1 grandeeds, but it's still a 10-hour spectacular. And all four United Sportscar titles are up for grabs.

Michael Valiante and Richard Westbrook have the Action Express and Ganassi crews on their tails in Prototype, and there are five GTLM championship contenders across the BMW, Porsche Corvette and Ferrari line-ups. PC and GTD are wide open too. Motors is following the whole thing live, bar a half-hour pause for some WRC.



CLASSIC F1 - MEXICO 86
Sky Sports F1
Sunday 1600-1635

As Formula 1 prepares to return the Autodromo Hermanos Rodriguez, the Sky Sports F1 retro fruit machine has selected the 1986 edition. The season was heading toward a great climax with Nigel Mansell, Alain Prost and Nelson Piquet all in contention at this point.

But they were all overshadowed in Mexico, where an ill Gerhard Berger sensationally won for the first time, after nursing his Benetton's Pirelli tyres (yes, tyre management was a factor in the 1980s too).



BSS MISANO - LIVE
BT Sport ESPN
Sunday 1230-1430

Robin Frijns and Laurens Vanthoor could wrap up the overall Blancpain GT and Sprint titles in their WRT Audi this weekend, in what will be the first SRO GT race at the Misano track named in late MotoGP hero Marco Simoncelli's honour.

Bentley duo Maxi Buhk and Vincent Abril are hoping to keep the BSS race at least alive until the following week's Zandvoort finale. Watch out for the Lamborghini Huracan's Sprint debut too. BT Sport has the main race live, but sadly not the Saturday night heat, which ought to be quite a spectacle after dark.



WORLD RX ISTANBUL
Eurosport 2
Sunday 1800-1900

It's hard not to love rallycross, with the cars' immense power and acceleration, fraught racing and the mix of asphalt and dirt. And for the second event in a row, World RX is at a 'Formula 1' venue, though unlike Barcelona last time out, Istanbul Park has now been abandoned by the grand-prix cars.

Champion Petter Solberg reasserted himself in Spain after a streak of success for the Hansen-run works Peugeot team. It's streamed live, then wrapped up in highlights on Eurosport soon after the finish.

HOT ON THE WEB THIS WEEK

YouTube FISI EATS KIMI'S DUST IN CLASSIC JAPANESE GP CLIMAX



SEARCH FOR: Raikkonen's Last-Gasp Suzuka Overtake | Japanese Grand Prix 2005
 F1's YouTube channel treats us to the scintillating last lap of the 2005 Japanese GP, when Renault's Giancarlo Fisichella looked to have the race in the bag until a flying Kimi Raikkonen, whose McLaren had started 17th, mugged him at the final moment.

AUTOSPORT TWEETERS

-  **Edd Straw**
@eddstrawF1
-  **Glenn Freeman**
@glenn_autosport
-  **Marcus Simmons**
@MarcusSimmons54
-  **Ian Parkes**
@ianparkesf1
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INTRODUCING

Stephane Lefebvre



ALL PICS: MCKLEIN

Rising star is determined to continue French drivers' domination of the WRC

When Stephane Lefebvre turned teenager, he knew where his future lay. While the impressionable northern French youth should have been focusing his attentions on double maths, all he could think about was following in the footsteps of a countryman with the same initials: SL. Sebastien Loeb.

Years down the line, Loeb has stepped in to help Lefebvre – something the now 23-year-old has to pinch himself to believe is happening.

“Sebastien has helped me with Red Bull [sponsorship],” he says. “It’s incredible to have this help from my hero.”

Before Loeb came along, Lefebvre’s hero was his own father, a successful national-level driver. As soon as Stephane was 18, though, it was time to take to the lanes.

Starting out in a Renault Twingo in 2010, Lefebvre’s first season was a tough one littered with non-finishes. Undeterred, he moved into Peugeot’s one-make series in France – where he was joined in the car by childhood pal and fellow rally addict Thomas Dubois, who began co-driving for him.

Winning the junior category of the Peugeot series in 2012 landed him a Peugeot Rally Academy seat and a selected programme of European Rally Championship rounds. That 2013 season put the springboard in place and, in 2014, he hit the board hard and took off with Junior WRC and ERC Junior category title wins.

Lefebvre was last year's Junior WRC champion



At the end of last season, Lefebvre was the young driver everybody was talking about. “Winning the Junior world championship was the pinnacle of my career so far,” he says. “It was incredible for me.”

Junior WRC wins on three of the first four rounds (Portugal, Poland and Germany) set up a fabulous title charge on his home round in Alsace. He didn’t waste that opportunity and clinched the crown.

“Celebrating the championship on my home rally in Strasbourg was very special for me,” he says.

With the Junior WRC title won, Lefebvre stepped up to a Citroen DS 3 R5 for Catalunya and Wales, but found the learning curve steepened significantly.

“When I moved to four-wheel drive,” he says, “it was definitely more difficult for me. I was fine with two-wheel drive; I could be quick on the asphalt and on the gravel. It wasn’t easy to make the next level.”

Ultra-experienced co-driver Stephane Prevot stepped into the R5 in Wales and would stay with Lefebvre. The Belgian’s calming influence has worked a treat. Lefebvre’s 2015 WRC2 season started well, with a Monte Carlo Rally win, but from there on it went downhill with mechanical problems and accidents keeping them away from the podium.

But then came Germany and the first of two planned outings in a DS 3 WRC. Lefebvre stepped up to the plate well in Trier, driving sensibly to bring the car home in tenth place and bag his first WRC point.

A surprise call-up in Australia (for the injured Mads Ostberg) is where he really hit the headlines. Suspension damage sidelined him on day one and left him running first on the road through some of the season’s trickiest conditions. It was that New South Wales Saturday that really impressed the team; he didn’t put a foot wrong, despite no testing and never having driven a World Rally Car on gravel before.

France’s domination of the WRC drivers’ title now stretches for 12 years. If Lefebvre has anything to do with it, it’ll go on for longer still.

“It would be fantastic to follow Loeb and Ogier,” he says, “That is my aim: to follow them on the road to being world champion.”

This week he takes another step along that road, when he’s back behind the wheel of a DS 3 WRC in Corsica. *David Evans*

CV

Age 23
Hometown Noex-les-Mines

2015

WRC2 win in Monte Carlo
10th on debut in DS 3
WRC in Germany
Makes full Citroen Total Abu Dhabi team debut with 13th in Australia

2014

Wins Junior WRC and ERC Junior titles

2013

ERC junior programme with Peugeot Rally Academy

2012

Wins Peugeot Junior award, second in one-make series



2011

Finishes sixth in Peugeot one-make series

2010

Starts rallying in French regional events
Wins one Renault Twingo R2 Trophy round

NEXT WEEK

Rosberg in the spotlight Plus: WRC Italy; Blancpain Sprint Misano



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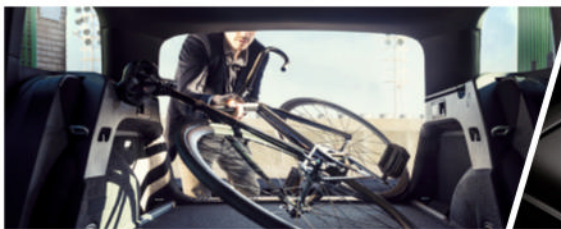
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