

TEAM ORDERS GIVE **WEBBER** WEC HAT-TRICK

AUTOSPORT

RUSSIAN GP

OCTOBER 15 2015

HAMILTON ON BRINK OF THIRD TITLE

As Rosberg throttle problems ruin his championship hopes

PLUS



STUNNING **SHEDDEN**
TAKES BTCC CROWN





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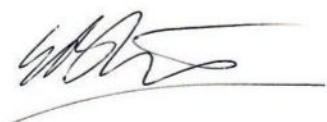
Tireless toil is the key to championship win

IT'S A LITTLE PREMATURE TO HAIL LEWIS HAMILTON AS the 2015 world champion and as a triple title winner. But not by much, as it is inconceivable that he will not be able to score the 34 points he requires over the final four races of the season. A stunning achievement, but one that has been very much expected since the start of the campaign.

Even more predictable is Mercedes sealing the constructors' championship. The title is one that leaves many cold, and for a good reason. Much of the appeal of F1 is the human drama, which is why drivers remain the object of focus for many. But it really is a team sport and what Mercedes has achieved by dominating grand prix racing for two seasons is worthy of enormous respect.

Yes, it has the money. That's a prerequisite. But it has also spent it well, with long-term strategic decisions made in the past leading to its current dominant position. That sounds easy to achieve, but the once all-conquering Red Bull team is a reminder that empires always fall. Mercedes will not dominate F1 forever.

So congratulations to those who have worked tirelessly at Brackley, Brixworth and Stuttgart. Enjoy your deserved success.



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COVER STORY



“The battle for the final podium position lit up the Russian Grand Prix”

Race report, p10

FIND US ON

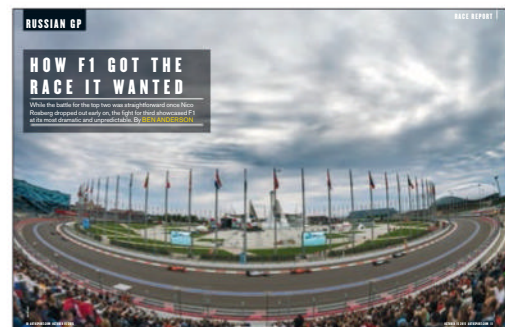


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This week in F1

RED BULL BACK IN TALKS WITH RENAULT

Red Bull is in talks with current engine supplier Renault as it battles to secure a power unit for 2016.

It marks a turnaround after Red Bull last month asked to end its association with the French firm, dating back to 2007, at the end of the season.

Renault, currently in talks to buy Lotus and create a works team, had also said previously it was no longer willing to supply engines.

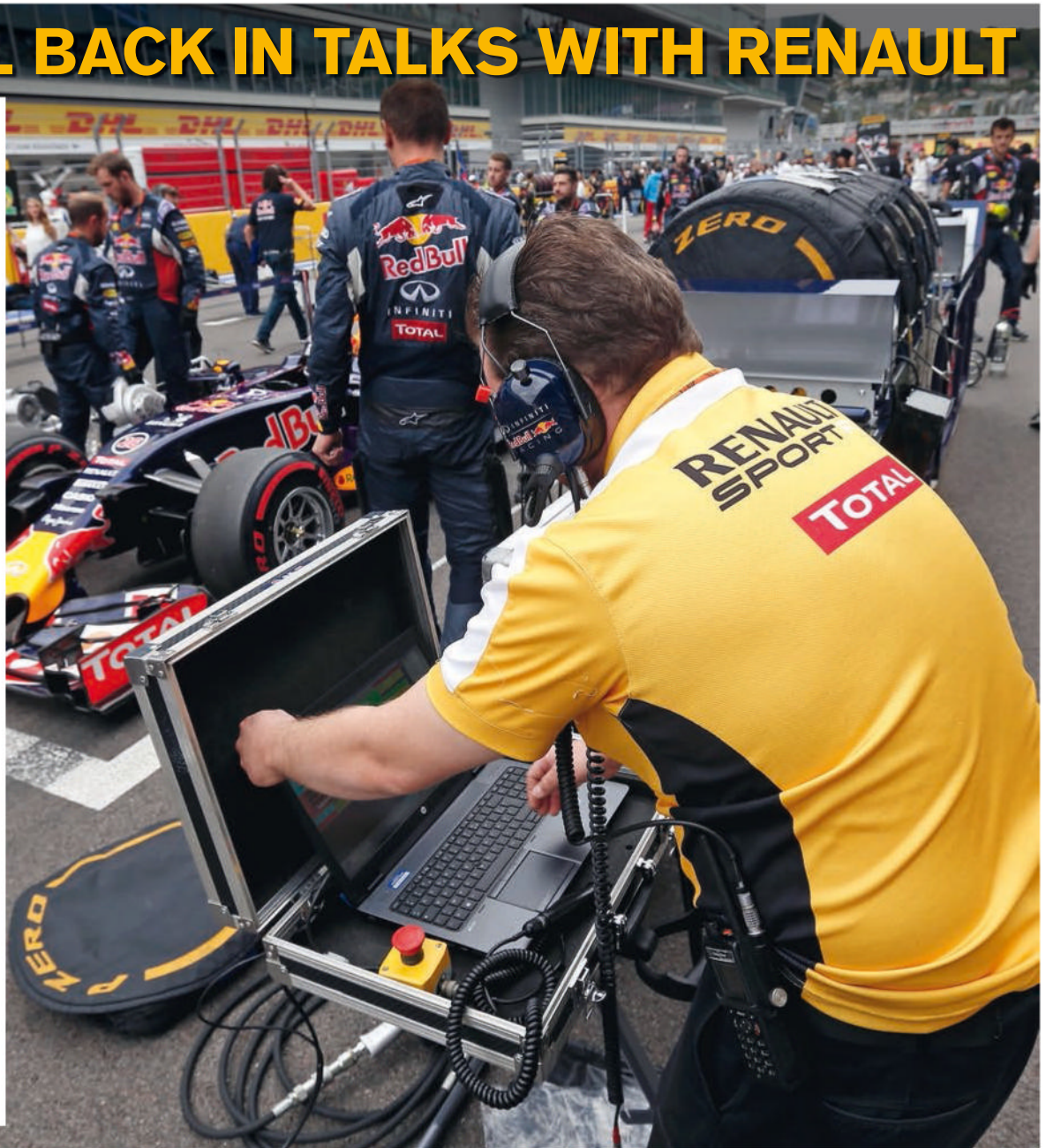
Senior Red Bull figures have made repeated threats to quit Formula 1 if the team cannot find competitive engines for its two teams.

Mercedes has made clear that it will not offer a supply, while talks with Ferrari have yet to come to fruition.

With time running out to find a power supply for 2016 because of the impact it will have on the build of next year's car, the door is open for Red Bull to continue with Renault, according to AUTOSPORT sources.

Renault Sport managing director Cyril Abiteboul said: "The bottom line is we will do what's good for Renault."

"But frankly when you see the way we have been treated, it's going to be a very difficult sell to my board and to my executive management to do something else to what is currently planned."



4



ECCLESTONE'S F1 SALE HINT

Bernie Ecclestone claims Formula 1 could be sold before the end of this year. "There has been a lot of interest, and I would say there are three parties at the moment," he said at the Camp Beckenbauer Global summit. "I'd be surprised if one of them doesn't buy very shortly."

Small teams had 'no choice' but to sign current F1 agreements

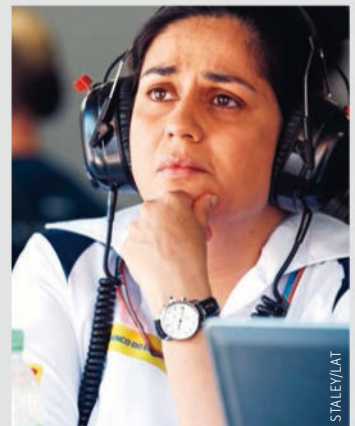
Sauber chief Monisha Kaltenborn says her team effectively had no choice but to sign its current agreement with Bernie Ecclestone that it is so unhappy with.

The terms of each team's agreement with F1's commercial rights holder vary, with Ferrari, Red Bull, Mercedes, McLaren and Williams receiving premium payments on top of prize money from the constructors' championship.

Sauber and Force India have lodged a complaint to the European Union Competitions Commission regarding F1's governance and payment structure.

"Even if you sign something, it doesn't make it fair and it doesn't make it right," said Kaltenborn (right).

"This is why we hope the Commission will look at it, why these unfair terms in our deal were put into place."



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I'm not afraid, I know I have a contract for some more years



Max Verstappen is confident of his future in F1 despite Red Bull's threat to pull out



British Grand Prix safe until 2026

Silverstone managing director Patrick Allen says the circuit's contract to host the British GP to 2026 will be honoured.

It recently emerged that the track could activate a break clause in its deal that would allow it to pull out of hosting the race after next year.

"We will be able to see out the contract," said Allen.

"We can do it because not only do we put on a good show, but we also made a significant improvement on profit from this year's grand prix than we have done in the past. All of that helps."

BIG NUMBER

250

Fernando Alonso celebrated 250 grand prix weekends in Russia, but it marked only his 248th start as he did not line up for the 2001 Belgian and 2005 US grands prix.



PIRELLI GETS NEW THREE-YEAR DEAL

Pirelli will continue to supply tyres to Formula 1 for another three years from 2017 after winning a head-to-head competition with Michelin.

The Italian company has confirmed that a commercial deal has been signed with F1 chief Bernie Ecclestone, and now simply needs to be finalised via the usual FIA processes.



Toro Rosso close to 2015 Ferrari deal

Toro Rosso is closing on a deal with Ferrari to use 2015-spec engines next year, AUTOSPORT understands.

The team would like the latest-spec unit but the 2015 version is more likely and this would be accepted to get a deal over the line.

The technical regulations say that each manufacturer may only supply one spec of a homologated power unit in any calendar year.

But a proposal to allow the use of older-spec engines will be on the agenda at the next F1 Commission meeting, in the coming weeks. If approved, it will require ratification at December's World Motor Sport Council meeting.



Button hopes third cars are not needed

McLaren's Jenson Button hopes F1 does not have to resort to the introduction of third cars to ensure the championship has a full grid.

Should Red Bull magnate Dietrich Mateschitz follow through on his threat of pulling his two teams out of the championship and with Haas joining the fray, the field would drop to 18 in 2016.

Button said: "If they have to introduce them, they have to introduce them. All the top teams who are able will put a third car forward, but at the moment we hope that isn't the case."

Boullier denies there are cracks in McLaren-Honda F1 partnership

McLaren racing director Eric Boullier has denied there are cracks in its alliance with engine supplier Honda.

Talk of a disintegrating relationship between the two companies has emerged in light of Honda's struggles with the 1.6-litre V6 hybrid system on its return to F1.

But Boullier said: "As for things deteriorating, that is simply not true, to be honest. At every level of the McLaren-Honda organisation, in engineering, technically, there is an absolute, one-team cohesion."

McLAREN-HONDA IN 2015





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Ian Parkes

From the paddock

This season has seen Manor rise from the ashes of the Marussia team, and there are now signs that it will grow stronger in 2016

Exactly a year ago, the team formerly known as Marussia was in turmoil and potentially on the verge of Formula 1 oblivion.

Its survival is a fairytale story, and underlines the old adage that where there is will, there is a way. Twelve months on and the team we now know as Manor is in rude health, with its future arguably brighter than at any stage since it first entered F1 as Virgin in 2010.

Heading into last year's inaugural Russian Grand Prix, the team was at rock bottom and still reeling from the seismic shock of Jules Bianchi's horrific accident in the race in Japan on October 5.

Forty-eight hours later, and unbeknown to many, the team served notice at the High Court in London of its intent to enter into administration. For the very few in the know within Marussia, it ensured the race around the Sochi Autodrom was a sombre affair in more ways than one.

When the chequered flag fell on that race, it also signalled the end of Marussia as, 13 days later, on October 27, it was announced that the team would not be competing in the forthcoming United States Grand Prix for financial reasons.

A further 48 hours on and confirmation emerged of the appointment of administrators, with the team in debt to the tune of £60 million.

The fact the team completed a phoenix-like rise from the ashes is testament, in part, to Bianchi's points-scoring

longer be simply making up the numbers next season.

The key piece in the puzzle has been the signing of a multi-year contract with Mercedes that will give the use of the strongest power unit package in F1 from next year.

With Williams supplying transmission and other vital components, and with a new-for-2016 chassis, there is now a very real prospect that Manor will be in the midfield pack, pushing for points on occasion.

Fitzpatrick aside, credit, too, must go to sporting director Graeme Lowdon and team principal John Booth, for it was their tenacity and fortitude over the grim winter months, when at times all seemed lost, that ensured Manor stayed alive.

Many would have thrown in the towel, but Lowdon and Booth persevered, with the duo burning the midnight oil in what often must have felt at the time like a forlorn attempt to keep the team in F1.

"It was difficult to see what the future was going to hold on so many fronts," says Lowdon.

"Twelve months ago we were obviously still reeling from the aftermath of Jules' accident, and in the background we were struggling financially.

"We were having board meetings every day and taking advice from specialist practitioners to ensure we made the right decisions.

"Quite often, when companies go into administration they don't come back out of it, so we knew it could spell the end of the team. But there is a passion in this team

"Twelve months on and Manor is in rude health, its future brighter than at any stage since 2010"

finish in the Monaco Grand Prix last May. It helped guarantee Marussia a top-10 place in the constructors' standings for a second consecutive season, and with it a £30 million windfall from the prize pot.

The money was enough of a lure to tempt Irish businessman Stephen Fitzpatrick, founder of energy company Ovo, to stage a salvage operation that resulted in a renamed Manor emerging from administration on February 19.

In essence, all Fitzpatrick has helped fund this year has been a lonely back-of-the-grid scrap between the team's two drivers in Will Stevens and Roberto Merhi, with the latter's seat occupied for five of the final seven races by Alexander Rossi. While Manor has toiled in running a car with an outdated chassis and year-old Ferrari engines, behind the scenes the fruits of various other labours are now beginning to spring forth.

Over the past few weeks, there has been a transformation inside Manor that suggests it will no

and there was no way we were going to let it die.

"Mercifully, we tied up a deal a couple of days before the final auction [of parts and components] because if that had happened there would have been no way we could have come back. We were that close to going under.

"So when I look back to 12 months ago, and compare it to where we are now, the difference is just unbelievable – it's night and day."

And then, with remarkable poignancy, and with reference to Bianchi's death in July, Lowdon added: "But that said, there is one guy missing. It doesn't matter what we do, nothing is ever going to replace him."

Naturally, the loss of Bianchi continues to be deeply felt by everyone in the team.

But Manor, as Lowdon often remarks, are "real racers" and an example of what can be achieved when all hope may appear lost, as was evident in its case a year ago.

We may have seen Manor's resurrection at the start of this year, but surely its true rebirth looms in 2016. ❧

This week in motorsport



HONG KONG GETS FORMULA E DATE

Hong Kong will join the Formula E calendar for the third season of the all-electric series.

The city was supposed to be part of the championship's inaugural season before being dropped, and

will finally host its first Formula E event on October 9 2016. The planned 1.2-mile circuit will run between Lung Wo Road and the Star Ferry, and is expected to be one of the fastest on the calendar, with top speeds of 140mph.

LMP1 squads test new blood

Briton Sam Bird and New Zealanders Richie Stanaway and Mitch Evans will each drive for one of the LMP1 manufacturers at the World Endurance Championship's official rookie test in Bahrain this November.

G-Drive LMP2 driver Bird (right, above) will test with Toyota; Aston Martin Racing regular Stanaway (left of pic below right, with Evans), who also races in GP2, will try out for Audi; fellow GP2 race winner Evans, who finished second in class with the Jota P2 team at this year's Le Mans 24 Hours, will drive the Porsche.

Each will get a minimum of 30 laps with his chosen manufacturer the day after the WEC finale in Bahrain on November 21.



LOEB CROSS-COUNTRY RUN

Sebastian Loeb is confident he showed pace despite a troubled cross-country debut on Rally Morocco last week in a Peugeot 2008 DKR15+.

Loeb finished 13th, having retired from the opening day with a turbo problem and rolled a couple of days later. "This was our first cross-country rally and the result is pretty positive," he said. "We showed we can be competitive on smoother ground where the emphasis is on the driving."

The nine-time World Rally champion will now continue his test programme in preparation for his Dakar Rally debut next January.



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PREMA MOVES INTO GP2

Top Formula 3 squad Prema Powerteam will enter the GP2 Series in 2016.

The Italian team, which has carried each of the past five European F3 champions to title glory, has taken over

the entry of Lazarus (car of Zoel Amberg pictured), which bows out after four years in the series.

Prema will continue in European F3 as well as Italian and German F4.

Marc VDS quits racing

The Belgian Marc VDS Racing, winner of this year's Spa 24 Hours with BMW, will close at the end of this season.

Marc VDS will cease operations of its car-racing division after this weekend's final round of the European Le Mans Series at Estoril, although its bike squad that races in MotoGP and Moto2 will continue. The decision has been made by team owner Marc van der Straten because, according to a statement, "his passion for car racing has now gone".

Andy Priaulx, Henry Hassid and Jesse Krohn have an outside chance of the ELMS GTE title for Marc VDS.

In brief

DOME'S LMP3 GIG

Japanese constructor Dome will become the fifth and final marque to build cars for the new LMP3 prototype category. Dome's P3 contender, likely to be called the S104, is scheduled to start testing at the end of next year.

MENU FOR TCR SUBARU

Alain Menu continues his tin-top return by joining the Top Run team to race a Subaru in the final two TCR International round at Buriram, plus the Macau event. WTCC driver Hugo Valente also joins the field at Buriram, in a Campos Racing Opel. Meanwhile, the Romeo Ferraris team has entered a new-to-TCR Alfa Romeo Giulietta for Macau.

NEWY JR GETS F3 RUN

BRDC Formula 4 runner-up Harrison Newey, son of Red Bull technical chief Adrian, got his first F3 test last week with Van Amersfoort Racing at Oschersleben. A couple of days later F4 champ Will Palmer tested with Carlin at Snetterton, and then Rockingham, after dropping plans for a single-day test with Motopark.

HITECH FOR FINALE

Hitech Grand Prix rejoins the Euro F3 grid with Alexander Sims at Hockenheim this weekend as it gears up for a full-season entry in 2015. Sims gave the team its bow last month at the Algarve Circuit.

DA COSTA RETURNS

Formula E race winner Antonio Felix da Costa will return to the series for 2015-16. The BMW DTM driver rejoins Team Aguri, the team with which he won in Argentina this year.

Panis sets up Le Mans team

Former grand prix driver Olivier Panis is launching an LMP2 team for next season with international goalkeeper-turned-racer Fabien Barthez.

Panis (below) and Barthez will link up with Formula Renault 3.5 squad Tech 1 Racing to enter the European Le Mans Series and will also file an entry for the Le Mans 24 Hours.

Barthez, who shares a Ferrari with Panis in French GT, will drive the car, the identity of which has yet to be announced, together with two up-and-coming drivers from single-seaters.



Volvo commits to WTCC attack

Volvo is to make its first full-time entry to the World Touring Car Championship next season. Works team Polestar Cyan Racing will field a pair of Volvo S60 Polestar TC1 racers after a test programme this winter

Tin-top festival for Donington

Plans are being drawn up for a special non-championship festival-style touring car event that will take place next summer at Donington Park.

Rob Austin Racing team manager Richard Austin is behind the plan for a showdown one week after the British Grand Prix, on July 17.

Because the festival event will be outside the BTCC, races can be varied in length, the qualifying procedure can be different and guest drivers will be eligible.

Donington was the venue for one-off events fought out by BTCC teams during the 1990s, including the TOCA Shootout and the Tourist Trophy.

MACAU GT ENTRY RELEASED

Five former race winners at Macau head the entry for the inaugural FIA GT World Cup on the Chinese street circuit in November.

Edoardo Mortara (Audi), 2014 GT winner Maro Engel (Mercedes, pictured), Andre Couto (McLaren) and Darryl O'Young (Aston Martin) each represent one of the five manufacturers bidding for honours in the World Cup for GT3 machinery at Macau November 19-22. They will be joined on the 24-car entry by Keita Sawa (Bentley), who will be racing one of 10 cars not registered for World Cup points.

The other manufacturer entry is Porsche, whose line-up is headed by Le Mans 24 Hours winner Earl Bamber.

Other leading entries include Laurens Vanthoor in an Audi and Richard Lyons in an Aston.



The chance to race for two motorsport legends like Dick Johnson and Roger Penske is special. I'm looking forward to helping the team grow and race at the front

V8 Supercars ace Fabien Coulthard has switched camps for 2016 as he joins Scott Pye in an expanded two-car line-up of DJR Team Penske Fords

HOW F1 GOT THE RACE IT WANTED

While the battle for the top two was straightforward once Nico Rosberg dropped out early on, the fight for third showcased F1 at its most dramatic and unpredictable. By **BEN ANDERSON**







Rosberg held off his rivals on lap one

THE RACE

Formula 1 can be so good sometimes, and often in the places you least expect. For years the Hungarian Grand Prix was usually a race to forget, but the last two have arguably been the best Hungaroring contests we've ever witnessed. Last year's inaugural Russian GP was dull, especially once Nico Rosberg flat-spotted his tyres trying to pass Lewis Hamilton after the start, but in 2015 we witnessed the sort of race F1 could do with producing more often.

Not at the very front of course. The stuck throttle on Rosberg's Mercedes, which technical chief Paddy Lowe put down to a failure of the pedal's damping system, put paid to any hopes of a full-blooded fight for victory, while Sebastian Vettel took more than half the race to get clear into second after a slow start, by which time Hamilton was out of reach and controlling the pace.

However, behind these two – now tied together on 42 grand prix wins thanks to Hamilton's ninth victory of the season – the battle for the final podium position lit up the race on the south-eastern coast of Russia.

The Sochi circuit is still new, and relatively unused compared with others on the calendar. There is a suspicion that bitumen is still working its way out of the asphalt, which – combined with the relative shortage of long corners here – makes it more difficult than usual for the cars to generate workable tyre temperature.

That means that the usual fear of excessive overheating of the Pirelli rubber isn't so prevalent, and degradation is minimal, which in turn



Friday rain restricted running and set scene for dramatic race

reduces the normal need for careful management of the rear tyres during the race.

Having said that, the rubber still wears out over a stint, and it was this wear that would ultimately prove crucial in settling the outcome of a particularly fraught podium fight.

There were three contenders in this contest, who all enjoyed/endured very different races, but all three converged to set up a thrilling conclusion to the race.

THE FAVOURITE: Valtteri Bottas

Bottas was the man who should have been king. He was a standout performer at this race last year, qualifying his Williams third and chasing gamely after Hamilton through the first stint once Rosberg was out of the way.

He ultimately finished third in that grand prix, and must have fancied his chances of repeating his podium result in this one, after outqualifying both Ferraris for the second race in a row.

His race didn't start so well, as Kimi Raikkonen's Ferrari made a superior getaway from the third row of the grid and stole through into third at Turn 2.

"Safety cars often spice up a race, especially if they create conditions where slower cars are ahead of faster ones"

Bottas perhaps made a small error by opening the door into the braking zone, but he was also delayed slightly by Hamilton's Mercedes checking its speed in front in an attempt to get a run on Rosberg, which allowed Raikkonen to sneak through.

It didn't take long for Williams's own flying Finn to correct the situation. Williams suspects the ERS deployment of the Mercedes engine (even the customer one) is still slightly superior to that of the Ferrari, and Bottas was able to sweep back past Raikkonen round the outside into Turn 2 immediately after the restart following the first safety car (called into action after Nico Hulkenberg's spinning Force India collected the unfortunate Marcus Ericsson's Sauber on the first lap).

Bottas rose to second when Rosberg retired, then initially closed the gap to Hamilton, before Mercedes instructed the world championship leader that he was doing "too good a job" saving fuel. At that point Hamilton put his foot down and effortlessly pulled away.

A second restart on lap 17 of 53, following a safety-car period to clear debris and repair barriers following Romain Grosjean's huge crash at Turn 3, allowed Vettel to jump his Ferrari team-mate Raikkonen. They went side by side into Turn 2, neither prepared to yield, but Raikkonen had to concede the place into Turn 4 having run wide onto the Turn 2 run-off to keep ahead.

Bottas held a 3.320-second advantage over Vettel at the end of lap 18, but by lap 25 that was down to 0.802s. Next time around Bottas dived for the pits, but Williams was slow removing his left-rear wheel.

He rejoined in traffic, which helped Vettel jump him when the four-time world champion made his own stop four laps later.

The chance to finish second was thus lost, but the chase for that final podium spot was still very much on. Except for one thing (well, maybe two).

THE GAMBLERS: Sergio Perez and Daniel Ricciardo

Safety cars can often help spice up a race, especially if they cause teams a strategic headache and create the conditions whereby slightly slower cars can run ahead of faster ones.

The timing of Grosjean's crash, and the safety-car period that followed, opened up a pitstop window that most of the teams refused to jump through. A real dearth of running in practice (thanks to diesel spills, heavy rain and a big crash for Carlos Sainz Jr) meant that no one had a clear idea how long the tyres could last at Sochi. ▶



► The teams knew degradation would be low, of course, but could anyone make a set of the harder tyres last for 41 laps without them wearing out? We were about to find out, because Force India's Sergio Perez (running fifth) and Red Bull's Daniel Ricciardo (seventh) dived for the pits and "rolled the dice"; as Red Bull boss Christian Horner put it.

"We were one of the few cars to box and I thought, 'Well...'" said Perez. "The restart, going behind Felipe [Massa] and [Felipe] Nasr, I was just stuck there and couldn't get them, so I decided to save my tyres."

Once the majority of the field made their solitary pitstops under normal racing conditions (Sauber's Nasr was the last to stop, on lap 34), Perez found himself running third. Vettel had breezed past for second on lap 32, using the Ferrari's DRS to gain a run and then slipping down the inside of the Force India at Turn 13.

Even so, an unlikely podium finish still looked a distinct possibility for Perez, if he could keep his front tyres from wearing out completely. The crucial tyre was the front right, which was under massive stress as rubber tore itself from the tread through the long, fast left-hander at Turn 3.

Ricciardo was close behind in fourth for a time, inadvertently helping to protect Perez from the charging Williams of Bottas, until Bottas used his DRS to finally sweep by the Red Bull into Turn 2 with eight laps to run. Three laps later, Raikkonen's Ferrari went around the outside of the Red Bull at the same corner.

Ricciardo was therefore out of the podium fight, even before he retired with a mechanical problem. "The left-rear was moving under braking and I thought my brake disc was broken," rued the Aussie. "We don't know if it was suspension-related, but I had oversteer and was spinning the wheels."

With Ricciardo out of contention there were now three drivers left in the battle to be third, and one in particular was homing in faster than the others.

THE VILLAIN: Kimi Raikkonen

After his superb opening lap, Raikkonen clearly felt as though this race was slipping away from him after getting jumped at each of those restarts.

"On both restarts I just didn't have the speed on the straight," he explained. "Maybe it was the tow. He [Vettel] got past me, fair enough."

The 2007 world champion composed himself and got on with the job of salvaging his situation. He came close to repassing Bottas after making his sole pitstop on lap 31, but Bottas had just enough margin in hand to remain ahead as the Ferrari rejoined.

Raikkonen nearly rammed into the back of the Williams at Turn 3 on his out-lap, but avoided the collision and then tracked Bottas closely. He almost made it past the Williams on lap 36, when Ricciardo's defensive driving at Turn 2 forced Bottas to back off through Turn 3. Raikkonen dived inside Bottas at Turn 4 but ran wide on the exit, then tried again at Turn 5, but failed to make it stick.

The Ferrari remained within a second of the Williams until lap 43, at which point Bottas pumped in a couple of fast laps and then successfully

Bottas: "It wasn't a racing incident. I should be on the podium but instead I'm sitting here with zero points"



attacked Ricciardo's Red Bull to buy himself some breathing space.

Raikkonen botched his own first attempt at passing Ricciardo, running too deep on the outside line into Turn 2 and taking to the run-off area, which forced him to concede the position.

Having finally made the move stick on lap 48, Raikkonen unleashed the pace of his Ferrari and set the fastest lap of the race. It had been a messy race for the Finn, but a podium was still on the cards. He was the outside bet, but had the fastest car.

THE THRILLING CONCLUSION

Five laps to go, three cars separated by just 4.210s, with the slowest car at the head of that train. With two laps remaining that spread was down to 1.196s, and Bottas was within 0.679s of the Force India.

Williams told its man to "go to mode one" approaching the end of the lap, handing Bottas some extra engine power to attack Perez. But Bottas made a mistake exiting the final corner, and the need to correct oversteer allowed Perez off the hook.



Bottas got another run on his rival using DRS along the back straight and dived inside the Force India at Turn 13. Raikkonen saw his moment to attack too and swept around the outside of Perez through the left of 14.

With one lap to go Perez's podium dream looked over, his tyre-management masterclass undone.



Raikkonen (r) and Vettel fought hard



Bottas was so close to taking a podium

QUALIFYING



We've become accustomed to watching Nico Rosberg get pounded into the dust by Lewis Hamilton in qualifying this season, but Rosberg's superior Saturday speed around the Sochi circuit ensured Hamilton must wait at least one more race before he can achieve the 50th pole position of his grand prix career.

Rosberg's performance in qualifying for the Russian Grand Prix was his most convincing of the year so far, coming at a time when he badly needed a big run of such results to aid his fading quest to deny Hamilton a third world title.

Mercedes was utterly dominant in qualifying here, just as it had been at Suzuka, bolstering the growing feeling that its strange tyre struggle in Singapore (where the same super-soft and soft compounds employed for Sochi were used) was a one-off.

Pleasingly for Rosberg, he was faster than Hamilton through every phase of this qualifying session: 0.018 seconds ahead on the first flying lap of Q1; 0.215s faster at the end of that segment; 0.172s clear after Q2 (as the Mercs dipped into the 1m37s for the first time); then 0.320s faster after the first flying laps in Q3, which proved the crucial ones in the end after Hamilton locked up under braking for Turn 13 on his second effort, so headed for the pits.

This was an imperious performance from Rosberg, more akin to the sort of display that made him last year's qualifying king, but he didn't claim to have made any particular breakthrough here.

"No, I haven't, unfortunately," he said, when asked whether his approach to qualifying had changed. "Today it just felt good. I got the balance right, I could push, great laps. Of course I'm very happy with the gap."

Hamilton didn't sound too bothered to have missed out, given he's been on pole more times than not this season, and reckoned the lack of running on Friday made finding the right set-up for Saturday a bit more difficult.

"Today we kind of had to guess going into qualifying and it didn't feel optimal," he explained. "But everyone is in a similar position. I think Nico was a bit more comfortable in his car today, and did a great job."

As did Valtteri Bottas, who again placed his Williams-Mercedes 'best of the rest' on the grid, this time edging out Sebastian Vettel's Ferrari by just 0.053s.

There was still a certain degree of disappointment in the Williams camp, given that its gap to pole here had pretty much doubled compared to last season.

But given that the customer engine specification is no longer the same as on the works cars, perhaps that's little surprise.



Rosberg nailed each part of qualifying



Hamilton was able to control his pace



Perez won back third on last lap



Hats off to the podium trio

"It was very difficult to hold them back," Perez explained. "At the stage my tyres were I couldn't brake very hard or very late, because I was at risk of flat-spotting them and retiring from the race."

Ultimately it wouldn't matter, as Raikkonen became the villain of the piece by lunging down the inside of Bottas at Turn 4 on the final lap and punting the Williams into the wall.

The move didn't really look on, but perhaps Raikkonen was encouraged by the fact that he'd raced his compatriot so closely without drama earlier on. "I don't think what I tried was something completely stupid," reckoned Raikkonen. "I would have made the corner, but usually when there's two cars there are many ways of looking at it."

"I went inside, and I think he never realised I was there. In the last point I knew he was turning in and I tried to go more to the inside. But I was next to him already, and obviously then there was contact. It's an unfortunate thing. You

never want to have accidents, but that's racing and these things happen."

Unsurprisingly, a furious Bottas saw things somewhat differently. "I don't think it was a racing incident," he said. "I didn't see anyone there and I was in front, and then suddenly someone hit me."

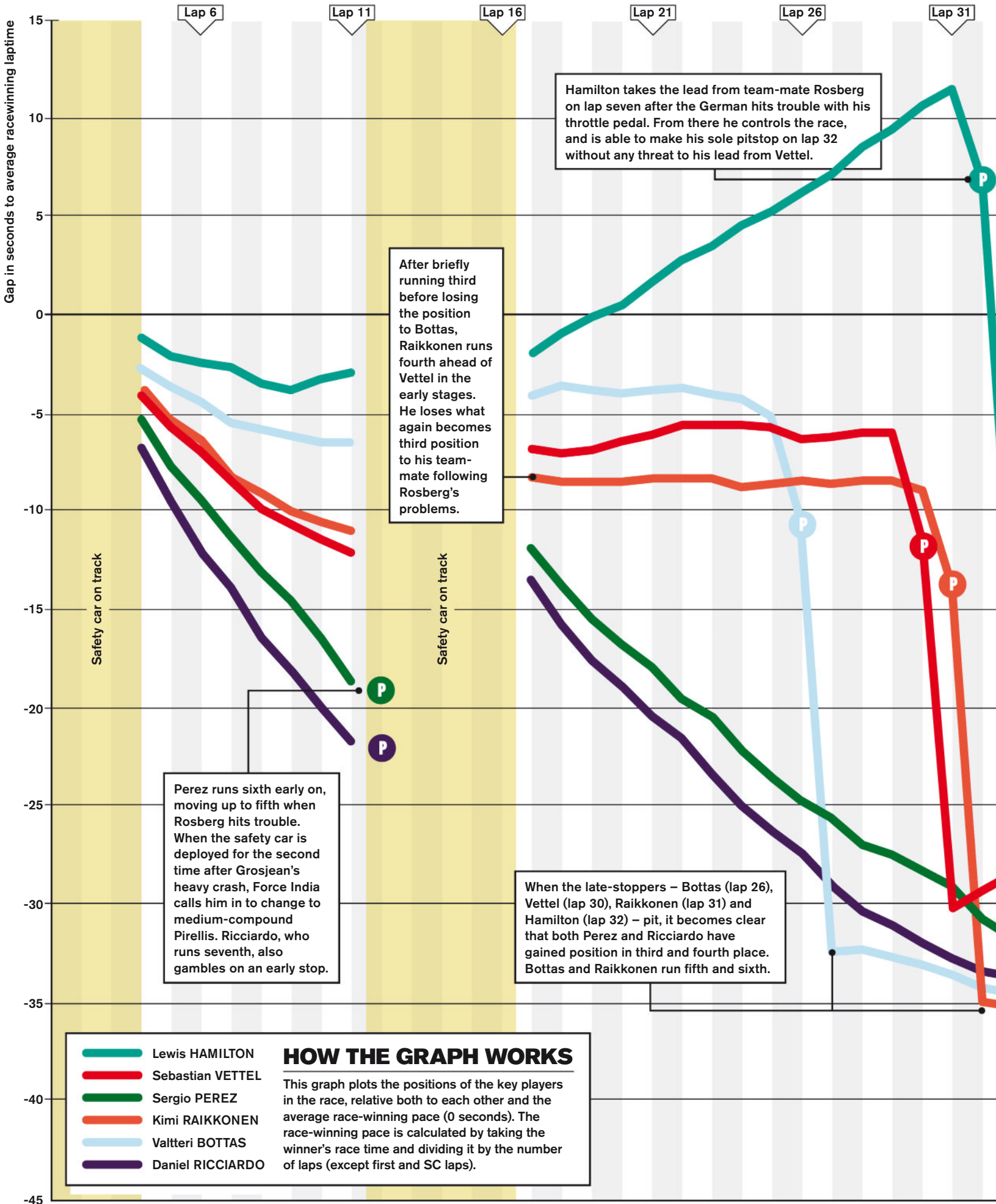
"I should be on the podium, but I'm here with zero points instead. That's just disappointing."

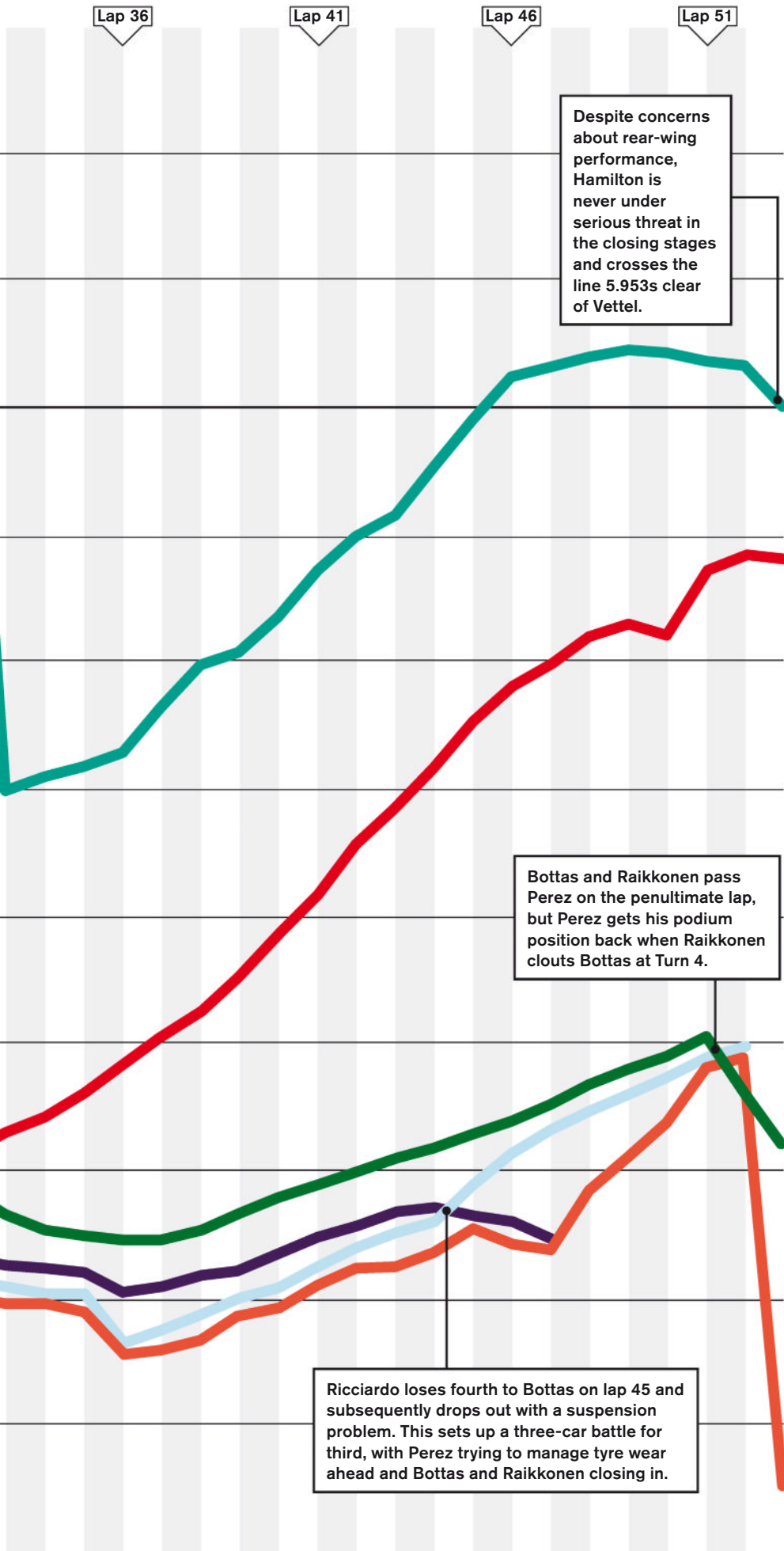
As the Ferrari limped to the finish in fifth place (which became eighth once the stewards applied a 30s penalty in lieu of a 10s stop-go for Raikkonen's part in the incident), Perez stole back through to claim that final podium spot and justify Force India's strategic gamble.

It was a breathless conclusion to a great battle, which featured close racing, overtaking, strategic variation and a healthy dose of controversy. Exactly the sort of race Formula 1 needed.

It's just a shame it was for third, not first. ❧

HOW THE RACE WAS WON

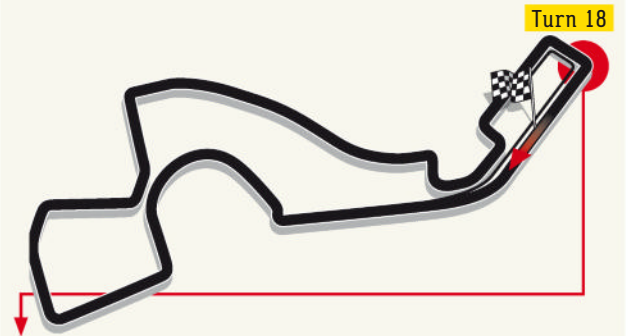




TRACKSIDE VIEW

BEN ANDERSON
GRAND PRIX EDITOR

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Friday was not a good day to be a Formula 1 fan, either at Sochi or watching practice on television. The diesel spillage that compromised the first session, combined with the heavy rain that ruined the second, rendered the first day of running at the Russian Grand Prix largely meaningless.

From my vantage point on the outside of Turn 18, the final 90-degree right-hander that returns the cars to the start-finish straight, I didn't get to see much of any note on the first day, so I headed back there on Saturday morning for the final practice session, which promised to be very busy as the teams and drivers made up for lost time.

The difficulty of being accurate through this section is clear, and nearly every driver of every car struggled to be consistent. Approaching wide and fast tended to lead to too much entry speed, putting the cars offline on exit. The more consistent method was to take a slightly more circumspect approach and turn in earlier, but that risked unsettling the rear as the car traversed the inside kerb.

Some were also too aggressive under braking, or on throttle, which required serious steering-wheel antics to avoid a spin (something Max Verstappen learned the hard way when he looped his Toro Rosso right in front of Sebastian Vettel).

"It looks slippery, but you can be aggressive here with the throttle"

According to McLaren's Jenson Button, who seems to go well at Sochi, the circuit encourages this aggression. "It's strange, because it looks slippery and sometimes it feels slippery, but you can be a lot more aggressive here with the car on throttle," he explained.

"It's very difficult to get the fronts in at the start of the lap and keep the rears good for the end. It's tough."

It certainly looked that way from where I was standing.



Sochi's final turn was hard to get right

STORIES OF THE RACE

Mercedes seals constructors' title

Mercedes clinched its second consecutive constructors' championship crown at the Russian Grand Prix, thanks to the post-race penalty that demoted Ferrari's Kimi Raikkonen to eighth.

Thanks to those six points that the decision cost Ferrari, this means the Scuderia now trails Mercedes by 172 points with 172 still available, meaning Mercedes cannot be caught before the end of the season. In the event of a points tie, the team is guaranteed to win the title on countback.

Russian GP winner Lewis Hamilton felt compelled to pay tribute to former team boss Ross Brawn for his part in building Mercedes into a title-winning force.

Sold a vision by Brawn and Mercedes non-executive chairman Niki Lauda, before deciding to leave McLaren at the end of 2012, Hamilton said: "When I spoke with Ross a few years ago, I never envisaged we would win back-to-back titles.

"I remember sitting with Ross and I got such a good feeling when he told me the plans. I need to make sure I message him because, while we are succeeding, Ross is still a part of it.

"I really didn't know we'd be as dominant this year

as we were last year. Naturally, when the rules are similar it should be the same, but after being at McLaren, and seeing how it went from one year to the next, it just shows anything can happen in the sport.

"I felt the guys would do a good job, I just didn't know it was going to be this good. They've done an even better job this year than they did last year, which is just phenomenal."

Team-mate Nico Rosberg admitted he felt little joy for the success, following the bitter circumstances of his retirement from the lead of the Russian GP, and the impact on his drivers' title hopes.

Asked by AUTOSPORT whether he felt any satisfaction in the team winning the title, he replied: "No, unfortunately not. I'll get it when I see we are celebrating with everybody [at the factories in Brackley and Brixworth], but it's been a strange day.

"I'm obviously well aware it's a massive team effort. Everybody is in it with their heart so much. It is still very special to win the constructors', and that's what everybody is working towards.

"It's awesome to be a part of that. I'm a world champion as well, so that's a small positive."



ETHERINGTON/LAT

MERCEDES STATS During its two title-winning seasons Mercedes has scored:



TEEL/LAT

Rosberg title hopes suffer fresh blow

Nico Rosberg insists that he is not yet giving up on the 2015 world championship, despite slipping to third in the standings following his retirement from the Russian Grand Prix.

Rosberg qualified on pole for the second race in a row and led the early laps, before his car incurred a throttle pedal damper failure that forced him into retirement.

With Lewis Hamilton winning, Rosberg now trails his Mercedes team-mate by 73 points with only 100 to play for. He has also fallen to third in the standings, seven points behind Sochi runner-up Sebastian Vettel.

"You just have to be realistic now. It's a lot of points," said Rosberg. "But it doesn't change my approach, I'm still pushing to the maximum, and committed, and going for it mentally.

"It's obviously disappointing, because I was looking to close the gap, but I'll go to the next race [in the United States] wanting to win there."

Hulkenberg and Ericsson exit in shunt

Force India's Nico Hulkenberg inadvertently took out Marcus Ericsson's Sauber on the first lap of the Russian Grand Prix.

Hulkenberg started sixth, but lost ground to team-mate Sergio Perez at the start and was trying to re-pass into Turn 2. He outraked the Mexican but carried too much speed in and spun.

As his car rolled back across the circuit, Hulkenberg was clipped by Max Verstappen's Toro Rosso and collected by Ericsson's Sauber,

which caused Hulkenberg and Ericsson to retire.

"I locked the rear wheels, which ultimately made me spin," Hulkenberg explained. "Standing in the middle of the track on lap one with the whole field behind you is not ideal."

Ericsson added: "One of those things when you're in the wrong place at the wrong time. My start was really good, I was making up places down to Turn 2, focused on getting a good exit, and Nico was just there in the way."



DUNBAR/LAT



Grosjean 'closed eyes' in Sochi crash

Romain Grosjean says he closed his eyes during his huge crash in the Russian Grand Prix, and paid tribute to safety advances in Formula 1 for preventing injury.

The Lotus driver retired from the race in spectacular fashion when he lost control through the fast Turn 3 left-hander on lap 12, while closing on Jenson Button's McLaren-Honda.

Grosjean corrected the initial oversteer, then ploughed into the outside barrier as his car straightened up and lost grip off the racing line.

"We need to see if it was my fault or if something didn't work as expected," said Grosjean. "When I saw it coming, I knew it was going to be a good hit.

"I released the steering wheel, made my muscles strong, closed my eyes and waited for it to be over.

"I'm very thankful the helmet, HANS device, Tecpro barriers, and crash structure of the car are so good.

"I was glad, when I opened my eyes, that I was fine."

Hamilton wins despite rear wing worry

Mercedes became concerned about a problem with Lewis Hamilton's rear wing during the Russian Grand Prix, but that didn't stop the double world champion claiming his ninth win of the 2015 season.

Hamilton started from second, but took the lead when team-mate Nico Rosberg encountered a problem with his throttle pedal damper early on.

Hamilton won the grand prix comfortably from Ferrari's Sebastian Vettel, but had to back off during the final 20 laps and avoid using DRS, once the team informed him of an anomaly in performance with his rear wing.

Mercedes technical chief Paddy Lowe said the

team first noticed "some disturbance with the rear wing under braking" just before Hamilton's sole pitstop on lap 32 of 53.

"We just told him to be a bit cautious because it was a bit inconsistent," explained Lowe, who suspects a piece of debris was to blame. "Because we didn't know what was causing it, we were just being very cautious."

"We didn't know if it was debris on the rear wing or a problem on the DRS mechanism," added team boss Toto Wolff. "It wasn't a structural issue, but it was definitely a stalling rear wing, and that is very uncomfortable for a driver."

Q&A

FELIPE NASR

SAUBER DRIVER, SIXTH IN THE RUSSIAN GP

A great race for you...

This weekend I started with a new engineer, Paul Russell, who worked with Pedro de la Rosa and Nick Heidfeld, and since the first point we hit the track I had a good feeling from the car. I was really surprised by the performance of the super-soft.

I was able to pull away from [Massa's] Williams and was catching Kvyat. The balance was getting better and better. If I could have stayed longer I would, but I had 100 per cent wear on those tyres when I stopped. The only thing that compromised our race was coming out behind the two McLarens. I lost two seconds per lap behind them.

Do you think you had a chance of beating Massa's Williams?

If we had stopped as they did [earlier] we maybe could have kept the position, but our pace wasn't very good on the prime [soft] tyre.

This is not a tyre degradation circuit; the tyres just wear out, so are you able to drive flat out?

It's very different from other tracks. You're pushing from lap one until the end, there is no tyre saving. That's why you see more wear of engines and brakes as well. Drivers are pushing to the limit.



STORIES OF THE RACE



Sainz declared fit to race after massive free practice accident

Carlos Sainz Jr escaped uninjured from a massive 46g crash during final practice for the Russian Grand Prix.

The Toro Rosso driver lost control under braking for the right-hander at Turn 13, and became trapped in his car after ploughing nose first into a Tecpro barrier.

The Spaniard was eventually extracted and airlifted to hospital, but passed a series of tests and was declared fit to race by the FIA on the morning of the race.

Team principal Franz Tost explained that Sainz had just switched to the soft tyre, after completing a long run on the super-soft, and had changed the brake mapping just before Turn 13. When he braked, the rears locked, sending the car out of control.

"He touched the wall with the front-left at around 204

kilometres per hour and then he crashed into the Tecpro barrier at around 150km/h," said Tost. "It was not his mistake, the car just went out of control."

Sainz remained conscious throughout the incident, but could not inform his team he was OK because the radio stopped working once the car shut down.

Some of his fellow drivers later expressed concern at the way Sainz's car had interacted with the barriers, including Grand Prix Drivers' Association director Sebastian Vettel, who described the sight of Sainz trapped in his car as "shocking".

Sainz started from the back of the grid in a rebuilt car, and ran as high as seventh in the race before spinning off the track and retiring with brake failure on lap 46.

I'm fine, just a bit sore from the accident on the back and the neck, but totally ready to see what happens



Carlos Sainz Jr on being released from hospital on Saturday night, before he was passed fit to race

20



Diesel spill delays Friday practice

Formula 1 drivers lamented the loss of any meaningful running in Friday practice after a track sweeper leaked diesel onto the circuit.

The maintenance vehicle spilled the fuel while it cleaned the circuit on Thursday evening in preparation for first practice. The problem was not spotted until 0830 local time on Friday, 90 minutes before the first session was due to start.

An absorbent was used to soak up the diesel, before pressure washers were drafted in to clean the spill, which affected Turns 7, 8, 9 and 10.

It meant drivers could not take full advantage of what became the only dry running of the day, as these washed parts of the track remained wet in FP1 before rain spoiled FP2.

McLaren-Honda score unexpected points

Jenson Button reckoned McLaren-Honda did a perfect job to score points in the Russian GP, considering the Honda engine's weaknesses left it facing a 45km/h speed deficit to rivals in places.

Honda is aware that its energy-recovery system is a major weak point, but a combination of retirements and mistakes from rivals helped McLaren get both cars home in the points, only for Fernando Alonso to get a five-second penalty for corner-cutting, which demoted him to 11th behind Max Verstappen's Toro Rosso.

"A big thing for us is [energy] deployment because we're not deploying for very long on

the straights," said Button, who finished ninth, 79 seconds behind race winner Lewis Hamilton.

"So you're using more fuel and cars are overtaking into places you would not expect. The worst bit is they try and overtake into Turn 12, which is a very scary place and I can't see the closing speed of the car behind.

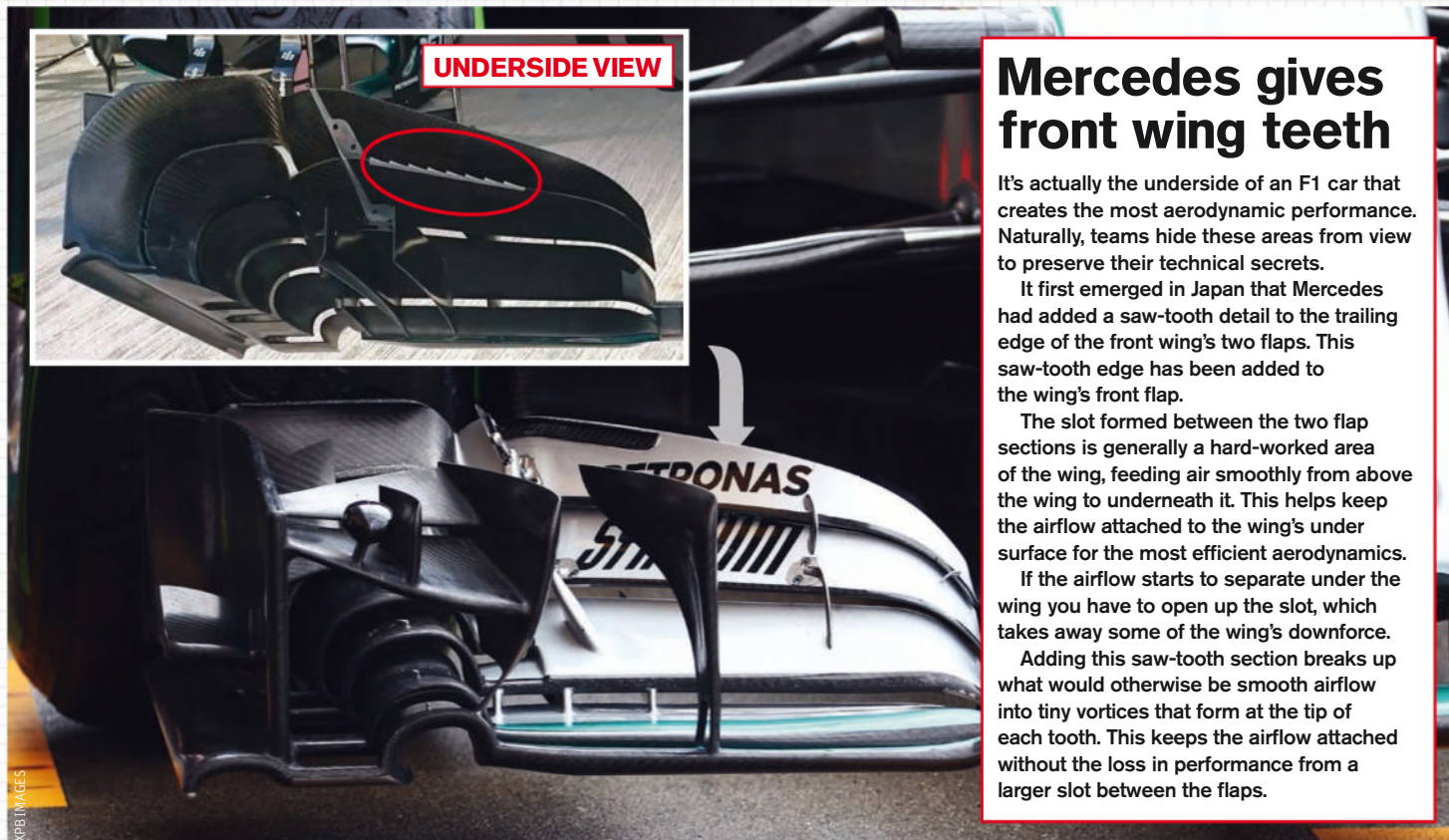
"I haven't got DRS and they have, and I haven't got deployment and they have, so it's a massive closing speed of about 45km/h and it's really tricky to judge.

"It's tough but we got points. We did nothing wrong today; we did everything right."



DRAWING BOARD

by Craig Scarborough



Mercedes gives front wing teeth

It's actually the underside of an F1 car that creates the most aerodynamic performance. Naturally, teams hide these areas from view to preserve their technical secrets.

It first emerged in Japan that Mercedes had added a saw-tooth detail to the trailing edge of the front wing's two flaps. This saw-tooth edge has been added to the wing's front flap.

The slot formed between the two flap sections is generally a hard-worked area of the wing, feeding air smoothly from above the wing to underneath it. This helps keep the airflow attached to the wing's under surface for the most efficient aerodynamics.

If the airflow starts to separate under the wing you have to open up the slot, which takes away some of the wing's downforce.

Adding this saw-tooth section breaks up what would otherwise be smooth airflow into tiny vortices that form at the tip of each tooth. This keeps the airflow attached without the loss in performance from a larger slot between the flaps.



Toro Rosso adds new inlets to rollhoop

A small, unexpected change on the Toro Rosso car was the addition of two small cooling inlets on the rollhoop on Carlos Sainz Jr's car during free practice at Sochi.

The STR10 already has a complex cooling set-up – the unusually large rollhoop inlet feeding the engine's airbox, a large V-shape oil cooler mounted above the engine, and a

small oil cooler above the gearbox.

This new inlet appears to be positioned to feed the gearbox-mounted cooler. This would free up the engine's airbox from its dual purpose of feeding the engine and the oil cooler.

It's not yet clear if this is simply a test of a 2016 concept, or if it will be on the car for the remainder of this season.

DRIVER RATINGS

MERCEDES



10

NICO ROSBERG

What else could Rosberg have done, apart from win the race? Was a step ahead of his team-mate throughout qualifying to claim only his third pole of the season, easily his most convincing. Nailed the start and defended position expertly on the long run into Turn 2. Major part of the job done, a sticking throttle undid all his hard work and possibly his fading title hopes too.

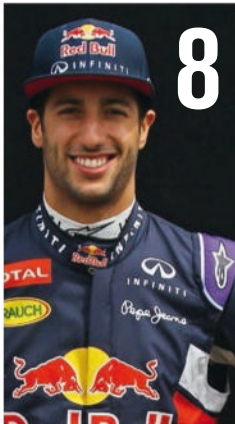


8

LEWIS HAMILTON

Hamilton's seemingly inexorable march to a third world championship title continues. Was unusually erratic in qualifying, making uncharacteristic errors. The manner of that Saturday defeat is why he loses marks. Couldn't gather enough momentum to pass Rosberg into Turn 2 after the start of the race, which turned into a cakewalk for Hamilton after team-mate retired.

RED BULL



8

DANIEL RICCIARDO

This was always likely to be a weak circuit for Red Bull-Renault, given the two long straights. Was impressive in making Q2, but slipped behind Red Bull 'junior' Verstappen with a "weird" performance in Q3, so loses points for that. Lost ground to Kvyat at the start, but Red Bull's decision to split strategies pitched him into top-six battle. Fought valiantly until car let him down.



7

DANIIL KVYAT

Reckoned he "ran out of time" to prepare his tyres properly in Q2, but in truth there didn't seem to be too much wrong with the strategy – he just didn't seem to get it together as well as Ricciardo or Verstappen. Made a great start to the race to jump both, but conventional strategy put him in a fight with Massa and Nasr. He beat Nasr, but couldn't hold off Massa.

WILLIAMS



7

FELIPE MASSA

The result was decent, but to an extent Massa had to rely on the misfortune of others to achieve it. There was no untoward reason for qualifying 15th, other than a mistake on his first lap and traffic on the next, by which time his rear tyres were finished. Loses most marks for that. His race was fine. Stayed out of trouble and was on for seventh until chaos erupted on the last lap.



9

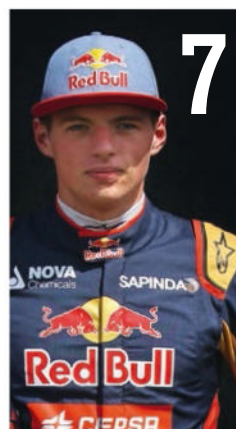
VALTTERI BOTTAS

Bottas was outstanding in qualifying here last year, and on strong form again in 2015, out-qualifying the Ferraris for the second race running. Lost out to Raikkonen early on, but made up lost ground and generally drove a fine race. Will perhaps rue the small mistake that stopped him passing Perez earlier on the penultimate lap. That allowed Raikkonen to get close before it went wrong.



XPB IMAGES

TORO ROSSO



7

MAX VERSTAPPEN

Did well to beat Ricciardo to the honour of fastest Renault-powered driver in qualifying, on his first visit to Sochi, but made a sluggish start to get jumped by Kvyat. Unlucky to pick up a puncture, and suspension and floor damage, from tagging Hulkenberg in the Turn 2 melee. Soldiered on, and inherited a point when Alonso was penalised for corner cutting.



8

CARLOS SAINZ JR

Was steady away, admitting dizziness after massive practice crash that forced him to skip qualifying. Followed Perez and Ricciardo by pitting under the second safety car, and tracked the Red Bull until his left-sided brakes failed, after a spike in temperatures, pitching him off the track twice and out of the race. A disappointing end after a good drive in rebuilt car.

“BRAKE FAILURE WAS A SAD END TO A GOOD DRIVE IN REBUILT CAR”

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

FERRARI



8

SEBASTIAN VETTEL

There was "nothing fundamentally wrong" with his Ferrari in qualifying, so probably should have beaten Bottas' Williams. Lost further ground to team-mate Raikkonen at the start of the race, but Vettel is unflappable at the moment. Pulled a hard but fair move to get back ahead and calmly worked up to second, the best result possible, given the pace of Mercedes.



6

KIMI RAIKKONEN

Looked promisingly quick in Q2, but ended up adrift of Vettel and Bottas after Q3. Felt the weather and circuit layout hindered his tyre preparation, but made a mistake on second Q3 run. Started race brilliantly to jump Vettel and Bottas, but lost out to each at consecutive re-starts, and was a bit ham-fisted in attempts to recover. Deserved penalty for biffing Bottas on last lap.

McLAREN



6

FERNANDO ALONSO

Honda's engine guinea pig admitted he simply "wasn't fast enough" in qualifying, failing to join Button in Q2. Loses marks for that. He had to do 40 laps on a set of super-softs, but was able to keep pace with team-mate without really making inroads. Careless track limits penalty for cutting the apex at Turn 16 cost him a point, so loses more marks for that. A below par weekend.

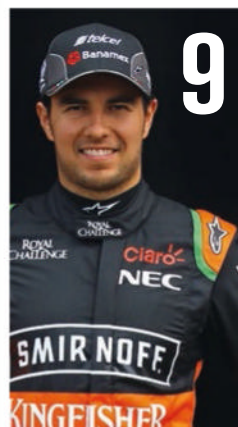


9

JENSON BUTTON

This was a strong showing from Button, particularly in qualifying, when he beat a Lotus, a Williams, and his team-mate (by 0.404s). Described himself as a "sitting duck" in the race, thanks to the ERS deployment weakness of the Honda engine, which allowed faster cars to pass easily on the straights. Felt McLaren did everything right strategically to snatch points as others faltered.

FORCE INDIA



9

SERGIO PEREZ

Outstanding effort from Perez, who is finding his feet with the VJM08. Qualifying deficit to Hulkenberg was tiny, but costs him a mark. Started stronger, which put him immediately into the top six. Force India's gamble to pit during the second safety car paid off, but it required highly disciplined driving to pull off unlikely third – with help from the Bottas-Raikkonen collision.

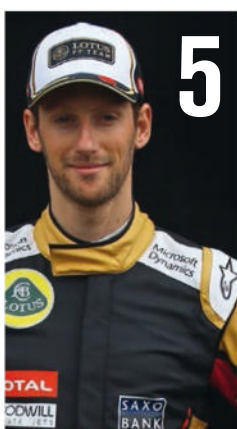


4

NICO HULKENBERG

Hulkenberg was slightly faster than Perez in qualifying (by just 0.032s), but lost crucial ground to his team-mate at the start, then tried an optimistic lunge around the outside at Turn 2. Hulkenberg spun trying to stop and turn without taking to the run-off, which put him out once Verstappen and Ericsson clattered into him. Should have known better, really.

LOTUS



5

ROMAIN GROSJEAN

Grosjean performed superbly again in qualifying, setting sixth-fastest time in Q1 and ending up well clear of his team-mate. He started race well, holding position and avoiding the Hulkenberg incident, but a decision to pit immediately under the first safety car was compromised by a slow front wing adjustment. He then lost control at Turn 3 and smashed into the barrier.

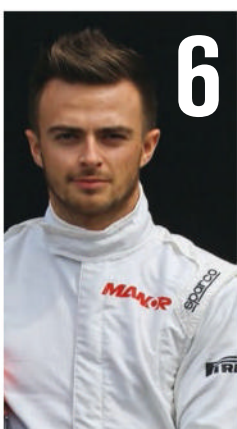


6

PASTOR MALDONADO

Couldn't explain a poor qualifying session, in which he spun in Q1 and finished over a second slower than Grosjean in Q2. Lost a place to Massa after being delayed by Hulkenberg's spin after the start, but lost touch with the Williams, thanks to being passed by tyre-saving Perez, then struggling for pace initially on the super-soft tyre. Not a great drive but stayed out of trouble to score.

MANOR



6

WILL STEVENS

Stevens is impressing Manor by consistently nailing the second run in qualifying. He did it again to overturn a slight deficit to Merhi. Fell behind his team-mate on lap one, and had to make a second pitstop having flat-spotted tyres when locking brakes under the second safety car. That was the race over, really, though his pace to the flag was also slightly disappointing.

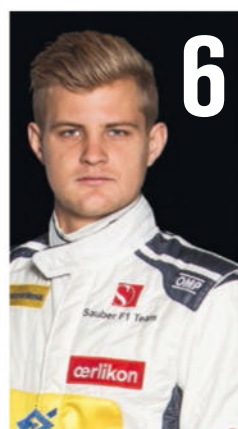


8

ROBERTO MERHI

Would have started behind Stevens regardless of the qualifying outcome, thanks to a 20-place grid penalty for taking a new engine, turbo and MGU-H for this race. Felt confident his free practice outing for Caterham here last year would help him on his return. Flat-spotted tyres during crucial second run in qualifying, drove a strong race, and was consistently faster than Stevens.

SAUBER



6

MARCUS ERICSSON

A "frustrating" weekend for Ericsson. He had to back off on his first qualifying run for Maldonado's spin, then overheated his second set of tyres after temperature readout froze before his flying lap. Started the race strongly, jumping the Lotus and Massa, but was unsighted behind team-mate as Hulkenberg spun, so ran into the Force India, ending his race.

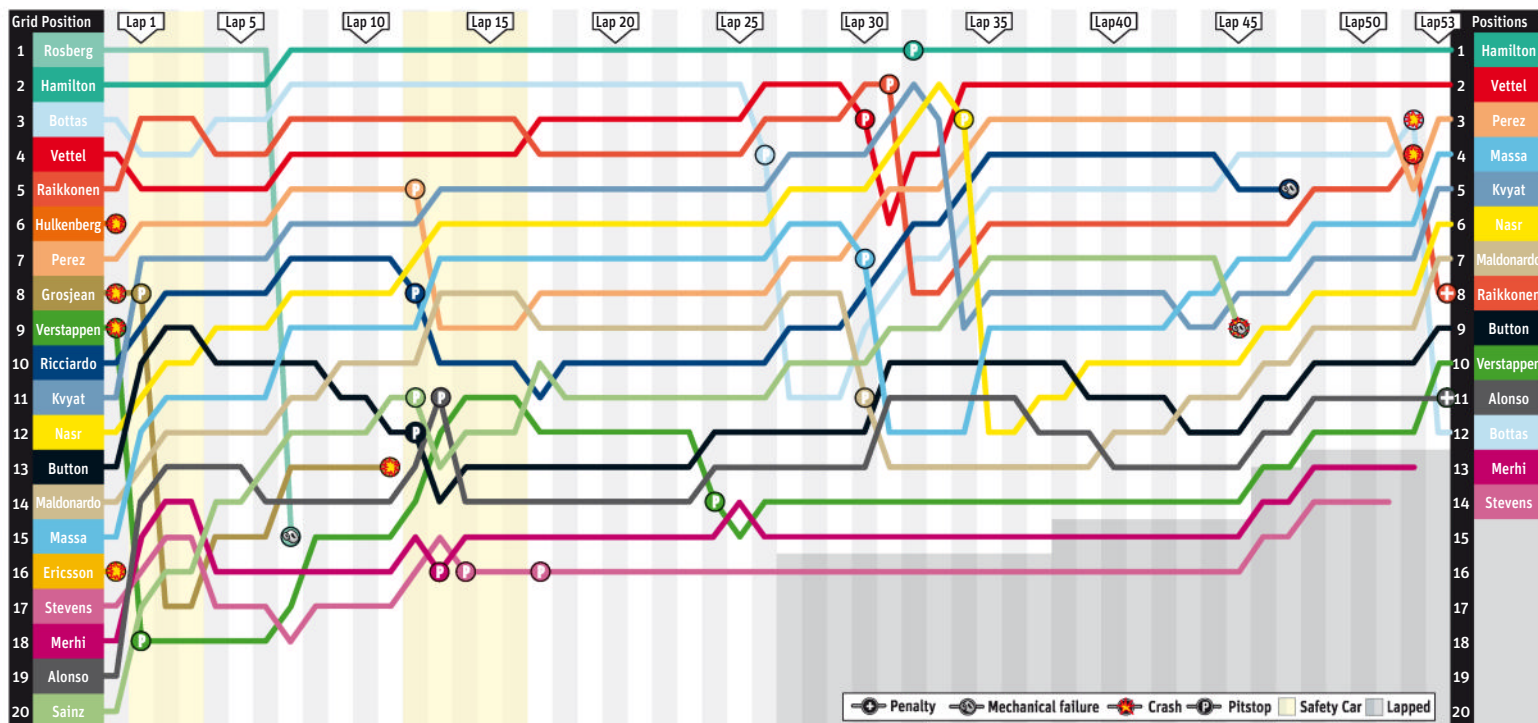


9

FELIPE NASR

Felt the C34 would be strong here, and made the most of an engineering reshuffle and improved set-up on his car to record his second-best result in F1. Qualified strongly and raced hard with Massa, but waited too long to pit for softs, and lost touch with his main rival. But this was arguably Nasr's most impressive race since his superlative debut at Melbourne in March.

RESULTS



PRACTICE 1: Friday

POS	DRIVER	TIME
1	HULKENBERG	1m44.355s
2	ROSBERG	1m44.407s
3	VETTEL	1m44.986s
4	PEREZ	1m45.146s
5	RICCIARDO	1m45.233s
6	SAINZ	1m45.488s
7	HAMILTON	1m45.691s
8	BOTTAS	1m45.746s
9	VERSTAPPEN	1m46.203s
10	RAIKKONEN	1m46.215s
11	BUTTON	1m46.231s
12	MASSA	1m46.333s
13	NASR	1m46.747s
14	ALONSO	1m47.443s
15	MALDONADO	1m48.006s
16	KVYAT	1m48.096s
17	PALMER	1m49.094s
18	MERHI	1m52.994s
19	ERICSSON	1m54.272s
20	STEVENSON	1m58.254s

PRACTICE 2: Friday

POS	DRIVER	TIME
1	MASSA	2m00.458s
2	VETTEL	2m00.659s
3	BOTTAS	2m00.688s
4	VERSTAPPEN	2m00.806s
5	ALONSO	2m01.077s
6	KVYAT	2m01.418s
7	SAINZ	2m02.805s
8	BUTTON	2m02.845s
9	ROSBERG	no time
10	ERICSSON	no time
11	HAMILTON	no time
12	PEREZ	no time
13	HULKENBERG	no time
14	RICCIARDO	no time

PRACTICE 3: Saturday

POS	DRIVER	TIME
1	ROSBERG	1m38.561s
2	BOTTAS	1m39.287s
3	HAMILTON	1m39.363s
4	PEREZ	1m39.616s
5	MASSA	1m39.875s
6	HULKENBERG	1m39.917s
7	BUTTON	1m40.581s
8	MALDONADO	1m40.767s
9	ALONSO	1m41.200s
10	NASR	1m41.229s
11	KVYAT	1m41.358s
12	RAIKKONEN	1m42.297s
13	GROSJEAN	1m42.371s
14	ERICSSON	1m42.450s
15	SAINZ	1m42.683s
16	VETTEL	1m42.686s
17	VERSTAPPEN	1m43.089s
18	RICCIARDO	1m43.347s
19	MERHI	1m46.767s
20	STEVENSON	1m47.249s

FRIDAY TESTERS

POS	DRIVER	TIME
1	PALMER	1m49.094s



Weather: Cloudy, dry; air: 18C, track 24C

Weather: Wet; air 13C, track 18C

Weather: Cloudy, dry; air 16C, track 22C



COATES/LAT



Ecclestone talks engines with Ferrari

QUALIFYING TIMES

POS	DRIVER	QUALIFYING 1	QUALIFYING 2	QUALIFYING 3
1	ROSBERG	1m38.343s (1)	1m37.500s (1)	1m37.113s
2	HAMILTON	1m38.558s (3)	1m37.672s (2)	1m37.433s
3	BOTTAS	1m38.448s (2)	1m38.194s (3)	1m37.912s
4	VETTEL	1m38.598s (4)	1m38.402s (5)	1m37.965s
5	RAIKKONEN	1m39.207s (7)	1m38.224s (4)	1m38.348s
6	HULKENBERG	1m39.250s (8)	1m38.727s (6)	1m38.659s
7	PEREZ	1m39.617s (12)	1m38.914s (8)	1m38.691s
8	GROSJEAN	1m39.056s (6)	1m38.754s (7)	1m38.787s
9	VERSTAPPEN	1m39.411s (9)	1m39.119s (10)	1m38.924s
10	RICCIARDO	1m39.574s (10)	1m39.005s (9)	1m39.728s
11	KVYAT	1m39.580s (11)	1m39.214s	-
12	NASR	1m40.042s (15)	1m39.323s	-
13	BUTTON	1m39.739s (14)	1m39.763s	-
14	MALDONADO	1m39.724s (13)	1m39.811s	-
15	MASSA	1m38.926s (5)	1m39.895s	-
16	ALONSO	1m40.144s	-	-
17	ERICSSON	1m40.660s	-	-
18	STEVENSON	1m43.693s	-	-
19	MERHI	1m43.804s	-	-
20	SAINZ	-	-	-

Weather: Cloudy, dry; air 15C, track 26C

QUALIFYING STATISTICS

	HEAD TO HEAD	
ROSBERG	3	12 HAMILTON
RICCIARDO	10	5 KVYAT
MASSA	7	8 BOTTAS
VETTEL	12	3 RAIKKONEN
ALONSO/MAGNUSSEN	7	7 BUTTON
PEREZ	5	9 HULKENBERG
SAINZ	9	6 VERSTAPPEN
GROSJEAN	14	1 MALDONADO
ERICSSON	7	8 NASR
STEVENSON	10	3 MERHI/ROSSI



XPB IMAGES

POLE POSITION TROPHY

HAMILTON	AUS	MAL	PRC	BRN	HC	CDN	A	GB	H	B
I	11									
ROSBERG	E	J	RUS	3						
VETTEL	SGP	1								



XPB IMAGES

RACE: 53 LAPS - 192.467 MILES

POS	DRIVER	DRIVER NUMBER	TEAM	LAPS	TOTAL TIME	FASTEST LAP	PITSTOPS	TIME IN PITS	GRID
1	LEWIS HAMILTON	44	MERCEDES	53	1h37m11.024s	1m40.573s	1	30.216s	2
2	SEBASTIAN VETTEL	5	FERRARI	53	+5.953s	1m40.071s	1	29.367s	4
3	SERGIO PEREZ	11	FORCE INDIA-MERCEDES	53	+28.918s	1m41.772s	1	30.545s	7
4	FELIPE MASSA	19	WILLIAMS-MERCEDES	53	+38.831s	1m40.881s	1	30.741s	15
5	DANIIL KVYAT	26	RED BULL-RENAULT	53	+47.566s	1m41.372s	1	30.418s	11
6	FELIPE NASR	12	SAUBER-FERRARI	53	+56.508s	1m41.507s	1	30.362s	12
7	PASTOR MALDONADO	13	LOTUS-MERCEDES	53	+1m01.088s	1m41.520s	1	29.952s	14
8	KIMI RAIKKONEN	7	FERRARI	53	+1m12.358s	1m40.294s	1	29.386s	5
9	JENSON BUTTON	22	McLAREN-HONDA	53	+1m19.467s	1m43.068s	1	29.719s	13
10	MAX VERSTAPPEN	33	TORO ROSSO-RENAULT	53	+1m28.424s	1m42.639s	2	1m07.575s	9
11	FERNANDO ALONSO	14	McLAREN-HONDA	53	+1m31.210s	1m43.265s	1	29.539s	19
12	VALTTERI BOTTAS	77	WILLIAMS-MERCEDES	52	-1 lap	1m41.134s	1	30.316s	3
13	ROBERTO MERHI	98	MARUSSIA-FERRARI	52	-1 lap	1m45.049s	1	35.072s	18
14	WILL STEVENS	28	MARUSSIA-FERRARI	51	-2 laps	1m44.926s	2	1m02.821s	17
15	DANIEL RICCIARDO	3	RED BULL-RENAULT	47	-6 laps	1m41.888s	1	29.732s	10
R	CARLOS SAINZ	55	TORO ROSSO-RENAULT	45	brakes	1m42.258s	1	30.288s	20
R	ROMAIN GROSJEAN	8	LOTUS-MERCEDES	11	spun off	1m45.266s	1	54.445s	8
R	NICO ROSBERG	6	MERCEDES	7	throttle	1m43.133s	-	-	1
R	NICO HULKENBERG	27	FORCE INDIA-MERCEDES	0	collision	-	-	-	6
R	MARCUS ERICSSON	9	SAUBER-FERRARI	0	collision	-	-	-	16

Weather: Cloudy, dry; air 18C, track: 27C. Winner's average speed: 118.826mph. Fastest lap: Vettel 1m40.071s (130.723mph) on lap 51. Lap leader: 1-6 Rosberg, 7-53 Hamilton.

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	302	1st	2nd	1st	1st	2nd	3rd	1st	2nd	1st	6th	1st	1st	ret	1st	1st	-	-	-	-
2	VETTEL	236	3rd	1st	3rd	5th	3rd	2nd	5th	4th	3rd	1st	12th	2nd	1st	3rd	2nd	-	-	-	-
3	ROSBERG	229	2nd	3rd	2nd	3rd	1st	1st	2nd	1st	2nd	8th	2nd	17th	4th	2nd	ret	-	-	-	-
4	RAIKKONEN	123	ret	4th	4th	2nd	5th	6th	4th	ret	8th	ret	7th	5th	3rd	4th	8th	-	-	-	-
5	BOTTAS	111	DNS	5th	6th	4th	4th	14th	3rd	5th	5th	13th	9th	4th	5th	5th	12th	-	-	-	-
6	MASSA	109	4th	6th	5th	10th	6th	15th	6th	3rd	4th	12th	6th	3rd	ret	17th	4th	-	-	-	-
7	KVYAT	76	DNS	9th	ret	9th	10th	4th	9th	12th	6th	2nd	4th	10th	6th	13th	5th	-	-	-	-
8	RICCIARDO	73	6th	10th	9th	6th	7th	5th	13th	10th	ret	3rd	ret	8th	2nd	15th	15th	-	-	-	-
9	PEREZ	54	10th	13th	11th	8th	13th	7th	11th	9th	9th	ret	5th	6th	7th	12th	3rd	-	-	-	-
10	GROSJEAN	44	ret	11th	7th	7th	8th	12th	10th	ret	ret	7th	3rd	ret	13th	7th	ret	-	-	-	-
11	HULKENBERG	38	7th	14th	ret	13th	15th	11th	8th	6th	7th	ret	DNS	7th	ret	6th	ret	-	-	-	-
12	VERSTAPPEN	33	ret	7th	17th	ret	11th	ret	15th	8th	ret	4th	8th	12th	8th	9th	10th	-	-	-	-
13	NASR	25	5th	12th	8th	12th	12th	9th	16th	11th	DNS	11th	11th	13th	10th	20th	6th	-	-	-	-
14	MALDONADO	22	ret	ret	ret	15th	ret	ret	7th	7th	ret	14th	ret	ret	12th	8th	7th	-	-	-	-
15	SAINZ	12	9th	8th	13th	ret	9th	10th	12th	ret	ret	ret	ret	ret	11th	9th	10th	ret	-	-	-
16	ALONSO	11	-	ret	12th	11th	ret	ret	ret	ret	10th	5th	13th	18th	ret	11th	11th	-	-	-	-
17	ERICSSON	9	8th	ret	10th	14th	14th	13th	14th	13th	11th	10th	10th	9th	11th	14th	ret	-	-	-	-
18	BUTTON	8	11th	ret	14th	DNS	16th	8th	ret	ret	ret	9th	14th	14th	ret	16th	9th	-	-	-	-
19	MERHI	0	DNQ	15th	16th	17th	18th	16th	ret	14th	12th	15th	15th	16th	-	13th	ret	-	-	-	-
20	STEVENS	0	DNQ	DNS	15th	16th	17th	17th	ret	ret	13th	16th	16th	15th	15th	19th	14th	-	-	-	-
21	ROSSI	0	-	-	-	-	-	-	-	-	-	-	-	-	-	14th	18th	-	-	-	-
22	MAGNUSSEN	0	DNS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TYRE CHOICE

STINT 1	STINT 2	STINT 3
Super Soft u	Soft N	
Super Soft u	Soft N	
Super Soft u	Soft N	
Soft N	Super Soft N	
Super Soft N	Soft N	
Super Soft N	Soft N	
Soft N	Super Soft N	
Super Soft u	Soft N	
Super Soft N	Soft N	
Super Soft u	Soft N	Super Soft u
Soft N	Super Soft N	
Super Soft u	Soft N	
Super Soft N	Soft N	
Super Soft N	Soft N	Super Soft N
Super Soft u	Soft N	
Super Soft u	Soft N	
Super Soft u	Soft N	
Soft N		

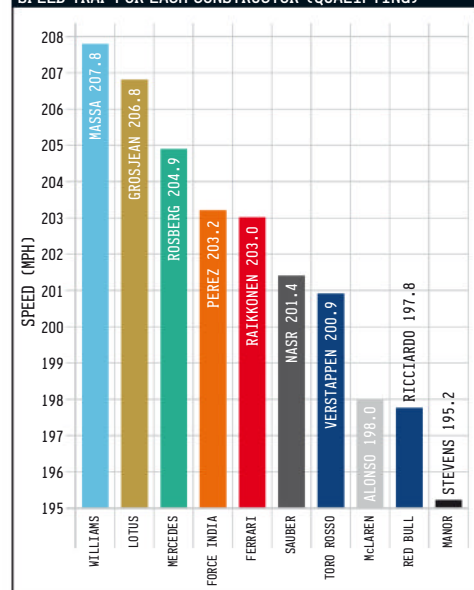
N - new; U - used



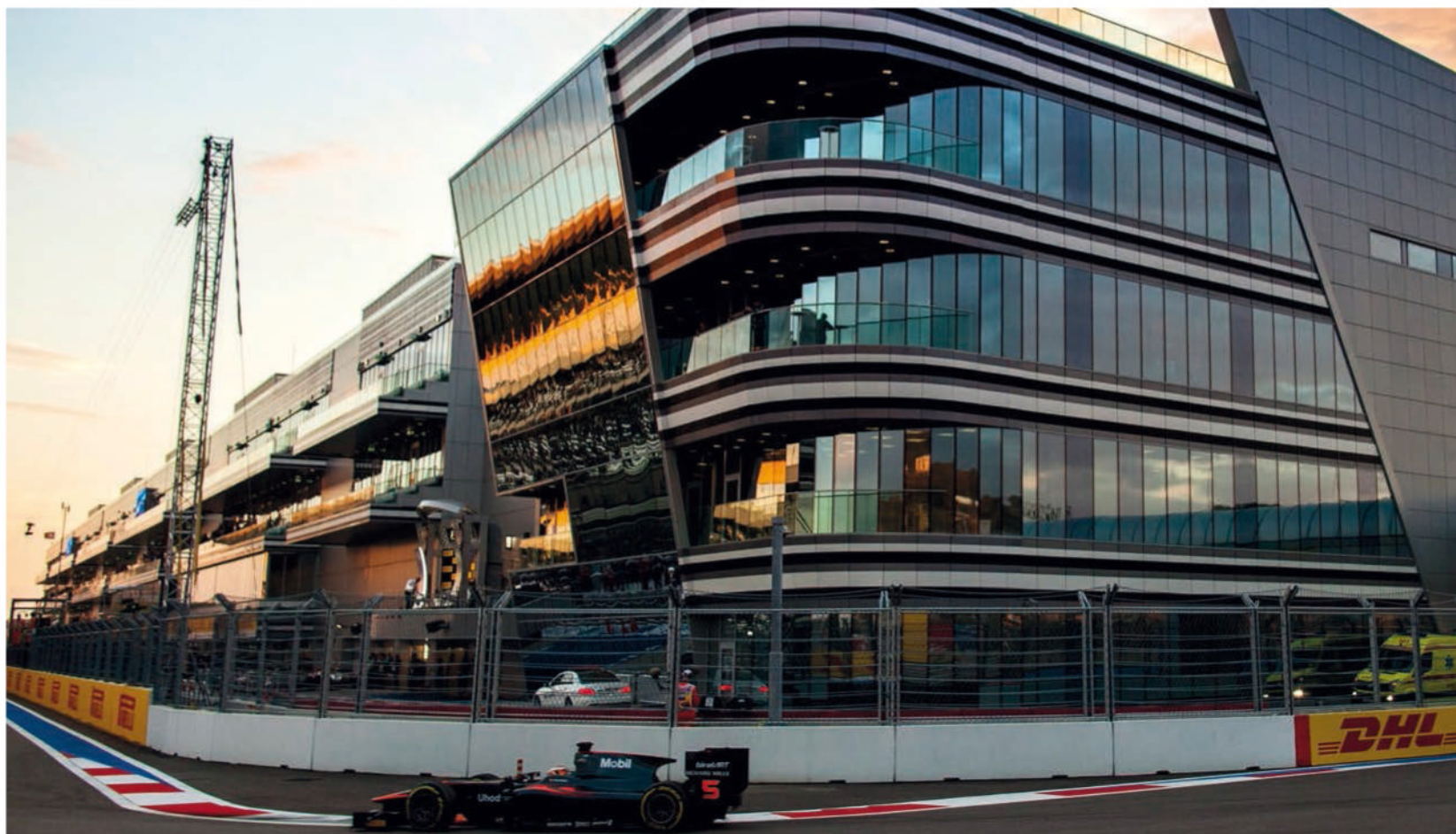
CONSTRUCTORS' STANDINGS

POS	CONSTRUCTOR	PTS	AUS	MAL	PRC	BRN	E	MC	CDN	A	GB	H	B	I	SGP	J	RUS	USA	MEX	BR	UAE
1	MERCEDES	531	43	33	43	40	43	40	43	43	43	12	43	25	12	43	25	-	-	-	-
2	FERRARI	359	15	37	27	28	25	26	22	12	19	25	6	28	40	27	22	-	-	-	-
3	WILLIAMS	220	12	18	18	13	20	0	23	25	22	0	10	27	10	10	12	-	-	-	-
4	RED BULL	149	8	3	2	10	7	22	2	1	8	33	12	5	26	0	10	-	-	-	-
5	FORCE INDIA	92	7	0	0	4	0	6	4	10	8	0	10	14	6	8	15	-	-	-	-
6	LOTUS	66	0	0	6	6	4	0	7	6	0	6	15	0	0	10	6	-	-	-	-
7	TORO ROSSO	45	2	10	0	0	2	1	0	4	0	12	4	0	6	3	1	-	-	-	-
8	SAUBER	34	14	0	5	0	0	2	0	0	0	1	1	2	1	0	8	-	-	-	-
9	McLAREN	19	0	0	0	0	0	4	0	0	1	12	0	0	0	0	2	-	-	-	-
10	MARUSSIA	0	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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Vandoorne seals GP2 crown

Rossi and Stanaway take the wins, but third and fourth are enough for McLaren's junior to take the title in Russia. By **AARON ROOK**

GP2 Sochi (RUS)

October 10-11

Round 9/11



DOMINATION. NOUN: TOTAL CONTROL OR POWER over others. It's a struggle to find a better word to describe Stoffel Vandoorne's title-winning year in GP2. Even before the start of the season back in April, there was an air of inevitability about Vandoorne taking the title. Of course, his Formula 1 future is still in doubt but he has done all he can and more, and has exceeded McLaren's demand to "boss it" this year.

Conversely, his closest challenger for the title, Alexander Rossi, has already dipped his toe in F1 with Manor, in Singapore and Japan. His focus however was still firmly with GP2 as he delayed the Vandoorne party with feature-race victory.

In a crash-strewn feature race, Alex Lynn appeared to be in complete control. He led from

pole position before the race was red-flagged, and delayed for 30 minutes following Jordan King's crash at Turn 3, which was caused by front-end damage sustained when he hit Marlon Stockinger on the approach to Turn 2.

Prior to King's crash, Artem Markelov had run wide at Turn 2 and clipped the wall as he rejoined. The impact ripped off the left-rear wheel and shredded his left-front tyre, causing Markelov to spin. Both Stockinger and Sergio Canamasas took evasive action and ended up in the barriers with the Russian.

When the shortened race restarted, Lynn pulled clear before pitting on lap six. Rossi pitted two laps later and pushing hard to keep Lynn behind, which he did, for a few corners at least.

Lynn took Rossi on the outside of Turn 3 and, with the leader and champion elect Vandoorne yet to pit, victory seemed certain for the Williams development driver. But it wasn't to be. He ran wide at Turn 13 with only a few laps to go and clipped the barrier, putting him out.

Vandoorne finally pitted in the closing stages. He rejoined close to Rossi's Racing Engineering car but not close enough and had to settle for third, behind Lynn's DAMS team-mate Pierre Gasly. The champagne was on ice for another 24 hours.

In the sprint race, Status Grand Prix driver Richie Stanaway got away well from reversed-grid



Rossi won the feature race in fading light

MAUGER/LAT

pole. But he was immediately under pressure from Arthur Pic at Turn 2, where the pair made light contact and ran wide. Stanaway rejoined in the lead, but Pic fell behind Campos Racing team-mate Rio Haryanto.

As in the feature race, Turn 2 proved difficult for a handful of drivers. Sergey Sirotkin initiated the chain of collisions by making contact with Dean Stoneman, who then spun. This, in turn, forced Rene Binder to slow to avoid contact. He avoided Stoneman but he was unable to be missed by Stockinger, who was left with nowhere to go and mounted the back of Binder's car.

Stanaway and Haryanto surged away from the field at the restart as cars began to queue up behind the struggling Pic. Gasly was the first to



Vandoorne has been a class apart this year

“There are some chances... The next few weeks will be crucial for next year”

STOFFEL VANDOORNE

attempt a pass, but he clipped a kerb attempting an overtake, which forced him wide and dropped him down the order, just ahead of Rossi.

Raffaele Marciello and Vandoorne, however, made light work of Pic. In clean air, Marciello and Vandoorne were separated by less than half a second, with Vandoorne attempting several times to find a way past the Italian.

The pair were on a charge and were soon closing in on Haryanto in second. But a resurgent Gasly, who took advantage of Pic locking up at Turn 13, had now joined the fight for third place. This allowed Haryanto to break away and hunt down leader Stanaway in the closing stages.

By the penultimate lap, Haryanto had reined Stanaway in and the gap was down to 0.5s. With



Stanaway won sprint race



Vandoorne celebrates title

time almost up, Haryanto made a move up the inside of Turn 13, and it seemed Stanaway had missed out on victory. Little did the leaders know that Johnny Cecotto Jr had crashed at Turn 3 and the safety car had been deployed.

Unfortunately for Haryanto, this meant he had to give the place back to Stanaway or risk picking up a penalty for overtaking under safety-car conditions. He relinquished the lead to the Kiwi and the race finished behind the safety car. This meant Marciello held on for third, with Vandoorne in fourth, but crucially ahead of Rossi who crossed the line sixth, meaning the title was finally his with four races to spare.

So what now for the Belgian, who some thought might replace Jenson Button at McLaren in 2016? Well, Vandoorne is looking to secure a seat in F1 next year, and rightly so. In a perfect world, he would already have a place secured.

“Unfortunately, nothing is decided for the moment, but I’m optimistic,” said the champion. “I feel there are some chances out there. The next few days and weeks are going to be crucial for next year.”

Champion. Noun: one who has defeated and is superior to all the others.



FOR FULL RESULTS, PAGE 56



Ocon dismounts after a ninth consecutive second

GP3 SOCHI (RUS), OCTOBER 11 RD 7/9

Ocon remains the eternal second

NINE CONSECUTIVE SECOND PLACES. DOESN'T sound too bad does it? Well, try telling Esteban Ocon that. The Mercedes junior driver did close the gap to championship leader Luca Ghiotto to just two points with four races to go, but his long victory drought has to be playing on his mind.

Thanks to a delay for barrier repairs following Carlos Sainz Jr's Formula 1 shunt, both races were held on Sunday morning. Ocon led the first from pole position but all eyes were on fast-starting Ghiotto in sixth on the grid. The Trident man made up four places off the line, aided by Matheo Tuscher and Kevin Ceccon stalling, before deposing Emil Bernstorff for second at Turn 2.

Eleven corners later, he made a bold move up the inside to take the lead. The Trident driver was building a gap out front before the safety car was deployed, following a collision between Arden team-mates Alex Bosak and Ceccon.

Ghiotto quickly rebuilt his lead at the restart to take his fourth win of the season, as Bernstorff fended off Alex Palou to finish third.

Ocon was more aggressive from the start in race two. From seventh on the grid, the ART Grand Prix driver fought his way up to fourth, behind Ferrari protege Antonio Fuoco. He eventually breached the Italian's robust defence.

Ocon was equally bold in passing Jann Mardenborough for second late on, while Ghiotto struggled to repeat his race-one heroics. He made contact with Bernstorff on the opening lap before running wide and falling down to ninth, where he stayed until the final lap when he passed Palou to secure what could be a crucial point.

Out front, reversed-grid polesitter Jimmy Eriksson controlled the race after team-mate and fellow front-row starter Matt Parry stalled and fell down the order, leaving Eriksson with a clean run down to Turn 2.



Ghiotto leads Ocon: a familiar GP3 sight



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More than 300 of the world's most desirable classic cars will be in show against the spectacular backdrop of Alexandra Palace, the historic 19th-century 'people's palace' that is just 15 minutes from of central London and offers unrivalled views over the city.

The show will be based around three main features: a celebration of the 10 greatest British cars ever made (including the unveiling of the overall number one selected by a global poll); the history of Aston Martin illustrated through every single one of its benchmark models; and the legendary British single-seaters of Sir Stirling Moss.

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.

On top of these and a wealth of displays from the world's leading classic car dealerships, there will be loads of other attractions including a wonderful automotive art gallery and a live stage where Henry Hope-Frost will interview a host of names including Ross Brawn and many more.

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

WHAT IS IT?

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?

Alexandra Palace in London. The iconic building was chosen specifically because it was an attractive and appropriate setting for so many beautiful cars.

OPENING TIMES

Friday and Saturday: 10am to 6pm

Sunday: 10am to 5pm

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.

C&SC has secured car parking solely for classics. Spaces are limited and will be offered on a first-come-first-served basis. You will be contacted when you buy your tickets to reserve your spot.

TICKET PRICES

Advance tickets: £23 plus £2 booking fee (adult); £13 plus £2 fee (children 6-15 accompanied by an adult and concessions). On-the-door prices are £27(adults); £17 (children and concessions). Children under 6 are admitted free of charge accompanied by an adult.

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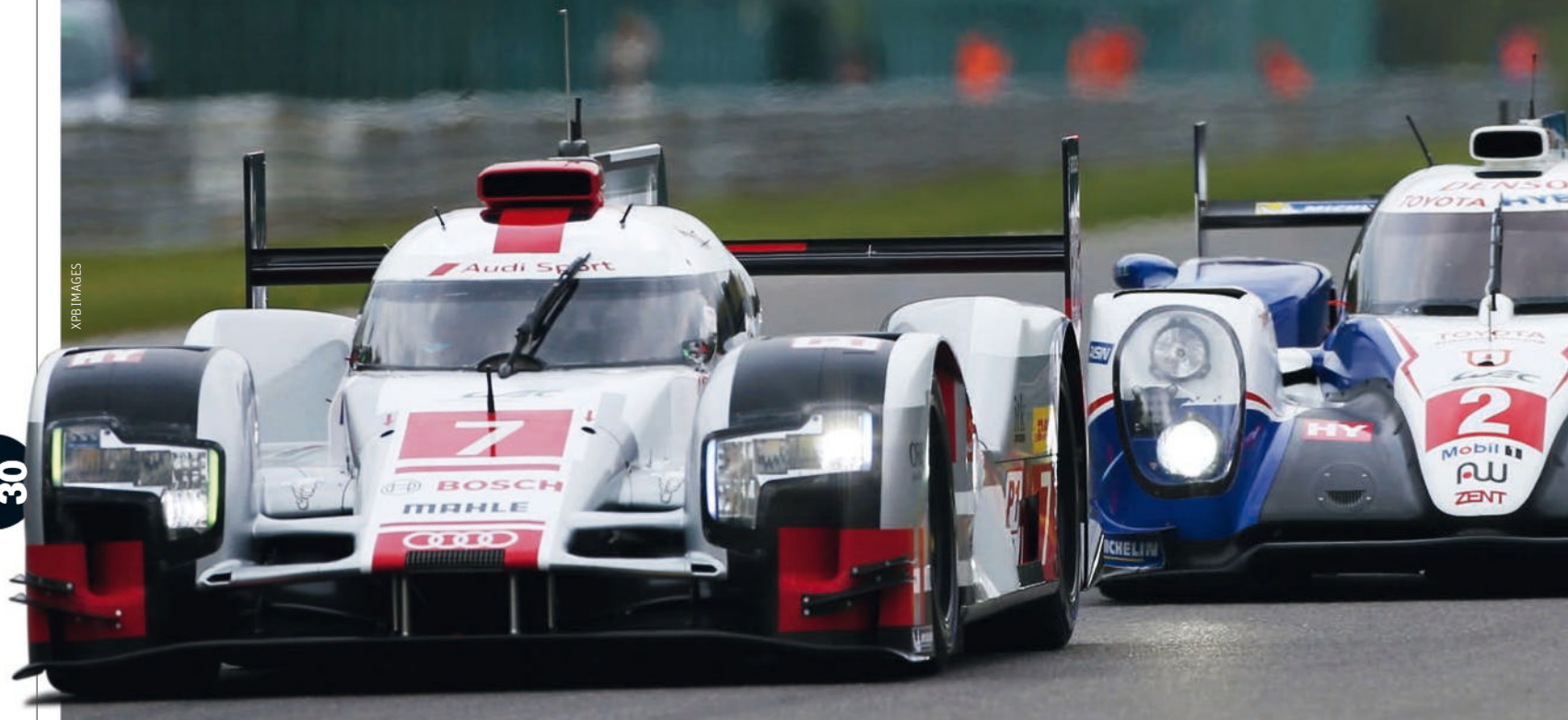
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The World Endurance Championship's next step

LMP1 is thriving, but its future remains murky. **GARY WATKINS** explains why the next-generation rules are still in dispute



XPB IMAGES

30

What's next in the World Endurance Championship's figurehead LMP1 class? The answer should by rights already be known – the evolution of the rulebook into the next decade was scheduled to be agreed last month, but instead the manufacturers are still disputing the first step.

New monocoque regulations focused on safety enhancement, originally planned for 2017, have been delayed for one season. The manufacturers agree on that, but the timing of phase two of the P1 technological revolution still remains the subject of debate.

Porsche and Audi want an increase in the technological scope of regulations that limit a car's fuel allocation over each lap and place an emphasis on energy-retrieval.

They are arguing for an increase in the retrieved energy that can be deployed each lap, saying that the time will be right in 2018 to raise both the amount of retrieved energy

– most likely with the introduction of a 10MJ sub-class to sit above the top 8MJ division of today – and the number of hybrid systems from two to three.

Toyota, the other member of the 'big three' P1 manufacturers competing in the WEC, argues that the financial implications of changing the chassis and hybrid rules at the same time could be devastating for the category.



“Technology is the DNA of the WEC, and we have to make sure that we develop that value further,” says Audi head of LMP1 Christopher Reinke. “We should allow a further step to advance the technology further in 2018.”

Alex Hitzinger, LMP1 technical director at sister marque Porsche, sings from the same songbook: “You can't sell the idea of a new monocoque to the public, but a bigger hybrid system – and potentially a third system – is sexy.”

Toyota isn't arguing against upping the hybrid-energy levels in the future, but it does question the timing preferred by its rivals.

“We don't see why it is a must

Porsche shares Audi's desire for tech advance



to combine the new monocoques with bigger hybrid systems,” says Toyota Motorsport GmbH technical director Pascal Vasselon, “but it is understandable that the manufacturers with more resources would want to make such a big step.

“We feel it is too early to move forward. If in Formula 1 someone

“You can't sell the idea of a new monocoque to the public, but a bigger hybrid system is sexy” ALEX HITZINGER

LMP1's 'big three'
are split over future



WHAT'S NEW FOR 2016?

The big change for next season is a reduction in the amount of energy derived from conventional fuels that each car will be allocated.

A gradual drop in the amount of energy produced by the internal-combustion engine was one of the guiding principles of the current rulebook. An across-the-board decrease of 10MJ per lap of Le Mans, which equates to a cut of just over seven per cent, was the maximum that had been agreed with the manufacturers, and the rulemakers have opted to invoke this reduction.

That is in part a reaction to the increasing speed and plummeting lap times seen this season. A need to put a stop to that, most pertinently at Le Mans, has clearly been high up on the ACO's agenda. The organiser of the 24 Hours admits that it would like to see average lap times in the 3m20s region and believes opting for the maximum reduction in fuel allocation discussed will go a long way to achieving that.

"I am not saying that we will be over 3m20s next year, but the 10MJ cut in energy is part of the strategy to achieve that," says the ACO's Vincent Beaumesnil. "We are also discussing other ways to reduce performance in the future, and there are many different parameters."

The fuel reduction will not just slow the cars on the straights.

"You will reduce engine power in the same proportion that you reduce fuel flow," says Vasselon. "And when you reduce engine power you have to reduce drag, and when you reduce drag you



ACO man
Beaumesnil

reduce downforce. It will slow the cars in the corners, because the amount of power you have drives the aero targets."

An increase in the size of the wheelarch vents, part of an ongoing strategy to prevent cars becoming airborne in the event of a sideways moment, will also have a small effect on lap time. Vasselon suggests that the vents being made around "20 to 30 per cent" larger will reduce aerodynamic efficiency.

A new cap on hybrid power at Le Mans, introduced on safety grounds, will have a negligible impact on lap times there.

But the 300kW (400bhp) limit has now been expanded to cover the whole of the 2017 WEC calendar (see page 37), and will have a greater effect on other circuits where the straights are shorter – which calls for shorter, sharper boosts.



BMW/fuel cell
rumours won't die

suggested making another big step so soon, everyone would say they were crazy. Maybe we don't realise that an F1-type crisis is not so far away for us."

The manufacturers play a major role in writing the rulebook, just as in F1, which suggests that Toyota will be outvoted.

"It is true that we are isolated in our position," says Vasselon in reaction to that suggestion.

The rulemakers – the FIA and the Automobile Club de l'Ouest – have made it clear they want to develop regulations that have made P1 the leading showcase for road-relevant technology

"It's too early to move forward. Maybe we don't realise that an F1-type crisis is not so far away for us" PASCAL VASSELON

in world motorsport.

Yet at the same time they are acutely aware that they must keep a firm grip on costs. There are, for example, multiple working groups tasked with devising cost-saving measures such as the limitations on tyre and engine usage introduced for this season.

The ACO will not discuss what is likely to happen. President Pierre Fillon will only say that the roadmap setting out the future direction of the rules remains "a work in progress".

"We cannot reveal what is being discussed internally until it is settled," adds ACO sporting

manager Vincent Beaumesnil.

"We are still working on it."

How the manufacturers would regenerate 10MJ at Le Mans, whether it be in 2018 or at a later date, isn't entirely clear. It is likely, however, that they would employ the same technology used on the cars at the moment.

"The only proven systems at the moment are kinetic-energy recovery and those driven by exhaust gases," explains Vasselon. "Other systems might be out there, but they are not proven."

What happens beyond the next rise in hybrid power will also be laid out in the roadmap. BMW



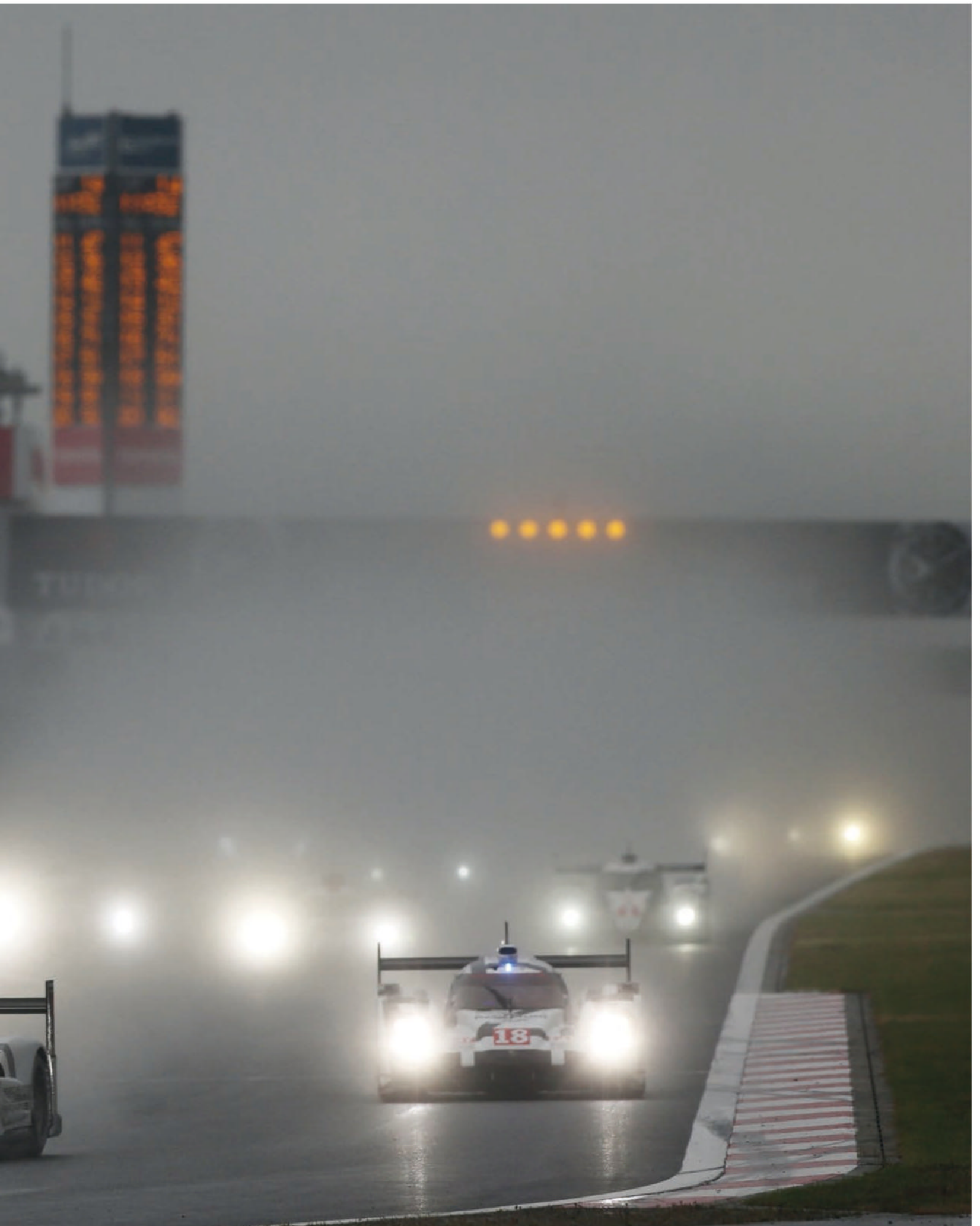
XPB IMAGES

might have denied that it has aspirations to enter LMP1 with a car powered by a hydrogen fuel cell, but the rumours won't go away. And the ACO remains open to the idea of new power sources.

"In the longer term we are open to new fuels," says Beaumesnil. "The values of the ACO mean we need to be aware of other sources of energy." ❧

WIN IS JUST WHAT PORSCHE ORDERED

Porsche was hampered by changing conditions at Fuji, but eventually managed to manoeuvre the 'correct' car into the top position on the podium, reports **GARY WATKINS**

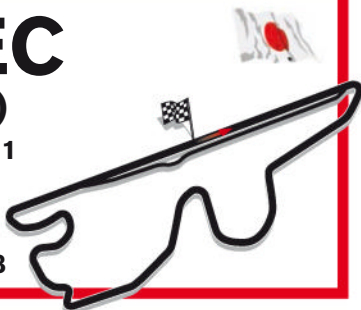


WEC

Fuji (J)

October 11

Round 6/8



PORSCHE CLAIMED THE LEAD OF THE WORLD

Endurance Championship at Fuji, but it had to invoke team orders to make it happen. Mark Webber, Brendon Hartley and Timo Bernhard took their third victory in a row last weekend thanks to a call from the pitwall to flip the positions of the two 919 Hybrids at the end of a race in which Audi suggested that it might be able to make a fight of it over the remainder of the season.

Porsche made it clear from the beginning of the Japanese event that team orders were on the agenda, despite suggesting otherwise straight after the Austin race last month, and it became clearer still as early as qualifying that it wouldn't be afraid to use them. Pole position comes with a championship point in the WEC, which explains why Marc Lieb in the #18 Porsche was sent out on the same tyres on which Romain Dumas had set a time just over a tenth behind Webber.

Worse still for Lieb, the team had elected not to alert him to this fact. A pole shot wasn't on the cards, but it also meant that he ended up behind the best of the Audi R18 e-trons qualified by Andre Lotterer and Benoit Treluyer. Porsche had a rethink and just had time to send Lieb back out



Audi was closer to Porsche at Fuji



for a new-tyre run, which was good enough to maintain the 919's unbroken front-row record in qualifying this year. The 2015 version of the car has remarkably been one-two on the grid – and one-two-three at the Le Mans 24 Hours – at every round this year.

Dumas and Lieb might not have had a proper shot at pole, but together with Neel Jani they were on course for their first victory of the season when Porsche intervened. Dumas had the edge over Webber, who was struggling with a hybrid issue,

through the first stint, before the Australian gained back much of the lost time in the second.

There were only six seconds between Dumas and Webber at the front of the field when the cards fell the way of the #18 car in the third hour. The #17 Porsche now had Hartley on board with a set of Michelin's ungrooved intermediate – or hybrid – tyre underneath him when a full-course yellow was declared just as Lieb was due to take over the #18 car. The stop under the yellows meant the German emerged with a lead of more than 50s.

LMP2

Win for G-Drive after late clash

THE G-DRIVE LIGIER SQUAD CLAIMED A

controversial LMP2 victory at Fuji. Sam Bird, Julien Canal and Roman Rusinov sealed victory after a late-race clash with the KCMG ORECA, then took the points lead after an even later incident between its sister car and the ORECA.

The KCMG ORECA-Nissan 05 came from behind in the hands of Richard Bradley after the penultimate round of stops to take the lead from Rusinov. The Russian fought back in his Ligier-Nissan JSP2, tagging the rear of the leader into the Turn 10 chicane and sending his adversary off the track.

Bradley, who shared with Nick Tandy and Matt Howson, pitted for his final stop, only to come together with Gustavo Yacaman in the second G-Drive car. That sent him back to the pits with a puncture, but he was able to come back to move past the Colombian for third.



Bird, Canal and Rusinov on top

The final clash was the climax to a fierce battle in which the two cars made contact multiple times. Bradley ducked to the inside on the straight leading to T10 and was again hit from behind. This time he was pitched into the barriers and, with no left steering lock, was unable to get going again.

A stewards' investigation concluded that the incident was caused by Bradley braking nearly 40 metres early and handed him a reprimand. The Briton was in no mood to accept the punishment.

"I was on the wet line on slick tyres defending my position going into the tightest corner of the circuit," he said. He also claimed that Yacaman had already tagged him on the straight, though this was uncorroborated by the TV pictures, and that a "1.7g impact" exacerbated his need to brake early.

The G-Drive/KCMG war allowed the Signatech Alpine squad to pick up its best result since its graduation to the WEC this season. Its ORECA-Nissan 03R might have joined that battle had not

#17 crew took the win and points lead



The gap was just under a minute when Jani, penalised for a yellow-flag misdemeanour, took a drive-through in the final hour, although he still had half a minute in hand when the call came in the closing laps.

"It was the #18 car's day today. They definitely deserved the win," said Webber, "but it was decided to flip the positions around at the end, so we owe them one in the future."

The drivers of the #18 car knew the call was always going to come.

"The problems we've had at the previous three races cost us a chance of the championship," explained Lieb. "It was agreed that even if we were leading, we must let the #17 pass."

Invoking team orders was relatively straightforward for Porsche, because the two Audis were already a lap behind. The Stuttgart marque played the same game to maximise the points haul for Marcel Fassler, Andre Lotterer and Benoit Treluyer, although it came up with the more elegant solution of calling in Loic Duval aboard the sister car for an unnecessary pitstop.

Porsche wasn't as dominant as it had been at the two previous races at the Nurburgring and in Austin with the high-downforce 919. Fuji was always going to be the toughest nut for it to crack with this version of the car over the second leg of the WEC thanks to the Fuji Speedway's 1.5km long start-finish straight (which is why it briefly tried low-downforce Le Mans aero in the first session). What's more, Audi edged closer still with an updated version of the R18 e-tron quattro.

The mixed conditions that prevailed almost for the full six hours of a race that started in the wet behind the safety car undoubtedly helped Audi take the fight to Porsche this time. Fassler, who led the championship coming into the weekend with Lotterer and Treluyer, dominated the initial going when the green flag was waved after 16 laps.

The Swiss was able to jump into the lead when Webber went off at Turn 3 and then pulled out a handy 15-second advantage, but as the circuit dried Porsche slowly came back into it. Dumas closed that gap before and after the first pitstops, and then held it steady when a braking issue hampered his progress. Once his brake temperatures came down he pushed on, passed the Audi and was followed through by Webber before the second pitstops.

The #18 deserved the victory, so we definitely owe them one in the future

MARK WEBBER

Lotterer came back at the second-placed #17 Porsche after taking over the #7 Audi on the hybrid tyre. The German briefly got ahead of Hartley before the stop in the middle of his double stint. Slicks were chosen, but it was too soon and he was quickly back in for another set of inters.

"We had to gamble because third place was more than secure, but it turned out to be the wrong tyre for the conditions," he said. "I wanted the softer ones, but at the last moment we realised that we didn't have those ones available."

The extra stop, plus the seconds lost slithering about on slicks, allowed the second Audi, shared by Oliver Jarvis, Lucas di Grassi and Duval, to move ahead, despite haemorrhaging time during an opening double when a fogged windscreen and then handling issues left Jarvis a long way back.

Toyota had its most competitive race since the season opener at Silverstone back in April. The conditions played a part, but so did an engine upgrade that came courtesy of developments shared with its new-for-2016 turbo engine.

The TSO40 HYBRID was closer to the Audis than before in free practice, although not in qualifying after the Toyota Motorsport GmbH squad opted to use just one set of tyres on each car. The conditions worked in its favour in the



Podium joy for G-Drive crews

Nelson Panciatici spun after taking over from early leader Paul-Loup Chatin. Panciatici and then silver-rated driver Vincent Capillaire were unable to make up the lost ground.

KCMG's non-finish gave Bird and his team-mates a 12-point championship lead. Canal and Bird had earlier claimed pole position at a circuit expected to favour the ORECA coupe, the Ligier outperforming its rival on the long straight thanks to a low-drag set-up.

► race, however. Kazuki Nakajima made it up to third ahead of both Porsches and was right behind the struggling Jarvis at the end of his double stint.

Toyota reckoned it might have been able to take the fight to the #8 Audi but for a drive-through picked up by Anthony Davidson for crossing the pitlane entry line in the middle of his double stint.

“We might have been able to challenge the #8 without Anthony’s problem,” said technical director Pascal Vasselon. “The stronger engine has compensated for the gap, but there is still a gap.”

How much the gap has closed between Porsche and Audi with the arrival of a new aero package on the R18 isn’t entirely clear on the evidence of a wet-dry race on a track that is unusual in both its surface and configuration. Audi was definitely closer in qualifying and in the wettest conditions – or at least Fassler was – but there was at least circumstantial evidence that the third aerodynamic iteration of the 2015 Audi offers a greater improvement over one lap than a long run.

Lotterer remained optimistic after Fuji. He said that they would have been able to put the #17 car under pressure but for the ill-fated call on tyres, which might have changed a lot.

“Ben’s speed at the suggested we might have been in the fight,” he said. “It all looks promising because the update for sure is going to help us at Bahrain and Shanghai.”

➔ FOR FULL RESULTS, PAGE 56



Power upgrade gave
Toyotas more pace



AF Corse 458 saw
off 911 challenge



Tyre call hindered
both factory 911s

Vilander out of Bruni’s shadow

IT WAS TONI VILANDER’S TURN TO PLAY THE hero at the AF Corse Ferrari team. He might normally languish in the shadow of team-mate Gianmaria Bruni, but he anchored the duo’s GTE Pro victory at Fuji with a marathon triple stint lasting more than three and a half hours on one set of wet-weather tyres!

Vilander was more or less equal to the factory Manthey Porsches in the wet conditions, which wasn’t what either side was expecting a week after the German manufacturer’s shock overall victory at Petit Le Mans in the rain. Even more crucially, the Finn played a part in the decision that sealed the result and gave the reigning WEC GT champions their first class victory since the Silverstone opener back in April.

Vilander battled with the two Porsches for much of the first half of the race. The Ferrari 458 Italia twice got ahead, although he was a few seconds behind Patrick Pilet in the #92 Manthey Porsche 911 RSR when he came into the pits after three hours and 35 minutes.

“I was waiting for the call for slicks and after three and a half hours there was a full-course

yellow, and that was the right time,” explained Vilander. “We hadn’t made a choice as we came into the pits, and I said, ‘What the hell go for slicks,’ and then Gimmi [Bruni] was quick straight away.”

Bruni’s pace indicated that AF had made the right choice, but Porsche had made an incorrect call, one that removed it from contention for class honours. Both Manthey 911s went onto Michelin’s hybrid tyre – an uncut intermediate – and were back in the pits 15 minutes later for slick rubber. That gave Bruni a lead of more than 50 seconds that he was never likely to lose on an almost-dry surface.

It was a bad day for Porsche after back-to-back one-twins in class at the previous two rounds of the WEC. It simply made too many mistakes to beat the reigning champions.

The wrong call on tyres when it mattered wasn’t the only error. Earlier in the race, it had opted not to pit Richard Lietz under the first full-course yellow, which undid the Austrian’s good work over the wettest portion of the race.

Pilet and Frederic Makowiecki ultimately finished second after Pilet was able to haul the car ahead of

the second AF Ferrari – driven by James Calado, who was having to save fuel while trying to fight a rear-guard action – with four laps to go. Pilet had initially dropped behind Lietz in the final hour but had stormed back past to put pressure on and then ultimately pass the Ferrari that Calado shared with Davide Rigon.

Calado and Rigon had claimed their first class pole of their two-season partnership in the WEC, and Calado kept the car in the game through the opening stint, but something went wrong for Rigon when he took over the car at the first stops.

“We were on a different strategy to our team-mates,” said Rigon. “We changed tyres and I’m not sure they were the right ones for the conditions. I had no grip at all.”

Racing actor Patrick Dempsey took his first WEC class victory in GTE Am with the Proton Porsche team. The 911 RSR he shared with Patrick Long and Marco Seefried claimed honours by 17s from the Aston Martin Vantage GTE driven by Pedro Lamy, Paul Dalla Lana and Mathias Lauda.

IN THE PADDOCK

GARY WATKINS
CONTRIBUTOR

@gazzasportscars



THE LE MANS 24 HOURS TAKES place in June – notwithstanding the odd world war, civil unrest and quirk of the calendar – so I'm not entirely sure that a Formula 1 race on the same day in a country with no motorsport heritage is going to detract in any way from the great race. Pierre Fillon, president of the Automobile Club de l'Ouest at Le Mans, agrees with me on that one.

Fillon says his disappointment at the clash with the Azerbaijan Grand Prix is one he feels for the fans. He's probably correct when he says they would probably have quite liked to see a proper Formula 1 driver defending his Le Mans crown aboard a factory Porsche.

The days when a posse of F1 drivers would take in the 24 Hours are long gone, but there is more than circumstantial evidence of a possible return to such a state of affairs. We all know of Fernando Alonso's desire to take part in the race, while Nico Hulkenberg's victory has piqued the interest of others.

You don't have to be too cynical to come up with the theory that the timing of the street race in Baku is a deliberate attempt to nip such ideas in the bud.

It would be wrong to say that the gentlemen's agreement between the FIA and the ACO has been broken. The governing body simply doesn't set the F1 calendar; Bernie Ecclestone and Formula One Management do – and that means there is something wrong with the governance of our sport.

Is Baku/Le Mans
clash deliberate?



MILESTONE

Porsche's victory at the weekend was its first in Fuji's long-distance sportscar fixture for 26 years. Vern Schuppan Racing triumphed in the Fuji 1000km, a round of the All-Japanese Sports-Prototype Championship, with a 962C in 1989.



Porsche to wait on Hulkenberg

PORSCHE WILL WAIT TO SEE IF there are changes to the Formula 1 calendar before deciding on a replacement for the unavailable Nico Hulkenberg in its 2016 Le Mans 24 Hours LMP1 line-up.

Porsche LMP1 team principal Andreas Seidl said that the clash between Le Mans and the Azerbaijan Grand Prix in Baku on the latest version of the F1 calendar that would prevent Force India driver Hulkenberg from defending his Le Mans crown came as a surprise. But he revealed that Porsche is still hoping for revisions to the F1 schedule that would allow the German to take up a place in the third 919 Hybrid alongside fellow 2015 Le Mans winners Nick Tandy and Earl Bamber.

"We saw late changes to the F1 calendar for this year and we hope there still could also be changes for



Hulkenberg 'cup-tied' by Azerbaijan

next season," explained Seidl. "We have to face it and look for an alternative, but there is no rush."

Le Mans organiser the Automobile Club de l'Ouest has expressed disappointment at the clash of

dates. ACO president Pierre Fillon revealed that he had a "gentlemen's agreement" with FIA boss Jean Todt dating back to 2011 and the rebirth of the WEC that a grand prix would not be scheduled against the 24 Hours.

Toyota opposes
hybrid limits



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Le Mans hybrid limit extended

THE INTRODUCTION OF A LIMIT on hybrid power at next year's Le Mans 24 Hours is set to be extended to the rest of the WEC in 2017.

The maximum power discharge will be limited in LMP1 to 300kW – or approximately 400bhp – for the grade 2 Le Mans circuit to fall in line with the power-to-weight guidelines for the FIA's grading system. The intention is to then bring the grade 1 tracks in line with Le Mans the following season.

Vincent Beaumesnil, sporting manager at the Automobile Club de l'Ouest, which writes the rules together with the FIA, said: "We think that it is best to have one rule for all circuits, because otherwise it is confusing."

Toyota is the manufacturer opposing the extension of the 300kW limit

on the grounds that it will affect its hybrid concept more than those of Porsche and Audi.

The new rule was not opposed by Toyota for the 24 Hours because it will have a negligible effect on lap time at Le Mans. But the Japanese manufacturer argues that it would be of much greater significance on the tracks that make up the rest of the schedule because the straights are shorter and a bigger boost is required.

Toyota Motorsport GmbH technical director Pascal Vasselon said: "This kind of limitation hurts a double KERS [kinetic energy retrieval system] more than one KERS and an exhaust system. It is not fair to introduce a rule that hurts one technology more than another."

LARBRE LOSES POLE

The Larbre Competition Chevrolet squad lost its first WEC pole position since the Fuji race in 2012 courtesy of a technical infringement. The team's Chevrolet Corvette C7.R, with which Paolo Ruberti and Gianluca Roda thought they'd claimed GTE Am qualifying honours, was excluded because it was running a fuel-cell ventilation valve operated by pressure rather than gravity.

CUMMING STAYS ON

US sportscar regular Chris Cumming will complete the season with the Morand LMP2 team after making his debut at Fuji alongside Oliver Webb and Pierre Ragues aboard its Morgan-Judd/BMW EVO.

REBELLION SUCCEEDS

Rebellion Racing (below) claimed LMP1 privateers' honours at Fuji with the cleanest and most-competitive run yet for its revised AER-engine R-One. Mathias Beche and Nicolas Prost took the honours – without the support of Nick Heidfeld, who is missing Fuji and Shanghai for family reasons – and might have had a sniff of a top six ahead of the #2 Toyota but for a penalty for overtaking behind the safety car.



EBREY/AT

Charging Shedden clinches second title

In a few hours the Honda man went from the clear favourite to rank outsider, before unleashing a thrilling drive. **SCOTT MITCHELL** reports

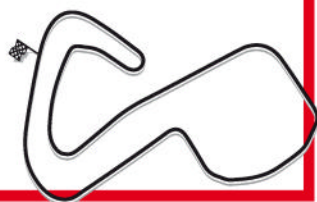


BTCC

Brands Hatch (GB)

October 11

Round 10/10



HE DIDN'T KNOW HE'D WON THE TITLE UNTIL

“halfway down the slow-down lap. It had seemed a million miles away. When I was sat on the grid at the start of race three I thought, “This championship’s going to be bloody hard to win.””

Gordon Shedden could have been forgiven for being pessimistic as he took up 19th place on the grid for the deciding race at Brands Hatch. After all, at the start of the day he seemingly held his own destiny firmly in his own grasp thanks to a handsome 23-point advantage over Jason Plato. A few hours later, despite still holding the lead, he was now firmly the outsider.

Still, this was no time to dwell on the cost of being passed, then tactically baulked, by Plato in race one. It didn't matter that this had put him on a collision course with potential title oblivion thanks to the resulting mid-grid start in race two that put him in harm's way. The hit from behind that locked his rear brakes and relegated him to a pointless 19th was history. All that mattered was now. Seventeen places further up the grid was Plato, now just 12 points behind. If anything, this simplified Shedden's task. There was no strategic game to be played. He will have known that a driver as tenacious as Plato would be unlikely to let a potential clear run at victory from the front row slip. All he had to do was get his head down and overtake, overtake, overtake.

“I just couldn't do anything apart from give it everything,” he said. “If I didn't give it maximum attack I wasn't going to win anything.”

If Shedden was going to wrest the title back, it would only come the hard way. Honda team-mate Matt Neal was on pole and therefore very much in play, but Shedden could not count on that denying Plato points.

“The plan was obviously to try and hold Jason back,” was the instruction from Team Dynamics technical director Barry Plowman. It was a straightforward plan that looked to have legs when Neal held the lead at the start, but it lasted all of a few seconds as Neal slid wide at Paddock Hill Bend and gifted Plato the lead. Shedden



Neal let Shedden by, then turned back-up

was now a million and one miles away. Had the race finished there and then, he was looking at a 10-point deficit.

The stars were aligning for Plato and Team BMR, whose other title challenger, Colin Turkington, had been removed from the picture with a puncture in race two. To Plato's credit, he couldn't have done much more. He jetted clear of Neal and bossed not one, nor two, but three restarts and drove into the distance to claim victory number six of the season.

But with no success ballast for the first time since the opening race of the season, the true pace of the Honda Civic Type-R was revealed. Shedden's rivals fell like skittles before him in “a blur of safety cars and overtaking”. He was helped considerably by several drivers putting up little resistance, which Plowman believes “you have to give them 10 out of 10” for. Plato was not so convinced.

Drivers moving aside or not, Shedden still had a job to do. The top six was the target, and a first-lap clash at Druids removed Tom Ingram from the picture: 17th, but no points swing. Then, Jake Hill went off in the aftermath: 16th, still 10 points to Plato.

That mess required a safety car. When it disappeared, Stewart Lines went off at Clark Curve and beached his Toyota Avensis in the gravel. During the following safety-car period, Plato's stand-in Team BMR team-mate Alain Menu pitted with a right-rear puncture, picked up after a hit from Shedden in the first-lap concertina at Druids. Considering the wily Menu

“If I didn't give it maximum attack, I wasn't going to win anything. It was a blur of overtaking”

GORDON SHEDDEN

had backed up Shedden at the preceding restart, the Scot would have breathed a sigh of relief to see a major potential obstacle out of the way: 15th, nine points to Plato.

Two laps later, Plato led the field away on another restart, only for another car to wind up beached in the Clark Curve gravel – this time Dave Newsham's Chevrolet.

Shedden knew he could not let any opportunity slip. In the brief green-flag period he had passed Newsham's stricken Power Maxed Racing Chevy, Mike Bushell's AmD Ford and then, halfway round the lap, James Cole's Motorbase Focus for 12th seconds before they reached the safety-car boards on the back straight. Just six points to Plato.

When the safety car next returned to the pits, it stayed there, and Shedden charged.

He dived by Jeff Smith at Paddock immediately for 11th (five points now) and then passed Sam Tordoff on the same lap (four points!), before Andrew Jordan moved aside in his MG on the run down to Hawthorn on lap 10. Just three points to Plato. He knew he was going well, but this was no time for calculation – this was only about passing cars.

Moments later, Shedden got ahead of Andy Priaulx for eighth when the WSR BMW driver lost out to Aron Smith at Hawthorns. Two points to Plato – but then the race leader set fastest lap. Three points again. Now Shedden needed fifth to claim the title.

Smith tried to hold Shedden back, but was next to succumb on lap 11. Back to two points again. It took the Honda another two laps to overhaul Rob Collard's BMW on the exit of Clearways to take sixth – only a point in it now.

Adam Morgan was next, but the Ciceley Racing Mercedes was a couple of seconds up the road. Not long to go – five laps – but Shedden ▶



Race-three victory wasn't enough for JP



Title number two for Shedden

► would have appreciated a little outside help. Unlike the first-lap transgression, here team-mate Neal was faultless.

He attacked Jack Goff at Paddock, allowing Mat Jackson's Ford to draw alongside the pair of them and force them to run three-wide into Druids. Morgan got involved and all four were delayed, bringing Shedden (and his pursuers) onto the tail of the group.

Morgan lasted half a lap in front of the Honda, losing fifth at Paddock at the start of lap 15, putting Plato and Shedden tied on 346, but the BMR man had the edge on a countback.

The pendulum finally swung decisively back in Shedden's favour just before they started the penultimate lap – Neal allowed Goff and Shedden through to turn into his team-mate's rear gunner insurance policy against Morgan and the BMWs.

To Goff's credit, he was not about to allow Shedden through for third and put on a fine defensive drive to secure the final podium spot behind Plato and Jackson, but fourth was enough for Shedden to nick the title, especially as Tordoff had stolen fastest lap near the end.

"It was so emotional today," Shedden enthused afterwards. "I gave it absolutely everything, as

I played a straight bat and I've raced with a great deal of integrity

JASON PLATO

I have done all year. I just hung it all out. That was all I could do.

"I was 30-odd points off the lead of the championship [after Snetterton]. That is a long, long way to bring back, and even after race two today I thought it was gone as well. It shows you how fast it can change.

"Matt has been fantastic – he sat behind me at Silverstone and he had my back, and he did everything he could here to help me too.

"It is absolutely out of this world. It was better [than the 2012 triumph] without any shadow of a doubt, because it seemed so far away."

Plato didn't want to take anything away from his adversary afterwards, but it's difficult not to sympathise. He was Shedden's nearest challenger on Sunday but he was still the outsider, and he manufactured a situation whereby he very, very nearly pulled off something special. It was his move on Shedden at Surtees (aided by a push) that allowed him to back the Honda up and put him mid-grid for race two. That could have been a championship-winning moment.

Although he was very critical of what he saw as a lack of team cooperation when it counted (see page 43), Plato did not begrudge Shedden joining him on the list of two-time champions and insisted he would sleep well that Sunday night because "it's not a life-changer for me – I played a straight bat and have gone about my year with a great deal of integrity."

"I wanted to put a proper performance in. I wanted to pull away into the distance. We lost by three points – we could have won it today if other things had happened."

Unsurprisingly, the title picture detracted from the individual happenings at the front of the first two races – much to the chagrin, surely, of the Motorbase team. Jackson picked up his third straight pole and his third straight race-one victory, then managed 75kg of success ballast and soft tyres (aided by a length safety-car period) to deny Ingram a maiden win.

Smith and Morgan chased Jackson home in race one, the former earning a verbal clip round the ear (and then some) from Team BMR team-mate Plato for not dropping back. In race two, Speedworks Motorsport Toyota driver Ingram rose from fifth to third on the opening lap before passing Morgan and harrying Jackson for the lead to no avail.

Still, the day belonged to Shedden. He had gone from championship favourite to outsider in just a few hours and then, in the course of just a few minutes, completed the circle. It was a drive worthy of a champion.

Actually, make that a two-time champion.



Jackson won twice amid title madness

IN THE PADDOCK

SCOTT MITCHELL
FEATURES EDITOR

@ScottMitchell189



I NEED TO START BY CONGRATULATING Gordon Shedden on his second BTCC title. The Honda ace has been superb this season, and his qualifying efforts have, at times, been otherworldly.

Shedden or Jason Plato would both have been worthy champions. If you're going to win a title there aren't many sweeter ways than how Shedden carved through the field.

Now, about that. In the aftermath, I was asked a lot of questions over the challenge he faced from his rivals as he rose up the order. Or, more precisely, the lack of a challenge...

It poses two questions: why did they do it, and was it right?

Popularity is the most obvious answer to the first. Has Jason made too many enemies in the paddock, or has Gordon



made more friends? Plato does not keep himself to himself and the result is he sometimes rubs people up the wrong way. Did that count against him in race three?

To me it's irrelevant, and that shapes my answer to the second point. The BTCC isn't, or shouldn't be, a popularity contest. Whether the rivals wanted Shedden or Plato to win

the title shouldn't have come into it unless they were sitting in a VW CC or a Honda Civic. Favouritism shouldn't be a factor.

But that's naive. Of course it is. That's why some drivers made a point of moving aside, and others did their own thing.

To me, the right thing to do is option two. Just get on with racing as normal.

The trouble with not wanting to interfere with the title fight is you do exactly that when you move out of the way of one of the protagonists.

I think Shedden had his life made easier, but I also think, although it'd have been tough, he'd have done the job anyway. He's a very worthy, now two-times, champion.

BMR ticks off teams' triumph

WARREN SCOTT'S TEAM BMR

operation clinched the teams' championship last weekend, while Honda secured the manufacturers' crown.

Team BMR's drivers' title protagonists Jason Plato and Colin Turkington missed out on the main prize, but Scott's squad made amends by beating Honda/Team Dynamics by 76 points. BMR won the independent teams' title, while Turkington took the drivers' equivalent.

Honda backed up Gordon Shedden's outright drivers' crown by beating MG to the constructors' championship.



Plato slams team-mate Smith

JASON PLATO HAS SLAMMED team-mate Aron Smith for not helping his bid for a third title.

The two-time champion suggested on ITV after race one his fellow Team BMR driver had "got himself the sack" by not backing the lead pack up or dropping behind later on.

"Certain members of the team could have played it differently and helped me out as they said they

were going to," he said. "That's a team issue and I'm sure there'll be quite harsh words."

Smith responded: "I still played the team game, it's just a shame it had to end the way it did because it certainly soured my working relationship there."

Team owner Warren Scott publicly backed Smith and took full responsibility for what he called "a mistake somewhere in the team".

'Big boy' Ingram unsure on 2016

TOM INGRAM MATCHED HIS career-best finish in the BTCC by claiming his "first big-boy podium" in the penultimate race of the season.

The Speedworks Motorsport driver rose from fifth on the grid to finish second in race two and narrowly missed out on a maiden victory to Mat Jackson.

He reckoned a lengthy safety-car period, which allowed Jackson to nurse his soft tyres, cost him the win.

"I knew the race would come to us," he said. "I didn't want to try anything too risky to start with. Had we not had the safety

car I think we might have been able to do it – it would have been a different story."

Ingram has spent both his seasons in the BTCC with Speedworks, which prior to the Rockingham result had not scored a podium in the BTCC.

"There was never a case to be strengthened," he added when asked if the late-season flourish would sway his decision to remain with Christian Dick's team. "It's by no means sorted for next year and I've got a lot of options – we just need to look at what's going to be the best move and where we are on budget."

HILL'S RETURN

Jake Hill stood in for Nicolas Hamilton in the AmD Tuning Audi S3 last weekend, earning a best result of 17th. AmD reverted the S3, mildly adapted for the disabled Hamilton, to its original specification on Friday. Hill crashed in FP1, limiting his running, but qualified only 1.3s off the pace in 23rd and finished 17th in the opener. He was 18th in race two but retired from the finale on the first lap.

COOK CONFIRMED

Josh Cook picked up his trophy for winning the championship for BTCC rookies from the man the class takes its name from. Inaugural BTCC champion Jack Sears was on hand to present the award to Cook, who closed out an impressive debut season with another brace of class victories.

MENU'S TROUBLES

Two-time champion Alain Menu's return to the series in place of injured Team BMR boss Warren Scott was plagued by problems. Having not raced since the 2014 finale, Menu suffered power-steering problems on Saturday but qualified 15th. He suffered battery problems in race one, a collision with Derek Palmer Jr in race two (below) and a puncture in race three.



BIG NUMBER

105

Number of laps led by Mat Jackson, most of any driver

CLIO CUP UK BRANDS HATCH, OCTOBER 10-11 RD 9/9

Sutton beats Hand to title



Two wins gave Sutton (16) the title by five points

THE LAST CLIO CUP ROUNDS WERE FULL OF DRAMA with rookie stars, collisions and an unexpected champion providing a thrilling finale.

Despite Ash Hand holding the advantage going into the curtain-closer, it was Pyro team-mate Ashley Sutton who emerged with the crown after two impressive wins.

Hand's weekend got off to a tough start as a disrupted qualifying session threatened to leave him starting at the back.

"One of the turbo pipes had come loose and that was costing me three seconds a lap," he explained. "In these situations you have to do what you can, so I was pleased to get sixth on cold tyres and under that pressure."

With Hand on the back foot already after disappointing performances at the previous Silverstone rounds, the last thing he needed was title rivals Ant Whorton-Eales and Sutton lining up on the front row.

Whorton-Eales made a good start from pole, while the BMR-supported Sutton lost out to WDE's Paul Rivett at Paddock Hill Bend.

Rivett hit Whorton-Eales further round the lap at Surtees, letting Sutton pass them both.

Whorton-Eales was then involved in further contact that ended his race – and title hopes – while Paul Streather and Luke Kidsley also collided, bringing out the safety car. Hand was delayed by the incidents, dropping to ninth.

Upon the restart he set about climbing up the order, storming through to take second from Jon Maybin at Druids on the final tour.

There was nothing he could do about Sutton, who took a dominant win to keep his title hopes alive, while Maybin grabbed a maiden podium.

Further back, Rory Collingbourne, George Jackson and Thomas Grundy were all hit with track limit penalties, promoting Josh Price and Alex Sedgwick into the top five.

Sutton led from the start of race two but again there was an early safety car with Rory Green off at Paddock and Collingbourne stranded at Druids.

There was another safety car shortly after when Mark Howard spun at Clearways, but upon the restart debutant Streather began putting Sutton under pressure. Meanwhile, Hand was struggling with suspension problems and dropped from third to seventh by the flag.

With Sutton able to emerge on top of an

excellent tussle with Streather, the championship was his by five points.

"It's still sinking in," smiled Sutton. "I knew what I needed to happen for me to win. I did what I had to and won both races and that was enough."

Streather was equally happy with second, while third gave Dan Holland his second podium since switching to WDE at Silverstone.

With Rivett suffering from an engine problem and Whorton-Eales unable to start, the top six was rounded out by some opportunistic drivers.

Kidsley made up for his earlier crash with fourth, while another debutant, Ben Palmer, was fifth, ahead of Grundy.

● Stephen Lickorish

RESULTS (ALL 15 LAPS)

RACE 1 1 Ashley Sutton 28m22.680s (77.17mph); 2 Ash Hand +1.901s; 3 Jon Maybin; 4 Josh Price; 5 Alex Sedgwick; 6 Rory Collingbourne. **Fastest lap** Sutton 1m39.724s (87.84mph).

RACE 2 1 Sutton 29m13.897s (74.91mph); 2 Paul Streather +0.245s; 3 Daniel Holland; 4 Luke Kidsley; 5 Ben Palmer; 6 Thomas Grundy. **FL** Kidsley 1m40.483s (87.17mph).

POINTS 1 Sutton, 459; 2 Hand, 454; 3 Ant Whorton-Eales, 426; 4 Paul Rivett, 355; 5 Charles Ladell, 236; 6 Collingbourne, 210.

GINETTA JUNIOR BRANDS HATCH, OCTOBER 10-11 RD 10/10

Junior decider marred by appeal

JAMIE CAROLINE AND SENNA PROCTOR finished level on points, with the title provisional, after the Ginetta Junior finale.

Proctor and Caroline headed qualifying for race one, but Caroline started seventh with a grid penalty imposed after Silverstone. Proctor led, but Caroline was soon second and lunged past on lap six.

Both survived adventures that put Proctor briefly back into the lead but left him fifth at the end of lap seven. With Caroline in charge, a final shuffle left Billy Monger and Dan Zelos in podium places and Proctor fourth.

Caroline led Proctor early on in race two, but was one of three drivers to pick up a

drive-through penalty for jumping the start. With that served, he emerged in 19th as Proctor romped clear. Caroline needed 16th to be champion on a countback, but his chance of recovering sufficiently appeared to vanish when the race was stopped early, with a car off at Stirling's and Caroline stranded in 17th.

But, hours later, Stuart Middleton was belatedly penalised for his own jump start. His 30-second penalty lifted Caroline from 17th to 16th, and handed him the title with 10 wins to Proctor's four – though Middleton has appealed to the MSA National Court, meaning it remains provisional (see p86).

● Brian Phillips



Caroline's 10 wins beat Proctor's four

RESULTS

RACE 1 (8 LAPS) 1 Jamie Caroline 15m07.547s (77.21mph); 2 Billy Monger +1.906s; 3 Dan Zelos; 4 Senna Proctor; 5 Stuart Middleton; 6 Kyle Hornby. **FL** Caroline 1m47.387s (81.57mph). **RACE 2 (6 LAPS)** 1 Proctor 11m30.867s (76.07mph); 2 Lewis Brown +3.308s; 3 Matt Chapman; 4 Middleton; 5 Dave Wooder; 6 Hornby. **FL** Chapman 1m48.140s (81.00mph). **POINTS** 1 Caroline, 473; 2 Proctor, 473; 3 Brown, 387; 4 Zelos, 364; 5 Monger, 325; 6 Patrik Matthiesen, 309.



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BAHRAIN	- 18th / 19th / 20th November 2015 (WEC Support) - 2 races
DUBAI	- 17th / 18th / 19th December 2015 - 4 races
CHENNAI	- 29th / 30th / 31st January 2016 - 4 races

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FORMULA RENAULT 2.0 ALPS

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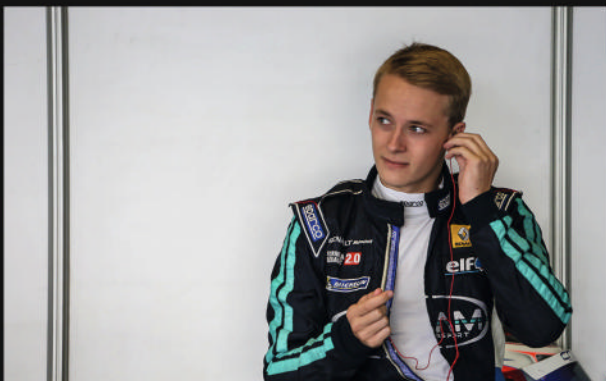


THE CHAMPIONSHIP GOES TO AITKEN DOWN TO THE WIRE

Jack Aitken is the 2015 Formula Renault 2.0 ALPS champion. The Anglo/Korean driver managed to seize the title at the end of a thrilling finale. After seven rounds and sixteen races, the Koiranen GP 20 year-old driver was crowned as the best in 2015. All along Aitken won seven races including those in Jerez during the last round when he managed P2 in Race One and P3 in Race Two, behind though the wild cards Anthoine Hubert (Tech 1 Racing) winner of the first race, and Ben Barnicoat (Fortec Motorsports) ruler of Race Two ahead of Hubert. In Spain Aitken managed to out-pass his team-mate Jake Hughes and to watch out from the two JD Motorsport driver Matevos Isaakyan (crowned as Junior Champion) and Thiago Vivacqua (third in the Championship), and from Stefan Riener. Up to five drivers in fact were in Jerez with Championship's ambitions.

KOIRANEN GP TO BE BACK IN 2016

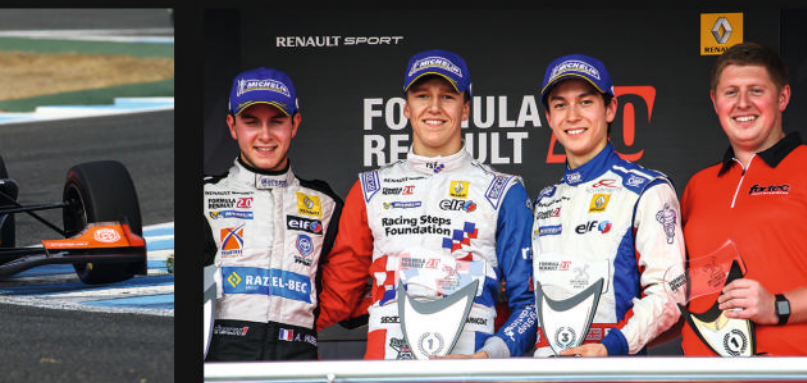
Koiranen GP won for the second season in a row both the Formula Renault 2.0 ALPS Drivers' and the Teams' titles. Three years after the success gained with Daniil Kvyat and doubled in 2014 with Nyck de Vries, the team led by Afa Heikkinen took it all once more achieving an impressive double with the new champion Jack Aitken and the runner-up the Brit Jake Hughes. All efforts are already though on the season to come. "We will for sure join the 2016 season of Formula Renault 2.0 ALPS. We are keen in defending our titles" commented Heikkinen. Besides Aitken and Hughes, the Finn team based in Montmeló (Spain) fielded also Bruno Baptista, Philip Hamprecht and Stefan Riener for the entire season. Some appearances also for the debuting Anton De Pasquale, Max Defourny and Nerses Isaakyan.



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SPAIN 2015

SPAIN



FORMULA RENAULT 2.0 ALPS

Seven venues, some of which to be held on the most important circuits Europe-wide. The 2016 Formula Renault 2.0 ALPS calendar will still be extremely prestigious, welcoming new synergies as those with the Euroformula Open and the International Gt Open with which it will be sharing the race weekends in Monza and Barcelona for the last two venues. The Fast Lane Promotion Series will kick off as for 2015 from Imola on the 2/3 April weekend. The street circuit of Pau will follow on the 21/22 May, just one week before the awaited Eurocup F.Renault 2.0 round in Montecarlo. As for the tradition the series will than head towards Spa on the 11/12 June. The last two rounds will feature Monza (1/2 October) and Barcelona for the grand finale on the 29/30 October. The remaining two rounds will be held in Mugello and Red Bull Ring with dates still to be confirmed.

FORMULA RENAULT 2.0 ALPS 2016

2-3 April	Imola (ITA)
21-22 May	Pau (FRA)
11-12 June	Spa (BEL)
1-2 October	Monza (ITA)
29-30 October	Barcelona (ESP)
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MSA FORMULA BRANDS HATCH, OCTOBER 10-11 RD 10/10

Norris champion as Carlin dominates

LANDO NORRIS WON THE INAUGURAL MSA FORMULA crown as Carlin dominated a weekend that was tame compared to Silverstone's chaotic round.

Norris and team-mate Colton Herta led title challenger Ricky Collard home in race one. The Arden driver had a tough start on Friday with a hefty practice crash and was unable to challenge the Carlin duo in the race.

"I did the best job I could've done," he said. "The Carlin package is unstoppable around here."

Norris and Collard struggled to make progress from the reversed grid but seventh – after a risky move on Daniel Baybutt at Hawthorns – secured Norris the championship.

"It's great to take the title," he said. "It was a bit dangerous [the pass], but I didn't really think about the risk. I had to go for it as I wouldn't have won the title today otherwise."

At the front, Collard's team-mates Sandy Mitchell and Enaam Ahmed battled for the victory with Ahmed pouncing on the final lap to take the place round the outside of Hawthorns. It was Ahmed's first outright race win in the series and secured him the rookie class title.

Herta won the final race of the season by 7.5 seconds – the largest gap of the season – after passing Norris on the opening lap when he ran slightly wide at Clearways.

● Stephen Lickorish



Norris is the series' inaugural champion

RESULTS (ALL 14 LAPS)

RACE 1 1 Lando Norris 20m31.783s (99.56mph); 2 Colton Herta +0.478s; 3 Ricky Collard; 4 Enaam Ahmed; 5 Rafael Martins; 6 Sandy Mitchell. **FL** Norris 1m26.797s (100.92mph).

RACE 2 1 Ahmed 20m48.766s (98.20mph); 2 Mitchell +1.177s; 3 Martins; 4 Toby Sowery; 5 Herta; 6 Collard. **FL** Norris 1m27.165s (100.49mph).

RACE 3 1 Herta 20m30.188s (99.69mph); 2 Norris +7.560s; 3 Ahmed; 4 Sowery; 5 Sennan Fielding; 6 James Pull. **FL** Herta 1m26.778s (100.94mph).

POINTS 1 Norris, 413; 2 Collard, 371; 3 Herta, 355; 4 Fielding, 300; 5 Matheus Leist, 273; 6 Daniel Ticktum, 242.



Ahmed scored first MSA Formula win

PORSCHE CARRERA CUP GB BRANDS HATCH, OCTOBER 11 RD 8/8

Cammish and Sharp share spoils

WITH THE TITLE ALREADY IN THE BAG, DAN Cammish added an 11th victory to his season tally at the Porsche Carrera Cup GB finale and followed Tom Sharp to the flag as the rookie class winner scored his first win in race two.

Cammish was a lights-to-flag winner of the penultimate race with Sharp, Dino Zamparelli and Jayde Kruger next, Kruger working hard to fend off outgoing champion Josh Webster and past title holder Michael Meadows.

Webster was a last-lap casualty, crashing with suspected suspension failure on his Team Parker Racing car at Hawthorns, bringing Stephen Jelley into the top six.

Sharp nailed his first outright win of the season and a bumper £50,000 rookie prize

from the race two rolling start. Cammish finished in Sharp's shadow, and rookie rival Dino Zamparelli was never far behind in third. Kruger was fourth after another muscular duel with Meadows, and Jelley finished sixth.

● Brian Phillips

RESULTS(ALL 17 LAPS)

RACE 1 1 Dan Cammish 25m23.166s (97.76mph); 2 Tom Sharp, +1.384s; 3 Dino Zamparelli; 4 Jayde Kruger; 5 Michael Meadows; 6 Stephen Jelley. **FL** Cammish 1m 28.582s (98.88mph).

RACE 2 1 Sharp 25m23.440s (97.75mph); 2 Cammish, +0.180s; 3 Zamparelli; 4 Kruger; 5 Meadows; 6 Jelley. **FL** Burns 47.934s (90.72mph).

POINTS 1 Cammish, 324; 2 Meadows, 226; 3 Josh Webster, 203; 4 Sharp, 192; 5 Jelley, 191; 6 Zamparelli, 180.



Sharp beat Zamparelli to rookie class title

GINETTA GT4 SUPERCUP BRANDS HATCH, OCTOBER 10-11 RD 10/10

Oliphant triumphs in title showdown

UNLIKE SOME OF THE CHAMPIONS CROWNED LAST weekend, Tom Oliphant's path to title glory was simple: he just needed to outscore Carl Breeze.

The opener did not run simply at all. First, Will Moore and Reece Somerfield had nasty startline shunts, which resulted in the race being red-flagged. Then Fraser Robertson hit Osamu Kawashima, bringing out the safety car and reducing the delayed six-lap contest to just two full racing laps. In that short time, Oliphant was unable to halt Breeze's march to the win.

Breeze doubled up in race two, despite Oliphant making a risky last-lap attempt to pass at Paddock Hill Bend. However, second was enough for Oliphant to secure the crown.

Caine won the finale after passing reversed-grid poleman Carl Boardley at Surtees. Breeze beat the new champion to the final podium spot.

● Stephen Lickorish

RESULTS

RACE 1 (6 LAPS) 1 Carl Breeze 11m38.596s (75.23mph); 2 Tom Oliphant +0.199s; 3 Michael Caine; 4 Will Burns; 5 Jordan Stilp; 6 Tom Wrigley. **FL** Wrigley 1m31.779s (95.44mph).

RACE 2 (14 LAPS) 1 Breeze 23m49.078s (85.81mph); 2 Oliphant +0.305s; 3 Caine; 4 Stilp; 5 Ollie Jackson; 6 Carl Boardley. **FL** Oliphant 1m30.740s (96.53mph).

RACE 3 (11 LAPS) 1 Caine 19m45.565s (81.27mph); 2 Boardley +1.592s; 3 Breeze; 4 Oliphant; 5 Jackson; 6 Wrigley. **FL** Rob Wheldon 1m31.112s (96.14mph).

POINTS 1 Oliphant, 740; 2 Breeze, 705; 3 Jamie Orton, 603; 4 Caine, 484; 5 Burns, 476; 6 Wrigley, 429.



GREY POWER RULES AT BATHURST 1000

Craig Lowndes and Steven Richards proved that experience counts at the Mount Panorama event. By **PHIL BRANAGAN**





Canto leads the field away at the start

50

V8 Supercars Bathurst 1000 (AUS)



October 11

Round 10/14

CRAIG LOWNDES STARTED HIS 22ND BATHURST 1000 with 14 cars in front of him. By the time he had finished the classic race, there were none.

Lowndes, 41, may not be the wide-eyed kid he was when he debuted in the race in 1994. Neither is co-driver Steven Richards. But the two veterans, with more than 40 Bathurst starts between them, prevailed in a day of mixed conditions to take, respectively, their sixth and fourth victories on the famous Mountain track.

"It's a great honour to be here on the stop step again," said Lowndes.

"It didn't go to plan last year, I screwed up! What we executed was what we planned at the start of the day."

Richards was no less delighted.

"I have been lucky enough in the four times I have been up here that I have driven with some great guys, with some good teams," he grinned. "I am just a small cog in a large wheel."

The pair had to overcome stern opposition – and the biggest challenge came from the car that started immediately ahead of them. Mark Winterbottom has had a great season and leads the V8 Supercars championship comfortably, but qualifying did not go well for him. From 14th, his co-driver Steve Owen lost five spots on the opening lap and during Winterbottom's first driving stint he actually found himself in last place. But the Prodrive pair plugged away, in spite of a pitlane penalty and electrical problems, to chase Lowndes home.

Perhaps their race was best summed up by Owen: "The car was OK, and you don't win this race with OK cars."

They also had an up-and-down day, but a brave call by the aptly-named Winterbottom to jump onto slicks on a still-wet track gained back all the time in that penalty and more. Clearly, he was not driving just for championship points.

Garth Tander was third in the Holden Racing Team's Star Wars-themed Commodore. He and co-driver Warren Luff pressed hard all day but the force was not truly with the car, which did not show the speed of the Triple 8 Holdens of Lowndes and Jamie Whincup. But Tander made up for that with a typically robust final stint,

snatching places late in the going and defending like a Jedi to keep them.

Tander's biggest challenger was Fabian Coulthard, whose own Holden was among the best of breed in the race buildup, and Scott McLaughlin. The Volvo driver shone in all conditions, even in the face of team-mate David Wall's car losing an engine relatively early in the race. McLaughlin's co-driver Alex Premat backed him up admirably, and the Frenchman ended the journey with the unofficial accolade of best placed international driver in the event.

For the rest, it was a case of what might have been. If Lowndes did not have absolutely the quickest car in the race, the other Triple 8 driver, Whincup, did. Even in the hands of co-driver Paul Dumbrell, the thing was a jet. At one stage, in the wet, Dumbrell was tearing away from the field by as much as 3s a lap – and that field was headed by Lowndes, one of the noted wet-weather masters in the sport. It turned out that his tyres were over-inflated, and once he got back onto slicks, he rediscovered his speed.

But the Whincup/Dumbrell challenge foundered in controversial circumstances. Running second behind Lowndes late in the race, a safety car prompted nearly every team to pit their cars, which, in the case of Red Bull, would have meant servicing Lowndes first on the team's single pit boom and 'stacking' Whincup. That is what the team had ordered but when Lowndes



and 19 other drivers pitted, Whincup went around the track again.

In doing so, he passed the safety car, a clear breach of regulations. Officials decreed a pitlane drive-through penalty; Whincup voiced his innocence, claiming that he saw a green light on the safety car, the signal that a driver is permitted to overtake. Television replays were not conclusive; the penalty stood and Whincup was done for the day – save for a late race and, probably, ‘angry man’ lap record.

It was the second year in a row that Whincup has, in the words of team owner Roland Dane, “freelanced” and ignored team orders. Last year, it cost him the lead on the final lap; this year, probably second, maybe a win. One imagines that Dane and Whincup will be having a frank conversation before the cars line up on the Gold Coast next week.

What was clear was that the Triple 8 cars set the pace. After Fabian Coulthard topped the first practice sessions, Whincup lit the track up, becoming the first V8 Supercar driver to lap the circuit under 2m05s. He looked to be the favourite for pole position but qualifying was interrupted by rain, not heavy enough to end the session, but sufficient to end any seriously fast laps. The ‘cut’ session left Winterbottom and Lowndes in the teens, and stranded Tander in 22nd.

For the single-car shoot on Saturday to determine the first 10 cars on the grid,



Mostert crashed heavily in qualifying



Richards and Lowndes enjoy win

conditions were much worse. The intensity of the rain waxed and waned but David Reynolds was the man to make the most of it, Prodrive’s ‘third’ Ford surfing through the conditions to line up alongside McLaughlin.

The ‘second’ Prodrive entry was the reason that the qualifying session was postponed a day. On his first lap, Chaz Mostert clipped a wall exiting the Dipper – he was maybe three inches off line in the late afternoon glare – and the defending race winner became a pinball. The blue car ricocheted from wall to wall, climbing up one and taking out part of a marshalling post. Mostert came to a halt dazed but conscious, and in pain with a broken leg and wrist fracture, and looks to be out for the season. Five marshals were injured, thankfully only one badly enough for brief hospitalisation prior to being released.

It was a tough weekend to be in one of the six Fords in the race. Scott Pye dazzled in the DJR Team Penske Falcon that he shared with Marcos Ambrose, who looked the best he has done on his return to V8 Supercars after a decade in NASCAR. Pye was pressing on late in the race, well inside the top 10, when he suffered a broken steering arm. The car clattered into the concrete and slid to a halt before Pye emerged, nursing a number of broken ribs. He would appear to be out of action for the next race on the Gold Coast, where co-drivers will be required.

Steve Johnson, son of team co-owner Dick

It's a great honour to be here on the top step again... What we executed was what we planned

CRAIG LOWNDES

Johnson, would be expected to step into the famed #17 entry – had he not already been connected with the Prodrive seat vacated by Mostert...

The other Ford to taste wall was that of the somewhat grandiosely named ‘V8 Supergirls’. Garish in livery and heavy with sponsors, IndyCar driver Simona de Silvestro flew south for her first race in any sort of enclosed car, let alone a V8 Supercar, to join Renee Gracie – a 20-year-old with limited V8 experience. Somewhat predictably, the Swiss showed the best form in the buildup to the race, in which Gracie would start. For the first 15 laps all looked well until the local rookie found some oil at Forrest’s Elbow, nosing into the concrete. ▶

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Lowndes and Richards faced testing conditions

► She managed to get the Prodrive car back to the pits, where the team worked for nearly two hours to get it back in action. It was de Silvestro who drove much of the rest of the race to be classified as the final finisher. To her credit, she looked like a natural V8 Supercar racer and is already telling the team just how much she likes the look of life down under.

The other internationals had mixed days. Sebastien Bourdais was 10th in the Walkinshaw Holden he shared with Lee Holdsworth, which lacked the speed to make up places in the final sprint. Oliver Gavin was classified 19th in Nick Percat's Commodore, losing two laps after a clash with former race winner Will Davison. Alex Buncombe looked good in the race buildup,

sharing Todd Kelly's Nissan, but a clash with another car loosened bodywork. Repairs put him a lap down and Kelly's 100 per cent driving saw him off the road a couple of times. The pair were classified 20th.

Davison and sibling co-driver Alex were in the wars in their Mercedes, the rear wheels of which were levered off the ground at the 170mph Chase corner at one point, while the other AMG entry of Ash Walsh/Jack Le Brocq had its hopes of a finish ended with an impact with a concrete wall. The unofficial rookie of the year driver was Macauley Jones, the 21-year-old son of Brad Jones, who finished 15th with Dale Wood.

The irony of Mostert's crash is that it will, in all probability, deliver Prodrive its long-desired

drivers' title. Winterbottom's points lead has been nearly doubled, but with Lowndes now in second place. 'Frosty' is usually strong on the Gold Coast, co-driver Owen is in prime form and, surely, not much can stop a title now?

It is well known that Lowndes is a former team-mate and protege of Peter Brock. Nine years after his death, Brock is still revered by the Holden faithful. He won Bathurst nine times – still a record.

Does Lowndes have another three in him – or perhaps even four?

After two decades in the sport, the reasonable answer to that might be no. But Lowndes has proven that, at Bathurst, he can do just about anything. Maybe, just maybe...

BATHURST 1000

ROUND 10/14 MOUNT PANORAMA, OCTOBER 11 (161 LAPS - 621.553 MILES)

- 1 Craig Lowndes (AUS)/Steven Richards (NZ) Red Bull Racing (Triple Eight) Holden Commodore VF
- 2 Mark Winterbottom (AUS)/Steve Owen (AUS) Pepsi Max (Prodrive) Ford Falcon FG
- 3 Garth Tander (AUS)/Warren Luff (AUS) Holden Racing Team (Walkinshaw) Holden Commodore VF
- 4 Fabian Coulthard (NZ)/Luke Youlden (AUS) Freightliner Racing (Brad Jones) Holden Commodore VF
- 5 Scott McLaughlin (NZ)/Alexandre Premat (F) Wilson Security Racing GRM Volvo S60
- 6 Dean Canto (AUS)/David Reynolds (AUS) Bottle-O Racing Team (Prodrive) Ford Falcon FG
- 7 Jason Bright (AUS)/Andrew Jones (AUS) Team BOC (Brad Jones) Holden Commodore VF
- 8 Shane van Gisbergen (NZ)/Jonathon Webb (AUS) Team Darrell Lea STIX (Tekno) Holden Commodore VF
- 9 Lee Holdsworth (AUS)/Sebastien Bourdais (F) Walkinshaw Racing Holden Commodore VF
- 10 James Moffat (AUS)/Taz Douglas (AUS) Nissan Nismo (Kelly) Nissan Altima L33
- 11 Russell Ingall (AUS)/Jack Perkins (AUS) Holden Racing Team (Walkinshaw) Holden Commodore VF
- 12 Will Davison (AUS)/Alex Davison (AUS) Erebus Motorsport Mercedes E63 AMG
- 13 Dean Fiore (AUS)/Michael Caruso (AUS) Nissan Nismo (Kelly) Nissan Altima L33
- 14 Tony D'Alberto (AUS)/Tim Slade (AUS) Supercheap Auto Racing (Walkinshaw) Holden Commodore VF
- 15 Dale Wood (AUS)/Macauley Jones (AUS) GB Galvanizing Racing (Brad Jones) Holden Commodore VF
- 16 David Russell (AUS)/Rick Kelly (AUS) Jack Daniels-Nissan Motorsport (Kelly) Nissan Altima L33
- 17 Aaren Russell (AUS)/Drew Russell (AUS) Novocastrian Motorsport Holden Commodore VF
- 18 Paul Dumbrell (AUS)/Jamie Whincup (AUS) Red Bull Racing (Triple Eight) Holden Commodore VF
- 19 Nick Percat (AUS)/Oliver Gavin (GB) Repair Management AUS (Lucas Dumbrell) Holden Commodore VF
- 20 Todd Kelly (AUS)/Alex Buncombe (GB) Jack Daniels-Nissan Motorsport (Kelly) Nissan Altima L33
- 21 Renee Gracie (AUS)/Simona de Silvestro (CH) Harvey Norman Supergirls (Prodrive) Ford Falcon FG
- R Scott Pye (AUS)/Marcos Ambrose (AUS) DJR Team Penske Ford Falcon FG
- R Ash Walsh (AUS)/Jack Le Brocq (AUS) Erebus Motorsport Mercedes E63 AMG
- R Tim Blanchard (AUS)/Karl Reindler (AUS) Team Cooldrive (Lucas Dumbrell) Holden Commodore VF
- R Andre Heimgartner (NZ)/Ant Pedersen (NZ) Super Black Racing (Prodrive) Ford Falcon FG
- R David Wall (AUS)/Chris Pither (NZ) Wilson Security Racing GRM Volvo S60
- NSChaz Mostert (AUS)/Cameron Waters (AUS) Pepsi Max (Prodrive) Ford Falcon FG

Winner's average speed 99.150mph.

Fastest lap Whincup, 2m07.1226s, 109.328mph. First-named driver in each car started the race.

- 6h16m07.7064s
- +1.3654s
- +3.9516s
- +4.4166s
- +9.7147s
- +10.9831s
- +12.0096s
- +14.3117s
- +14.7198s
- +20.1927s
- +21.1964s
- +21.6238s
- +29.5798s
- +31.5931s
- +31.9784s
- +35.2023s
- +43.5836s
- +1m01.9616s
- 2 laps
- 5 laps
- 40 laps
- 137 laps - steering arm
- 135 laps - accident
- 78 laps - accident
- 35 laps - accident
- 15 laps - engine
- qualifying crash

QUALIFYING

TOP 10 SHOOTOUT

- 1 Reynolds, 2m27.8201s;
- 2 McLaughlin, 2m28.9746s;
- 3 Bright, 2m29.7006s;
- 4 Holdsworth, 2m29.8139s;
- 5 Moffat, 2m30.0084s;
- 6 van Gisbergen, 2m30.8456s;
- 7 Pye, 2m31.6312s;
- 8 Whincup, 2m32.0536s;
- 9 Coulthard, 2m32.1246s;
- 10 Slade, 2m34.7168s.
- QUALIFYING Coulthard, 2m06.1838s; van Gisbergen, 2m06.4470s; Slade, 2m06.5063s; Whincup, 2m06.5248s; Pye, 2m06.5656s; Bright, 2m06.5999s; McLaughlin, 2m06.7177s; Reynolds, 2m06.7813s; Holdsworth, 2m06.8796s; 1Moffat, 2m06.9147s; 11 W Davison, 2m06.9696s;
- 12 Heimgartner, 2m07.0383s; 13 Wood, 2m07.1684s;
- 14 Winterbottom, 2m07.2072s; 15 Lowndes, 2m07.2586s;
- 16 T Kelly, 2m07.3073s; 17 Perkins, 2m07.3769s; 18 Caruso, 2m07.3817s; 19 R Kelly, 2m07.5675s; 20 Wall, 2m07.9764s;
- 21 Percat, 2m08.0596s; 22 Tander, 2m08.0756s; 23 Blanchard, 2m08.8787s; 24 A Russell, 2m09.2779s;
- 25 Silvestro, 2m09.6484s; 26 Walsh, 2m10.5793s.

CHAMPIONSHIP

- 1 Winterbottom, 2491; 2 Lowndes, 2092; 3 Reynolds, 2059;
- 4 Mostert, 2017; 5 Coulthard, 1934; 6 Tander, 1892;
- 7 van Gisbergen, 1800; 8 Whincup, 1688; 9 McLaughlin, 1434;
- 10 R Kelly, 1415.



Frijns could not get past Buhk's Bentley



BLANCPAIN SPRINT ZANDVOORT (NL), OCTOBER 10-11 RD 7/7

Buhk pips Frijns to Sprint championship

54

JUST A WEEK BEFORE THE BLANCPAIN Sprint finale at Zandvoort, most people's money was on WRT Audi drivers Robin Frijns and Laurens Vanthoor to take the title. But the latter's huge accident in the qualifying race in the penultimate round at Misano put the Belgian out of the running and cost big points.

Frijns, assisted by stand-in team-mate Christopher Mies, headed to the Netherlands with an eight-point lead in his pocket and the championship battle went all the way to the final corner of the main race. With title outsider Rinaldi Racing

out of the running after withdrawing its Ferrari from the finale because of an engine failure in the morning warm-up, it was a winner-takes-all battle in Sunday's race. But try as he might, Frijns could not find a way past Maximilian Buhk, who took the win he needed to earn himself and HTP Bentley team-mate Vincent Abril the crown.

Frijns's status as title favourite was already under threat one corner into Saturday's qualifying race. He spun into the gravel on the outside of Tarzan and was only able to bring his car home in 14th. Meanwhile,

the Bentley won to secure pole position for the main race and, more importantly, take the championship lead by one point.

Even with almost the whole field separating the WRT Audi from the Bentley at the start, it was never going to be that straightforward. A startline crash, which included both Brazilian-run BMWs and the Phoenix Racing Audi, allowed Mies, who started in the WRT car, to progress through the pack. With a bit of luck on a confusing restart, he was up to fourth just five minutes into the hour-long race.

At this point, Abril was running in second behind Marco Bonanomi's ISR Audi. He dispatched the Italian driver soon enough but, with only Audis separating him from Abril, Mies was soon able to climb to second. The two challengers ran like this for the rest of the race, and even a slow pitstop by WRT didn't deny spectators a close battle throughout the second half.

The gap between Buhk and the chasing Frijns rarely got up to more than a second in the last 20 minutes. Buhk was faster on the pit straight, but Frijns easily made up for this in the more technical middle sector. Although the Dutchman looked capable of attempting a pass in the last two laps, he made no such move and trailed Buhk by 0.375 seconds at the chequered flag.

"There was a lot of pressure from Robin, especially in the second



Buhk and Abril all smiles on podium

sector, where he was super-strong on brakes," said Abril. "I tried to be consistent until the end, not to make mistakes. I had to use all the strengths of the car, and it worked out."

A silver lining for Frijns was that he becomes overall Blancpain GT Series champion, a title that combines results from the Sprint and Endurance championships.

"At this moment I am more disappointed about finishing second in the Sprint Series than happy about winning the overall Blancpain GT Series title," he said. "I come to a racetrack to win, and I did not win today. But it was good fun fighting with Maxi."

In front of fourth-placed Bonanomi and team-mate Filip Salaquarda was the Audi of Frederic Vervisch and Nicki Thiim, with the third R8 of Stephane Richelmi and Stephane Ortelli in fifth.



Bentley won pole and led from start

RESULTS, PAGE 56

EUROPEAN RALLY CHAMPIONSHIP ACROPOLIS RALLY (GR), OCTOBER 9-11 RD 9/10

Kajetanowicz as Breen unstuck by mud

THE ACROPOLIS RALLY WAS A DREAM come true for Kajetan Kajetanowicz, who became 2015 European Rally champion with victory in his LOTOS Rally Team Ford Fiesta R5.

For others the rally was nothing short of a nightmare, with torrential rain forcing the cancellation of the last three stages, which almost certainly cost Craig Breen victory.

The Irishman had been by far the quickest driver in Greece. He'd lost time on the Saturday night stage when his Peugeot Rally Academy 208 T16's rear tracking was out, but two stunning times on Sunday morning gave him a 33.7-second lead. That advantage was lost when the bonnet flew open on SS6 and blocked his view. That left him 10 seconds behind Kajetanowicz – no real problem, as the champion elect was hardly pushing hard, except that a big thunderstorm turned the normally hard dusty gravel roads into a mud bath, and the remaining



Kajetanowicz presses on before the rain



Breen was scuppered

three stages were cancelled.

Kajetanowicz is a worthy champion, having recorded three wins and consistently high scores all season. He is the third Polish driver to win the ERC title, following Sobieslaw Zasada (1966, '67, '71) and Krzysztof Holowczyc (1997).

Local driver Lambros Athanassoulas had sold the Waves nightclub in Loutraki to fund a new Skoda Fabia R5. Despite a four-year

break, he led overnight and eventually achieved his aim of a podium finish.

Alexey Lukyanuk mistook a tight hairpin for a fast fourth-gear corner and put his Fiesta R5 into a wall. Robert Consani slid his Citroen DS3 R5 off the road on a particularly slippery section, while Bruno Magalhaes stopped after his Peugeot 208 T16 broke its front suspension. ● Paul Evans

RESULTS

1 Kajetan Kajetanowicz/Jaroslaw Baran (Ford Fiesta R5), 1h32m11.1s; 2 Craig Breen/Scott Martin (Peugeot 208 T16), +10.0s; 3 Lambros Athanassoulas/Nikolaos Zakheos (Skoda Fabia R5); 4 Jaromir Tarabus/Daniel Trunkat (Skoda Fabia S2000); 5 David Botka/Peter Szeles (Mitsubishi Lancer Evo IX); 6 Raul Jeets/Andrus Toom (Ford). **POINTS**
1 Kajetanowicz, 230; 2 Breen, 162; 3 Alexey Lukyanuk, 124; 4 Robert Consani, 79; 5 Tarabus, 75; 6 Bruno Magalhaes, 68.

ASIAN LE MANS SERIES
FUJI (J), OCTOBER 10 RD 1/4

Nakano puts in best race performance

THE SWISS RACE PERFORMANCE LMP2 squad claimed a clear victory in the opening round of the 2015-16 Asian Le Mans Series after its only rival for race honours in the 13-car field hit trouble.

Shinji Nakano and Nicolas Leutwiler came home with a one-lap margin aboard their ORECA-Judd/BMW 03R over the Clearwater Racing McLaren 650S GT3 driven by Rob Bell, Keita Sawa and Mok Weng Sun at the end of the two-hour race. The Eurasia Motorsport ORECA, a Nissan-engined version, led to the first pitstops in the hands of Tristan Gommendy, after which William Lok relinquished



Race Performance
ORECA on top

the lead to Leutwiler.

The result was put beyond doubt when Tacksung Kim stalled the Eurasia car in the pits and flattened the battery. A heavy flat-spot resulted in a puncture and the car finished eight laps down in 10th and last position.

● Gary Watkins

RESULTS

1 Shinji Nakano/Niki Leutwiler (ORECA-Judd 03R), 70 laps in 2h00m48.837s; 2 Rob Bell/Keita Sawa/Mok Weng Sun (McLaren 650S GT3); 3 Ho-Pin Tung/David Cheng (Ligier-Nissan JSP3); 4 Rui Aguas/Nasrat Muzayyin (Ferrari 458 Italia GT3); 5 Shinya Hosokawa/Hiroki Yoshimoto/Han Chen Chen (BMW Z4 GT3); 6 Pierre Kaffer/Miro Konopka (Audi R8 LMS ultra).

FORMULA RENAULT ALPS JEREZ (E), OCTOBER 10-11 RD 7/7

Aitken grabs it at last gasp

JACK AITKEN LEAPFROGGED FELLOW Brit and Koiranen GP team-mate Jake Hughes for the title in the final race of the season.

Aitken stayed close to wildcard runner Anthoine Hubert's Tech 1 Racing machine in Saturday's race to claim a maximum score, with Ben Barnicoat – another wildcard entrant – taking third in his Fortec Motorsport car.

Hughes took points for second, in fourth place, to take a five-point lead into the finale, while Matevos

Isaakyan (thanks to a collision), Thiago Vivacqua and Stefan Riener all fell mathematically out of championship contention.

Barnicoat chased Fortec team-mate Martin Kodric all the way in race two, but the Croatian slipped to fourth thanks to a 10-second penalty for jumping the start.

In a chaotic red-flag-infested qualifying session, Aitken and Hughes had qualified 10th and 19th respectively. But both charged in the race, Aitken's third place (and another maximum score) behind Hubert allowing him the season verdict over ninth-placed Hughes.



Aitken is ALPS champ

RESULTS

RACE 1 1 Anthoine Hubert, 16 laps in 27m23.918s; 2 Jack Aitken, +0.972s; 3 Ben Barnicoat; 4 Jake Hughes; 5 Vasily Romanov; 6 Jehan Daruvala. **RACE 2 1 Barnicoat**, 16 laps in 27m31.532s; 2 Hubert, +3.591s; 3 Aitken; 4 Martin Kodric; 5 Max Defourny; 6 Thiago Vivacqua. **POINTS 1 Aitken, 242**; 2 Hughes, 237; 3 Vivacqua, 197; 4 Matevos Isaakyan, 193; 5 Stefan Riener, 191; 6 Romanov, 138.

RESULTS ROUND-UP

GP2 SERIES

ROUND 9/11 SOCHI (RUS), OCTOBER 10-11 RACE 1 (15 LAPS – 54.383 MILES)

1 Alexander Rossi (USA) Racing Engineering	58m33.520s
2 Pierre Gasly (F) DAMS	+3.101s
3 Stoffel Vandoorne (B) ART Grand Prix	+4.279s
4 Sergey Sirotkin (RUS) Rapax	+8.474s
5 Rio Haryanto (RI) Campos Racing	+11.884s
6 Raffaele Marciello (I) Trident	+12.695s
7 Richie Stanaway (NZ) Status Grand Prix	+14.506s
8 Arthur Pic (F) Campos Racing	+15.698s
9 Dean Stoneman (GB) Carlin	+20.660s
10 Nobuharu Matsushita (J) ART Grand Prix	+23.457s
11 Mitch Evans (NZ) Russian Time	+26.819s
12 Norman Nato (F) Arden International	+27.140s
13 Johnny Cecotto Jr (YV) Trident	+30.727s
14 Nathanael Berthon (F) Lazarus	+32.828s
15 Andre Negrao (BR) Arden International	+37.369s
16 Rene Binder (A) MP Motorsport	+39.930s
17 Robert Visoiu (RO) Rapax	+42.614s
18 Nicholas Latifi (CDN) MP Motorsport	+44.888s
19 Sean Gelael (RI) Carlin	+59.064s
R Alex Lynn (GB) DAMS	10 laps-accident
R Marlon Stockinger (RP) Status Grand Prix	0 laps-accident
R Arden Markelov (RUS) Russian Time	0 laps-accident
R Jordan King (GB) Racing Engineering	0 laps-accident
R Sergio Canamasas (E) Lazarus	0 laps-accident

Winner's average speed 55.721mph.
Fastest lap Vandoorne, 1m47.195s, 122.035mph.

CHAMPIONSHIP

1 Vandoorne, 277.5; 2 Rossi, 169.5; 3 Haryanto, 126;
4 Sirotkin, 121; 5 Lynn, 90; 6 Evans, 90; 7 Gasly, 82;
8 Marciello, 74; 9 Stanaway, 60; 10 Pic, 59.

QUALIFYING

1 Lynn, 2m01.840s;
2 Vandoorne, 2m01.878s;
3 Rossi, 2m02.141s;
4 Gasly, 2m02.385s;
5 Pic, 2m02.450s;
6 Cecotto, 2m02.690s;
7 Marciello, 2m02.709s;
8 Stanaway, 2m02.998s;
9 Nato, 2m03.133s;
10 Sirotkin, 2m03.223s; 11 Negrao, 2m03.382s; 12 Matsushita, 2m03.519s; 13 Haryanto, 2m03.523s; 14 Latifi, 2m03.731s;
15 Stockinger, 2m03.751s; 16 Markelov, 2m04.004s; 17 Evans, 2m04.072s; 18 Stoneman, 2m04.093s; 19 King, 2m03.622s*; 20 Berthon, 2m04.658s; 21 Binder, 2m04.994s;
22 Canamasas, 2m04.998s; 23 Gelael, 2m08.361s; 24 Visoiu, 2m05.784s**. * grid penalty. ** made to start in pitlane.

RACE 2 (21 LAPS – 76.186 MILES)

1 Stanaway, 40m30.089s; 2 Haryanto, +0.579s; 3 Marciello, +1.293s; 4 Vandoorne, +2.045s; 5 Gasly, +2.459s; 6 Rossi, +4.498s; 7 Matsushita, +4.780s; 8 Evans, +5.390s; 9 Nato, +5.796s; 10 Lynn, +6.923s; 11 Negrao, +7.696s; 12 Markelov, +7.825s; 13 Pic, +10.187s; 14 Latifi, +11.954s; 15 King, +12.218s; 16 Stoneman, +13.749s; 17 Canamasas, +15.927s;
18 Visoiu, +17.343s; 19 Berthon, +19.467s; 20 Sirotkin, +26.278s; 21 Gelael, -1 lap; 22 Cecotto, 19 laps; R Binder, 0 laps-accident; R Stockinger, 0 laps-accident.

Winner's average speed 112.863mph.
Fastest lap Berthon, 1m47.147s, 122.090mph.

GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed.



S.BLOXHAM/LAT

GP3 SERIES

ROUND 7/9 SOCHI (RUS), OCTOBER 11 RACE 1 (15 LAPS – 54.383 MILES)

1 Luca Ghiotto (I) Trident	30m38.718s
2 Esteban Ocon (F) ART Grand Prix	+1.596s
3 Emil Bernstorff (GB) Arden International	+8.314s
4 Alex Palou (E) Campos Racing	+11.019s
5 Jann Mardenborough (GB) Carlin	+12.408s
6 Antonio Fuoco (I) Carlin	+15.754s
7 Matt Parry (GB) Koiranen GP	+17.597s
8 Jimmy Eriksson (S) Koiranen GP	+17.868s
9 Marvin Kirchhofer (D) ART Grand Prix	+19.219s
10 Artur Janosz (PL) Trident	+25.889s
11 Ralph Boschung (CH) Jenzer Motorsport	+26.496s
12 Mitch Gilbert (AUS) Carlin	+27.742s
13 Alfonso Celis Jr (MEX) ART Grand Prix	+28.124s
14 Seb Morris (GB) Status Grand Prix	+29.423s
15 Adderly Fong (PRC) Koiranen GP	+30.861s
16 Sandy Stuvik (T) Status Grand Prix	+34.560s
17 Konstantin Tereschenko (RUS) Campos Racing	+38.739s
18 Michele Beretta (I) Trident	+40.848s
19 Alex Fontana (CH) Status Grand Prix	+44.050s
20 Zaid Ashkanani (KW) Campos Racing	+2m20.018s
R Matheo Tuscher (CH) Jenzer Motorsport	1 lap-driveshaft
R Kevin Ceccon (I) Arden International	0 laps-accident
R Alex Bosak (PL) Arden International	0 laps-accident
R Pal Varhaug (N) Jenzer Motorsport	0 laps-accident damage

Winner's average speed 106.476mph.
Fastest lap Ocon, 1m52.459s, 116.323mph.



MAUGERY/LAT

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WORLD ENDURANCE CHAMPIONSHIP

ROUND 6/8 FUJI (J), OCTOBER 11 (216 LAPS – 612.418 MILES)

1 Mark Webber (AUS)/Timo Bernhard (D)/Brendon Hartley (NZ) Porsche Team Porsche 919 Hybrid (LMP1)	6h00m25.737s
2 Romain Dumas (F)/Neel Jani (CH)/Marc Lieb (D) Porsche Team Porsche 919 Hybrid (LMP1)	+14.306s
3 Marcel Fassler (CH)/Andre Lotterer (D)/Benoit Treuyer (F) Audi Sport Team Joest Audi R18 e-tron quattro (LMP1)	-1 lap
4 Oliver Jarvis (GB)/Lucas di Grassi (BR)/Loic Duval (F) Audi Sport Team Joest Audi R18 e-tron quattro (LMP1)	-2 laps
5 Kazuki Nakajima (J)/Anthony Davidson (GB)/Sebastian Buemi (CH) Toyota Racing Toyota TS040 HYBRID (LMP1)	-2 laps
6 Alexander Wurz (A)/Stephane Sarrazin (F)/Mike Conway (GB) Toyota Racing Toyota TS040 HYBRID (LMP1)	-13 laps
7 Mathias Beche (CH)/Nicolas Prost (F) Rebellion Racing Rebellion-AER R-One (LMP1)	-13 laps
8 Pierre Kaffer (D)/Simon Trummer (CH) Team ByKolles CLM-AER P1/O1 (LMP1)	-17 laps
9 Sam Bird (GB)/Roman Rusinov (RUS)/Julien Canal (F) G-Drive Racing (OAK) Ligier-Nissan JSP2 (LMP2)	-18 laps
10 Paul-Loup Chatin (F)/Nelson Panciatici (F)/Vincent Capillaire (F) Signatech Alpine ORECA-Nissan O3R (LMP2)	-18 laps
11 Gustavo Yacamán (CO)/Pipo Derani (BR)/Ricardo Gonzalez (MEX) G-Drive Racing (OAK) Ligier-Nissan JSP2 (LMP2)	-19 laps
12 Ryan Dalziel (GB)/Scott Sharp (USA)/David Heinemeier Hansson (DK) Extreme Speed Motorsports Ligier-Honda JSP2 (LMP2)	-22 laps
13 Toni Vilander (FIN)/Gianmaria Bruni (I) AF Corse Ferrari 458 Italia (GTE Pro)	-23 laps
14 Oliver Webb (GB)/Pierre Ragues (F)/Chris Cumming (CDN) Team SARD Morand Morgan-Judd/BMW EVO (LMP2)	-23 laps
15 Patrick Pilet (F)/Frederic Makowiecki (F) Porsche Team Manthey Porsche 911 RSR (GTE Pro)	-24 laps
16 James Calado (GB)/Davide Rigon (I) AF Corse Ferrari 458 Italia (GTE Pro)	-24 laps
17 Michael Christensen (DK)/Richard Lietz (A) Porsche Team Manthey Porsche 911 RSR (GTE Pro)	-24 laps
18 Jonny Kane (GB)/Nick Leventis (GB)/Danny Watts (GB) Strakka Racing Gibson-Nissan O15S (LMP2)	-24 laps
19 Marco Sorensen (DK)/Christoffer Nygaard (DK) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-25 laps
20 Jonny Adam (GB)/Darren Turner (GB) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-26 laps
21 Fernando Rees (BR)/Alex MacDowall (GB)/Stefan Mucke (D) Aston Martin Racing Aston Martin Vantage V8 (GTE Pro)	-26 laps
22 Patrick Long (USA)/Patrick Dempsey (USA)/Marco Seefried (D) Dempsey Racing-Proton Porsche 911 RSR (GTE Am)	-29 laps
23 Pedro Lamy (P)/Paul Dalla Lana (CDN)/Mathias Lauda (A) Aston Martin Racing Aston Martin Vantage V8 (GTE Am)	-29 laps
24 Emmanuel Collard (F)/Francois Perrodo (F)/Rui Aguas (P) AF Corse Ferrari 458 Italia (GTE Am)	-30 laps
25 Johannes van Overbeek (USA)/Ed Brown (USA)/Jon Fogarty (USA) Extreme Speed Motorsports Ligier-Honda JSP2 (LMP2)	-30 laps
26 Paolo Ruberti (I)/Gianluca Roda (I)/Nicolai Sylvester (DK) Larbre Competition Chevrolet Corvette C7.R (GTE Am)	-31 laps
27 Christian Ried (D)/Khaled Al Qubaisi (UAE)/Earl Bamber (NZ) Abu Dhabi-Proton Racing Porsche 911 RSR (GTE Am)	-31 laps
28 Viktor Shaitar (RUS)/Andrea Bertolini (I)/Alekssey Basov (RUS) SMP Racing (AF) Ferrari 458 Italia (GTE Am)	-31 laps
29 Stuart Hall (GB)/Francesco Castellacci (I)/Liam Griffin (GB) Aston Martin Racing Aston Martin Vantage V8 (GTE Am)	-32 laps
30 Alexandre Imperatori (CH)/Dominik Kraihamer (A)/Daniel Abt (D) Rebellion Racing Rebellion-AER R-One (LMP1)	-52 laps
R Nick Tandy (GB)/Matt Howson (GB)/Richard Bradley (GB) KCMG ORECA-Nissan O5 (LMP2)	192 laps-accident

Winner's average speed 101.950mph.

Fastest lap Duval, 1m25.621s, 119.213mph.

LMP2 Yacamán, 1m34.550s, 107.955mph. GTE Pro Bruni, 1m40.736s, 101.325mph. GTE Am Bamber, 1m41.605s, 100.459mph.

CHAMPIONSHIP

LMP drivers 1 Hartley/Bernhard/Webber, 129; 2 Treuyer/Fassler/Lotterer, 128; 3 Lieb/Dumas/Jani, 95.5; 4 Jarvis/di Grassi/Duval, 79; 5 Tandy, 66; 6 Buemi/Davidson, 59. LMP manufacturers 1 Porsche, 264; 2 Audi, 211; 3 Toyota, 119; 4 Nissan, 0. LMP2 drivers 1 Canal/Rusinov/Bird, 134; 2 Howson/Bradley, 122; 3 Yacamán/Derani/Gonzalez, 119; 4 Nicolas Lapierre, 84. GTE drivers 1 Lietz, 110; 2 Rigon/Calado, 103; 3 Bruni/Vilander, 93.5; 4 Christensen, 92; 5 Makowiecki, 78; 6 Nygaard/Sorensen, 69. GTE manufacturers 1 Ferrari, 228; 2 Porsche, 215; 3 Aston Martin, 147. GTE Am drivers 1 Basov/Bertolini/Shaitar, 140; 2 Collard/Perrodo/Aguas, 111; 3 Seefried/Dempsey/Long, 104; 4 Lauda/dalla Lana/Lamy, 99.

QUALIFYING

1 Webber, 1m22.639s	Bernhard, 1m22.888s	1m22.763s
2 Dumas, 1m23.016s	Lieb, 1m23.127s	1m23.071s
3 Treuyer, 1m23.909s	Lotterer, 1m23.255s	1m23.082s
4 Duval, 1m23.044s	di Grassi, 1m23.446s	1m23.245s
5 Nakajima, 1m24.760s	Buemi, 1m25.384s	1m25.072s
6 Sarrazin, 1m25.245s	Conway, 1m25.409s	1m25.327s
7 Imperatori, 1m28.175s	Abt, 1m28.809s	1m28.492s
8 Beche, 1m28.111s	Prost, 1m29.172s	1m28.641s
9 Kaffer, 1m29.916s	Trummer, 1m31.565s	1m30.740s
10 Bird, 1m31.280s	Canal, 1m31.779s	1m31.529s
11 Yacamán, 1m31.225s	Gonzalez, 1m32.276s	1m31.750s
12 Webb, 1m31.932s	Ragues, 1m32.395s	1m32.163s
13 Tandy, 1m32.254s	Howson, 1m32.297s	1m32.275s
14 Chatin, 1m31.957s	Capillaire, 1m33.010s	1m32.483s
15 Dalziel, 1m32.221s	Hansson, 1m32.895s	1m32.558s
16 Kane, 1m31.988s	Leventis, 1m34.992s	1m33.490s
17 van Overbeek, 1m32.875s	Brown, 1m36.910s	1m34.892s
18 Calado, 1m38.145s	Rigon, 1m38.445s	1m38.295s
19 Bruni, 1m38.376s	Vilander, 1m38.431s	1m38.403s
20 Rees, 1m38.502s	MacDowall, 1m38.578s	1m38.540s
21 Christensen, 1m38.696s	Lietz, 1m38.806s	1m38.751s
22 Pilet, 1m38.751s	Makowiecki, 1m38.978s	1m38.864s
23 Turner, 1m38.906s	Adam, 1m39.052s	1m38.979s
24 Sorensen, 1m38.848s	Nygaard, 1m39.208s	1m39.028s
25 Shaitar, 1m39.798s	Basov, 1m40.458s	1m40.128s
26 Lamy, 1m39.888s	dalla Lana, 1m40.997s	1m40.442s
27 Collard, 1m39.893s	Perrodo, 1m41.139s	1m40.516s
28 Long, 1m39.397s	Dempsey, 1m42.714s	1m41.055s
29 Hall, 1m40.140s	Griffin, 1m42.222s	1m41.181s
30 Ried, 1m48.137s	Al Qubaisi, 1m48.694s	1m48.415s
31 Ruberti, 1m39.503s	Roda, 1m40.299s *	

* started from back



XPB IMAGES



QUALIFYING

1 Ocon, 1m53.921s; 2 Tuscher, 1m53.961s; 3 Ceccon, 1m54.018s; 4 Palou, 1m54.061s; 5 Mardenborough, 1m54.605s; 6 Ghiotto, 1m54.723s; 7 Bernstorff, 1m54.816s; 8 Fuoco, 1m54.933s; 9 Parry, 1m54.683s*; 10 Morris, 1m55.352s; 11 Janosz, 1m55.672s; 12 Beretta, 1m55.800s; 13 Gilbert, 1m55.989s; 14 Celis, 1m56.041s; 15 Tereschenko, 1m56.218s; 16 Kirchhofer, 1m56.273s; 17 Eriksson, 1m56.654s; 18 Stuvik, 1m56.976s; 19 Boschung, 1m57.338s; 20 Ashkanani, 1m57.856s; 21 Fong, 1m57.881s; 22 Fontana, 2m01.180s; 23 Bosak, 2m01.363s; 24 Varhaug, 2m18.891s. * grid penalty.

RACE 2 (15 LAPS - 54.383 MILES)

**1 Eriksson, 28m34.265s; 2 Ocon, +2.778s; 3 Mardenborough, +4.936s; 4 Fuoco, +10.459s; 5 Janosz, +13.005s; 6 Bernstorff, +15.035s; 7 Kirchhofer, +15.571s; 8 Ghiotto, +16.289s; 9 Palou, +16.796s; 10 Morris, +23.284s; 11 Fontana, +27.132s; 12 Celis, +27.847s; 13 Beretta, +29.822s; 14 Varhaug, +31.864s; 15 Gilbert, +33.454s; 16 Tereschenko, +37.493s; 17 Stuvik, +44.427s; 18 Fong, +50.534s; 19 Ashkanani, +1m02.503s; 20 Bosak, +1m13.910s; R Tuscher, 3 laps-accident damage; R Parry, 1 lap-accident damage; NS Boschung-driveshaft; NS Ceccon-accident damage.
Winner's average speed 114.206mph.
Fastest lap Ocon, 1m53.189s, 115.573mph.**

GRID FOR RACE 2

Decided by result of Race 1, with top eight finishers reversed.

CHAMPIONSHIP

1 Ghiotto, 196; 2 Ocon, 194; 3 Bernstorff, 146; 4 Kirchhofer, 144; 5 Eriksson, 85; 6 Ceccon, 77; 7 Fuoco, 62; 8 Mardenborough, 52; 9 Parry, 49; 10 Palou, 30.

BLANCPAIN SPRINT SERIES

ROUND 7/7 ZANDVOORT (NL), OCTOBER 10-11

MAIN RACE (36 LAPS - 96.345 MILES)

1	Vincent Abril (F)/Maximilian Buhk (D) HTP Motorsport Bentley Continental GT3	1h01m07.509s
2	Christopher Mies (D)/Robin Frijns (NL) WRT Audi R8 LMS ultra	+0.375s
3	Frederic Vervisch (B)/Nicki Thiim (DK) WRT Audi R8 LMS ultra	+0.886s
4	Marco Bonanomi (I)/Filip Salaquarda (CZ) ISR Audi R8 LMS ultra	+41.794s
5	Stephane Richelmi (MC)/Stephane Ortelli (MC) WRT Audi R8 LMS ultra	+42.457s
6	Jules Szymkowiak (NL)/Max van Splunteren (NL) HTP Motorsport Bentley Continental GT3	+42.760s
7	Marko Asmer (EST)/Roman Mavlanov (RUS) GT Russian Team (Viatti) Mercedes SLS AMG GT3	+55.903s
8	Albert von Thurn und Taxis (D)/Nicky Catsburg (NL) Reiter Engineering Lamborghini Gallardo R-EX	+56.501s
9	Alexey Karachev (RUS)/Indy Dontje (NL) GT Russian Team (Viatti) Mercedes SLS AMG GT3	+1m02.661s
10	Caca Bueno (BR)/Sergio Jimenez (BR) AH Competicoes BMW Z4 GT3	+1m34.675s
11	Michael Markussen (DK)/Anders Fjordbach (DK) ISR Audi R8 LMS ultra	+1m36.052s
R	James Nash (GB)/Frank Stippler (D) WRT Audi R8 LMS ultra	19 laps-electrical
R	Sean Walkinshaw (GB)/Craig Dolby (GB) Always Evolving Motorsport (AIM) Nissan GT-R Nismo GT3	11 laps-exhaust
R	Niki Mayr-Melnhof (A)/Markus Winkelhock (D) Phoenix Racing Audi R8 LMS ultra	0 laps-accident
R	Atila Abreu (BR)/Valdeno Brito (BR) AH Competicoes BMW Z4 GT3	0 laps-accident engine
NS	Jeroen Bleekemolen (NL)/Norbert Siedler (A) Rinaldi Racing Ferrari 458 Italia GT3	

Winners' average speed 94.571mph.
Fastest lap Frijns, 1m38.053s, 98.257mph.

QUALIFYING RACE (35 LAPS - 93.669 MILES)

**1 Buhk/Abril, 1h00m28.801s; 2 Thiim/Vervisch, +5.764s; 3 Winkelhock/Mayr-Melnhof, +16.144s; 4 Siedler/Bleekemolen, +30.919s; 5 Ortelli/Richelmi, +31.741s; 6 Dolby/Walkinshaw, +34.768s; 7 van Splunteren/Szymkowiak, +35.030s; 8 Jimenez/Bueno, +35.797s; 9 Brito/Abreu, +44.836s; 10 Mavlanov/Asmer, +45.144s; 11 Salaquarda/Bonanomi, +46.566s; 12 Catsburg/von Thurn und Taxis, +52.612s; 13 Dontje/Karachev, +1m13.998s; 14 Fjordbach/Markussen, +1m22.070s; 15 Frijns/Mies, -1 lap; R Stippler/Nash, 6 laps-electrical.
Winners' average speed 92.925mph.
Fastest lap Buhk, 1m38.937s, 97.379mph.**

QUALIFYING

**Q3 1 Buhk, 1m36.485s; 2 Frijns, 1m36.601s; 3 Thiim, 1m36.630s; 4 Siedler, 1m36.777s; 5 Winkelhock, 1m36.821s; 6 Catsburg, 1m37.120s; 7 Dolby, 1m37.385s; 8 Asmer, 1m38.511s.
Q1/2 Siedler, 1m36.750s; Frijns, 1m36.922s; Catsburg, 1m37.180s; Buhk, 1m37.216s; Winkelhock, 1m37.364s; Asmer, 1m37.393s; Thiim, 1m37.411s; Dolby, 1m37.508s; 9 Ortelli, 1m37.538s; 10 Dontje, 1m37.643s; 11 Stippler, 1m37.669s; 12 Szymkowiak, 1m37.689s; 13 Jimenez, 1m37.911s; 14 Brito, 1m38.231s; 15 Salaquarda, 1m38.273s; 16 Markussen, 1m40.622s.**



CHAMPIONSHIP

**BLANCPAIN SPRINT 1 Buhk/Abril, 135; 2 Frijns, 127; 3 Laurens Vanthoor, 109; 4 Siedler, 95; 5 Marco Seefried, 92; 6 Ortelli/Richelmi, 76; 7 Abreu/Brito, 74; 8 Mies, 62; 9 Winkelhock/Mayr-Melnhof, 48; 10 Enzo Ide, 44.
BLANCPAIN GT 1 Frijns, 170; 2 Buhk, 158; 3 Vanthoor, 152; 4 Abril, 136; 5 Ortelli, 126; 6 Siedler, 118; 7 Seefried, 97; 8 Richelmi, 90; 9 Mies, 83; 10 Kevin Estre/Rob Bell, 76.**

BRITISH TOURING CAR CHAMPIONSHIP

ROUND 10/10 BRANDS HATCH (GB), OCTOBER 11

RACE 1 (18 LAPS - 43.797 MILES)

1	Mat Jackson (GB) Motorbase Performance Ford Focus	31m15.989s
2	Aron Smith (IRL) Team BMR Volkswagen CC	+0.715s
3	Adam Morgan (GB) Ciceley Racing Mercedes A-Class	+1.889s
4	Colin Turkington (GB) Team BMR Volkswagen CC	+3.920s
5	Jason Plato (GB) Team BMR Volkswagen CC	+5.696s
6	Gordon Shedden (GB) Honda (Dynamics) Honda Civic Type-R	+7.260s
7	Matt Neal (GB) Honda (Dynamics) Honda Civic Type-R	+7.783s
8	Andy Priaulx (GB) WSR BMW 125i M Sport	+8.213s
9	Josh Cook (GB) Power Maxed Racing Chevrolet Cruze	+8.631s
10	Rob Collard (GB) WSR BMW 125i M Sport	+8.965s
11	Sam Tordoff (GB) WSR BMW 125i M Sport	+9.935s
12	James Cole (GB) Motorbase Performance Ford Focus	+12.599s
13	Mike Bushell (GB) AmD Tuning Ford Focus	+16.092s
14	Aiden Moffat (GB) Laser Tools Racing Mercedes A-Class	+16.389s
15	Martin Depper (GB) Eurotech Racing Honda Civic	+20.452s
16	Hunter Abbott (GB) Rob Austin Racing Audi A4	+21.377s
17	Jake Hill (GB) AmD Tuning Audi S3 Saloon	+23.033s
18	Rob Austin (GB) Rob Austin Racing Audi A4	+30.376s
19	Andrew Jordan (GB) MG (Triple Eight) MG6	+30.576s
20	Jack Goff (GB) MG (Triple Eight) MG6	+32.750s
21	Derek Palmer Jr (GB) Support Our Paras Racing Infiniti Q50	+35.687s
22	Tony Gilham (GB) Team Hard Toyota Avensis	+35.814s
23	Simon Belcher (GB) Handy Motorsport Toyota Avensis	+40.202s
24	Jeff Smith (GB) Eurotech Racing Honda Civic	+1m02.459s
25	Tom Ingram (GB) Speedworks Motorsport Toyota Avensis	+1m03.063s
26	Dave Newsham (GB) Power Maxed Racing Chevrolet Cruze	-1 lap
R	Daniel Welch (GB) Welch Motorsport Proton Gen-2 Persona	7 laps-radiator
R	Alain Menu (CH) Team BMR Volkswagen CC	6 laps-electrics
R	Stewart Lines (GB) Houseman Racing Toyota Avensis	4 laps-accident
R	Alex Martin (GB) Team Parker Racing Ford Focus	0 laps-accident damage

Winner's average speed 84.05mph.
Fastest lap Jackson, 1m31.387s, 95.85mph.

QUALIFYING

1 Jackson, 1m30.685s; 2 A Smith, 1m30.811s; +0.715s; 3 Morgan, 1m30.898s; 4 Shedden, 1m30.901s; 5 Turkington, 1m30.945s; 6 Plato, 1m31.033s; 7 Ingram, 1m31.041s; 8 Neal, 1m31.088s; 9 Priaulx, 1m31.106s; 10 Cook, 1m31.145s; 11 Goff, 1m31.159s; 12 Newsham, 1m31.194s; 13 Jordan, 1m31.244s; 14 Tordoff, 1m31.466s; 15 Menu, 1m31.578s; 16 Cole, 1m31.646s; 17 J Smith, 1m31.677s; 18 Collard, 1m31.771s; 19 Depper, 1m31.885s; 20 Bushell, 1m31.909s; 21 Abbott, 1m31.950s; 22 Moffat, 1m31.954s; 23 Hill, 1m32.038s; 24 Martin, 1m32.329s; 25 Austin, 1m32.930s; 26 Gilham, 1m33.160s; 27 Palmer, 1m33.403s; 28 Belcher, 1m33.803s; 29 Lines, 1m34.062s; 30 Welch, 1m34.162s.

RACE 2 (18 LAPS - 43.797 MILES)

**1 Jackson, 31m04.610s; 2 Ingram, +0.350s; 3 Morgan, +1.460s; 4 Newsham, +2.904s; 5 Goff, +3.278s; 6 Plato, +3.588s; 7 Neal, +10.954s; 8 A Smith, +12.344s; 9 Priaulx, +12.849s; 10 Collard, +35.814s; 11 Jordan, +13.198s; 12 Cole, +13.675s; 13 Tordoff, +14.003s; 14 J Smith, +21.288s; 15 Menu, +21.415s; 16 Cook, +21.683s; 17 Bushell, +21.889s; 18 Hill, +22.408s; 19 Shedden, +30.790s; 20 Gilham, +30.986s; 21 Abbott, +33.432s; 22 Lines, +46.103s; 23 Belcher, +46.384s; 24 Moffat, -1 lap; R Turkington, 17 laps-puncture; NC Martin, 11 laps; R Welch, 9 laps; R Depper, 0 laps-accident; R Austin, 0 laps-accident; R Palmer, 0 laps-accident damage.
Winner's average speed 84.56mph.
Fastest lap Morgan, 1m31.824s, 95.39mph.**

GRID RACE 2

1 Jackson; 2 A Smith; 3 Morgan; 4 Newsham; 5 Ingram; 6 Goff; 7 Priaulx; 8 Plato; 9 Turkington; 10 Jordan; 11 Tordoff; 12 Shedden; 13 Neal; 14 Collard; 15 Cook; 16 Moffat; 17 Cole; 18 Hill; 19 J Smith; 20 Depper; 21 Austin; 22 Bushell; 23 Abbott; 24 Palmer; 25 Gilham; 26 Belcher; 27 Welch; 28 Menu; 29 Lines; 30 Martin.

RACE 3 (18 LAPS - 43.797 MILES)

**1 Plato, 31m47.185s; 2 Jackson, +3.536s; 3 Goff, +8.954s; 4 Shedden, +9.086s; 5 Neal, +9.564s; 6 Morgan, +10.079s; 7 Collard, +10.289s; 8 Jordan, +10.492s; 9 A Smith, +10.978s; 10 Priaulx, +11.220s; 11 Tordoff, +11.470s; 12 Turkington, +15.479s; 13 Moffat, +15.979s; 14 Bushell, +18.096s; 15 Cook, +19.976s; 16 J Smith, +23.200s; 17 Abbott, +23.462s; 18 Cole, +23.819s; 19 Depper, +24.317s; 20 Gilham, +25.443s; 21 Menu, +25.902s; 22 Martin, +26.285s; 23 Palmer, +32.971s; 24 Belcher, +57.817s; R Austin, 8 laps-accident damage; R Newsham, 5 laps-spun off; R Lines, 2 laps-spun off; R Ingram, 0 laps-accident; R Hill, 0 laps-accident; NS Welch.
Winner's average speed 82.67mph.
Fastest lap Tordoff, 1m31.619s, 95.61mph.**

GRID RACE 3

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

CHAMPIONSHIP

1 Shedden, 348; 2 Plato, 344; 3 Neal, 317; 4 Turkington, 310; 5 Jordan, 274; 6 Tordoff, 270; 7 Morgan, 267; 8 Priaulx, 247; 9 Goff, 233; 10 Collard, 226.

ETCC

The European Touring Car Cup's long trip south for its Enna-Pergusa finale resulted in wins for Petr Fulin and Franz Engstler. Czech Fulin won the opening race in his SEAT Leon Racer from the TC2T-class BMW of Davit Kajaia, as series leader Dusan Borkovic crashed and title rival Mato Homola retired before the start with electrical woes. Despite damaging his steering by hitting tyre markers, Engstler fended off the sister BMW of Kajaia to win race two, with Fulin winning the Single Make class in third overall. But great repair work got Borkovic onto the grid and the Serb scored just enough points to claim the title. Georgian Kajaia took the TC2T crown and Czech Michal Matejovsky won TC2 honours in his BMW.

V8 DUNLOP SERIES

Former Bathurst 1000 winner Paul Dumbrell dominated the 250km race supporting the Bathurst 1000. The reigning champion seized the lead early in the race and was not headed. His Egglestone Holden finished ahead of the Fords of Chris Pither and Cam Waters, who continues to lead the championship.

AUSSIE CARRERA CUP

David Russell and Matt Campbell shared the honours in the Carrera Cup races at Mount Panorama. After winning the first two races Russell led away in the final race on Sunday, only for Campbell to overtake for the win. Steven Richards and Nick Foster shared third place overall.

NASCAR XFINITY

Austin Dillon beat Erik Jones at Charlotte by almost three seconds, after getting singed by a pre-race firework while he was saying a few prayers before the off. Chris Buescher extended his series lead over Chase Elliott by taking seventh.

RALLY OF MOROCCO

Nasser Al-Attiyah continued his rich vein of form to claim the 2015 FIA World Cup for Cross-Country Rallies title with one round to spare. The Mini All4 Racing driver failed to win any of the stages, but a consistent pace saw him take a comfortable lead once early leader Carlos Sainz had retired his Peugeot 2008DKR. Yazeed Al-Rajhi won two stages and finished third behind Toyota team-mate and FIA World Cup runner-up Vladimir Vasilyev.

ASIAN FRENAULT

Hong Kong-based Wiltshireman Dan Wells became champion after dominating the final round at Shanghai. Wells and his KCMG car (below) won both races comfortably, although a late safety car in the second race meant he had to pull away again from rival Maxx Ebernal.



Logano dominated in his Penske Ford

NASCAR SPRINT CUP CHARLOTTE (USA), OCTOBER 11 RD 30/36

Logano cruises to next round

JOEY LOGANO LED 227 OF THE 334 laps of a race delayed from Saturday night to Sunday lunchtime by rain, hitting the front in an early pitstop sequence and never being seriously threatened thereafter. The 'action' among the lead group was little more exciting than watching the puddles grow on Saturday.

The decision not to use any of the overtaking-friendly aero packages for the Chase continued to raise eyebrows, while many drivers accused officials of failing to adequately clear dropped oil, further restricting racing possibilities.

Reigning champion Kevin Harvick chased Logano's Penske Ford home in second. Martin Truex Jr was a lonely

third, followed by Denny Hamlin, Kurt Busch and Carl Edwards.

But while a lacklustre sporting spectacle, Charlotte did stoke some Chase plotlines, with drama for pacesetter Joe Gibbs Racing. Polesitter Matt Kenseth dropped from an early lead to mid-pack by taking four tyres when most took two or didn't pit at all, then tangled with Ryan Newman and sustained damage that eventually forced him out. Front-row partner Kyle Busch was collected by Kyle Larson in a bizarre pit-entry clash, taking 20th.

Hendrick had a rough day too: 28th-placed Dale Earnhardt Jr was among those scowling over oil after two trips into the wall,

and Jeff Gordon was amazed to salvage eighth given his handling troubles. Jimmie Johnson — no longer a Chase threat — lost an oil pump and retired when third.

RESULTS

- 1 Joey Logano (Ford Fusion)**, 334 laps in 3h35m05s; 2 Kevin Harvick (Chevrolet SS), +0.703s; 3 Martin Truex Jr (Chevy); 4 Denny Hamlin (Toyota Camry); 5 Kurt Busch (Chevy); 6 Carl Edwards (Toyota); 7 Austin Dillon (Chevy); 8 Jeff Gordon (Chevy); 9 Brad Keselowski (Ford); 10 Aric Almirola (Ford). **CONTENDER 12**
- 1 Logano, 1 win/3048**; 2 Harvick, 3042; 3 Truex, 3041; 4 Hamlin, 3040; 5 Kurt Busch, 3039; 6 Edwards, 3039; 7 Gordon, 3037; 8 Keselowski, 3035; 9 Ryan Newman, 3029; 10 Kyle Busch, 3025; 11 Dale Earnhardt Jr, 3016; 12 Matt Kenseth, 3003.

24 HOUR SERIES BRNO (CZ), OCTOBER 10 RD 6/6

Ferrari beats Merc hordes

FERRARI BATTLED MERCEDES IN THE Brno 12 Hours, but unlike the Russian Grand Prix it was the Prancing Horse on top thanks to the local Scuderia Praha team.

Internationals Peter Kox and Matteo Malucelli joined Czechs Jiri Pisarik and Jaromir Jirik as they battled for most of the race with the Mercedes of British squad Ram Racing and driven by Thomas Jager, Tom Onslow-Cole and Paul White.

Ram, which had wrapped up the teams' title at the previous round, eventually finished one lap down.

Three more Mercs followed, with the SPS Automotive Performance car heading the Hofor Racing and HP Racing machines. Swiss Chantal Kroll, whose co-drivers included GT Masters champ Sebastian Asch,



Ferrari in front with 12 hours to go

scored enough points for fourth place to wrest the drivers' title.

Among the classes, F3 ace Nick Cassidy joined fellow BMW juniors Trent Hindman and Victor Bouveng to win SP3 with coach Dirk Adorf in their M235i Cup car, while a narrow defeat in A3T for the Phil Quaife and Moutran family-driven SEAT Leon Racer, and ditto in SP2 for the James Kaye MARC Focus V8, meant they just fell short of Kroll's points.

RESULTS

- 1 Peter Kox/Matteo Malucelli/Jiri Pisarik/Jaromir Jirik (Ferrari 458 Italia GT3)**, 324 laps in 12h01m07.258s; 2 Tom Onslow-Cole/Thomas Jager/Paul White (Mercedes SLS AMG GT3), -1 lap; 3 Lance David Arnold/Alex Muller/Valentin Pierburg (Mercedes); 4 Kenneth Heyer/Christiaan Frankenhou/Sebastian Asch/Michael Kroll/Chantal Kroll (Mercedes); 5 Nico Bastian/Markus Weege/Hubert Haupt/Carsten Tilke (Mercedes); 6 Daniel Allemann/Herbert Handlos/Ralf Bohn/Alfred Renauer (Porsche 911 GT3-R).

WEB DIRECTORY

AWNINGS



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HR12102015 – SUPPORT RACE ENGINEER

We have an exciting opportunity for a Support Race Engineer to join our race engineering team at our Factory in Milton Keynes.

This role will be responsible for providing factory-based support to the race engineers pre, during and post-test and race events, through simulations, analysis and assisting with the simulator test with race and test drivers. Also liaising with the relevant engineers within Race Engineering and assisting with the simulator tests with race and test drivers.

This will be varied and you will be expected to carry out a variety of different tasks ranging from pre-event simulation work to define vehicle settings in conjunction with the race engineers using car models; interacting with performance, vehicle and engine engineers and supporting the race engineers during race events in the Ops Room, issuing routine reports on driver comparison, data analysis and carrying out ad-hoc investigations.

Applicants interested in applying for this role will be able to demonstrate that they can communicate effectively with key performers across departments including vehicle dynamics, race engineering, race strategy, aerodynamics and vehicle design. In addition, candidates must be self motivated, a team player and have strong organisational skills, in order to meet the requirements of the role and the demands of the business.

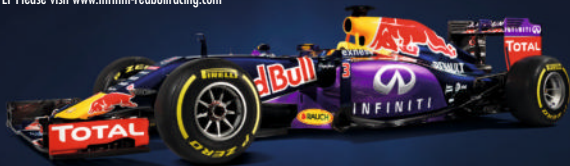
The ideal candidate will be a recent graduate who has attained a First Class Honours Degree or Masters Degree in a suitable engineering discipline, or equivalent. You will have a broad understanding of topics such as Vehicle Dynamics/Mechanical Engineering/Controls Engineering/Aerodynamics.

In addition to this an understanding of Matlab, VB.Net, SQL and C# would be very beneficial.

The position is based at Red Bull Racing's headquarters in Milton Keynes and could require weekend attendance in the Operations Room or vehicle simulator during Race Events.

CLOSING DATE FOR APPLICATIONS – 31ST OCTOBER 2015.

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SENIOR HYDRAULICS TECHNICIAN

Experience of working on hydraulic systems is essential, experience of motorsport hydraulic systems is preferred. Candidates must have; good attention to detail, a logical and methodical approach, good computer literacy and a good knowledge of automotive systems. Experience of specific motorsport hydraulic systems including, hydraulic gearshift, hydraulic differentials, power assisted steering, brake and clutch systems and suspension dampers would be advantageous. The position is full time and based at our factory in Jyväskylä, Finland

SENIOR TECHNICIAN

Experience of working in rally service and test team environments is essential. WRC experience advantageous. Candidates must have; good attention to detail, a logical and methodical approach, good computer literacy and a working record of managing a group of technicians in WRC or top level International Racing Series. Ability to lead a group of mechanics and report writing required. Commitment to extensive worldwide travel and extremely flexible working hours is essential. The position is full time and based at our factory in Jyväskylä. Self-employed and/or freelance applicants are welcome to apply.

SUB ASSEMBLY TECHNICIAN

Experience of working with motorsport assemblies is essential. Candidates must have; good attention to detail, a logical and methodical approach, good computer literacy and a good knowledge of automotive systems. Experience of working in rally service environments would be advantageous but not essential. The position is full time and based at our factory in Jyväskylä.

RALLY EVENT ENGINEERS

Candidates must be educated to degree level in a relevant engineering field and should be experienced rally event engineers with the ability to use data logging and analysis software. Candidates must have; good attention to detail, a methodical approach, excellent communication skills, the ability to work in high pressure environments and excellent problem solving abilities. The position is full time and based at our factory in Jyväskylä. Commitment to extensive worldwide travel and extremely flexible working hours is essential.

QUALITY CONTROL INSPECTOR

Experience in an engineering quality control department is essential, motorsport experience is preferred but not essential. Candidates must have; good attention to detail, a logical and methodical approach, good computer literacy and the ability to use a wide range of measuring equipment. The position is full time and based at our factory in Jyväskylä

CONTROL SYSTEMS ENGINEER / SOFTWARE DEVELOPER

Candidates must have proven track record working with motorsport control systems programming. Experience of programming in a high level language (eg Matlab / Simulink, C, C++) is essential. Knowledge of Data acquisition systems (eg Wintax) and ecu calibration tools (eg Vision, Sysma) is preferred but not essential. Candidates must also have; understanding of basic car electronic systems, good attention to detail, excellent communication skills, the ability to work in a team and excellent problem solving abilities. The position is full time and based at our factory in Jyväskylä.

RALLY TECHNICIAN

Experience of working in rally service and test team environments is essential. WRC experience advantageous. Candidates must have; good attention to detail, a logical and methodical approach, good computer literacy and a good knowledge of automotive systems. Commitment to extensive worldwide travel and extremely flexible working hours is essential. The position is full time and based at our factory in Jyväskylä. Self-employed and/or freelance applicants are welcome to apply.

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AERODYNAMICS GROUP LEADER

Ref: SW1208

Working closely with senior members of the Aerodynamics Department, you will lead a development group: delivering aerodynamic performance, driving capability and inspiring group members to reach their potential. You will have the proven ability to deliver significant F1 aerodynamic projects using CFD and / or experimental methods, whilst having demonstrable skills in mentoring and leadership.

SENIOR AERODYNAMICIST

Ref: SW1209

Reporting to the Group Leader of a development team, you will deliver innovative projects from idea to reality using state-of-the-art CFD and tunnel facilities. You possess practical skills in data analysis, CAD, CFD and / or experimental testing, underpinned by a strong academic background. The level of appointment will depend on the applicant.

EXPERIMENTAL SPECIALIST

Ref: SW1213

To develop the best aerodynamics on the grid requires the best tools. As part of a small team focused on experimental methods, you will be constantly developing capabilities to ensure our technology is ahead of the field. Ideally educated to PhD-level, you possess proven skills in developing experimental equipment. The level of appointment will depend on the applicant.

SOFTWARE ENGINEER C++

Ref: SW1212

In-house software is crucial for the smooth operation of the Aerodynamics Department: engineers rely on it to react quickly to data; without it the manufacturing team could not deliver. Our code is written in C++ in a Visual Studio environment, interacting with SQL Server databases. You will already have relevant programming skills, but we are more interested in your proven ability to work in a small development team, talk to users, understand their needs and implement robust solutions.

MODEL DESIGNER / SENIOR MODEL DESIGNER

Ref: SW1210

As a Model Designer, you will play a key role turning aerodynamic ideas into reality. You have proven competences in surfacing and / or wind-tunnel model design, preferably using CATIA v5 and ENOVIA in an F1 aerodynamics environment or equivalent. The level of appointment will depend on the applicant.

GRADUATE MODEL DESIGNER

Ref: SW1211

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Subaru crashed on high-speed section



Mull abandoned after fatality

Co-driver killed and driver injured after crash in popular national rally

POLICE SCOTLAND HAS opened an investigation into the death of co-driver Andrew Mort, who was killed when he and John MacCrone crashed out of the Mull Rally last Saturday.

The accident happened when the Subaru Impreza crewed by the two Mull residents went off the road in what is reported to be a high-speed section of the seventh stage of the event.

Mort, 47, was pronounced dead at the scene.

MacCrone, 26, was airlifted to hospital in Glasgow with two fractured vertebrae. He was discharged on Monday afternoon.

Sergeant Archie McGuire of Argyll and West Dunbartonshire Divisional Road Policing Unit is leading the inquiry into the

accident. He said: "For the spectators and participants of the annual Mull Rally, this has been a desperately saddening event.

"We are working closely with the event organisers in investigating the incident. Specialist officers have begun the process of determining the circumstances that have led to this crash."

The event was abandoned by the MSA steward on news of Mort's death. Precise details of the accident are yet to be established but there were no spectators in attendance.

The Impreza is understood to have caught fire, and the flames were extinguished by the crews who followed MacCrone into the 4.53-mile Loch Kinloch test, to the west of the island. MSA-licensed rescue crews were scrambled from the start of SS7 and the next test and were on the scene in minutes.

MSA regulations stipulate that one licensed rescue unit must be available for every nine miles of competition. Because of the challenging nature of the terrain the Mull Rally covers, the organisers of the event had double the number of rescue units required.

Clerk of the course Iain Campbell told AUTOSPORT: "The first thing I want to do is send deepest condolences to Andrew Mort's partner Sarah Everitt and all of his

family and friends on behalf of myself and everybody involved with this event. And our thoughts and best wishes go to John MacCrone in his recovery."

Campbell had already outlined his plans to step down from his Mull Rally role, owing to his commitment to running the British Rally Championship next season.

He added: "I can't speak highly enough of the way the competitors and the rescue services reacted to the accident. I have been fortunate enough to hold the baton for this event for four years and it's been an honour and a privilege to do so.

"These are some of the worst circumstances in which to hand over the running of this event."

Mort is only the second competitor fatality in the event's 46-year history. Co-driver Susan Cameron died from her injuries in an accident 12 years ago.

Mull Rally week began under a cloud after driver Chris Lawson, 41, died from natural causes on the island four days before the start.

On Sunday the decision was taken to continue the tradition of a parade through the host town of Tobermory after the finish. This time the lead piper remained silent.

Calum Duffy, who had been leading the rally, read a poem he wrote in Mort's memory.

DAVID EVANS
RALLIES
EDITOR

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It didn't take long for the telephone to start ringing. Within hours of the crash, national news outlets elevated themselves to the moral high ground and prepared the coals over which they wanted to haul rallying.

Another Scottish rally and another fatality was the general tone.

I had no interest in being included in such loaded and one-eyed reporting. Before I hung up, I asked why they thought this accident should have any impact on Scottish rallying.

"A man died..." was all they could come up with.

Andrew Mort's death is, of course, a genuine tragedy. But he was a willing participant who knew the risks involved with the sport he loved.

To try to link this accident to rallies where spectators and members of the media have been killed is both dangerous and ignorant of the facts. There wasn't a spectator in sight on Saturday; access to the stage – like so many on Mull – is limited by Loch Scridain on one side and Ben More on the other.

I've been fortunate enough to witness the exhaustive effort the Mull Rally puts into its route and safety planning, including a chief medical officer who takes it upon himself to convert the local hospital into a trauma unit for rally week. These folk go above and beyond out of respect for their competitors and the challenging nature of the terrain through which they ask them to pass.

That Mort is only the second competitor to lose his life during the rally in 46 years does not detract from the heartfelt sadness of losing one of our own.

AUTOSPORT extends its deepest sympathies to his family and many friends, while wishing John MacCrone all the best in his recovery.

Co-driver Andrew Mort was 47



Sunday parade became a tribute



Hand has not retracted comments

Renault Clio Cup UK

Beaten Hand accuses team of sabotage

RENAULT CLIO CUP UK

runner-up Ash Hand has accused Team Pyro of sabotaging his car for the season finale at Brands Hatch last weekend – a claim rebuffed by his team principal, Mark Hunt.

Hand initially made the comments on ITV after finishing seventh in the season finale at Brands Hatch last weekend, a result that meant he

missed out on the title to team-mate Ashley Sutton by five points.

He then reaffirmed his views to AUTOSPORT on Monday.

“They made a ‘mistake’ with the rear dampers so the car had no rear suspension, in effect,” he said. “That made the car two seconds slower.

“I wouldn’t say it was deliberate to the media if I wasn’t certain. It wasn’t

a mistake because they didn’t have to adjust the car after the first race.

“It’s an awful way to finish. It doesn’t feel like I’ve lost the championship, it feels like it was taken away from me. It’s disappointing and you don’t expect that.”

Pyro boss Hunt countered the allegations with: “We absolutely do not interfere with cars. His [Hand’s] thoughts are his thoughts but our cars had the

same set-up whether or not it was the right set-up.

“It’s not the best end to the year but it was always going to be difficult when someone was going to be second and someone else first.

“Both drivers would be deserving champions and it’s nice to have achieved first and second in the points, along with the teams’ title.”

Renault Clio Cup UK

Champion Sutton to return; Streather eyes full season

ASHLEY SUTTON PLANS TO

defend his Renault UK Clio Cup crown next season after taking the title in a dramatic finale at Brands Hatch.

The Team BMR-supported Pyro driver won both to beat team-mate Ash Hand to the title and become the first driver since Jonathan Fildes in 2003 to do so in their rookie season.

Sutton said: “It depends what Team BMR want me to do but returning to Clios is the plan. My pace has been great these last few races and I’m looking to take that into next year.”

Sutton’s rival for the race-two victory Paul Streather also aims to return to the series next season after an impressive debut weekend. The Clio Race Series runner-up almost won his second race

in the main category but was narrowly defeated by Sutton, having retired after contact with Luke Kidsley in race one.

Streather was driving for his own team with support from Finesse Motorsport.

“I need some sponsorship to return next year – the championship is such a big step up financially,” he said. “After that result I definitely want to be back.”



BRDC Formula 4

McNish karting protege tests single-seater ahead of move

FORMULA KART STARS

champion Ross Martin is eyeing a move into BRDC Formula 4 after a test at Bedford Autodrome last week.

The 15-year-old Scottish driver, who is mentored by three-time Le Mans 24 Hours winner Allan McNish, completed 18 laps aboard the new Tatuus-Cosworth MSV F4-016 car.

Martin dominated the FKS championship’s top Super FKS class this season, taking seven wins from 10 races. He has won a funded



Martin is looking at a BRDC F4 move

season in a single-seater racing series plus testing. That series has yet to be decided. Martin will also test a German F4 machine this week.

“I was very excited to drive a single-seater for the first time,” Martin said. “It was a fantastic experience. I’m now even more determined to make the step up to the category in 2016.”

MSA Formula racer Matheus Leist also tested the new BRDC F4 machine at Bedford recently.

In brief

Eurocup prize changes

The Formula Renault Eurocup prize structure will change for 2016. Instead of €500k towards an FR3.5 move the winner will receive €150k. Second will get €100k, third €50k. The top rookie will get €100k to continue in the series.

Collard’s FRenault test

MSA Formula runner-up Ricky Collard will complete a test in a Formula Renault 2.0 car at Jerez next week. The son of British Touring Car driver Rob Collard missed out on the inaugural title to Carlin’s Lando Norris. Collard is weighing up a graduation into the Formula Renault Eurocup for next season.

Team USA scholars

Skip Barber Racing Summer Series title contender Dakota Dickerson and last year’s scholarship winner Michai Stephens will contest the Formula Ford Festival and Walter Hayes Trophy after winning the Team USA prize berths. They will drive Ray chassis prepared by Cliff Dempsey Racing at Brands Hatch and Silverstone.

Geva’s FFord plans

Dutch team Geva Racing will enter two cars in this month’s Formula Ford Festival and Walter Hayes Trophy. Geva will field its self-developed Mygale GV15K machines, which are Duratec chassis converted to run Kent engines, for Chris Middlehurst and Melroy Heemskerck.

Ginetta Junior

Caroline/Proctor Junior title to be decided in MSA court

THIS YEAR'S GINETTA JUNIOR champion will be decided by the MSA National Court after a controversial finale at Brands Hatch last weekend.

JHR Developments' Senna Proctor claimed the title by a point after winning the second race and HHC Motorsport rival Jamie Caroline finished 17th having been handed a drive-through penalty for a jumped start.

But fourth-placed Stuart Middleton

was later handed a 30-second time penalty for also jumping the start, after the race had finished.

This promoted Caroline to 16th and was enough to hand him the title on countback, having taken 10 wins to Proctor's four. Now Middleton is appealing the drive-through penalty, so the outcome of the title fight will be decided in court.

"Jamie had the penalty for the jumped start so it's only right that everyone who jumped the start is penalised," said HHC boss Charlie Kemp. "The clerk of the course and stewards agree."

JHR team boss Steven Hunter disagreed: "On points we won the championship. Until the appeal is resolved I feel we are still the champions and there's no result right now. I think the situation is a farce."



Proctor thought he had won after the race

EBREY/LAT

BRDC F4

BRDC F4 cars delivered

THE FIRST BATCH OF THE NEW BRDC Formula 4 cars has been delivered, with the first seven teams receiving their chassis.

Chris Dittmann Racing was the first team to get its hands on its three

Tatuus-Cosworth chassis, followed by three each for Lanar Racing, Hillspeed, Sean Walkinshaw Racing, HHC Motorsport and newcomer Fortec Motorsports. Douglas Motorsport received the other two.

CDR has had first cars delivered



Porsche Carrera Cup GB

Sharp secures £50k prize

PORSCHE CARRERA CUP GB driver Tom Sharp's maiden series victory wrapped up the new-for-2015 rookie title, and the £50,000 prize with it, at Brands Hatch last weekend.

Sharp beat champion Dan Cammish in the final round of the season. Not only was it his first win in the championship, it also meant he beat GP3 convert Dino Zamparelli for rookie honours.

"It's definitely the biggest win of my career," said Sharp. "The competition in these Porsches is unlike anything I've ever experienced. With Dan having so much success this year it means a lot

to beat him. I've really enjoyed it this year, and even if we haven't quite had the results it's been good fun. The aim is to come back again next year."



Sharp won rookie title

GRIFFITHS

HUMBLE PYE

The voice of club racing

Orgee laps up the plaudits after a win



READ

"FORTY-ONE YEARS ON, ORGEE JR WEARS HIS DAD'S FF CROWN"

Motor racing is a fickle mistress, with equipment and opportunity – read funding – often playing greater roles in success than driving ability. The blight has spread downwards through domestic classes over 25 years, the well-heeled enjoying an immeasurable advantage over impecunious rivals with more talent and/or engineering ingenuity. Once in a while, however, the trend is bucked and endeavour is rewarded, even in pure club racing.

A big favourite since 1969, the category's third season, Castle Combe's Formula Ford championship is as level a playing field as exists in single-seater racing. These days it's contested by a hard core of experienced competitors and teams, whose proficiency and circuit knowledge make winning incredibly difficult. The stakes and rewards may not be as high, but it's as tough as any national arena, and many beyond.

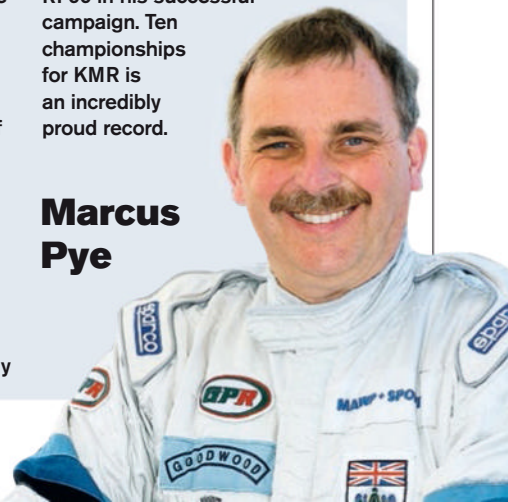
Last Saturday another piece of history was made at Combe when Roger Orgee Jr capped six years of effort by clinching the FF1600 title his father Roger won with a Dulon MP15 in 1974. A lad emulating his dad's achievement there is not unprecedented [Adam Higgins followed four-time champion Bob], but it was a hugely popular result since Orgee Sr has been omnipresent at the circuit, staunchly

upholding the Strawford family's ideals even while running his Omegaland F3000 team.

Roger Sr, now 73, raced FF2000 from its inception in '75, plus FAtlantic, F2 and F3000 cars in Formule Libre before going into team management. Omegaland was never among F3000's grantees, many of its drivers scratching for budgets, but it guided Frenchman Yvan Muller to the British title in '92 and ran Oliver Gavin at a key career stage. Their subsequent records show he backed the right horses.

Despite often running on a wing and a prayer in the precarious world of F3000, the graft and detail was always there. That quality of work and focus of spending precious resources properly is reflected in the CV of 1995-'96-'97 Combe champion Kevin Mills's team, which has fielded Orgee Jr's Van Diemen RF00 in his successful campaign. Ten championships for KMR is an incredibly proud record.

Marcus Pye



Third was enough for Orgee to win the title



CASTLE COMBE OCTOBER 10 CCRC

Orgee lands long-awaited FF title win

CLUB RACING BUFFS OF THE FUTURE will see the name Roger Orgee as **Castle Combe Formula Ford** champion of 1974 and 2015, for Roger Jr finally landed the title for which he has striven since 2009 at Saturday's Grand Finals day, when all three resident championships were decided.

Having narrowly missed out on the 40th anniversary crown he craved last season, when Adam Higgins snatched it, the 26-year-

old and his team redoubled their efforts this term with Brian Christie's Ridgemill Business Systems Van Diemen RFOO.

Orgee effectively needed to stay ahead of Higgins to inscribe his name on the roll of honour. The day started badly after the car was damaged when the paddock gate was shut on it post-qualifying.

Kevin Mills Racing's crew changed a bent wishbone and re-set the suspension for Roger to climb from

fifth on the grid to third. With Higgins out of contention following a pit stop, Orgee was champion while three-time Combe FF driving champion Mills was reduced to tears as his team secured its 10th title.

Out front, Michael Moyers and '08 champ Josh Fisher fought for the win, Fisher's car control on a slippery track the vital edge over Moyers as both crossed the finish line flat-chat on the grass.

The duo also disputed the end-of-season **Carnival** race in which, after Fisher pulled-off a stunning overtaking manoeuvre into Camp, where Moyers hesitated for a fearfully slow backmarker, Michael retaliated to win. Honours even for the day was a just result as Nathan Ward wriggled through for third.

While Orgee's FF1600 success was well received, there could have been no more popular local champion than Mark Wyatt, who – having tried since the last century

and won his class several times – landed the **Saloon** prize with his Vauxhall Astra.

Former champion Gary Prebble added another Combe win to his tally, albeit not without drama. "I heard what I thought was a driveshaft knocking, but couldn't have done another lap," he said.

Second for Dave Scaramanga in his VW Scirocco was controversial, for a clash with Tony Hutchings' Audi TT at Bobbies. "I have some apologising to do," admitted Scaramanga. A fired up Hutchings recovered to finish fourth behind Charles Hyde-Andrews-Bird's Renault Megane.

With class challenger Tony Dolley's Peugeot out with a smoky engine failure, Wyatt sealed his crown with another maximum score. Adrian Slade (Peugeot 106) won his class after Geoff Ryall's Honda Integra, which he was chasing, hit a spinning lapped car.

Armer was a double Formula 3 winner



RESULTS

CASTLE COMBE FORMULA FORD 1600 (15 LAPS)

1 Josh Fisher (Reynard FF89) 18m13.813s (91.33mph); 2 Michael Moyers (Spectrum O11C) +0.212s; 3 Roger Orgee (Van Diemen RFOO); 4 Luke Cooper (Swift SC92); 5 Bob Higgins (Van Diemen RF90); 6 Hugh Robertson (Swift SC92). **CW** Moyers; Cooper. **FL** Moyers 1m11.033s (93.75mph). **P** Moyers. **S** 23.

CASTLE COMBE FF1600 CARNIVAL (15 LAPS)

1 Moyers 18m02.550s (92.28mph); 2 Fisher +0.097s; 3 Nathan Ward (Spectrum O11C); 4 Orgee; 5 Cooper; 6 Adam Higgins (Van Diemen JL012). **CW** Fisher; Cooper. **FL** Moyers 1m10.986s (93.82mph). **P** Cooper. **S** 22.

CASTLE COMBE SALOON CAR CHAMPIONSHIP (15 LAPS) 1 Gary Prebble (Seat Leon Cupra

20vT) 19m08.339s (86.99mph); 2 Dave Scaramanga (VW Scirocco) +6.143s; 3 Charles Hyde-Andrews-Bird (Renault Megane); 4 Tony Hutchings (Audi TT); 5 John Barnard (Vauxhall Astra VXR); 6 Mark Wyatt (Vauxhall Astra). **CW** Wyatt; Adrian Slade (Peugeot 106GTI); Russell Poynter-Brown (Vauxhall Corsa). **P** Prebble. **FL** Prebble 1m14.170s (89.79mph). **S** 34.

SPORTS & GT (15 LAPS) 1 David Krayem (Ginetta G50)

17m49.728s (93.38mph); 2 Oliver Bull (Jerrybuilt Vauxhall Tigra Silhouette) +14.298s; 2 Steve Putt (Mazda RX-7); 4 Steve Hall (Audi TT RS Silhouette); 5 Adam Prebble (Rover Tomcat Turbo); 6 Ilsa Cox (Seat Leon Cupra). **CW** Bull; Prebble; Rob Keogh (Ginetta G40R); Marcus Bicknell (Ford Mustang Mach 1). **FL** Putt 1m09.551s (95.75mph). **P** Bull. **S** 23.

SPORTS RACING (19 LAPS) 1 Tim Gray (Spire GT-3)

20m22.666s (103.49mph); 2 Darcy Smith (Radical SR4) +53.211s; 3 Norman Lackford (Radical PR6); 4 Robert Gillman (Radical Prosport); 5 Robert Manson (Mallock Mk20/21); 6 Steve Chaplin (Phantom P79). **CW** Smith. **FL** Gray 1m01.518s (108.26mph). **P** Gray. **S** 11.

HSCC HISTORIC FORMULA 3 (12 LAPS) 1 Simon Armer

(March 703) **15m16.682s (87.18mph)**; 2 Peter Thompson (Brabham BT21) +2.095s; 3 Michael Scott (Brabham BT28); 4 Jim Blockley (Chevron B17); 5 Paul Kite (Brabham BT21); 6 Leif Bosson (Brabham BT28). **FL** Armer 1m13.915s (90.10mph) **RECORD**. **P** Armer. **S** 14. **RACE 2 (12 LAPS) 1 Armer 15m05.245s (88.28mph)**; 2 Thompson +3.180s; 3 Scott; 4 Blockley; 5 Kite; 6 Steve Seaman (Brabham BT21). **FL** Scott 1m13.883s **RECORD**. **P** Armer. **S** 11.

PRODUCTION BMW (11 LAPS) 1 Gary Feakins

15m15.530s (80.01mph); 2 EN 'Harry' Goodman +9.212s; 3 William Davison; 4 Matthew Wileman; 5 Rob Cooper; 6 Mark Palmer. **FL** Feakins 1m21.847s (81.37mph) **RECORD**. **P** Feakins. **S** 36. **RACE 2 (11 LAPS) 1 Feakins**

15m11.099s (80.40mph); 2 Goodman +7.964s; 3 Davison; 4 Wileman; 5 Palmer; 6 Cooper. **FL** Feakins 1m21.501s (81.71mph) **RECORD**. **P** Feakins. **S** 33.

SPORTS V SALOONS (13 LAPS) 1 David Krayem

(Ginetta G50) **15m34.209s (92.67mph)**; 2 Ian Hall (Audi TT RS Silhouette) +2.506s; 3 Adam Prebble (Rover Tomcat Turbo); 4 Tony Hutchings (Audi TT); 5 Ben Scrivens (Ginetta G50); 6 Chris Vinall (Seat Leon Supercopa LR). **CW** Hall; Prebble; James Keepin (MG ZR160). **FL** Krayem 1m10.141s (94.95mph). **P** Krayem. **S** 28.

SILVERSTONE OCTOBER 10 AMOC

Tinn wins as Hilliard/Guess clinch Intermarque honours

DAVID TINN WAS THE CLASS ACT IN an Intermarque grid lacking Ferraris but it was James Hilliard and James Guess who sealed the title in their Porsche 968 CS.

Polesitter Tinn withstood an early assault from Desmond Smail's similar GT4 to eventually cruise to victory. Behind, Hilliard/Guess, needing only 10th, flirted with podium contention early on. They eventually finished fifth after deciding "not to take any risks".

Title rival Stephen Atkinson secured second when Smail was demoted to third courtesy of a time penalty for pitlane speeding.

In the **Aston Martin GT4 Vantage Cup** Tinn again topped the podium, although he had the N24/GT4 of Mike Wilds to thank, his Aston Martin running out of fuel late on.

Wilds jumped from fourth to lead into Copse at the start and while the Intermarque winner would retake the lead midway through, it transpired that Wilds was racing treaded tyres with Tinn on slicks. It was all the more impressive that the former emerged in the lead after the stops. Tinn used his advantage to close in and was handed his second win of the afternoon when Wilds ran dry, gifting Smail second and the older DB4 of Nicholas King third.

Tom Smith dominated **Equipe GTS** despite racing a different car to the one he won with at Brands. It was the Lotus Elite of Brian Arculus that initially led the way from pole and looked sure of victory. Smith, who fought to third in the early stages, crucially took his mandatory pitstop before Arculus and emerged in front, having posted blistering times thanks to finding a fantastic

line through Brooklands in his MGB. Pete Foster was third from the start and finished there after Rob Cull, who reached as high as fourth, slid off at Copse early on.

In **'50s Sports Cars**, Lawrence Jacobsen was untouchable in the Lotus Eleven, finishing just under a minute ahead of Robert Newell's Jaguar. Newell found himself in a race-long battle with Andrew Moore, with the pair constantly swapping positions.

Moore pulled a great move into Luffield and Woodcote to pass Newell for third late on, but Newell came back a lap later to secure the place, which became second after Stephen Bond retired.

Reigning Intermarque champion Tim Mogridge could not keep up with Jeremy Cooke and Michael Dowd in the **Innes Ireland Cup**. The Lotus Elan, in the hands of Cooke, had the advantage in the corners and although Mogridge, in the gutsy Jaguar E-type, did emerge in the lead after the stops, Dowd retook first into Brooklands on the following lap. The leading two finished well ahead of Robert Rawe.

Christopher Scott Mackirdy won the **St John Horsfall Trophy**, despite confusion surrounding the handicap. Edward Bradley was meant to start after third-placed John Briggs in the staggered start procedure, but he pulled away simultaneously. Robert Blakemore was second with Briggs third after the penalty for the false-starting Bradley was applied.

Aston Martin won the **Pre-War Time Challenge** courtesy of Mackirdy holding off Riley's Durward Lawson after the handicap unbound later in the race.

● Jake Jones

RESULTS

AMOC INTERMARQUE CHAMPIONSHIP (41 LAPS)

David Tinn (Aston Martin GT4) 46m00.444s (87.71mph); 2 Stephen Atkinson (Porsche 968) +43.374s; 3 Desmond Smail (Aston Martin GT4); 4 Nicholas King (Aston Martin DB4); 5 James Hilliard/James Guess (Porsche 968 CS); 6 Paul Brunet (Aston Martin GT4). **Class winners** Hayman/Penny; Harding/Slater; Nick de Jesus (BMW 318ti); Mark Tranter (Citroen Saxo). **Fastest lap** Tinn 1m04.134s (92.08mph). **Pole** Tinn. **Starters** 16.

ASTON MARTIN GT4 CUP (41 LAPS) 1 Tinn 45m45.776s (88.18mph); 2 Smail +6.138s; 3 King; 4 Robin Marriott (GT4); 5 Matt Le Breton/Rob Young (DB4 Lightweight); 6 Geoffrey Lewis (Aston Martin V8 Vantage Coupe). **FL** Tinn 1m03.192s (93.45mph). **P** Tinn. **S** 8.

EQUIPE GTS (32 LAPS) 1 Tom Smith (MGB) 40m06.825s (78.51mph); 2 Brian Arculus (Lotus Elite) +14.465s; 3 Pete Foster (Triumph TR4); 4 Robert Cull (TVR Grantura MkIII); 5 Nick Mountford (Triumph TR4); 6 Graham Coles (MG A). **CW** Arculus; Foster; Mountford; Alistair Pugh/Ben Wylde (Triumph Spitfire). **FL** Arculus 1m12.210s (81.78mph). **P** Nigel Winchester (Ginetta G4). **S** 26.

AMOC '50S SPORTSCARS/XK CHALLENGE (26 LAPS)

1 Lawrence Jacobsen (Lotus Eleven) 31m06.751s (82.25mph); 2 Robert Newell (Jaguar XK120) +59.100s; 3 Andrew Moore (Jaguar XK150); 4 Alan Kyson (MG A

Twin Cam); 5 Mike Thorne (Austin-Healey 100M); 6 Jeremy Cooke (Cooper Bobtail). **CW** Newell; Kyson; Thorne. **FL** Jacobsen 1m10.285s (84.02mph). **P** Jacobsen. **S** 15.

INNES IRELAND CUP (33 LAPS) 1 Jeremy Cooke/ Michael Dowd (Lotus 26R) 40m04.205s (81.06mph)

; 2 Tim Mogridge (Jaguar E-type) +19.099s; 3 Robert Rawe (Aston Martin DP214 Replica); 4 Rob Fenn (Ford Mustang); 5 James Cochrane/David Chesney (Lotus 26R); 6 Pete Foster (Triumph TR4). **CW** Mogridge; Fenn; Foster. **FL** Dowd 1m08.181s (86.61mph). **P** Cooke/Dowd. **S** 8.

ST JOHN HORSFALL TROPHY (11 LAPS) 1 Christopher Scott Mackirdy (Aston Martin Le Mans) 16m09.373s (67.01mph); 2 Robert Blakemore (Aston Martin Speed Model) +0.972s; 3 John Briggs (Aston Martin Ulster LM15); 4 Edward Bradley (Ulster); 5 Paul Wright (Ulster LM16); no other starters. **FL** Blakemore 1m26.716s (68.10mph). **P** Blakemore. **S** 5.

PRE-WAR TIME CHALLENGE (11 LAPS) 1 Scott Mackirdy 15m33.794s (63.24mph); 2 Durward Lawson (Riley Special) +0.113s; 3 Richard Reay-Smith (Lagonda LG45); 4 Guy Northam (Bentley 4.5); 5 Chris Pearson (Austin Seven); 6 Duncan Wiltshire (Bentley 3 Litre). **CW** Lawson; Reay-Smith; Northam. **FL** Lawson 1m19.742s (74.05mph). **P** Lawson. **S** 16.



Feakins dominated the BMW field



Wyatt clinched Saloon prize

Russell Poynter-Brown (Vauxhall Corsa) beat Arthur Marks (Suzuki Swift) among the minnows.

Oliver Bull clinched the **Sports GT** title with second place in Jerry Irwin's Ford-powered Vauxhall Tigra clone. In a confusing race, the seven-litre Chevrolet Corvette LS7-engined Mazda RX-7 of Steve Putt and Steve Hall's Audi TT RS Silhouette battled out front before attracting two track limit penalties apiece, but David Krayem passed them both in his Ginetta G50.

Krayem also won the **Sports v Saloon** finale, although Hall passed him briefly with an audacious lunge into Camp amid traffic. Adam Prebble saw off Hutchings' Audi and the Ginetta of Ben Scrivens for third in his Rover Tomcat.

Despite dust-treated oil around the 1.85-mile track, Tim Gray cut a scintillating 108.26mph **Sports Racing** class lap record en route to his 22nd win this season in the

works Suzuki Hayabusa-engined Spire GT-3. "There's more to come, but when I saw a one-and-a-half on the dash my sensible head took over," he said coolly. Robert Manson won the Haggis Memorial Trophy as first Clubmans finisher.

Four leaders in the opening four laps of the first **1000cc Formula 3** race at Castle Combe since May 1970 – Simon Armer, Peter Thompson, class debutant Ewen Sergison and Jim Blockley – evoked memories of the screamers. After a couple of grassy traverses of the Esses, Armer prevailed in his ex-Tom Walkinshaw March 703, from the Brabhams of Thompson (BT21) and Mike Scott (ex-Erkki Salminen BT28).

The result was the same on their second outing, although Sergison crashed Blockley's 'spare' BT21 at Quarry, which had claimed American James King's Chevron B17 in the opener. Sixth in race one was sufficient for Swede Leif Bosson to secure the championship in his ex-Ulf Svensson/Conny Andersson-raced BT28.

James Feakins twice thrashed **Production BMW** rivals, headed by ex-Formula Fordster Harry Goodman and William Davison who shot from 12th to third in the opening stanza. Matthew Wileman – grandson of saloon car veteran Derek – impressed with a pair of fourths.

● Marcus Pye



Gray scored his 22nd win of the season



BMW team won the Relay event

STYLES

SNETTERTON OCTOBER 10-11 MGCC

Buckley stars as Jones seals MG Cup

THE PETER BEST INSURANCE MG CUP title race went down to the wire with three thrilling events to round out the season.

A demon start by Tom Diment from fifth on the grid gave him an early lead, but only until he outbraked himself into Brundle. Richard Buckley briefly took over out front, but he had no answer to Shaun Holmes when he challenged. That was until the final lap, when increasingly slippery track conditions enabled Buckley to steal the lead back at Montreal.

Paul Eales's prospects of taking the title improved in race two when both his rivals – Ed Davies and Clive Jones – spun, leaving him to win his category. Out front, Oliver Coles just kept the fast-closing Buckley at bay.

Luck deserted Eales in the final encounter, however, when his throttle cable snapped, making the championship a straight fight between Davies and Jones. Davies was unable to dislodge Buckley from the lead after Holmes retired, while Jones's category lead came under threat late on from David Strike, but Jones just kept his nose in front to seal the title by a single point.

Keith Ahlers added to his tally of **Morgan Challenge** victories with win number 82 ahead of Jeremy Knight and Andrew Thompson. Title favourite Tom Andrew took a cautious approach in the later laps as light rain began to fall, enabling Tony Lees, Tony Hirst and Elliot Paterson to challenge him. Lees took



STYLES

advantage of traffic to snatch fourth and leave Andrew in fifth.

Ross Makar demoted fast-starting Jake Fraser-Burns at the second corner of the **MG Trophy** before racing nose to tail to the finish. Dan Molloy edged Paul Luti in a tightly fought Class C battle. Series leader Andrew Ashton was disqualified, which threw open the title possibilities.

Fraser-Burns led race two, only to seemingly throw it away with an off at Murrays. He recovered impressively, pulling off a fabulous manoeuvre at Riches on second-placed Jason Burgess, but Makar's defences up front proved solid. The Class C battle was settled in favour

of Luti this time after a late melee, while John Gill was able to coast home as the only Class D runner and become provisional champion.

A five-car train fought over victory in the **MG BCV8** race. Rob Spencer made it by Spencer McCarthy on Bentley Straight on the first lap, and then had to withstand constant pressure from the previous leader and his brother Russell. James Wheeler briefly grabbed second on the final lap before Russell McCarthy reasserted himself.

Spencer made it a double in the **Thoroughbred Sportscars** after again passing the McCarthy brothers in the opening corners. Russell McCarthy was quickly on

the leader's tail, but his gear lever broke and he limped home in third behind Wheeler as brother Spencer dropped to fifth in traffic.

All eyes were on Tom Sanderson in the **MG Metro Cup** as the poleman was dumped to the back of the grid for being 3kg underweight. He was up to third after only three laps and was closing in on the battling Ben Rushworth and Mike Williams when his engine failed. A forceful move at the Bomb Hole on the final lap settled the race in favour of Williams.

Philip Gough's misshapen front didn't slow him at all and his class victory secured him the title in race two, having retired from the earlier



Sibley was champion despite throttle issue

STYLES



Spencer doubled up at Snetterton

STYLES



Buckley was a double winner



Chamberlain starred in a Porsche 935

OULTON PARK OCTOBER 10 MSVR

Brace for Porsche racer Chamberlain

RICHARD CHAMBERLAIN CAME AWAY from a hectic **GT Cup** finale with a double win in his Porsche 935.

In the first race Darren Nelson (Ferrari 458 GT3) led from pole and successfully kept a determined Chamberlain at bay until overshooting at Knickerbrook on the penultimate lap.

Chamberlain took advantage to dart ahead and win by 0.691 seconds. Phil Burgan (Audi R8 LMS ultra) ousted James Greenway's Porsche 997 GT3 from third at Old Hall early on, while Will Plant was fifth in his Porsche after passing John Saunders (Ginetta G50) into Cascades on the same lap.

Wayne Marrs in his Ferrari was a solitary sixth after Abbie Eaton retired her BMW with steering rack and balljoint problems and Tom Webb's similar car dropped back.

Chamberlain was on pole for race two and led throughout. Nigel Hudson (Audi R8) put him under pressure, having demoted Burgan at half distance. Andy Schulz followed closely in third to make it only 0.991s covering the top three at the flag, despite having started his Aston Martin from the back of the grid.

Nelson's title hopes were dashed in race two with another mistake when he spun at Britten's on the opening lap. Still, he was able to recover

to take fourth from Burgan a lap from home.

Robbie Watts retained his **Monoposto 2000** title with a double-lights-to-flag win in his Dallara F302. Ben Cater had been a threat in the first race until a safety-car intervention cut it down to a two-lap finale.

"The rear end of my car stepped out at Knickerbrook and then I saw Ben in the dust," said Watts of his spinning rival. Tony Bishop came from the back of the grid for second, having passed Chris Davison into Lodge. Davison retained third, his first Mono podium, while Richard Purcell headed Cater and Shane Kelly to complete the top six.

Cater stayed close to Watts again in race two, only to crash out of second at Druids on the final tour. Bishop came through from the back again to claim second, with Kelly third having shaken off an early threat from Purcell. Class rivals Robin Dawe (Vauxhall Lotus) and Mono Classic Champion Bryn Tootell (Van Diemen) rounded off the top six after a lengthy duel.

"I was waiting for the rest of the red lights," said Jeremy Timms after the Mono Moto champion's Dallara was left at the start of the **Multi-class Monoposto** race. By Druids on the opening lap he was in the lead, after early leader Dan Clowes's Jedi blew its engine. Timms won by 27s from Richard Gittings, with Marc Fortune getting the best of a duel for third with Anthony Gauntlett.

Timms took his second win in a red-flag-shortened race, from cousin Jason's Dallara and Gauntlett, after Gittings went off and Fortune blew up.

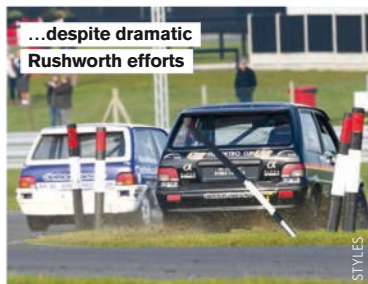
● Peter Scherer



Watts scored a brace of wins



Williams pounced to win Metros...



...despite dramatic Rushworth efforts

event with accident damage. At the head of the field, Williams held off Rushworth's late charge. Third place, also from the back of the grid, secured Sanderson the Class C title.

Paul Sibley led the **Midget/Sprite Challenge** throughout, despite constant pressure from James Dunkley until the pair encountered traffic mid-race. Championship leader Andy Southcott looked certain for maximum points until he stopped mid-race.

The destination of the title changed several times during race two as Sibley struggled with a jammed throttle. Meanwhile, Andy Southcott was exchanging the Class B lead with Richard Wildman, but his challenge ended with his second broken differential of the weekend. Sibley had continued circulating using the master switch, and that

determined effort secured him the crown as Dunkley won by 10.5s.

Neil Fowler's opening session put the V8 Wide Boys in command of the **Relay Race** but a drive-through penalty at the first exchange dropped them behind the Morgan Magic +1s' Russell McCarthy. When McCarthy handed over to Jimmy Knight, the Wide Boys regained the lead but they ended up with two cars on track at the same time, which ended their challenge.

The Grumpy, Baldy and Small Pants BMW squad then relieved the Morgans of the lead, with Karl Cattliff ensuring they had an advantage as the race entered its final hour. Last year's winners M Sport Racing moved up to second but Nigel Innes ensured victory for the trio of BMWs.

● Lewis Beales



PEMBREY OCTOBER 10-11 BARC

Willis forced to settle for single victory

MARK WILLIS COULD HAVE WON all three **Pickup Truck** races at Pembrey, he should have won at least two, but ended up with just a solitary victory.

Freddie Lee led race one from the opening lap but soon had Willis on his tail. Willis was poised to challenge but spun at Dibeni, leaving Michael Smith clear to fight with Lee. Smith was able to take the lead with a lap to go, with Lee following home in second and Scott Bourne rounding out the top three.

Paul Jones and Willis headed a five-car break in race two. Willis squeezed past Jones into Brooklands early on and they remained nose-to-tail with Lee, Smith and Bourne holding station.

Jones and Willis resumed their duel in race three, Willis making a decisive move into Hatchets in the second half of the race following a failed attempt on the previous lap. Lee held off Smith again for third. But track-limits



penalties abounded after, dropping Willis to third and Smith to fourth.

Having led the opening **British Truck** race from lap one, Steven Powell (Foden Alfa) was pipped on track by Luke Garrett (ERF), but a 15-second track-limit penalty dropped Garrett to sixth.

Garrett went on to win race two. Powell held on for second from the rapidly closing Division 1 Trucks of Steve Thomas and David Jenkins.

Race three was the first to be won by a Division 1 Truck after Ryan

Smith (MAN) ousted Garrett into Brooklands a lap from home. Garrett finished third behind Stuart Oliver.

The fight between Trevor Martin (Scania) and Powell in race four allowed Jenkins and Smith to close and join in the scrap. Jenkins took the lead and eased clear to head an all-Division 1 top seven for the first time, from Matt Summerfield, Smith and Oliver. Another penalty robbed Powell of a class win.

Powell and Garrett battled up front for most of race five, but on the final lap Oliver surged past both on the Speedway Straight to win.

Domenic Surdi in his M3 was a double winner in **Kumho BMW**, the first being a race-long fight with the similar machine of Simon Baker. The pair swapped positions numerous times before Surdi made it stick on the final lap. Baker was given a track-limit penalty but still finished well clear of third-placed Nigel Williams.

Baker led at the start of race two but crashed going into Hatchets second time around, which left Surdi unchallenged out front. Williams and Trevor Ford completed the podium.

Two lights-to-flag victories clinched the **MaX5** crown for Jon Halliwell. Paul Roddison and Ian Loversidge fought hard for second throughout race one, with Loversidge winning the dash to the line by 0.03s. Geoff Gouriet took fourth from Jeremy Shipley.

Although Halliwell was never headed, Roddison chased him all the way in race two, briefly nosing alongside in the final laps. Loversidge was third.

Brad Hutchison won both **Junior Saloon Car** races but it wasn't enough to prevent Ben Colburn taking the title. In race one Hutchison led with James Clarke, Matteo Zanetti and Colburn squabbling for position behind him. Colburn emerged second from Clarke, with Edward Moore fourth after a rear puncture dropped Zanetti down to sixth.

Colburn needed only a top-six finish in race two for the title and sat comfortably in fourth having demoted Scott Mitchell. Up front, Clarke pressured Hutchison after Zanetti fell to third.

Another healthy grid gathered for the **Welsh Sports & Saloons** finale. Polesitter Martin Davies (Ford Sapphire) led initially from David



MONDELLO PARK OCTOBER 11 MPSC

McLoughlin resists pressure to take his first Sheane win

PAUL McLOUGHLIN HELD ON FOR a maiden **Formula Sheane** win despite huge pressure from Richard Kearney and Mark Dunleavy in a battle that had the crowd on its toes for the duration.

In race two, McLoughlin led away until being shunted off by the errant Andrew Murphy at Turn 1. This handed Kearney the lead but he came under constant attack from Dunleavy almost immediately. The duo swapped the lead on numerous occasions with Dunleavy grabbing it for good on the final lap.

Barry Barrable ran away and hid from the rest of the **Fiesta** grid, while Phil Lawless snatched second from Mark O'Donoghue on the last lap after a hectic scrap. Barrable did the double in race two with O'Donoghue slightly closer and Mondello general manager Roddy Greene making an impressive debut in seventh.

Morgan Quinn scored his first **Ginetta Junior Ireland** win after early leader Cameron Fenton spun into the gravel. Fenton recovered to second with Hollie Byrne third. Adam Geraghty was first **Junior Fiesta** home but was subsequently penalised after contact with new class champion Jack Byrne, which dropped him to second. In race two Quinn, buoyed by his race one result, dominated with Fenton second again and Byrne completing the podium. Jack Byrne took **Fiesta Junior** honours again, well ahead of Geraghty, and clinched the title.

In the **Future Classics** MJ Farrell in his Fiat Punto took his first win from Tommy Byrne and Eoin



McLoughlin bagged first Sheane victory

CHESTER

O'Brien, after a wave of exclusions when the frontrunners broke the barrier time. In the second – non-championship – race, Ken Byrne, with his Peugeot finally cured of its misfire, took the honours from Dave Hammond's Uno, with new champion Ian Thornton in third.

ITCC Regular Grzegorz Kalinecki's SEAT Leon was swamped by the grid of **Supercars** when the lights went out. He then tangled with Vin O'Reilly at Turn 2, causing the red flags to fly. At the restart, Graeme Colfer's T Car led from pole and, despite a late-race challenge from class returnee John Morris, held on for an impressive win. Kev Doran briefly led having started from the back in his ITCC Civic but was forced to retire with overheating issues. Des Meehan was first **Stryker** home.

In race two, Colfer again led away but Bob Cameron soon assumed the lead. As before, Doran

charged towards the front until retiring when the temperature went skywards again. As Moffett chased down the leader, Dave Griffin was uncorking an incredible drive, displacing most of the Supercars at the wheel of his Stryker. At the flag it was Cameron, just, from Moffett with Griffin a giant-killing third.

A number of UK-based **Legends** visited with a view to launching an Irish series in 2016. Niki Meredith won the first race from Paul O'Brien and James Holman. In race two, Meredith was sidelined after contact with Ivor Greenwood with Holman taking an easy win.

Race three was a cracker with Meredith again scything through to take the lead. He was soon joined at the front by O'Brien and Holman. Holman snatched second but O'Brien took it back. At the flag, it was Meredith by a fraction from O'Brien and Holman.

● Leo Nulty



Willis leads the way in Pickups

JONES



Pickups produced typically close battles

JONES

Krayem (Ginetta G50) and Keith Butcher (Nissan Primera). But when Davies retired to the pits, reigning champion Keith White took charge in his BMW Z4. Ben Scrivens (Ginetta G50) grabbed third when Butcher slipped up, the Nissan driver recovering to finish fourth from Neil Watts (Westfield). White was later demoted to second behind Krayem having incurred a track-limit penalty.

White's luck wasn't much better in race two, when his BMW dropped to three cylinders while leading. Krayem went past to claim his second win despite having spun at Hatchets, with Butcher finishing third.

White and Sam Summerhayes (Saxo) were declared joint champions having completed 100 per cent class-winning records during the season.

● Peter Scherer



Greenwood leads Irish Legends 'taster'

CHESTER



MALLORY PARK OCTOBER 11 CLUB MALLORY

Foster lights up revived Star of Mallory

78

JOEY FOSTER, WHO SCORED A TRIO of dominant victories, dominated a revived **Star of Mallory** event. The former season-long series was once one of the premier regional Formula Ford 1600 championships before it merged with the Star of the Midlands and later suffered a failed revival before this latest attempt.

Foster, a three-time Walter Hayes Trophy winner, headlined the field but other standouts included former Formula Palmer Audi champion Richard Tarling.

Regular Mallory racers and previous entrants of the event made up the remainder, but it was the class of Foster and Tarling that caught the eye.

The format split the entry into two heats, before a pre-final determined the final's grid. Foster hit the ground running with a pole-to-flag victory in his

heat while Tarling won his respective opener.

Foster dominated his competitors in his encounter, nearest rival Neil Hunt finishing more than 20 seconds behind. Tarling had an arguably stronger heat, which meant he had to edge Simon Hadfield and Alan Brunton for his victory.

With a full strength 20-car grid, the pre-final pitted the heat winners against each other for the best starting slot. A chaotic first lap featured Foster just clinging on to his pole, while backmarkers collided and four cars spun off into the grass at Gerard's Bend.

At the front the precedent for the remainder of the Star of Mallory continued, as the leading duo of Foster and Tarling pulled well clear of third as they sealed the two top steps of the podium. The battle for third was an enthralling one though,

undoubtedly aided by Mallory's high-speed layout and limited overtaking opportunities.

For most of the 12-lap encounter Hadfield had his nose following the rear of Brunton's Ray GR10 before the former nailed a perfect entry into Gerard's Bend and exited with much greater speed to snatch third.

Brunton's event worsened after that, as he slowed with engine trouble in the final few corners, dropping to 10th, securing that position in the final.

With Brunton effectively out of contention to be champion, it left a three-car battle for the title after another expected contender in Adam Quatermaine failed to make a single race.

Experienced FF1600 racer Quatermaine retired after his Van Diemen was tagged by debutant Dan Minshaw on the Kirby Straight, with both cars hitting the barrier.

Quatermaine's absence and Brunton's pre-final difficulties left the first three on the grid of Foster, Tarling and Hadfield in a shootout for the crown. Foster's poor getaway meant his perfect weekend was under threat as Tarling assumed the lead.

It was a short-lived advantage as a better exit out of Gerard's Bend returned Foster to the front, until the race was red-flagged as Hunt spun out at Shaw's Hairpin.

Controversially, as the grid reformed Brunton moved into third, having started the aborted race 10th, somehow escaping a penalty.

Foster made a much better start at the second attempt, while in a case of role reversal, Tarling bogged down and had to battle his way back through the order. "The first start was very good and I gave Joey a run for his money before he got away," said Tarling. "With a restart I thought I had a chance but I cooked the clutch off the line and it revved without going anywhere."

With Tarling out of the picture, Foster cruised to victory in the final ahead of the recovered Tarling and Brunton. "It's brilliant to be champion and great to race at Mallory in this cracking atmosphere," said Foster. "I'm definitely going to return for as long as I'm racing Formula Ford and I hope to see more cars next year."

James Beckett, the man who masterminded the revival alongside Eddie Roberts, praised the same atmosphere. "I'm really pleased to be able to put on something like the Star of Mallory and the plan now is to develop," said Beckett. "We've got to start somewhere and Mallory are happy with it too. There's a real good atmosphere and it's a relaxed event and it's special to have."

While the Star of Mallory headlined, there were two equally



Foster leads the FF field

Bates/Mason/Trawes
clashed at Mallory



exciting **Allcomers Sports and Saloon Cars** races. A varied grid that featured a Vauxhall Nova up against Radical sportscars made for two encounters that required expertise in passing traffic.

To no one's surprise, a Radical in the hands of Philip Knibb won both races, but the hefty gaps belied the hard work he needed to secure it. In the first, the Radical's well known difficulties at standing starts meant Knibb bogged down and had to fight through traffic before hunting down David Porter's Radical to win.

The second race's reverse grid required a repeat of Knibb's first race feat, and while the traffic proved more challenging he again overcame it to score a brace of wins. "It's been a perfect weekend and a lot of fun, which is good as it could've been boring as there wasn't a lot to race. I've never been to Mallory before but it's a quick circuit and a lot of fun."

● Tom Errington

Godfrey bagged his
fifth British title



BRITISH RALLYCROSS/RALLYCROSS GP OCTOBER 10 CROFT/LHMC

Godfrey matches Carnegie before taking GP glory

CROFT LOCAL KEVIN PROCTER had been forced to install a new two-litre engine in his Fiesta for the previous, penultimate, round of the British Rallycross Championship at Lydden Hill, and was therefore determined to take his opportunity to secure third in the final standings at his home circuit in the north of England.

Fastest in the opening two heats, Procter started on pole position for the A final, where he made the best start and led the race from lights-to-flag to claim his first win of the season.

Behind him, Julian Godfrey finished fourth to claim a record fifth consecutive British crown and match Dermot Carnegie's overall haul of titles.

Procter's victory moved him into his desired third position overall in the standings, ahead of Ollie O'Donovan, who suffered a day that was blighted with technical problems.

Procter said: "I'm really pleased. We've been developing

the car and it's really good now. We've got it going properly off the line; it's so quick and it handles like a dream."

Godfrey was fastest in timed practice but was struck by transmission problems in heat two. He qualified on the third row for the final, and climbed to fourth by the first corner.

Andy Grant had started on the outside of the front row and moved up to second at Turn 1, ahead of title contender Andy Scott. The Albatec Racing owner passed Grant at the end of lap one and ran second to the end, while Godfrey could find no way by Grant's Ford Focus and had to settle for fourth, but it mattered little.

Pat Doran, meanwhile, retired before the first heat with a broken propshaft and Steve Harris was out with a damaged gearbox.

If Godfrey's rivals thought his Saturday performance at Croft was a precursor to Sunday's Rallycross Grand Prix, they were horribly mistaken. Godfrey can never be underestimated.

On Saturday, Godfrey was content with a fourth place finish, but Sunday was different. Fastest in the first two heats and only beaten by Procter in heat three, Godfrey started the Grand Prix from pole, with O'Donovan and Scott alongside.

Godfrey made the best start in the run to the first corner, where O'Donovan's Ford Focus was hit in the right-rear wheel, which broke a suspension arm. The Irish driver ran second on lap one, with Scott third ahead of Grant and Steve Hill, who battled over fourth throughout the race.

Harris, meanwhile, spun on lap one and was collected by the unfortunate two-wheel drive runner Gareth Wood.

Scott managed to get past O'Donovan's wounded Focus at the end of lap four, while Godfrey cruised to his third Grand Prix victory. "The day went really well," said Godfrey. "The car was perfect, almost; it's been really, really good. I wasn't beaten on track all day. It's been a perfect weekend."

O'Donovan had a go at passing Scott in the closing stages but the Peugeot driver had the position covered, while Hill and Grant continued to squabble over fourth, Grant coming out on top. Pat Doran started on the third row of the grid but retired on lap three. SuperNational champion Dan Rooke finished sixth and top two-wheel drive runner, ahead of the Citroën DS3 Supercar of Harris.

● Hal Ridge



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RESULTS ROUND-UP

SNETTERTON MGCC, OCTOBER 10-11

PETER BEST MG CUP (13 LAPS) 1 Richard Buckley (ZR) 20m10.847s (76.68mph); 2 Iain Dowler (ZR) +5.414s; 3 Ed Davies (ZR); 4 David Thompson (ZR); 5 David Brown (ZR); 6 Paul Eales (B GT). **Class winners** Eales; Shaun Holmes (C GT). **Fastest lap** Holmes 1m30.262s (79.13mph). **Pole** Davies. **Starters** 19. **RACE 2 (13 LAPS)** 1 Oliver Coles (ZR) 20m16.975s (76.29mph); 2 Buckley +0.113s; 3 Dowler; 4 Holmes; 5 Thompson; 6 Davies. **CW** Holmes; Eales. **FL** Holmes 1m30.188s (79.19mph). **P** Buckley. **S** 19. **RACE 3 (13 LAPS)** 1 Buckley 20m04.157s (77.11mph); 2 Davies +0.421s; 3 Tom Diment (ZR); 4 Coles; 5 Brown; 6 Clive Jones (B). **CW** Jones. **FL** Holmes 1m30.567s (78.86mph). **P** Buckley. **S** 18.

MORGAN CHALLENGE (23 LAPS) 1 Keith Ahlers (Plus 8) 31m19.991s (87.38mph); 2 Jeremy Knight (Plus 8) +44.761s; 3 Andrew Thompson (ARV6); 4 Tony Lees (Plus 8); 5 Tom Andrew (Aero 8); 6 Tony Hirst (ARV6). **CW** Thompson; Andrew; Henry Williams (4/4); Tim Ayres (Plus 8); Tom Dailey (4/4). **FL** Ahlers 1m19.964s (89.32mph). **P** Ahlers. **S** 36.

MG TROPHY (11 LAPS) 1 Ross Makar 15m59.447s (81.88mph); 2 Jake Fraser-Burns +2.092s; 3 Jason Burgess; 4 Daniel Molloy; 5 Paul Luti; 6 Richard Marsh. **CW** Molloy; John Gill. **FL** Fraser-Burns 1m25.915s (83.13mph). **P** Makar. **S** 23. **RACE 2 (14 LAPS)** 1 Makar 20m21.178s (81.88mph); 2 Fraser-Burns +0.861s; 3 Burgess; 4 Doug Cole; 5 Luti; 6 Fergus Campbell. **CW** Luti; Gill. **FL** Fraser-Burns 1m25.696s (83.34mph). **P** Makar. **S** 20.

MGB CV8S (15 LAPS) 1 Rob Spencer (B GTV8) 20m43.717s (86.14mph); 2 Russell McCarthy (B GTV8) +0.626s; 3 James Wheeler (B GTV8); 4 Spencer McCarthy (B GTV8); 5 Neil Fowler (B GTV8); 6 Simon Cripps (B GTV8). **CW** Andrew Young (C GT); Babak Farsian (B Roadster); Simon Tinkler (B GT). **FL** R McCarthy 1m20.810s (88.38mph). **P** R McCarthy. **S** 27.

THOROUGHbred SPORTSCARS (15 LAPS) 1 Spencer 20m34.475s (86.78mph); 2 Wheeler +2.257s; 3 R McCarthy; 4 Fowler; 5 S McCarthy; 6 Ken Deamer (MGB GT V8). **CW** Deamer; Paul Khouri (MGB GT V8); Paul Samuels (MGB). **FL** R McCarthy 1m20.554s (88.66mph). **P** S McCarthy. **S** 22.

MG METRO CUP (14 LAPS) 1 Mike Williams 21m08.946s (78.80mph); 2 Ben Rushworth +0.388s; 3 Jack Ashton; 4 Timothy Davies; 5 Tony Connell; 6 Richard Garrard. **CW** Connell; Chris Hughes. **FL** Rushworth 1m28.821s (80.41mph). **P** Rushworth. **S** 22. **RACE 2 (12 LAPS)** 1 Williams 18m03.275s (79.12mph); 2 Rushworth +0.221s; 3 Tom Sanderson; 4 Tony Howe; 5 Ashton; 6 Garrard. **CW** Philip Gough; Hughes. **FL** Rushworth 1m28.297s (80.89mph). **P** Rushworth. **S** 21.

MG MIDGET/SPRITE CHALLENGE (15 LAPS) 1 Paul Sibley 21m16.552s (83.92mph); 2 James Dunkley +1.292s; 3 Edward Reeve; 4 Chris Southcott; 5 Richard Wildman; 6 Richard Perry. **CW** Southcott; Perry; John Bridge; Kim Dear. **FL** Sibley 1m23.927s (85.10mph). **P** Dunkley. **S** 23. **RACE 2 (14 LAPS)** 1 Dunkley 20m20.321s (81.94mph); 2 Sibley +10.558s; 3 Reeve; 4 Wildman; 5 Perry; 6 Carl Chadwick. **CW** Wildman; Perry; Bridge; Dear. **FL** Dunkley 1m24.179s (84.84mph). **P** Dunkley. **S** 22.

BRITISH MOTOR HERITAGE 4 HOUR RELAY RACE (167 LAPS) 1 Grumpy, Baldy and Small PANTS (Karl Cattiff/Nigel Innes/Stephen Pearson) 4h00m15.882s (82.74mph); 2 M Sport Racing (Darren Stamp/Bryan Branson/Richard Evans/Ed McKean) +44.572s; 3 Morgan Magic +1 (Tim Harrison/Jerry Knight/Simon Orebi Gann/Russell McCarthy); 4 Aero Racing (Phil Thomas/Russell Paterson/Simon Baines/Andrew Thompson/Tony Hirst); 5 Williams Morgan Racing (Henry Williams/Richard Carter/Tim Parsons/Elliott Paterson); 6 V8 Wide Boys (Ollie Neaves/Rob Spencer/Jan Prior/Hayleigh Spencer/Neil Fowler/Simon Cripps). **CW** V8 Wide Boys; Chapmans Chariots (John Hutchison/John Pringle/John Rees/John Muirhead); Super Sprites (John Hopwood/Simon Page/Mark Lister/Charles Marriott); Cockshoot Cup (Ian Wright/Peter Bramble/Carl Chadwick). **FL** Simon Cripps (MGB V8) 1m21.018s (88.15mph). **P** Neil Fowler (MGB V8). **S** 21.



OULTON PARK MSVR, OCTOBER 10

GT CUP (15 LAPS) 1 Richard Chamberlain (Porsche 935) 24m57.653s (97.05mph); 2 Darren Nelson (Ferrari 458 GT3) +0.691s; 3 Phil Burgan (Audi R8 LMS ultra); 4 James Greenway (Porsche 997 GT3); 5 Will Plant (Porsche 997 GT3); 6 Wayne Marrs (Ferrari 458 GTC). **CW** Greenway; Plant; Gary Smith (BMW E46 M3 GTR). **FL** Chamberlain 1m37.930s (98.95mph). **P** Nelson. **S** 17. **RACE 2 (15 LAPS)** 1 Chamberlain 25m06.947s (96.45mph); 2 Nigel Hudson (Audi R8 LMS) +0.808s; 3 Andy Schulz (Aston Martin Vantage GT3); 4 Nelson; 5 Burgan; 6 Plant. **CW** Plant; Tom Webb (BMW E46 M3 GTR); Mike Moss (BMW E46 M3). **FL** Schulz 1m37.332s (99.56mph). **P** Chamberlain. **S** 17.

MONOPOSTO 2000 & 2000 CLASSIC (9 LAPS) 1 Robbie Watts (Dallara F302) 15m34.574s (93.31mph); 2 Tony Bishop (Dallara F304) +3.680s; 3 Chris Davison (Dallara F301); 4 Richard Purcell (Dallara F301); 5 Ben Cater (Dallara F301); 6 Shane Kelly (Formula Renault). **CW** Robin Dawe (Vauxhall Lotus). **FL** Watts 1m35.153s (101.84mph). **P** Watts. **S** 22. **RACE 2 (10 LAPS)** 1 Watts 16m13.070s (99.58mph); 2 Bishop 20.284s; 3 Kelly; 4 Purcell; 5 Dawe; 6 Bryn Tootell (Van Diemen RF99). **CW** Dawe. **FL** Watts 1m35.516s (101.45mph). **P** Watts. **S** 17.

MONOPOSTO 1800, 1600, DTEC & MOTO (9 LAPS) 1 Jeremy Timms (Dallara F399) 16m07.744s (90.12mph); 2 Richard Gittings (Jedi Mk6) +27.063s; 3 Marc Fortune (Dallara F301); 4 Anthony Gauntlett (Jedi Mk4); 5 Jonathan Reed (Jedi Mk6); 6 Des Foye (Leystone 1000). **CW** Martin Short (Van Diemen); Douglas McLay (Mygale S10). **FL** Jeremy Timms 1m35.907s (101.03mph). **P** Jeremy Timms. **S** 24. **RACE 2 (6 LAPS)** 1 Jeremy Timms 9m49.919s (98.55mph); 2 Jason Timms (Dallara F3) +17.226s; 3 Gauntlett; 4 Reed; 5 Dan Levy (Jedi Mk6); 6 Short. **CW** Short; Geoff Fern (Van Diemen RF89). **FL** Jeremy Timms 1m35.543s (101.42mph). **P** Clowes. **S** 20.

PEMBREY BARC, OCTOBER 10-11

PICKUPS (10 LAPS) 1 Michael Smith 10m49.220s (80.73mph); 2 Freddie Lee +0.454s; 3 Scott Bourne; 4 Phil White; 5 Mark Willis; 6 Paul Jones. **FL** Smith 1m03.609s (82.40mph). **P** Bourne. **S** 12. **RACE 2 (10 LAPS)** 1 Willis 10m46.146s (81.12mph); 2 Jones +0.652s; 3 Lee; 4 Smith; 5 Bourne; 6 White. **FL** Bourne 1m03.702s (82.28mph). **P** Jones. **S** 11. **RACE 3 (15 LAPS)** 1 Jones 16m14.052s (80.71mph); 2 Lee +1.561s; 3 Willis; 4 Smith; 5 Geoff Dixon; 6 Bourne. **FL** Smith 1m03.739s (82.23mph). **P** Jones. **S** 11.

BRITISH TRUCK RACING (11 LAPS) 1 Steven Powell (Foden Alfa) 14m21.834s (66.90mph); 2 Stuart Oliver (Volvo RH13) +4.852s; 3 Mat Summerfield (MAN TG5); 4 David Jenkins (MAN TGX); 5 Ryan Smith (MAN TGA); 6 Luke Garrett (ERF). **Class winner** Oliver. **FL** Jenkins 1m11.414s (73.39mph). **P** Powell. **S** 16. **RACE 2 (13 LAPS)** 1 Garrett 17m10.153s (66.14mph); 2 Powell +11.843s; 3 Steve Thomas (MAN TGX); 4 Jenkins; 5 Oliver; 6 Adam Bint (Volvo White). **CW** Thomas. **FL** Smith 1m13.373s (71.43mph). **P** Brian Burt (Volvo White). **S** 16. **RACE 3 (13 LAPS)** 1 Smith 16m55.128s (67.12mph); 2 Oliver +3.415s; 3 Garrett; 4 Simon Cole (Mercedes); 5 Summerfield; 6 Powell. **CW** Garrett. **FL** Smith 1m12.340s (72.45mph). **P** Paul McCumisky (Volvo FM12). **S** 15. **RACE 4 (13 LAPS)** 1 Jenkins 16m37.431s (68.33mph); 2 Summerfield +5.112s; 3 Smith; 4 Thomas; 5 Oliver; 6 Simon Reid (MAN TGX). **CW** Trevor Martin (Scania). **FL** Jenkins 1m12.434s (72.36mph). **P** McCumisky. **S** 16. **RACE 5 (13 LAPS)** 1 Oliver 16m52.813s (67.27mph); 2 Powell +1.269s; 3 Garrett; 4 Summerfield; 5 Smith; 6 Shane Brereton (Scania P1150). **CW** Powell. **FL** Summerfield 1m12.577s (72.22mph). **P** Burt. **S** 15.

BMW5 (18 LAPS) 1 Domenic Surdi (M3) 20m36.027s (76.33mph); 2 Simon Baker (M3) +5.099s; 3 Nigel Williams (M3); 4 Trevor Ford (M3); 5 Gregory Marking (318is); 6 Roland Jones (325 Compact). **CW** Baker; Marking; Jones. **FL** Surdi 1m06.723s (78.55mph). **P** Surdi. **S** 10. **RACE 2 (18 LAPS)** 1 Surdi 20m26.580s (76.92mph); 2 Williams +2.411s; 3 Ford; 4 Marking; 5 Jones; 6 Russell Dack (325i Compact). **CW** Marking; Jones. **FL** Surdi 1m06.771s (78.50mph). **P** Surdi. **S** 10.

MAX 5 (18 LAPS) 1 Jonathan Halliwell 21m07.055s (74.46mph); 2 Ian Loversidge +9.247s; 3 Paul Roddison; 4 Geoff Gouriet; 5 Jeremy Shipley; 6 David Birrell. **CW** Nicholas Bailey. **FL** Halliwell 1m09.706s (75.19mph). **P** Halliwell. **S** 13. **RACE 2 (18 LAPS)** 1 Halliwell 20m56.688s (75.07mph); 2 Roddison +0.169s; 3 Loversidge; 4 Shipley; 5 Gouriet; 6 Andrew Pretorius. **CW** Bailey. **FL** Loversidge 1m08.810s (76.17mph). **P** Halliwell. **S** 13. **JUNIOR SALOONS (10 LAPS)** 1 Brad Hutchison 12m01.450s

(72.65mph); 2 Ben Colburn +5.365s; 3 James Clarke; 4 Edward Moore; 5 Charlie Kennedy; 6 Matteo Zanetti. **FL** Hutchison 1m10.963s (73.86mph). **P** Hutchison. **S** 14. **RACE 2 (13 LAPS)** 1 Hutchison 15m41.367s (72.38mph); 2 Clarke +0.311s; 3 Zanetti; 4 Colburn; 5 Scott Mitchell; 6 Moore. **FL** Clarke 1m11.612s (73.19mph). **P** Hutchison. **S** 14.

WELSH SPORTS & SALOONS (16 LAPS) 1 David Krayem (Ginetta G50 GT4) 16m48.677s (83.14mph); 2 Keith White (BMW Z4) +3.534s; 3 Ben Scrivens (Ginetta G50); 4 Keith Butcher (Nissan Primera); 5 Neil Watts (Westfield SEiW); 6 Damian Longotano (Westfield Sports). **CW** White; Watts; Sam Summerhayes (Citroen Saxo); Tyrone Luffarelli (Peugeot 106 GTi); Chris Morris (Suzuki Ignis Sport). **FL** White 1m01.310s (85.49mph). **P** Martin Davies (Ford Sapphire). **S** 30. **RACE 2 (16 LAPS)** 1 Krayem 16m49.990s (83.03mph); 2 White +3.412s; 3 Butcher; 4 Watts; 5 Scrivens; 6 Fabio Luffarelli (Mini). **CW** White; Watts; Peter Hills (Austin Mini); Summerhayes; Nicholas Roche (Ford Fiesta). **FL** Krayem 1m01.074s (85.82mph). **P** Krayem. **S** 28.

MONDELLO PARK MPSC, OCTOBER 11

FORMULA SHEANE (16 LAPS) 1 Paul McLoughlin 15m52.659s (69.50mph); 2 Richard Kearney +0.129s; 3 Mark Dunleavy; 4 Andrew Murphy; 5 David Dempsey; 6 Dan Clarkin. **FL** Dunleavy 58.457s (70.79mph). **P** McLoughlin. **S** 6. **RACE 2 (16 LAPS)** 1 Dunleavy 15m50.471s (69.66mph); 2 Kearney +0.153s; 3 McLoughlin; 4 Dempsey; 5 Murphy; 6 other finishers. **FL** Dunleavy 58.159s (71.16mph). **P** Dunleavy. **S** 6. **FIESTAS (13 LAPS)** 1 Barry Barrable 15m43.228s (57.04mph); 2 Philip Lawless +3.734s; 3 Mark O'Donoghue; 4 Trevor Farrar; 5 Gary Wheeler; 6 Colin Lewis. **FL** Barrable 1m11.781s (57.65mph). **P** Barrable. **S** 12. **RACE 2 (13 LAPS)** 1 Barrable 15m38.338s (57.33mph); 2 O'Donoghue +1.211s; 3 Farrar; 4 Lawless; 5 Jamie Hughes; 6 Lewis. **FL** Barrable 1m11.596s (57.80mph). **P** Barrable. **S** 11.

GINETTA JUNIOR IRELAND/FIESTA JUNIOR (13 LAPS) 1 Morgan Quinn (Ginetta G20) 15m09.523s (59.15mph); 2 Cameron Fenton (Ginetta G20) +12.788s; 3 Hollie Byrne (Ginetta G20); 4 Jack Byrne (Fiesta); 5 Adam Geraghty (Fiesta); 6 other starters. **CW** J Byrne. **FL** Quinn 1m08.786s (60.16mph). **P** Fenton. **S** 5.

RACE 2 (13 LAPS) 1 Quinn 15m13.246s (58.91mph); 2 Fenton +15.726s; 3 H Byrne; 4 Byrne; 5 Geraghty; 6 other starters. **CW** J Byrne. **FL** Quinn 1m09.373s (59.65mph). **P** Fenton. **S** 5.

SUPERCARS/STRYKERS/GTS (12 LAPS) 1 Graeme Colfer (RT Supercar) 12m35.181s (65.76mph); 2 John Morris (RT Supercar) +3.156s; 3 Sam Moffett (RT Supercar); 4 Bob Cameron (RT Supercar); 5 Philip Jones (RT Supercar); 6 Alan Watkins (RT Supercar). **CW** Des Meehan (Stryker). **FL** Kevin Doran (Honda Civic) 1m01.104s (67.73mph). **P** Grzegorz Kalinecki (SEAT Leon). **S** 13. **RACE 2 (15 LAPS)** 1 Cameron 15m38.453s (66.15mph); 2 Moffett +0.387s; 3 Dave Griffin (Stryker); 4 Watkins; 5 Alan Kessie (RT Supercar); 6 Jones. **CW** Griffin. **FL** Doran 1m00.910s (67.94mph). **P** Colfer. **S** 13.

FUTURE CLASSICS (12 LAPS) 1 MJ Farrell (Fiat Punto) 15m19.801s (53.99mph); 2 Tommy Byrne (Opel Astra) +0.161s; 3 Eoghan O'Brien (Fiat Punto); 4 Ian Thornton (VW Golf); 5 Brendan Travers (Fiat Punto); 6 Richard Kearney (Fiat Punto). **FL** Timothy Duggan (SEAT Ibiza Cupra) 1m08.066s (60.80mph). **P** William Tighe (Peugeot 205). **S** 16. **RACE 2 (13 LAPS)** 1 Ken Byrne (Peugeot 205) 15m25.298s (58.14mph); 2 David Hammond (Fiat Uno) +0.926s; 3 Thornton; 4 Farrell; 5 Pat Lucey (Fiat Uno); 6 Mike Dermody (Fiat Punto). **FL** Duggan 1m07.563s (61.25mph). **P** Tighe. **S** 14.

LEGENDS (8 LAPS) 1 Niki Meredith 8m37.435s (63.98mph); 2 Paul O'Brien +0.176s; 3 James Holman; 4 Jonathan Taylor; 5 David Hunter; 6 Ivor Greenwood. **FL** Holman 1m03.812s (64.85mph). **P** Holman. **S** 13. **RACE 2 (8 LAPS)** 1 Holman 8m34.825s (64.31mph); 2 O'Brien +3.768s; 3 Hunter; 4 Scott Hynds; 5 Taylor; 6 Paul Dagg. **FL** Holman 1m03.801s (64.86mph). **P** Patrick McKenna. **S** 13. **RACE 3 (10 LAPS)** 1 Meredith 10m44.373s (64.22mph); 2 O'Brien +0.467s; 3 Holman; 4 Hynds; 5 Hunter; 6 Taylor. **FL** O'Brien 1m03.634s (65.03mph). **P** John Bushby. **S** 13.

MALLORY PARK CLUB MALLORY, OCTOBER 11

STAR OF MALLORY FF1600 HEAT 1 (10 LAPS) 1 Joey Foster (Ferrari GTR) 8m13.150s (98.55mph); 2 Neil Hunt (Van Diemen RF90) +22.494s; 3 Nick Barnes (Van Diemen RF87); 4 Ivor Mairs (Reynard 84FF); 5 Robert Courtneidge (Swift SC92); 6 David Roark (Van Diemen RF78). **FL** Foster 48.485s (100.23mph). **P** Foster. **S** 6. **HEAT 2 (10 LAPS)** 1 Richard Tarling (Van Diemen RF90) 8m25.838s



(96.07mph); 2 Simon Hadfield (Van Diemen RF85) +2.195s; 3 Alan Brunton (Ray GR10); 4 Paul Mason (Swift SC94); 5 Simon Traves (Ray GR07); 6 Mark Bates (Elden Mk8). **FL** Brunton 49.452s (98.27mph). **P** Tarling. **S** 8. **PRE-FINAL (12 LAPS)** 1 Foster 9m51.355s (98.62mph); 2 Tarling +10.541s; 3 Hadfield; 4 Hunt; 5 Barnes; 6 Mairs. **FL** Foster 48.532s (100.14mph). **P** Foster. **S** 15. **FINAL (12 LAPS)** 1 Foster 9m48.952s (99.02mph); 2 Tarling +11.334s; 3 Brunton; 4 Hadfield; 5 Traves; 6 Mason. **FL** Foster 48.517s (100.17mph). **P** Foster. **S** 15. **ALLCOMERS SPORTS AND SALOON CARS (25 LAPS)** 1 Philip Knibb (Radical SR3) 20m08.909s (100.50mph); 2 David Porter (Radical SR3) +6.673s; 3 John Morris (Vauxhall Tigra); 4 Andrew Rath (Radical SR3); 5 Richard Morris (Mini Clubman); 6 Trevor Clarke (Westfield Ford Zetec). **FL** Knibb 45.206s (107.50mph). **P** Knibb. **S** 19. **RACE 2 (25 LAPS)** 1 Knibb 20m09.076s (100.48mph); 2 Porter +9.328s; 3 Morris; 4 Rath; 5 Clarke; 6 Matt Walton (Renault Clio). **FL** Knibb 45.114s (107.72mph). **P** Matt Graux (Lacost). **S** 17.

CROFT BRITISH RALLYCROSS, OCTOBER 10

MSA BRITISH RALLYCROSS CHAMPIONSHIP (6 LAPS) 1 Kevin Procter (Ford Fiesta) 4m19.789s; 2 Andy Scott (Peugeot 208) +2.55s; 3 Andy Grant (Ford Focus); 4 Julian Godfrey (Ford Fiesta); 5 Steve Hill (Mitsubishi Evo); 6 Mark Watson (Citroen Xsara).

SUPERANATIONAL RALLYCROSS CHAMPIONSHIP (4 LAPS) 1 Paige Bellerby (Lotus Exige) 4m57.105s; 2 Gareth Wood (Ford Ka) +0.362s; 3 Daniel Rooke (Citroen AX); 4 Gary Simpson (BMW E30); 5 David Ewin (Ford Fiesta); 6 Tony Lynch (BMW Mini).

SUZUKI SWIFT RALLYCROSS CHAMPIONSHIP (ALL 1.6 SUZUKI SWIFT) (6 LAPS) 1 Tristan Ovenden 5m07.782s; 2 Nathan Heathcote +1.190s; 3 Jake Taylor; 4 Rob Maynard; 5 Jack Brown; 6 Aiden Hills.

JUNIOR SWIFT CHAMPIONSHIP (ALL 1.3 SUZUKI SWIFT) (4 LAPS) 1 Bradley Durdin 5m36.884s; 2 Drew Bellerby +0.653s; 3 Jake Leese; 4 Jennie Hawkes.

RX150 RALLYCROSS CHAMPIONSHIP (ALL RX150) (6 LAPS) 1 Chrissy Palmer 4m41.098s; 2 Marc Scott +3.024s; 3 Dave Bellerby; 4 Stephen Jones; 5 Andreas Bakkerud; 6 Jake Harris.

HOT HATCH (6 LAPS) 1 Tomasz Wielgosc (Peugeot 106) 5m16.429s; 2 Adam Trzonkowski (Citroen Saxo) +3.495s; 3 Robert Potyra (Citroen Saxo); 4 Paul Maybourne (Citroen Saxo); 5 Connor Hook (Ford Ka).

BMW MINI (ALL BMW MINI) (6 LAPS) 1 Kris Hudson 5m09.829s; 2 David Bell +0.754s; 3 Keifer Hudson; 4 John Clayton; 5 Martin Hawkes; 6 Rebecca Ryder-Rogers.

SUPER1600 (6 LAPS) 1 Jack Thorne (Citroen C2) 4m49.831s; 2 Phil Chicken (Citroen C2) +15.198s; 3 Michael Boak (Citroen C2).

MSA BRITISH RALLYCROSS GRAND PRIX (6 LAPS) 1 Julian Godfrey (Ford Fiesta) 4m22.100s; 2 Andy Scott (Peugeot 208) +3.934s; 3 Ollie O'Donovan (Ford Focus); 4 Andy Grant (Ford Focus); 5 Steve Hill (Mitsubishi Evo); 6 Dan Rooke (Citroen AX); 7 Steve Harris (Citroen D3); 8 Phil Chicken (Citroen C2); 9 Pat Doran (Citroen D53); Gareth Wood (Ford Ka).

RETRO RALLYCROSS (4 LAPS) 1 Ray Morgan (Ford Escort) 3m18.305s; 2 Darren Grimston (Vauxhall Nova) +10.587s; 3 Dave Black (Vauxhall Astra); 4 Terry Maynard (Triumph); 5 Neil Maynard (Triumph); 6 Stewart Bowes (Mini); 7 Paul Smith (Volkswagen Polo); 8 Ian Biagi (Mini); 9 James Harrold (Volkswagen Beetle); 10 Gary Simpson (BMW E30).

RX150 RALLYCROSS (ALL RX150) (5 LAPS) 1 Andreas Bakkerud 4m01.475s; 2 Dave Bellerby +1.925s; 3 Ryan Champion; 4 Andy Scott; 5 Stephen Jones; 6 Richard Moore.

JUNIOR SWIFT (ALL 1.3 SUZUKI SWIFT) (5 LAPS) 1 Jack Leese 4m56.167s; 2 Thomas Middleton +1.674s.

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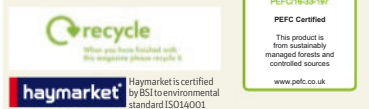
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THIS WEEK

LETTERS • ON TRACK • TV PICKS • FROM THE WEB • AUTOSPORT.COM

What you think of the motorsport news of the past week



Raikkonen cost Bottas a decent points finish

PHOTO: X/PB

Kimi penalty not harsh enough

What sort of justice is there for Valtteri Bottas and the Williams team when he is T-boned by Kimi Raikkonen into the barrier and unable to continue, while the Ferrari is permitted to stagger in an unsafe condition to the finish and claim fifth position?

Raikkonen was subsequently penalised 30 seconds, which dropped him to eighth and

earned him points, while Bottas, who would have been anticipating points for third or at worst fourth position, has none.

The result should have been amended by the stewards to show Raikkonen in 13th, one place behind Bottas, which would have restored the situation before the crash.

Graham Butler, Beckenham, Kent

The penny has finally dropped:

F1 is no longer run for the fans who save their hard-earned cash and queue at the circuit gates before dawn; this is a sport that is run purely and simply for television and its commercial rights holders.

Next year, my wife and I have planned a three-week holiday of a lifetime which will incorporate the Australian Grand Prix. Lo and behold, the FIA decides in its wisdom to change the date of the first race of the season, barely five months away.

It may have been reported that this was at the request of the teams, but Rob Smedley of Williams is now saying this loss of two weeks will put their schedule under pressure, so I'm not sure who to believe. Either way, I will be one of many who has had to go through the stress, inconvenience and cost of unravelling my trip to deal with this race being brought forward. At the time of writing it is still marked down as provisional. Do they

want a live fanbase in Melbourne or what?

In addition, I see Silverstone along with Monza is being threatened with removal from the calendar; this has nothing to do with the number of fans turning up at the track (Silverstone was rammed this year!) but all to do with the money being taken from the circuit in order to hold the race.

Like Melbourne, Silverstone has also had its date shuffled; I can deal with that, but for visitors from abroad who have planned their trips this creates similar difficulties to the ones I am experiencing now.

The powers that be really need to start thinking about the fans who turn up for these races, fans who are knowledgeable about the sport and revere its history. To cram the calendar full of far-away races with empty seats and remove the great and well-supported historic circuits will leave the sport we all love without its soul.

Charles Cowley Ashted, Surrey

Oh what a contrast between

two motor racing events.

The Russian Grand Prix from Sochi was a boring procession with only one team going to win barring mechanical failure on a track with no history and no soul and the championship effectively wrapped up five races before the end of the season.

At the same time the BTCC reached its conclusion with five drivers still in contention and their team-mates still in the mix to effect the result.

Over the final three races the championship lead changed hands, and in the final race a heart-stopping drive of sheer brilliance from 19th on the grid to fourth by Gordon Shedden rightly saw him crowned BTCC champion 2015.

IF F1 can't see its failings then I despair for its future.

David Stuble Prestwick, Scotland

BIG NUMBER

187 Sunday's Formula Renault 3.5 race at Jerez will be the 187th and final one in its current guise. The series will continue without Renault backing next year.

MILESTONE

Three crews go into the ELMS finale at Estoril in contention for the title. Jota Sport crew Felipe Albuquerque, Simon Dolan and Harry Tincknell lead, with the Greaves Motorsport and TDS Racing squads also in the hunt.



WHAT'S ON TRACK IN THE UK

EVENT OF THE WEEK



Cadwell Park

Classic F3 part of Silverstone action

JONES



WALKER

SILVERSTONE HSCC

October 17

Historic touring cars, Formula Junior and Classic F3 are just part of a busy schedule on the Silverstone National

track. And with the Derek Bell Trophy among the highlights, it promises to be a day full of close-fought racing.

OULTON PARK BRSCC

October 17

Volkswagen Beetle silhouettes headline in the Fun Cup enduro, but there's also short and sharp action from the Northern Formula Ford 1600 Championship and the TVR Challenge.

SILVERSTONE BRSCC

October 17-18

One half of the BRSCC's finals weekend features 10 categories running at Silverstone. Caterhams comprise over half of the events, with Porsches, Production Golf GTIs and Formula Jedi also on show.



BRSCC

WALKER

DONINGTON PARK BRSCC

October 17-18

Just 60 miles from the other finals meeting, there are Alfa Romeos, Mazda MX-5s, Minis, Sports/Saloons, historics and Honda VTEC and 4Two Cup.

WHAT'S ON TRACK AROUND THE WORLD



FORMULA RENAULT 3.5

VAN DER LAAN/LAT

FORMULA RENAULT 3.5

Rd 9/9

Jerez, Spain
October 17-18
renaultsport.com

EUROPEAN FORMULA 3

Rd 11/11

Hockenheim, Germany
October 17-18
fiaf3europe.com

DTM

Rd 9/9

Hockenheim, Germany
October 17-18
dtm.com



DTM

EUROPEAN LE MANS SERIES

Rd 5/5

Estoril, Portugal
October 18
europeanlemansseries.com

WORLD RALLYCROSS

Rd 12/13

Franciacorta, Italy
October 17-18
fiaworldrallycross.com



WORLD RALLYCROSS

MCKLEIN/DE

SUPER FORMULA

Rd 6/7

Sugo, Japan
October 18
superformula.net

JAPANESE FORMULA 3

Rd 8/8

Sugo, Japan
October 17-18
j-formula3.com

NASCAR

Rd 31/36

Kansas Speedway, USA
October 18
nascar.com

NASCAR SPRINT CUP

Rd 31/36

Kansas Speedway, USA
October 18
nascar.com

V8 STOCK CARS

Rd 10/12

Curitiba, Brazil
October 18
stockcar.com.br

SUPER TC2000

Rd 9/12

General Roca, Argentina
October 18
super-tc2000.com.ar

FROM THE SOFA

WHAT'S ON TELEVISION



Button gives Coulthard a ride

TEEL/LAT

Mud, rain, horsepower and heart

WHAT SHOULD GO DOWN

as the most evocative Formula 1 broadcast sequence of the 2015 season didn't need an exotic location or outlandish direction. It had rain, mud, a 1974 VW Beetle, and a very big heart.

Everything was right about the idea of taking Jenson Button to Lydden Hill, with David Coulthard in tow, and letting him have a crack at rallycross, where his father John had made his name. Not every F1 driver's family members connect with the public – or want to – but Button Sr was an exception, and his death last year was widely mourned.

BBC Sport producers have long had a light, classy touch with the special features for their race build-ups (their MotoGP work was often a delight, too), and the magic of this one was in its subtlety – which is perhaps an odd thing to say about a film of two F1 drivers hurling 600bhp cars around a muddy bit of Kent in the rain.

While knowing when to go slow-mo, turn the music up or switch to echoey Murray Walker 1970s rallycross commentary helped, the main reason the film worked was that it left room for Button to just be Button. From the warmth with which he praised “the old boy's” wet-weather skills (which turned out to be hereditary), the manic looks he and Coulthard exchanged as their Beetle launched off the startline and

the poignancy of his expression when told the car he was driving had raced against his father to the alarmingly high pitch of his voice when trying to describe his rallycross experience, this was someone you could warm and relate to, doing something not only very cool, but that he had a poignant personal connection to.

The ‘Button to quit F1 for *Top Gear*’ newspaper stories of recent weeks seemed ludicrous, but all he really lacks for that type of role is the arrogance. There's a long and entertaining media career awaiting someone so sharp should he want it post-F1. His humility is engaging too. A few weeks after filming, Button told AUTOSPORT he could

“All Button lacks for a *Top Gear* type role is the arrogance”



Mini man Button won their RX ‘race’

TEEL/LAT

imagine running a rallycross team one day, but not necessarily driving – “I don't know if I'd be any good”. The Lydden film was a second straight DC/JB double-act cracker after a reflective Suzuka sequence in which he'd joked how his hotel room had a podium in it, and he'd been happy enough to stand on the third step given how bad McLaren's season is.

It was tempting to suggest we need more films where F1 stars have a crack at what their less-famous dads did. Or that Button should try out all his post-F1 career options in televised sequences – an LMP1 car one week, an NGTC Honda Civic or just hanging out on a yacht the next. But Button/Beetle/Lydden/rallycross nailed it so sublimely, any follow-ups would be an anti-climax.

It's easy to overlook the BBC's F1 coverage these days. Many hardcore fans will stick with the regularity of Sky rather than trying to remember whether a race is live on the Beeb or not, and it's necessarily aiming towards a more casual audience than it used to. But it's still – particularly in films such as Button's Lydden trip – doing fine work, and Coulthard is an under-rated and endearingly mischievous broadcaster. If you habitually stay tuned in to Sky, check the BBC listings and point your remote that way on some of its live dates instead. There's still gold there. *Matt Beer*

TV pick of

Edited by Pete Allen and Matt



VANDERLAAN/LAT

FR3.5 JEREZ - LIVE

Eurosport 2 Sat 1330-1430

BT Sport 2 Sun 1415-1545

Its champions include Robert Kubica, Kevin Magnussen and Carlos Sainz Jr, and it was the final pre-Formula 1 step for Sebastian Vettel, Daniel Ricciardo, Jules Bianchi and many more. Formula Renault 3.5 isn't ending, but can organiser RPM keep its standing so high on the F1 ladder next year with Renault backing gone?

There will certainly be an end-of-term atmosphere for the Jerez finale, particularly as Oliver Rowland has already sealed the title. Both the BT channels and Eurosport have coverage.



LAT

CLASSIC F1 - VEGAS 1982

Sky Sports F1

Tuesday 2100-2145

There was too much tragedy and angst overshadowing the 1982 F1 season, but on track it was one of the most open in history, with the form and reliability fluctuations of the turbo-transition era generating 11 grand prix winners in its 16 races.

It was a time of rapid change, too: 18 months earlier, no one would've been predicting a title showdown between Keke Rosberg and John Watson, or Tyrrell being back on winning form, but that's how things ended up in the decider in a Las Vegas car park.

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the week

Beer



DTM HOCKENHEIM - LIVE

ESPN
Saturday 1215-1345
 Only the opening leg of the DTM's double-header finale at Hockenheim is live on British telly this weekend, so it's just as well Mercedes man and F1 aspirant Pascal Wehrlein's points lead is such that it'll probably be wrapped up on Saturday.

The DTM has had a fair few twists this season, though, including the odd declaration of war, and Audi and BMW won't be letting Wehrlein have it easy. Twelve different winners from the 16 races so far this season show just how competitive this series remains.



WORLD RALLYCROSS ITALY

Eurosport 2
Sunday 2245-2345
 Just two rounds left in World Rallycross's second season, and Petter Solberg is clinging on at the head of the standings thanks to his early form, despite the run of success for the Hansen Peugeot team. Timmy Hansen is closing in fast though.

Title fight aside, there's plenty of interest in two star local newcomers at Franciacorta as former World Rally frontrunner Gigi Galli and former F1 driver Gianni Morbidelli join the fray. Galli will launch a long-term RX programme with a new Kia Rio, and Morbidelli will be a guest in a Munnich Audi.

ELMS ESTORIL - LIVE

Motors TV
Sunday 1240-1720
 The ELMS is a hidden gem, and with three titles still up for grabs the four-hour season finale at Estoril - live throughout on Motors TV - guarantees drama.

In the LMP2 headline class, Jota Sport trio Harry Tincknell, Filipe Albuquerque and Simon Dolan have a one-point advantage over Greaves Motorsport crew Gary Hirsch, Bjorn Wirdheim and Jon Lancaster. If they stumble, TDS Racing pair Pierre Thiriet and Ludo Badey (aided by newcomer Nicolas Lapierre) could still prevail.



RENAULT EURO CUP FINALE

BT Sport 1
Sunday 1230-1345
 While Rowland has already secured the FR3.5 title, eight drivers can still follow the likes of Valtteri Bottas and Stoffel Vandoorne as FR2.0 Eurocup champion at this Jerez triple-header for FR3.5's frenetic little sister. There's a Sunday round-up on BT Sport 1 but all three races are live on the red button.

Contenders include McLaren Autosport BRDC Award finalists Jack Aitken, Ben Barnicoat and Jake Hughes, with Aitken just seven points behind jointly leading Swiss duo Louis Delétraz and Kevin Jörg.

ONLINE

Top stories on Autosport.com in the past week

RED BULL BACK IN TALKS WITH RENAULT

In the latest twist in the long-running saga over Red Bull's engine supply, AUTOSPORT revealed that talks with current partner Renault had resumed despite 2015's bad blood...

HONDA ENGINE BETTER THAN EXPECTED

Encouraging signs from the upgraded Honda engine Fernando Alonso tried in Russian Grand Prix practice, but still a long way to go for McLaren and its troubled Japanese partner.

RED BULL A 'HARD SELL' FOR RENAULT BOARD

...but would Renault be receptive? Its motorsport chief, Cyril Abiteboul, admitted Red Bull's behaviour would make it very hard for him to convince his board to continue the deal.

PEDROSA WINS, ROSSI EXTENDS POINTS LEAD

The 2015 MotoGP title battle gets better and better, with Valentino Rossi extending his lead again in a dramatic Japanese GP with a surprise winner.

RAIKKONEN PENALISED FOR BOTTAS CLASH

Late-race drama as Sochi as F1's Finns came together while fighting for the podium. Cue radio swearing from Bottas and a penalty for Raikkonen.



F1 SHOULD SCRAP FRIDAY PRACTICE

After a wasted Friday in Russia, Ben Anderson made the case for F1 drastically cutting practice running.

HOT ON THE WEB THIS WEEK

YouTube WEC STARS WEBBER AND FASSLER LOCK HORNS AT FUJI



SEARCH FOR: Two Hours Into the Race, Incredible battle Audi #7 and Porsche #17
 The World Endurance Championship's busy YouTube channel is no stranger to this slot, and for very good reason: enjoy 4m51s of ding-dong action as Porsche's Mark Webber and Audi's Marcel Fassler fight their way through traffic at a wet Fuji.

AUTOSPORT TWEETERS

-  **Edd Straw**
@eddstrawF1
-  **Matt Beer**
@mattofautosport
-  **Mark Glendenning**
@m_glendenning
-  **Glenn Freeman**
@glenn_autosport
-  **Stuart Codling**
@CoddersF1
-  **Mitchell Adam**
@DrMitchellAdam
-  **Marcus Simmons**
@MarcusSimmons54
-  **David Evans**
@davidevansrally
-  **Lawrence Barretto**
@lawrobarretto
-  **Ian Parkes**
@ianparkesf1
-  **Scott Mitchell**
@ScottMitchell89
-  **Rob Ladbrook**
@LaddersMN
-  **Ben Anderson**
@BenAndersonAuto
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@gazzasportscars
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Paulo Carcasci

■ RAC FF1600 ■ Brands Hatch ■ October 6 1985 ■ Van Diemen RF85 ■ Winning F1 support



Carcasci leads Hill and Blundell

86

During my first year in England in 1985, I was up against a very good crowd. There was Mark Blundell, Bertrand Gachot, Damon Hill – and they had all raced before. It was my first time in Formula Ford, in England and on all of the circuits. Ralph Firman at Van Diemen was like a stepfather to me for six years. He originally asked me for £35,000 to do the RAC and Esso championships. I said, ‘Ralph, I have \$14,000 [£11,000]!’ He said, ‘OK, we’ll do a deal!’ It was that easy!

Ayrton [Senna] had told Ralph that I was a good karter – ‘Pick him, he can do good’ – and that probably helped a lot in Ralph accepting the very little pocket money I had. I had no money to live. Ralph organised a house for me, and I rented a room on a farm. I paid 25 quid a week, including food, for six years! It never increased a penny. There was no heat, and no double-glazing windows, so imagine that for a Brazilian in the winter. It was really painful.

That season I struggled to begin with, but I improved. The race I’ll pick is the support for the European Grand Prix at Brands Hatch.

There was also a support race for historics, and in that there was a fatality and there was a huge delay. So we only had five minutes for qualifying, and I had never run on the Grand Prix circuit. I had to learn that circuit in three laps, and it was dark. I couldn’t see anything – I am blind anyway! – but I remember I was lucky enough to put the car sixth on the grid.

Come the race, I still didn’t know where to go. We raced at 11 o’clock in the morning and Brands Hatch was

full. I had a good start, I went P4 or P5, then I overtook someone else. What I remember very clearly is that after one or two laps I was behind Blundell and Gachot, who were fighting for the lead and had a big fight the whole year. Coming down Pilgrim’s Drop they were banging wheels. They were so concentrated on each other that they missed the entry point and the braking point for Hawthorn’s. On the entry, Blundell was on the outside, and I overtook him. On the exit, because Gachot

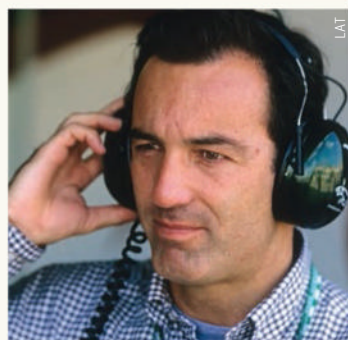
had been on the inside he slid out. So I overtook him before Westfield, went into the lead and won the race – on a circuit that I had only done three laps on in qualifying!

To me that was amazing. I think that I drove well, had some luck, but it was a fantastic result. Another thing I remember was on the parade truck Damon Hill almost hit his head on the bridge before Clearways. I had to push him down.

The first Formula Ford race I had seen was when I visited the Festival in ’84, the year Gerrit van Kouwen won. When I started at Van Diemen in ’85, Blundell was my team-mate and he had that engine. Halfway through the year Blundell left to set up his own team. Mark had got hold of ‘Patch’, the famous Minister engine Ayrton and Roberto Moreno used, and Ralph gave me Mark’s old engine. That was much better and I won many races with it. A few years ago, a German guy came up to me and said, ‘I have your engine.’ I thought, ‘What the hell? What engine?’ He said ‘633, the one used by you and van Kouwen’... Paulo Carcasci was talking to Peter Mills

PROFILE

Paulo Carcasci found success as a factory Van Diemen driver in British FF1600 in 1985 and subsequently FF2000. A spell as development driver for the Formula Mitsubishi and Formula Toyota one-make series led to British F3 outings for the TOM’S GB-backed Intersport team, and ultimately the 1991 Japanese F3 title driving the TOM’S O31F. A win at Fuji was achieved on his graduation to Japanese F3000. Since retiring from driving, Carcasci has been involved in driver management.



NEXT WEEK

McLAREN-HONDA’S PAIN
Plus: Formula E is back! Our season preview

Race Only.

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