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# McLAREN-HONDA WHAT'S WRONG?



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The official fuel consumption figures in mpg (l/100km) for the Renault Clio Renaultsport 220 Trophy are: Urban 37.2 (7.6); Extra Urban 55.4 (5.1); Combined 47.9 (5.9). The official CO<sub>2</sub> emissions are 135g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO<sub>2</sub> may vary with driving styles, road conditions and other factors.

**POLE POSITION**

# Hubris the undoing of McLaren-Honda

EXPECTATIONS WERE ALWAYS GOING TO BE SKY-HIGH for the reformation of the McLaren-Honda alliance. Living up to them in 2015 was never going to be possible, which makes you wonder why there wasn't a greater effort to manage those expectations and set more realistic targets.

Last year, Honda was talking about being at Mercedes level this season. Even at the start of the season, when it was clear how much ground needed to be made up, there was talk of ending 2015 challenging at the front. This was not harmless optimism – it was Honda desperately underestimating the challenge.

This week's cover story, by Ben Anderson, examines exactly where both McLaren and Honda have gone wrong, and asks what realistic targets could be set for the future. Ultimately, the way Honda's Formula 1 fourth-coming has started won't define whether it's a success or failure (nobody judges the 1980s Honda programme by what Spirit did in '83). But the real question is whether the manufacturer has adjusted properly to the challenge.

It is clear that change has been required. The nature of that change will dictate whether McLaren-Honda 2.0 can ever be a success.



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**COVER STORY**



Yasuhisa Arai, p12

STALEY/LAT

**FIND US ON**



Cover images: Coates/LAT; S Bloxham/LAT

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# THE BIG PICTURE

Ollie O'Donovan came a-cropper in heat two of the World Rallycross round at Franciacorta in Italy, rolling out in the same place as Manfred Stohl crashed during practice

Photographer McKlein.de





# This week in F1



6

## MANUFACTURERS SET FOR 2016 IN-SEASON DEVELOPMENT

Mercedes, Ferrari, Honda and Renault have agreed that in-season development of power units may be permitted next year.

In-season development was not part of the FIA's original vision for the hybrid-power-unit era, and was only allowed this year after

Ferrari discovered a loophole in the regulations, which the FIA then closed.

But it was felt to be in the best interests of F1 to allow some development over the course of the year, potentially enabling Honda and Renault to get closer to their pacesetting rivals.

The number of tokens available, which was originally set on a decreasing scale as the years passed, will remain at this year's level of 32 rather than being reduced to 25. Also, year-old engines will be allowed, paving the way for Toro Rosso to use a 2015-spec Ferrari engine for next year.

The proposed changes have yet to be passed by the F1 Commission, which is scheduled to meet early next month, and must then be ratified by the World Motor Sport Council, which sits in early December. Both votes are expected to be formalities.



ETHERINGTON/LAT

### Merc explains Monza engine

Mercedes has said that it opted against providing customers Williams, Force India and Lotus with its latest spec of engine, introduced at Monza, so as not to compromise the performance of those two teams for the rest of this year.

Motorsport boss Toto Wolff claimed: "In a certain way we are a test bed. "It is very much an R&D exercise which should enable us to develop in a certain direction for next year."

### DAVID HUNT: 1960-2015

**DAVID HUNT, THE YOUNGER** brother of 1976 world champion James Hunt and the long-time custodian of the Team Lotus name, has died at the age of 55.

Hunt had a respectable career as a driver, racing in British Formula 3 from 1983-87 with a number of teams, including Eddie Jordan Racing. His best season was 1986, when he finished eighth in the championship, one point ahead of Damon Hill.

Hunt then stepped up to International F3000 driving a Cowman Racing Ralt, failing to qualify for four of his first five

races. Although he regularly made the grid thereafter, he never scored a point.

Hunt, who had tested a Benetton Formula 1 car in 1986, then stopped racing to focus on his lucrative business interests.

In 1994 he gained control of the Team Lotus name. Initially he kept it on the grid nominally with what was then entered as Pacific Team Lotus, and made regular attempts to recreate a Lotus team.

Eventually he succeeded after selling the naming rights to Litespeed F3, whose attempted F1 entry eventually came to life as the Tony Fernandes-backed Lotus Racing.



LAT

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XPBIMAGES

## Where now for Magnussen?

Kevin Magnussen is searching for a new team after McLaren CEO Ron Dennis said there is "no space" for the Dane at his squad for 2016 in the wake of confirmation that it will retain Jenson Button.

Magnussen, this year's test-and-reserve driver, has been on McLaren's books since joining the young-driver programme in 2010, and was an F1 race driver last year.

Magnussen is being linked with the second vacant seat at Lotus, which may become a Renault works team for next year, with reserve driver Jolyon Palmer and Jean-Eric Vergne also in the running.



TEE/LAT

## Early start affects costs

The decision to move next year's season-opening Australian Grand Prix forward to March 20 will raise costs for teams.

The rescheduling of Melbourne means testing will begin eight days earlier than previously planned, on February 22.

Williams performance chief Rob Smedley said: "We have rejigged all the plans now. We have sat down and looked at an operational plan to get us from this point to the first day of the first test.

"That plan was already done and under way and we've had to redo that. It's just going to be more costly for us."

Just when it looked like we were so good on reliability, to have quite a few issues, it's surprising and it's got worse and worse



Nico Rosberg bemoans how Mercedes' previously bulletproof reliability has affected his F1 title hopes

## Renault set for power upgrade

Renault is to finally offer an upgraded power unit to customer Red Bull from the United States Grand Prix at Austin.

The French manufacturer, which has faced a difficult campaign this year, along with heavy criticism from Red Bull ahead of a likely divorce come the season's end, had previously held off on using the 12 tokens it had available for development.

It is now believed to have used a significant amount on upgrading its internal-combustion engine and turbo.

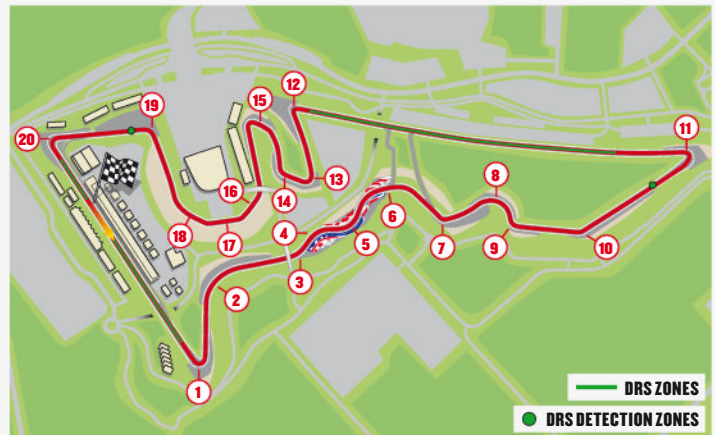
It is now up to Red Bull to decide whether to use the upgrade, since its drivers will incur grid penalties having already gone through their allocation. Renault's other customer, Toro Rosso, is understood to have already declined.



## F1 PREVIEW

### UNITED STATES GRAND PRIX

October 23-25



#### CIRCUIT INFORMATION

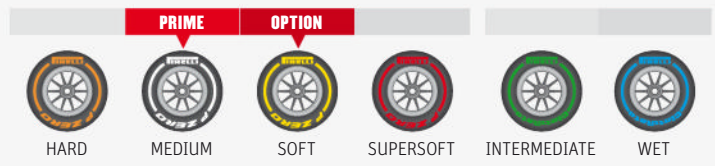
### CIRCUIT OF THE AMERICAS

LENGTH 3.426 miles NUMBER OF LAPS 56



<b>2014 POLE POSITION</b> Nico Rosberg	1m36.067s
<b>QUALIFYING LAP RECORD</b> Sebastian Vettel	1m35.657s (2012)
<b>RACE LAP RECORD</b> Sebastian Vettel	1m39.347s (2012)

#### TYRE ALLOCATION



#### UK START TIMES

LIVE ON SKY SPORTS F1

**FRIDAY**  
FP1 1600 FP2 2000

**SATURDAY**  
FP3 1600 QUALIFYING 1900

**SUNDAY**  
RACE 2000

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

#### PREVIOUS WINNERS

<b>2014</b> Lewis Hamilton	Mercedes
<b>2013</b> Sebastian Vettel	Red Bull
<b>2012</b> Lewis Hamilton	McLaren

#### HELD AT INDIANAPOLIS

<b>2007</b> Lewis Hamilton	McLaren
<b>2006</b> Michael Schumacher	Ferrari
<b>2005</b> Michael Schumacher	Ferrari
<b>2004</b> Michael Schumacher	Ferrari
<b>2003</b> Michael Schumacher	Ferrari

#### THEMES TO WATCH



**HAMILTON'S TITLE**  
Lewis Hamilton is 66 points clear of Sebastian Vettel and 73 ahead of Nico Rosberg with 75 to play for after the US GP.

**ROSSI'S RUN**  
Alexander Rossi will be at the back of the grid on his return to F1 action, but should be the best-supported driver in Texas.

**FINNS DO BATTLE**  
After their clash in the Russian GP, there's every chance Kimi Raikkonen and Valtteri Bottas will battle on track again.

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# Lawrence Barretto

## From the paddock

For so long the most dominant force in Formula 1, Red Bull perhaps has an inflated view of its own importance

**P**art of me feels sorry for Red Bull. After dominating Formula 1 for four years, it put its faith in Renault to develop an engine that would enable it to continue fighting for wins and championships in the new 1.6-litre V6 turbocharged era. Unfortunately, the French manufacturer has failed to deliver.

The other part of me has little sympathy, for Red Bull has by degrees engineered itself into its current predicament. It's ridiculous that a company as successful as this has allowed a chain of events to proceed whereby less than six months before the start of next season, it does not have an engine supplier and is left facing the threat of extinction. Renault is annoyed at the way it has been treated, Mercedes doesn't fancy stepping in, Ferrari has only offered a 2015-spec engine, while Honda has more pressing problems before it considers offering a supply.

Red Bull was on top of the world two years ago. Now it's scrapping for survival. How did it get to this?

Owner Dietrich Mateschitz does not do failure. Thirty years after co-founding Red Bull, the Austrian is a billionaire; his carbonated-drinks enterprise now shifts in excess of five billion cans in more than 160 countries. So when he purchased Jaguar Racing in 2004, having dipped a commercial toe into a host of other sports – mainly of the extreme variety – the goal was simple: to win at all costs. Quite literally, for money was no object; Mateschitz recruited big names such as technical chief

a sagacious long-term approach for so many years, Red Bull took the short-term option of relieving the pain by publicly lambasting its engine partner – which, rather in the manner of bickering guests on a daytime TV show, seized the microphone offered by the media and responded in kind. There had been talk of moving from a customer/supply arrangement to a more integrated works relationship, but now the two parties couldn't be further apart.

Success seems to have gone to Red Bull's head. Recent pronouncements suggest that the team now considers itself as prestigious and as deserving of a place in F1 as Ferrari. There's no doubt Red Bull has been a good thing for F1, but is it on a par with Ferrari, the only team to have been committed to the championship almost from its inception? Give over. Similarly, it terminated its contractual relationship with Renault without first having tied up a supply deal with Ferrari or Mercedes. You could infer from this that it assumed such an agreement would be easily reached.

As a consequence of this perceived entitlement, Red Bull has threaten to quit Formula 1 when it doesn't get its way, much as Ferrari has done on several occasions (particularly during Enzo's lifetime) without following through. Only that threat doesn't quite carry the same weight, and is certainly heard less sympathetically.

Along with Ferrari, Red Bull quit the Formula One Teams Association and agreed a bilateral agreement with

**“There's no doubt Red Bull has been a good thing for F1, but is it on par with Ferrari?”**

Adrian Newey, and kept investing in its driver programme, which yielded Sebastian Vettel – the man who earned him four drivers' titles to go with four constructors' trophies.

The strategy appeared to be working. But bubbling away behind the scenes was a fractious relationship with Renault. Red Bull was often critical of its engine partner even when it was winning. Unsurprisingly, Renault felt underappreciated, and began to question the worth of being involved in Formula 1 at all. Then, as *La Regie's* offering for the 1.6-litre V6 era suffered a number of ongoing and very public performance and reliability problems, Red Bull grew more restless.

After such a long run of success it was only natural that Red Bull should be disappointed, and that the relationship would come under stress. But to allow it to combust so spectacularly, in an unedifying burst of mutual recrimination, demonstrated Formula 1 politics at their insular and undiplomatic worst. Having followed

Bernie Ecclestone (which, incidentally, committed it to F1 until 2020). As a result, FOTA lost its bargaining power and folded. It has also been less than supportive of certain measures aimed at slashing costs.

Now Red Bull is in the position of needing others to help it out. There isn't much appetite. One senior source told me that the solution to many of Formula 1's problems would be for Red Bull to up sticks and leave.

Red Bull quitting would be bad for F1. Honda and Toyota did a runner when the financial crisis hit, but Red Bull stayed. F1 has benefited from a team that has excelled at the top, particularly in terms of chassis design, while Toro Rosso has allowed exciting young talents to develop and progress.

However, Red Bull has struggled to recognise the fact that it is a competitor, not the rulemaker (as is the case with several sports it is involved in, such as the Air Race). If it does tumble through the sport's emergency exit, Red Bull has no one to blame but itself. ❧

# This week in motorsport

## RENAULT 3.5: NEW NAME, NEW TEAMS, NEW DRIVERS

Formula Renault 3.5 has been rebranded Formula 3.5 V8 after Renault Sport Technologies' withdrawal from all but technical support of the series.

A two-day post-season test kicked off at Jerez on Tuesday, with new teams and new drivers.

Top McLaren International GT Open team Teo Martin Motorsport has taken over the cars of the departing DAMS squad, while the new Spirit of Race has bought the International Draco Racing cars. Also in is Italian squad RP Motorsport, the leading operation in Euroformula Open, which ran Daniel

Ricciardo in Formula Renault 2.0.

Among the drivers testing at Jerez were European F3 race winner George Russell, GP3 ace Marvin Kirchhofer, FR2.0 Eurocup champion Jack Aitken and FR2.0 stars Louis Deletraz, Kevin Jorg and Jake Hughes.



XPB IMAGES

## Greaves spurs return to WEC

The Greaves Motorsport LMP2 squad is moving towards a full-time return to the World Endurance Championship next year for the first time since 2013.

The British team, which claimed the 2015 European Le Mans Series title at Estoril last weekend, is already talking to drivers about a WEC P2 campaign. It will also continue in the ELMS.

## New GT3 series supports LM24

A new GT3 championship launched by the Automobile Club de l'Ouest will support the Le Mans 24 Hours next year.

The Michelin GT3 Cup will be made up of two-hour enduros running at five of the six European Le Mans Series rounds and on Saturday morning ahead of the 24 Hours. The races will be open to driver pairings including at least one bronze-rated driver.

ACO president Pierre Fillon described it as a "logical step as part of the scheme adopted by the ACO for the development of endurance [racing]."

### FORMULA 3.5 V8 CALENDAR

DATE	LOCATION
April 16-17	Motorland Aragon
April 23-24	Hungaroring
May 21-22	Spa
June 25-26	Paul Ricard
July 23-24	Silverstone
September 10-11	Red Bull Ring
October 1-2	Monza
October 29-30	Barcelona
November 5-6	Jerez

VANDER LAAN/LAT

## Van der Garde in Renault test

Formula 1 refugee Giedo van der Garde was one of the drivers sampling the RS01-based Renault Sport Trophy at this week's one-day Jerez test.

The Dutchman drove one of the cars run by Equipe Verschuur and backed by his father-in-law's McGregor fashion company, and went second fastest.

"It's a gorgeous car, very agreeable and fun to drive," said van der Garde. Quickest was Formula Renault

Eurocup ace Dennis Olsen with ART Junior Team, as the Norwegian eyes a switch to sportscars – he is also one of the candidates for a German Porsche Carrera Cup scholarship.

Other drivers to appear at the test included GP3 race winner Kevin Korjus, FR2.0 racer Martin Kodric, Renault Clio Cup UK runner-up Ash Hand and fellow Brit Raoul Owens, who has raced this season in Pro Mazda in the US.



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## TANDY GIVES PORSCHE DEBUT

Porsche's new GT3 contender finished third on its race debut in the Nurburgring Nordschleife-based VLN last Saturday. Nick Tandy and Fred Makowiecki drove the 991-shape 911 GT3-R in the race, which was won by the Black Falcon Mercedes of Yelmer Buurman, Adam Christodoulou, Hubert Haupt and Manuel Metzger from the Busch twins' Audi

**5** **BIG NUMBER**  
Number of current Formula 1 drivers now confirmed for next month's Race of Champions at London's Olympic Stadium. The latest to commit is Haas-bound Frenchman Romain Grosjean, who won the Champion of Champions in 2012.



XPB IMAGES

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## Paddon stays on at Hyundai

Up-and-coming World Rally star Hayden Paddon will remain a Hyundai driver until the end of 2018.

The 28-year-old New Zealander, who finished second on June's Rally of Italy, has been on a part-programme in an i20 WRC for the past two years and starts his first full WRC season in January.

Paddon also replaces Thierry Neuville in Hyundai's primary team for next month's Rally GB, with the Belgian dropping into the second-string Mobis-branded squad.

Meanwhile, Kris Meeke has scotched speculation linking him to a switch to Hyundai, despite visiting the firm's Frankfurt factory last month.

"I've got nothing to say on that front," the Citroen driver told Autosport. "All I want is to secure myself a seat in the World Rally Championship next season."



## Rally GB gets capacity entry

Next month's Rally GB is a sell-out for the second season in succession.

Entries closed for the final round of the World Rally Championship last week and the organisers report a capacity 160-car field between the national and international fields, with 78 cars registered for the latter.

One of those 78 is David Higgins. The seven-time American champion will drive a Group N Subaru Impreza (above) running in the same livery as Colin McRae's 1995 Impreza 555, commemorating the Scot's world title win 20 years ago.



## CAPELLO BOWS OUT

Three-time Le Mans 24 Hours winner Rinaldo Capello has called time on his professional career after the finish of the Italian GT Championship, in which he has driven for three seasons with Audi

Sport Italia, last weekend.

This is what the 51-year-old had to say at the end of a career that also includes six Sebring 12 Hours wins, five Petit Le Mans successes and two American Le Mans Series titles.

### Q&A RINALDO CAPELLO RETIRING AUDI SUPERSTAR

**How does it feel to be an ex-racing driver?**

"In my mind, I felt I was no longer a racing driver when I stopped driving prototypes with Audi in the World Endurance Championship after Le Mans in 2012. That was the end of my proper career. I was happy to be asked to continue racing GT cars for Audi for a few years. I enjoyed it and it meant I was able to stop progressively, which was probably easier than stopping suddenly."

**Why stop now?**

"I always felt that my other activities – running my dealerships and being an ambassador for Audi – were my main job after I stopped racing prototypes. I'm so busy with other things that I don't have the time to race any longer."

**What do you consider to be the highlights of your career?**

"The three Le Mans victories [2003, '04 and '08], of course, and I can't pick one over the others. You shouldn't



forget the three pole positions at Le Mans, and I'm also proud of my record at Petit Le Mans: I have won that race five times, more than anyone else.

**Do you have any regrets from your racing career?**

The biggest regret for me is that I didn't win Le Mans in 2007 with Tom [Kristensen] and Allan [McNish], even if we did win it together the next year. There were other times when I lost a chance to win, but that year we can say that we definitely lost the victory."

## In brief



### PETROV TESTS WRX

Ex-Formula 1 and DTM racer Vitaly Petrov is eyeing a move to World Rallycross next season. The Russian tested an Albatec Racing Peugeot at Franciacorta on Monday (above).

### JONES BACK AT CARLIN

Indy Lights race winner Ed Jones will remain with Carlin for a second season in the series next year. The team's second seat is still up for grabs, with Jones's fellow ex-European F3 racer Felix Serralles one of those keen on the drive.

### INGALL IN AT PRODRIVE

Aussie tin-top veteran Russell Ingall will replace the injured Chaz Mostert in the Prodrive Ford team for this weekend's Surfers Paradise V8 Supercars enduro. Ingall will partner Prodrive's young gun Cameron Waters.

### NISSAN'S NEW HOPE

The seventh winner of Nissan's European GT Academy is a 22-year-old economics and management student from France. Romain Sarazin followed in the footsteps of Lucas Ordenez and Jann Mardenborough in sealing the crown at the end of an eight-day race camp at the Yas Marina circuit that climaxed last week.

### ASIAN LMS TO SWELL

The Asian Le Mans Series grid is on course to grow from the 13 cars that started the Fuji opener this month to 20 before the end of its first season under the direct control of the ACO. It expects the prototype grid to swell to four LMP2 and a minimum of five LMP3s before the end of the 2015-16 season.

### M-SPORT NOISE OK

M-Sport's £19 million redevelopment of its Dovenby Hall base is back on track following a judicial review of noise-pollution potential. Work begins immediately on a 1.5-mile circuit and 108,000-square-metre evaluation centre.

## OPEL LAUNCHES NEW TCR TIN-TOP RACER

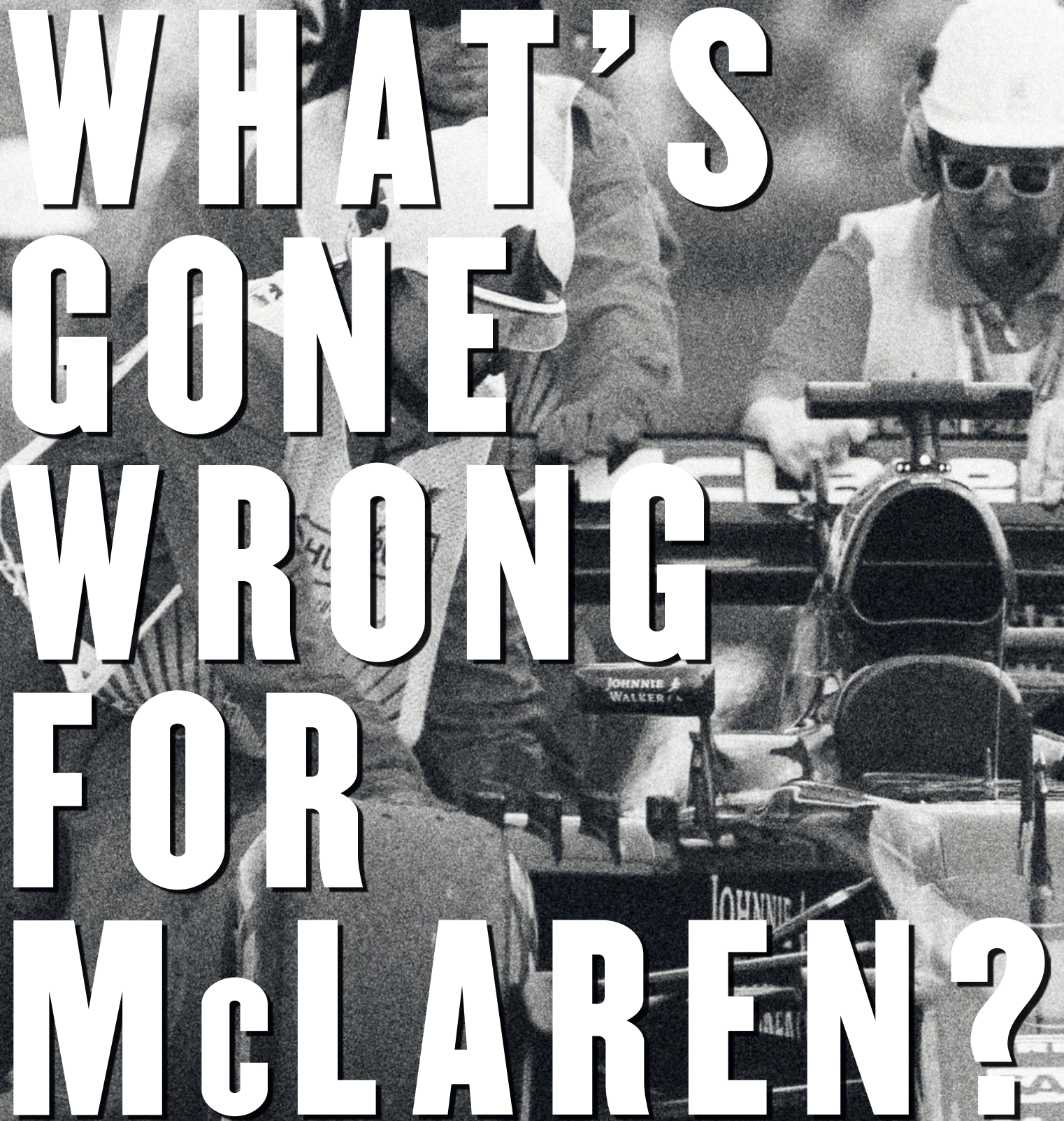


Opel has launched its new Astra OPC contender for the TCR tin-top category.

The car, which has been developed with long-time tin-top specialist Kissling Motorsport, will officially represent Opel in the International and German TCR series. Opel also wants representation in other TCR series in Europe, with 10 cars

available for sale by mid-February and an additional 20 by the end of May.

Meanwhile, American BTCC part-timer Robb Holland will contest this weekend's TCR International round at Buriram in Thailand. He will drive a Ford Focus run by the Hong Kong-based FRD team.



# WHAT'S GONE WRONG FOR MCLAREN?

The expectations could not have been higher, but results have been few and far between for this recreation of one of F1's greatest alliances. **BEN ANDERSON** explains why



TEE/LAT

**T**hese are dark and difficult days for McLaren. For all the hyperbolic hope of becoming Formula 1 champion again by reuniting with engine partner Honda, McLaren looks further away than ever from actually achieving that objective.

Results this year have been diabolical for an operation of McLaren's stature, but the team has been underachieving in F1 for a while now. McLaren hasn't won the drivers' championship since 2008, hasn't won a constructors' title since 1998, and hasn't won a race since the final grand prix of 2012.

Its current losing streak is the team's worst since it went 49 races without winning over three full seasons between the last race of 1993 and the first of '97. McLaren is most likely to finish ninth out of 10 teams in the constructors' standings this season, which (not counting its 2007 disqualification from second) would represent its worst finish since 1980.

No grand prix victories for 53 races and counting, no podium finishes since the first race of 2014, and just 19 points scored so far in 2015. This season represents a disaster for McLaren-Honda in terms of results.

McLaren and Honda dominated Formula 1 when they last worked together in the late 1980s and early '90s, but in modern-day F1 they are struggling to compete with the midfield teams. So what exactly has gone wrong for this proud, historic alliance?

### IT'S ALL THE ENGINE'S FAULT, RIGHT?

Honda is taking most of the heat for McLaren's present troubles, and in fairness its V6 engine does rightly bear that brunt. The difficulties began when the Japanese hybrid V6 turbo ran on track for the first time at last year's post-season Abu Dhabi test, and they haven't really ever stopped.

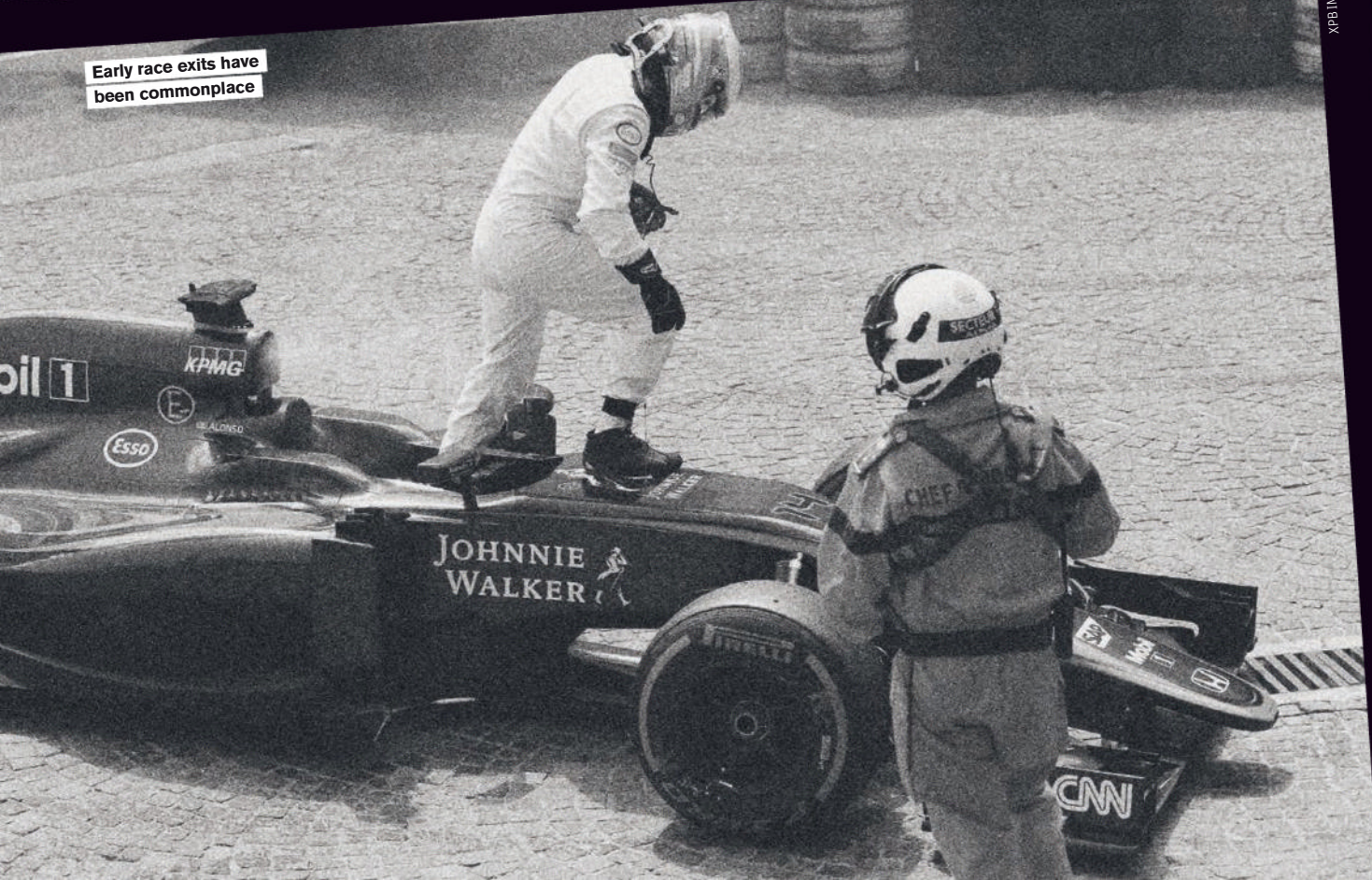
Reliability has been the major bugbear for most of the campaign. Electrical problems, MGU-K weaknesses, overheating, regular spark-plug failures, and that's before we discuss the thorny issue of performance.

Some of these troubles can be expected – necessary growing pains, if you will – but there have also been murmurings from within the alliance about a basic shortage of competence. Honda admits it underestimated the challenge of these immature hybrid-engine regulations, and tension persists between McLaren and Honda management over the present level of performance, and distinct absence of rapid progress.

However, a certain degree of perspective is also necessary here. McLaren feels it cannot become champion again ▶

**"WE HAVE TO GO THROUGH THE PAIN OF LEARNING AND RACING"  
ERIC BOULLIER**

Early race exits have been commonplace



XPBIMAGES



FREEMAGS.CC

Weak power means judging  
the car's aero pace is difficult

# WIN

## UNIQUE BEHIND-THE-SCENES WALES RALLY GB PRIZE!

IT'S THE FINAL COUNTDOWN to Wales Rally GB, Britain's brilliant concluding round of the 2015 FIA World Rally Championship.

Next month's running of the award-winning event (12-15 November) is already a record-breaker. Such is the popularity of the revitalised Wales Rally GB that entries are massively over-subscribed, and more people than ever before are rushing to

buy tickets in advance to take advantage of the significant discounts available for those booking right now.

This year's standout highlights will include three days of epic action in the legendary Welsh forests, the family-friendly RallyFest at Chirk Castle, plus a special tribute to Colin McRae, who became Britain's first-ever World Rally Champion 20 years ago in 1995.

McRae's protege Kris Meeke has already triumphed in 2015 and Elfyn Evans finished a fine second recently in Corsica. Either could win in Wales – something no-one will want to miss!

For more information on where to catch the dramatic WRC action and how to book advance tickets, visit [www.walesrallygb.com](http://www.walesrallygb.com).



### TO WIN ANSWER THIS QUESTION:

Where did Elfyn Evans finish on last year's Wales Rally GB?

- A) Fourth
- B) Fifth
- C) Sixth

...then go to [autosport.com/competition](http://autosport.com/competition)

Entries close at 11.59pm November 2, 2015.

### THE PRIZE FOR AN AUTOSPORT READER AND THEIR GUEST:

- Tickets to the official pre-rally Shakedown in the famous Clocaenog Forest, Thursday 12 November
- Hospitality plus a behind-the-scenes tour from top team M-Sport in the Service Park, Deeside
- Flagging away some of the WRC cars during the spectacular Ceremonial Start in Mostyn Street, Llandudno on Thursday evening



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# IS A CULTURE CLASH HOLDING HONDA BACK?

At the back end of 2014, Jenson Button was asked repeatedly about Honda's impending return to F1, and his experiences working with the Japanese marque in his BAR/Honda days.

During a sitdown with AUTOSPORT at last year's Japanese Grand Prix, Button was asked about the challenge McLaren faced in building a working relationship with a Japanese company. "It's a language and pride thing with Japanese people that some Westerners find difficult to understand," he said. "It's important for the whole team to spend time with Japanese people who live in Japan, and really learn the culture, so when they work together they understand there is no word for 'no' in Japanese!

"And 'yes' doesn't always mean they'll do something for you, it means 'yes they understand'. Understanding that is difficult, and if you come out of meetings having everything you asked for it doesn't mean you do! You might have nothing you asked for, but it means they understand what you want. There are so many little things like that you need to learn."

It's entirely possible that McLaren has yet to fully grasp the Japanese mentality, and that Honda has

also struggled to adjust to European demands and working methods in the way Toyota did when it last raced in F1. However, Honda reckons that the multicultural nature of the tie-up has brought more benefits than barriers.

"Obviously the UK and Japan are very different, but it's no different from having a French and Italian team get together," argues Arai.

"Culturally, I don't think just because we're Japanese it makes a difference. On the contrary, monoculture doesn't produce new innovations and ideas. It's very important to look at one thing from different perspectives, and having different cultures helps that."

There are also suggestions that Honda is obsessed with doing everything 'in-house', using only Japanese technology and engineers, even if better

**"We are definitely working with outside people"**



Arai is under huge pressure

solutions exist outside the walls of its Sakura HQ. This is a perception Arai dismisses. "It's not as if we are closing the doors on anybody," he argues. "We are collaborating with outside people. We have even hired outside people in the section of combustion, turbine, everything. We work together with them all the time. It's not just in Japan."

▶ without a works engine partner, while its chosen mate faces the dual challenge of returning to F1 after a hiatus of six seasons, and regaining lost ground on the category's established engine makers. It's a point McLaren-Honda racing director Eric Boullier is keen to stress: "The [other] manufacturers, they started from running an existing organisation, with latest knowledge on F1 technology as it moved to V6. After a three-and-a-half/four-year development, one out of three did it well.

"Two and a half years ago Honda decided to come back to F1, and started from scratch. They are composed of brilliant people, but they have to go through the pain and process of learning, creating and building, manufacturing and racing, and the last one is the toughest.

"One of the issues they face is not the ICE (internal-combustion engine), it's the hybrid part, because you have to create your own IP (intellectual property). You can't go to a supplier. Nobody knows this technology."

Honda F1 chief Yasuhisa Arai, who is taking enormous flak for Honda's current struggles, adds: "I think the biggest issue is that we haven't been in F1 for six years. The hybrid technology itself isn't as difficult as you'd think, but the result we came up with building the power-unit layout has made it have a little less performance than we'd want. The other thing is fundamentally we've had a year and 10 months from design to actually building the power unit, so time was tight. It doesn't happen very often that you have to build an engine in 12 months."

In fairness to Honda, things have improved. Since June's Austrian GP there have been no catastrophic reliability dramas on the engine side. Mistakes are still occurring operationally, such as incorrectly fitting a cooling hose to Jenson Button's engine in practice at Monza, but the power units are no longer blowing up or melting.

Now, attention has turned to underlying lack of performance. A McLaren-Honda has never made the top 10 in qualifying in 15 races so far this season. In only nine has the team made it through to Q2, and its best Saturday result is 12th (achieved by Button in Monaco and Fernando Alonso in Singapore).

Although Honda's ICE is reckoned to be 60bhp down on Mercedes, the bigger problem is similar to the one Ferrari faced with its 2014 engine: severe inefficiency in the MGU-H aspect of the Energy Recovery System. This supports the MGU-K by recycling exhaust gases and converting the heat into electrical energy. Essentially, the McLaren-Hondas run out of this recovered energy too soon compared to other cars, making them vulnerable at the end of straights. The longer the straight, the worse the relative deficit.

This aspect was brutally exposed at Spa and Monza, and Honda's embarrassment was at its most acute during its home grand prix in Japan, where Alonso likened the power unit's

performance to that of a GP2 engine, while enduring yet another frustrating battle in F1's midfield.

"We lose 120kW or 160bhp roughly [when the ERS stops deploying]," confirms Arai. "Even though we have improved the ICE, if the deployment cuts off 120kW, definitely 120kW is way more than what we can improve [through the rest of the engine]. The reason it stops is that the MGU-H is inefficient – because the turbocharger is also inefficient. It [the turbo] has to be efficient in its normal function and its energy-recovery function."

Honda knows it needs to redesign its turbo compressor and turbine in order to recover this deficit, but will be unable to do so until the winter, when F1's engine rules allow a renewal of the quota of development tokens made available to each manufacturer. "It does require a token, but it's not a matter of the number of tokens," adds Arai. "We need to change the layout of the 'V-bank' of the engine. Because of the size-zero layout it's very tiny and very compact, so it's already difficult for us to change the fundamental architecture. The length and the balance affect everything."

To its credit, Honda does not shy away from accepting its failings, but it's also fair to point out that the MP4-30's aerodynamic philosophy – focusing on minimising drag at the rear of the car – has meant some compromises in terms of size and layout of the engine.

The obvious solution would be to open things out, to give Honda a little more space to play with, but the current feeling within the design team at McLaren is that Honda can do this necessary work without compromising ▶



► the car's aerodynamics. "We know that will put us at a disadvantage, because the point of a 'size-zero' is the efficiency that we try to target," says Arai. "So we are looking to minimise the redesign with the most efficiency. The big picture remains the same."

"I've been bullied enough at Monza, so we are already working on it. It will definitely use tokens, but it's fundamental architecture, so it's more about time. It has started already, but we'll see the results next year."

## WHAT ABOUT THE CHASSIS?

That means the rest of 2015 will, in effect, be one big test session for McLaren-Honda. That's why Alonso recently said the team is still in the "winter testing phase", and indeed the Spaniard took another grid penalty in order to try Honda's latest 'phase-four' internal-combustion engine (its final performance update of 2015) in practice for the Russian Grand Prix.

Much of McLaren's behaviour at the track this season has reflected that feeling – throwing new parts at the car like they are going out of fashion. The team is pleased with the aerodynamic progress it's made this year, but the power limitations of the engine also mean McLaren cannot be sure exactly where its car stacks up in terms of chassis performance. Nevertheless, it's also fair to say that the team knows it hasn't produced the best car on the grid, by any stretch of the imagination.

The MP4-30 is probably about on a par with the Williams and the Ferrari, but slightly inferior aerodynamically to the Red Bull, Mercedes and Toro Rosso (which is this season's surprise hit in chassis terms). McLaren rates its 2015 car as one of the best on the grid in medium-speed corners, and top-four in low-speed turns, but remains unsure of its ultimate high-speed potential because of the engine-power deficit.

At best, McLaren can claim to have developed the fourth-best car this year, but for a team that aims to produce *the* best car that isn't good enough. In truth, the team hasn't constructed a chassis good enough to win races for three seasons, and the bottom line is that even with a 'works' Merc engine McLaren would not be winning the world title this year.

McLaren now admits it went too aggressive in pursuit of Red Bull during the last season of the V8 era in 2013. Instead of evolving its race-winning design of '12, the team shot for the moon with a radical new concept and fell some way short, ending the season without a podium for the first time since 1980. Determined not to repeat its mistake as the V6s arrived for 2014, McLaren arguably went too far the other way with the MP4-29, which was driveable but had little development potential. Button has also said he found it slightly imbalanced in favour of the front end, which made it tricky to drive consistently in races.

Since then, aerodynamics whizz Peter Prodromou has rejoined McLaren's engineering roster from Red Bull, and helped to implement the sort of aero philosophies that made his former team so successful – pursuing more usable and consistent downforce targets rather than peak figures. The journey is by no means complete, but McLaren feels it's on the right path.

"We've adjusted the culture of McLaren to 2015," confirms Boullier. "If you look at the past three years, there was no clear guidance of where to go, so we needed someone in leadership who knew where to go."

"Prodromou obviously brought his own ideas, and we've agreed to follow him, no questions. We have a new concept, and the guidance is very clear."

"Modern Formula 1 is about incrementing every year. We are racing against teams who have developed their car [philosophy] for two, three, four, five years, and we are at year one with a new philosophy."

It remains to be seen whether 'size zero' will ultimately pay off.

## WERE EXPECTATIONS TOO HIGH?

Expectations were always going to be through the roof when it came to McLaren-Honda. How could they not be? This is, after all, an alliance that largely dominated Formula 1 between 1988 and '92, winning 55 per cent of the grands prix it contested together, four out of five drivers' titles during that period, plus four consecutive constructors' world championships.

As McLaren chairman Ron Dennis said when McLaren-Honda announced its current driver line-up last December: "What we achieved then is exactly what our objective is for the future, which is domination. It is what we're about because it is the only thing that really sets you aside from people who just win races. Winning races is challenging, but domination is really very challenging. But domination does not come in a short period of time, it takes time."

Everyone involved in the McLaren-Honda project must cling to this final point: it... takes... time. For all the talk about Fernando Alonso's Japanese GP outburst concerning Honda's 'GP2' engine, he knew exactly what he was getting himself into when he jumped ship from Ferrari. McLaren has ►

## Q&A



MCLAREN/LAT

## JENSON BUTTON MCLAREN-HONDA DRIVER

### Are there any positives to take from this season?

The Honda engineers have learned so much this year, and they listen more than most manufacturers would. The relationship is very good between the drivers and the engine engineers, which is very important. It's a long way to the top for us; it's going to be a long fight.

### How has this season gone in reality compared with your expectations?

JB: "After Australia I didn't really have any expectations. Singapore was the first race where I expected more than we delivered. The rest of the year has been a work in progress, just getting your head down and not really looking at positions."

### You must have had expectations when you re-signed with McLaren, though?

Of course. You get excited about a new project but you also know it's very young. I went to Sakura in January. It's an amazing facility but you could see areas where we needed to improve. And the amount of engines we had was not enough compared with what Mercedes had ready to go at the first test. At that point I knew it was going to take longer than people imagined.

### What are the differences between this Honda and the works team you drove for in 2008?

I felt, especially the last couple of years in 2007 and 2008, that Honda engineers would come into Formula 1 to gain experience, then leave to work elsewhere in the company. It felt like Formula 1 was a test bed. Now it's very different. It feels like everyone within Honda is pushing hard because they have to succeed in F1. The last era was reasonable, but we won one race. This era needs to be better. It's a more competitive time, and they need to do a good job. I think they will. They are throwing everything at it.



DUNBAR/LAT

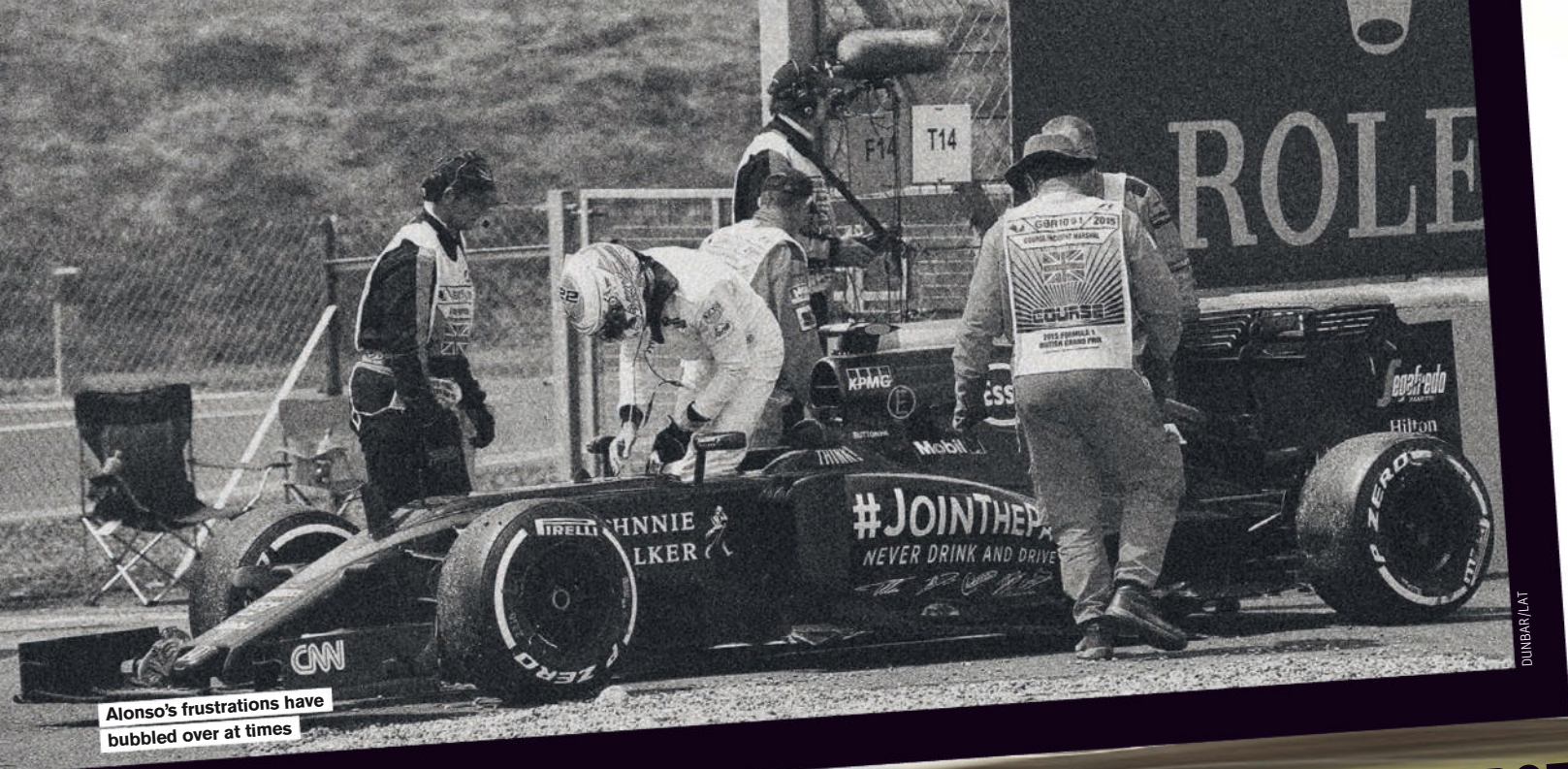
The sight of a failed car is becoming rarer

**“WE WANT TO DOMINATE, BUT IT WILL TAKE TIME”**  
**RON DENNIS**



Hybrid issues have made the cars sitting ducks on straights

MCLAREN/LAT



Alonso's frustrations have bubbled over at times

DUNBAR/LAT

**“RESOURCE  
AND MONEY  
ARE NOT  
CONCERNS”  
ERIC BOULLIER**



TEE/LAT



The rest of this season is being used as a test session

► admitted from the earliest days that this project is about taking several necessary steps backwards to make one giant leap forward.

Of course everyone involved wants to win as soon as possible, and fans of the team and its drivers will be impatient for success but, as Kimi Raikkonen always says: "If it was easy then everybody would be doing it."

Boullier argues: "That would be the worst mistake, to say, 'We're going to win there,' because you create [unfair] conditions. At least both organisations are working very well together, and they have the same aim. That's very important for us. We need to trust the project. We know exactly where we want to go. It's been very clear from day one. We have enough competitive people, in both camps, analysing the performance of the other cars, so we know what we need to do to be winning."

"You cannot convince everybody, and yes we can't see it in terms of results, but we know we're progressing. We 100 per cent know we will get there, because Honda is committing, we are committing, we want to win, they want to win, we know the questions, know the resources, everything is in place. We will get there. The question is still 'when?' But 100 per cent, you can put your money on this, we will do it."

Perhaps the biggest problem for McLaren-Honda is having to wash all its dirty laundry in public, encountering the pain of developing a competitive V6 package in front of the expectant eyes of the world. And the F1 engine competition is arguably a lot stronger than Honda faced in the 1980s.

Perhaps McLaren would have been better served retaining a customer engine for another season, allowing Honda an extra year of development behind closed doors.

"To reach the ultimate goal faster, you need a reality check," counters Arai, who says the technological and transparent nature of Honda means his bosses are fully aware of the scale of its present F1 predicament. "Everyone needs to realise where they are, how much gap there is, but this needs to be done on track."

"If we waited a year to develop behind closed doors maybe we could've saved embarrassment; if you come in a year later you may have less reliability issues, but it doesn't improve yourself to get to the ultimate goal. All of the experience on track makes development faster. If you weigh it up, it was better to come in now and take the pain."

Pain is an apt description for what McLaren-Honda is experiencing, and Arai concedes that perhaps initial expectations were too high. "The name speaks for itself," he adds. "There is high expectation in the company and with McLaren-Honda fans around the world. Our progress is not as fast as we hoped, if you put expectation into our plan, so there's already a gap. Expectations are too high."

## HOW LONG CAN THIS GO ON?

The key questions now concern how long it will take Honda to produce a competitive engine, and how long the once-mighty McLaren team can sustain a period of underachievement.

F1 teams need sustained success to thrive. Just look at what happened to Williams after its 1990s heyday. It's taken the former world champion squad the best part of a decade to whip itself back into shape after parting ways with BMW, and it's almost 20 years now since it last won a world championship.

Could McLaren face a similar fate if Honda is too slow getting its act together? "Forget about the sponsors, the biggest difference with Williams is we are a works team," asserts Boullier. "The financial support and the [technical] support [we have], you can't compare. The key is the relationship. Honda came to McLaren because they know McLaren is a winning team. The aim of McLaren is to win, nothing else. Honda came back to F1 and guaranteed us they are here to win."

That's all well and good, but McLaren will take a financial hit this year if it cannot somehow achieve its minimum expectation of matching last year's fifth-placed finish in the constructors' championship. Nevertheless, Boullier believes McLaren's key technical and financial partners (namely Honda and pharmaceutical giant GlaxoSmithKline) support the team strongly enough to ride the financial storm. "In terms of resource and money, for McLaren-Honda it's not a concern," he adds. "I promise you, we will not finish ninth next year. One hundred per cent."

This bullish confidence seems sorely misplaced when you consider McLaren-Honda's current competitive situation, but Ferrari has proved it's possible to make giant strides up the grid with bold and decisive action in the engine department. Honda is clearly well aware of its present weaknesses; now we wait to see if it can deliver the solution.

McLaren finances may well be robust enough to cope in the meantime, but the bottom line is that McLaren-Honda surely cannot afford another season as bad as this one. ❧

VAN DER LAAN/LAT

Rowland briefly led race two from pole



# Record breaker Rowland wins and spins

Brit breaks Sainz's benchmark before de Vries breaks his duck. By **PETER MILLS**

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OLIVER ROWLAND'S STELLAR SEASON MEANT THAT the World Series by Renault circus gathered for its farewell gathering at Jerez with the showpiece Formula Renault 3.5 title already decided. But there was still some unfinished business.

A weekend double victory had eluded Fortec Motorsport man Rowland over two campaigns and, save for clipping a wet inside kerb when leading race two from pole, the Sheffield racer might have achieved his ambition at last. Even so, he still broke a series record as he signed off the season...

It was perhaps just as well that Carlos Sainz Jr's doctors recommended that he skip the Red Bull Formula 1 demo run following his Sochi crash and spend a quiet weekend recuperating instead. Had the 2014 FR3.5 champion turned up as scheduled, he would have witnessed his record number of wins in a season fall to Rowland on Saturday, and would most likely have got exceedingly wet into the bargain.

A lingering storm over Andalusia made for unsettling conditions for the six drivers squabbling over third in the standings. That

**FR3.5**  
**Jerez (E)**  
**October 17-18**



**Round 9/9**

position would mean much for DAMS teammates Dean Stoneman and Nyck de Vries, racing under the heavy burden of expectation that comes with respective backing from the Red Bull and McLaren young-driver programmes. Likewise Tom Dillmann was another consistent 2015 frontrunner who, heading into Jerez finale winless, was looking to end on a high note.

In qualifying for race one, Dillmann claimed a long-awaited first pole from Rowland and double

2015 winner Egor Orudzhev. And away from the lights, Carlin team leader Dillmann made a clean start and set off at a furious pace.

"I knew that as it stopped raining before the race, 40 minutes on the wet tyre would be pretty difficult," said Rowland, who opted to conserve rubber over the first few laps and was briefly overhauled by Orudzhev. "Then the time came when his tyres were starting to go off and mine were just starting to come in really."

By lap eight the top three were circulating closely, and Dillmann understandably offered strong resistance when Rowland challenged for the lead. "I tried Turn 2 and he was quite aggressive, and again at Turn 4 and he was quite aggressive again," reflected Rowland. "So then I went aggressive back on him."

This took the form of a bold move into Turn 5, which Dillmann had little hope of defending. "Usually when you commit to a move there," said Rowland, "there is not a lot that someone can do, particularly with the tyres he had on."

Dillmann's tyres were not just worn. He had picked up a left-rear puncture, most likely after minor contact with Rowland at Turn 4. On a bitter day for Carlin, team-mate Sean Gelael also suffered a deflation after a brush with the Tech 1 car of Aurelien Panis.

Arden's impressive rookie Orudzhev continued his strong end-of-season run with second, three seconds ahead of Matthieu Vaxiviere. Monaco winner Jazeman Jaafar ran fourth in the early laps, before dropping behind de Vries and Tio Ellinas.

Managing wet-weather tyres on a drying track proved challenging for several competitors. Stoneman was among those to gamble

Dillmann nailed pole for race one



ROZENDAL/LAT

FORMULA RENAULT EURO CUP RD7/7

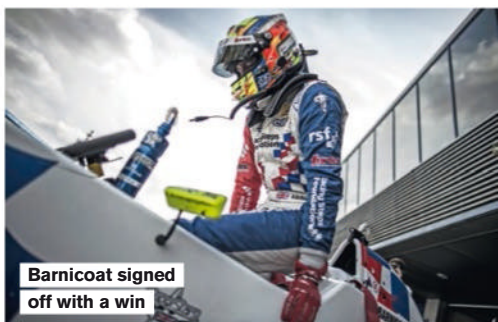
## Aitken prevails in title shootout

**“LIKE A MASSIVE SLAP IN THE FACE” WAS**

how Jack Aitken described his reaction to aquaplaning off the road in qualifying for Jerez's Eurocup title decider. An eight-way championship shootout was never going to disappoint, but Sunday's concluding race to the triple-header weekend proved tumultuous.

BRDC Rising Star Aitken began his morning forlornly watching the Andalusian marshals lift his Koiranen GP car onto the tow truck after finding the gravel in qualifying. A worse scare was to come when it conked out on the way to the grid, forcing him to make a pitlane start. Remarkably, Aitken ended the day celebrating his third title of 2015, after tasting success in FR2.0 ALPS and the Pro Mazda Winterfest.

Shocking weather heavily disrupted the Eurocup weekend and played a role in shaping the destinies of the eight contenders for the €500,000 prize fund. Josef Kaufmann Racing's star Swiss pairing of Louis Deletraz and Kevin Jorg entered the Jerez round tied in the championship lead, but suffered the disadvantage



Barnicoat signed off with a win



Aitken recovered from his qualifying woe

of having not been present at the previous weekend's ALPS finale at the same venue.

Aitken had started race one seven points off the lead, but by dominating the opener he joined runner-up Jorg at the head of the classification. Manor MP Motorsport's Ignazio D'Agosto added consistency to his oft-seen flair by earning the first of what would prove to be a hat-trick of podiums. Ben Barnicoat cruelly suffered water in his electrics on the last lap when running third, hindering his shot at championship glory.

The title contenders were whittled down to six after race one: Aitken and Jorg tied for the lead with 181; Deletraz third on 175; Antoine Hubert fourth with 164; Jake Hughes fifth with 142; and Barnicoat on 134.

Storms over Jerez meant a second safety-car start of the day was required for race two. "You know conditions are bad when the safety car aquaplanes into the gravel!" said Aitken. Unsurprisingly, a 25-minute delay ensued.

When action resumed, Aitken again produced a flawless drive from pole. Barnicoat claimed third.

Race two's outcome left three of the contenders standing for Sunday's title bout: Aitken, Deletraz and Jorg. After Aitken's pre-race dramas, the advantage appeared to swing to the Kaufmann duo. The weather, however, was still unsettled. Jorg, starting 12th, decided something radical was in order and opted for rain tyres. Sadly for the Jorg camp, the circuit would dry out.

Deletraz needed to win to overhaul Aitken, but it was not to be for the NEC champion. He had no answer to the searing pace of Barnicoat and battled home sixth.

### RESULTS

**RACE 1** Jack Aitken 14 laps in 40m01.711s; 2 Kevin Jorg, +14.670s; 3 Ignazio D'Agosto; 4 Louis Deletraz; 5 Jake Hughes; 6 Matevos Isaakyan. **RACE 2** 1 Aitken 13 laps in 50m34.002s; 2 D'Agosto, +0.622s; 3 Ben Barnicoat; 4 Jorg; 5 Deletraz; 6 Isaakyan. **RACE 3** 1 Barnicoat 13 laps in 26m52.676s; 2 Antoine Hubert, +0.749s; 3 D'Agosto; 4 Hughes; 5 Ulkyo Sasahara; 6 Deletraz. **POINTS** 1 Aitken, 206; 2 Deletraz, 193; 3 Jorg, 193; 4 Barnicoat, 174; 5 Hubert, 172; 6 Hughes, 160.

unsuccessfully on making a pitstop for slicks.

"It was a misunderstanding," said DAMS MD Francois Sicard. "There was a discussion on the pitwall about whether it was a good idea to come in for slicks. There was a miscommunication and then Dean came in. We weren't ready for him and it was too early."

There has been much talk recently about the futures of McLaren young gun Stoffel Vandoorne and newly unemployed former McLaren young driver Kevin Magnussen. GP2 maestro Vandoorne's stablemate de Vries could therefore be forgiven for feeling under pressure.

"The team gave me a great package to be competitive," said de Vries after race one. "But I think I lost too much time at the beginning behind Ellinas. It nearly went wrong at some points. I tried to get inside but he completely defended, so I had to avoid him outside at Turn 6. I should have benefited more from the Jaafar and Vaxiviere battle as well, but I was just losing too much time with Tio. Once I got past him, I got quite quickly past Jaafar."

The potential was clearly evident, and for race two de Vries would start third, behind 2015's regular pacesetters Rowland and Vaxiviere.

A break in the weather meant slick tyres were the favoured choice, but several treacherous puddles and streams remained from an earlier downpour, waiting to catch out the unwary. A slippery kerb was enough to send poleman Rowland off trajectory and into the gravel.

"That was my one major mistake of the year," rued Rowland. "I'll learn from it."

He rejoined in fourth behind fast-starting de Vries, Orudzhev and Vaxiviere, who had lost

two places on his initial getaway.

Once in the lead, de Vries was in command to the chequered flag. "I know how hard he works," said Rowland of his former karting team-mate, "so although I'm disappointed not to win, I'm pleased for him. It's his day."

"I have to admit it's a massive relief," said a drained de Vries of his first victory of the year. "We came so close in the first race at Motorland [where he was overtaken on the last lap]. People will say third in the championship isn't life-changing, and it isn't. But in terms of my own personal satisfaction of doing it and getting the win, and top rookie, it really means a lot."

A fierce fight raged in the early laps as Vaxiviere darted all over the road in attempt to pass Orudzhev for second. The pair have considerable history this season, having gone through two heated bouts at the preceding meeting at Le Mans Bugatti.

Vaxiviere ran alongside the SMP-backed car several times before squeezing down the inside of Orudzhev into Turn 1 on lap 14, whereupon the two drivers brushed tyres. "I thought it was a good overtaking manoeuvre," said Vaxiviere. But the minor touch punctured the Russian's right-front wheel, dropping Orudzhev from contention.

Vaxiviere rejoined the road from his mandatory pitstop behind Rowland, who had succeeded in making an undercut pay off.

At the finish, Rowland held his long-time title adversary at bay by just 0.075s. Ellinas was fourth ahead of Strakka team-mate Gustav Malja, who had spun on his sighting lap, wrecking what had been his best set of Michelins. With his pre-race strategy confounded, Malja was forced to fit tyres



Nicky de Vries took his first win of 2015

that had already done nine laps for his last stint, while Ellinas was running on rubber that was just three laps old. Malja had an epic eight-car train following in his mirrors over the closing laps but drove well to cling onto fifth ahead of Dillmann.

After his massive pre-season testing crash at Jerez, Stoneman could be forgiven for thinking he was jinxed at the circuit. A slow-starting Alfonso Celis Jr tripped up Stoneman away from a congested grid, sending both men into premature retirement.

Watching the fraught closing action, RPM boss Jaime Alguersuari Sr had a twinkle in his eye. "Two more minutes, and then we will have a new era," he smiled. Next season, following Renault's withdrawal, Alguersuari's company assumes full promotional responsibility for the series, although the cars will still be called Formula Renault 3.5s. The name of Alguersuari's new chapter is Formula 3.5 V8.

**FOR FULL RESULTS, PAGE 28**



Wehrlein secured title on Saturday

## Success for young and old(ish)

"IT'S PRETTY TRICKY TO UNDERSTAND, SOMETIMES, the package you have," Timo Scheider said after becoming the 13th different race winner of the 2015 DTM season at Hockenheim.

"From time to time you have a feeling of a good package but you don't have the performance. The next moment you perform well, without knowing why. Then you think, 'Wow, we have a good package', and you put it back on track and you are in the middle of nowhere."

Scheider's Saturday win for Audi added another chapter to what's been a thoroughly unpredictable season, albeit on a day when something entirely predictable came to pass: Pascal Wehrlein became the DTM's youngest-ever champion.

Double champ Scheider started the day 23rd in the standings, having only scored points twice during "100 per cent the hardest year I've had," which included missing the Moscow Raceway round owing to the 'push-him-out' scandal.

He finished it with his first victory in five years, passing polesitter Maxime Martin's BMW early and never looking back. Behind him, Wehrlein was in the thick of the action but — crucially — the men trying to snatch the title from him were in bigger trouble. Edoardo Mortara, Mattias Ekstrom and Bruno Spengler essentially needed to win both races and hope Wehrlein had a



disaster, but their hopes were over within the first five minutes of Saturday's race.

Ekstrom made a slow start in his Audi and dropped from seventh to 17th (one spot behind Wehrlein, who fell from 13th to 16th) before being turned around by Mercedes' Robert Wickens. Mortara suffered a puncture in friendly fire with Audi stablemate Miguel Molina on the opening lap, and after rejoining the race turned Timo Glock around, received a drive-through penalty, then retired. Meanwhile, Spengler vaulted from 18th to ninth on the first lap, but spun Adrien Tambay in the process. Like Mortara, he retired when well down the order, after serving a drive-through.

"I didn't know about their problems, but for

sure I saw when I overtook them," Wehrlein said. "I realised then that if I finished the race in front of them, it didn't matter in which position. The title was mine."

Having survived a frenetic start to the race, and several brushes with Martin Tomczyk, Wehrlein wasn't content merely to finish. He pushed on to take eighth and actually extend his points lead to 40 in securing the title.

"When I crossed the start-finish line, following all of the pressure and hard work for the year, the pressure was just gone," said the Mercedes man.

Wehrlein then finished a battered 20th on Sunday, having been in the thick of the action, as Jamie Green took his fourth win of the season to snatch second in the standings. The quickest driver of 2015 finished just 19 points behind Wehrlein, his lean mid-year run including a gearbox failure in Austria while leading.

"It's been my strongest year in the DTM," Green said. "But you can only do your job as a driver. I'm not responsible for reliability, and the things that broke on the car are not even Audi parts. They're standard parts that are on everybody's car."

"But who knows about winning a title? Next year might be an even better opportunity."

After taking the lead early, Green led home Ekstrom, with Mortara coming from 13th on the grid to complete an all-Audi podium. Paul di Resta was fourth each day for Mercedes, while Scheider followed his Saturday victory with fifth.

"I could do with the season being a couple of races longer, to be honest," di Resta said. "Really since Spielberg, I've gotten back into the groove, and we're working well, albeit with a few mistakes here and there in qualifying and getting taken out of races."

Martin flew the flag for BMW, with third on Saturday and sixth on Sunday, as the make secured the manufacturers' title.



Scheider took first win in five years

FOR FULL RESULTS, PAGE 28



## IN THE PADDOCK

**MITCHELL ADAM**  
INTERNATIONAL  
EDITOR

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FOR PASCAL WEHRLEIN TO NOT WIN the DTM title at Hockenheim, he probably would have had to suffer a mishap akin to Monty Burns's crack team of Springfield Powerplant softball ringers.

Or, if not spend the weekend clucking like a chicken or dragging possessions out of a burning house, completely forget how to get to Hockenheim.

A margin of 37 points, with just 50 on offer, was beyond what you would call comfortable, but it wasn't quite enough to make it a foregone conclusion.

It was a very relaxed Wehrlein who fronted the press on Friday. It was probably as relaxed and jovial as I'd seen him all season – not that he ever seemed agitated – until Saturday afternoon at least. Wehrlein's rivals made it easier with their own misfortunes, but he still kept his end of the bargain and regrouped from a hairy first couple of laps to get back into the points. Even when the title was on the line, he wasn't afraid of racing.

In many ways it was a typical Wehrlein drive. He only finished out of the points thrice ('push him out' was one of those), and has just kept on getting the job done.

In a season with such a spread of results between and even within each race weekend, that consistency has taken him to a well-deserved title.



**Wehrlein only failed to score thrice**

## Costs concern for turbo switch

**THE DTM COULD DELAY THE long-planned introduction of turbo engines until 2019.**

Two-litre, four-cylinder turbo units to replace the existing four-litre V8s are the centrepiece of the series' new Class One technical platform, being developed for 2017 in partnership with the Super GT series in Japan.

Following input from the DTM stakeholders and Japanese counterparts Honda, Lexus and Nissan, the engine regulations were defined by July, and Audi, BMW and Mercedes have been working on their new motors. But the manufacturers are now discussing delaying the debut of the turbo units, citing concerns about the cost of their development.

"A decision should be taken fairly soon," Audi's Dieter Gass said. "We will keep on working on the four-



**V8 era will come to an end one day**

cylinder engine as planned, because I think we need to, until we have a definitive decision.

"If you stop now, thinking that things might change, we will be too late if we want to take it back up again. For the time being, we will continue our work."

Gass outlined that he had no

preference on the timing – "I can live very well with both ways" – but does not expect turbos to fall off the agenda entirely, even if their introduction is delayed.

"I think, personally, for the DTM sooner or later it should happen," he said. "I don't think we should carry on with the V8 for an eternity."

**Martin got good last haul of BMW points**



## BMW completes comeback

**BMW HELD ON TO WIN THE manufacturers' title, despite Audi's dominant weekend.**

It started the weekend 51 points ahead of Mercedes and 82 clear of Audi, and finished seven clear of the latter – remarkable given that BMW had been 217 points behind Audi after the second event, at Lausitzring in May.

"It was a long and hampered start to the season for us – we were struggling in the beginning," said

motorsport boss Jens Marquardt.

Of BMW's 602 points, 315 came in two weekends – at Zandvoort and Oschersleben – when it was light, based on performance weights.

"We really made the most of all of the opportunities that presented themselves to us throughout the year," Marquardt said. "When you have a chance, you must take it with both hands, and this is really what our guys did this year."

## Zanardi returns to the cockpit



**ALEX ZANARDI RETURNED TO**

the wheel of a DTM car for the first time since his one-off BMW test in 2012.

Using his bespoke steering wheel from the Spa 24 Hours, Zanardi was on BMW passenger-ride duties at Hockenheim, with Spa co-driver and DTM ace Bruno Spengler among his guests.

"The first time we approached the hairpin, I tried to go for what I thought was the right time to brake," Zanardi said.

"I saw some blue lights, which I realised at that moment is an indication of wheels locking. I could see Bruno searching for a brake pedal on his side."

It's my birthday present for you, man

**Mattias Ekström offered birthday boy Wehrlein burnout tuition, after the 21-year-old beached his Mercedes on a kerb while celebrating on Sunday.**



### NEW CHAMP FINED

Pascal Wehrlein's reign as champion started with two fines, totalling €5500. Just over half was for undoing his seatbelts to get out of his car after performing doughnuts in front of the Mercedes grandstand. The rest was for hugging the brand's PR representative between alighting from his car in parc ferme and being weighed.

### TAMBAY TUMBLE

Adrien Tambay was on for a Sunday podium to cap a torrid year, but he was collected by the yet-to-pit Christian Vietoris at the hairpin while effectively running third. Vietoris lost the rear of his Mercedes after tangling with Miguel Molina, who got a drive-through.

### DA COSTA ON THE RISE

Antonio Felix da Costa was the weekend's big race mover, rising from 19th to seventh on Sunday in his BMW.

### PAFFETT'S SLIDE

Gary Paffett went the other way. Paffett's first pole since 2012 made him the season's 14th different polesitter, but his Merc struggled for rear grip in the race and dropped to ninth.

### OCÓN STEPS UP

GP3 title contender Esteban Ocon stood in for Daniel Juncadella, suffering from food poisoning, in Friday practice.

### TOM THE TOP ROOKIE

BMW's Tom Blomqvist scored points for the fifth time in seven races on Saturday to reinforce his standing as the top rookie, before colliding with Robert Wickens on Sunday.

Stroll beat Dennis for his first win

# Euro F3 Hockenheim (D)

October 17-18

Round 11/11



## Rosenqvist: champion team player

FELIX ROSENQVIST PULLED INTO THE ASPHALT runoff area at Hockenheim's Mercedes Arena on Sunday morning, on the slowdown lap after the 28th win of his Formula 3 European Championship career, and proceeded to torture the Hankook rubber on his Prema Powerteam Dallara-Mercedes with a series of donuts.

He wasn't just celebrating his win, or the title (that was wrapped up last time out at Nurburgring); there was also a feeling of accomplishment within the Prema ranks derived from its domination of the latter end of the F3 season. The fact that Rosenqvist was already crowned meant that at Hockenheim he turned team player, helping Lance Stroll to his maiden win and doing his best in a vain attempt to vault Jake Dennis into the championship runner-up spot. Once Antonio Giovinazzi had finished his Euro F3 career with victory in race two, cementing the Carlin-run Italian's second place in the points, Rosenqvist was let off the leash in the finale.

As happens so often, Rosenqvist led the Prema squadron (with Maximilian Gunther replacing Japanese F3-committed Nick Cassidy this weekend) around in qualifying, but his own pace was beyond that of his team-mates in the first session. Pole by over three tenths, with four laps quicker than the best anyone else managed, proved what a class act the Swede is as Prema

scored a 1-2-3-4. It all went a bit pear-shaped in second qualifying, as a couple of errors from Rosenqvist prompted Dennis to run solo out front, with the Brit and Giovinazzi sharing the two poles and two second-on-grids on offer.

Prema retained its top-four wipeout in the first race, as Gunther slipped from second on the grid to fourth with wheelspin on his first taste of the Prema starting system. Stroll moved up to second, got a good exit from the Spitzkehre hairpin, and Rosenqvist allowed him to accelerate into the lead as they headed into Mercedes Arena. He didn't make an issue of Dennis moving past either after an early safety car, but showed his speed with a fastest lap half a second quicker than Stroll's.

Ahead, Stroll settled down after some early nerves to inch a gap on Dennis, who explained: "I was just keeping an eye on the screens to see where Giovinazzi and Leclerc [Charles, his other rival for runner-up] were. There was no need to do anything silly."

Giovinazzi, who was off-colour in first qualifying after losing the final 25 minutes of free practice due to ploughing into the gravel at the corner entering the final stadium, ran fifth in that race, before F3 returnee Alexander Sims pulled a fine move on him to grab the place. But Giovinazzi had shown great form to bounce back and grab a last-lap pole for race two, and converted that into the lead, incurring the faster-starting Dennis's wrath by running wide at Turn 1 to stay in front.

Dennis, by his own confession, was struggling, and allowed Rosenqvist through. This would allow him to pressure Giovinazzi and possibly reap a reward for Dennis, and initially the bright-yellow Jagonya Ayam-liveried car looked shaky. But Giovinazzi steadied himself, and a worsening gearbox problem that forced Rosenqvist to switch into emergency mode encouraged him to let Dennis past again. Rosenqvist was adamant there was a problem, but added that he would have defended harder against a non-Prema runner.



Prema locked out race-one podium

With Leclerc scraping a point, and only 16th on the grid on race three, Dennis was almost sure of third in the points. Leclerc gambled on rain tyres on a slippery track for race three, Dennis copied him as insurance, and both were consigned to a race out of contention. Rosenqvist therefore burst through, with Giovinazzi slithering away on the wet side of the track, and completed his Euro F3 title-winning campaign in style.

Alexander Albon put him under serious pressure early on, but the Signature Dallara's slicks were overpressured and he struggled as the rears went off, the infestation of safety cars in the tricky conditions at least helping to preserve his second place. It did get quite close as Sims attacked Albon at Mercedes Arena, but he got the move slightly wrong and allowed Giovinazzi onto the final podium.

That Giovinazzi shared it with Rosenqvist was a nice reflection on the season. A great pair of competitors, and you can bet hell will be raised in Macau next month...



Giovinazzi cemented the runner-up spot

FOR FULL RESULTS, PAGE 28

## IN THE PADDOCK

**MARCUS SIMMONS**  
DEPUTY EDITOR

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## FULL RESPECT TO PREMA

Powerteam for putting itself in such a position of dominance that it could allow its drivers to help each other out front at Hockenheim, but it didn't necessarily come at a good time for F3.

Already there's idle talk that 'you can't beat Prema so there's no point doing F3 with anyone else', and I know of at least two top rookies moving on to the GP2/3 ranks next season instead of challenging for the F3 title, with another one wavering.

But let's not be too premature here. Was that not a Carlin car, piloted by Antonio Giovinazzi, that topped the season's final qualifying session and won race two over the weekend? And haven't we just seen the brand-new Hitech GP team contest just two rounds and knock loudly on the door of the podium, with a hardly-developed Dallara



Stroll (left) has learned from Rosenqvist. Now to step up...

driven by Alexander Sims, who hadn't raced in F3 since 2013?

Yes, Prema has almost certainly the best resources in F3, but the team is not unbeatable, as evinced by Hockenheim. Was the result 'manipulation' right ethically? Well, F3 drivers are nearly always there to

do the best for themselves, but Felix Rosenqvist's role at Prema has been to help the team. I would say he fulfilled that task to perfection for Lance Stroll and Jake Dennis last weekend and, if a big team elsewhere with a Swedish-shaped hole in the line-up was watching, they'd be impressed...

It did, however, lead to a slight question mark against the first F3 win for Stroll. He drove well once out front, but I'm left looking forward to the first time he nails an F3 victory he has to battle for. And I'm sure that with his – and Prema's – ability, that won't be too far away in 2016.



Gunther is tipped for 2016 Prema drive

## Gunther makes Prema debut

### NORISING WINNER MAXIMILIAN

Gunther joined Prema Powerteam at short notice for the Hockenheim finale.

The Mercedes-backed German teenager took until Thursday afternoon to extricate himself from his Mucke Motorsport deal, but sealed a front-row qualifying position on his first day in a Prema car.

"In free practice I got the feeling and got confident, and then I could build and build," said Gunther, who stood down from Mucke before the previous round at the Nurburgring. "The car feels awesome!"

Gunther finished the weekend with two fourths and a sixth, and is tipped as a possible Prema driver in 2016.

I normally say it's my last race in European F3, but then I tend to come back again. So I won't promise you anything...

Felix Rosenqvist ponders his usual end-of-season Hockenheim question when asked what he's up to in 2016

## F4 champ steps up in ArtTech

### NEWLY CROWNED GERMAN

Formula 4 champion Marvin Dienst made his F3 debut at Hockenheim in the new Russian ArtTech chassis.

Dienst had tested at the Artline team's Rustavi facility in Georgia, and added a pre-debut run at Lausitzring alongside Harald Schlegelmilch, who gave the car its Nurburgring debut.

While the ArtTech made progress and genuinely beat some Dallaras in race two, Dienst is eyeing a



Dienst is keeping options open

sportscar future, and is up for a German Carrera Cup scholarship.

"That's why I'm starting this project," he said. "As a race driver you have to develop cars and understand how they work, starting from zero and working with the team."

## Sims shines with Hitech

### THE NEW HITECH GRAND PRIX

team came close to a podium at Hockenheim on only its second outing.

Alexander Sims qualified as fastest non-Prema runner for race one, and was then fourth on the grid for race two. He finished fifth in the first two races, and fourth in the finale, but lost his race-two result when the car failed the air-vacuum test because a gravel shower thrown up by the shunt of Alexander Albon had pierced the carbonfibre on the leading edge of the airbox. The car passed the

same test after the two qualifying sessions and the other two races.

"I think we've made ourselves look half-respectable," said the typically understated Sims. "We're just doing the same job as we did in testing and at Portimao [the Algarve circuit, where Hitech made its debut]. Bit by bit we're making improvements, just working through things."

Hitech plans to run a three-car team in Euro F3 in 2016, and is already attracting interest in the paddock.



Hitech plans three-car assault next season

### DRIVER SWITCHES

Scot Sam MacLeod quit the Motopark squad ahead of Hockenheim and is focusing on his Macau GP attack with Team West-Tec. Mahaveer Raghunathan also stood down from Motopark. Raghunathan was replaced at Motopark by Thai Tanart Sathienthirakul, from West-Tec's Euroformula team!

### HYMAN'S MIXED BAG

West-Tec's Raoul Hyman missed race two at Hockenheim. A first-lap hit from behind speared a pushrod through the gearbox, and the team had no spare. Carlin leant one to the team for race three, in which Hyman took 10th.

### MENEZES PENALTY

Gustavo Menezes was upset to be hit by a drive-through penalty in race one for a jumped start, costing him a points finish. Menezes, renowned as a strong starter, denied the offence.

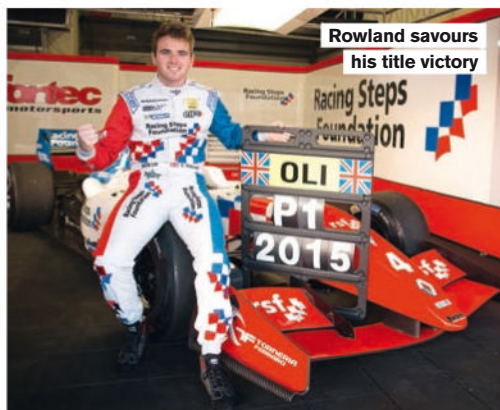
### ILOTT UP THE FIELD

Red Bull junior Callum Ilott completed his rookie season in car racing with fifth in the finale, reward for starting on slicks with many around him on wets. He was at the back of the grid for race one after damaging an upright early in qualifying.

### JENSEN INTERCEPTED

Mikkel Jensen was knocked from a front-row spot on the final lap of qualifying for race two when he got held up amid a flurry of improvements from others. A drive-through for a jumped start in race one didn't help, nor did a trip wide in the final race while defending fifth, but he was sixth in race two.

# RESULTS ROUND-UP



Rowland savours his title victory

## FORMULA RENAULT 3.5 SERIES

### ROUND 9/9 JEREZ (E), OCTOBER 17-18 RACE 1 (23 LAPS – 63.283 MILES)

1	Oliver Rowland (GB) Fortec Motorsports	43m14.735s
2	Egor Orudzhev (RUS) Arden Motorsport	+10.879s
3	Matthieu Vaxiviere (F) Lotus (Charouz)	+13.428s
4	Nyck de Vries (NL) DAMS	+16.481s
5	Tio Ellinas (CY) Strakka Racing	+26.020s
6	Jazeman Jaafar (MAL) Fortec Motorsports	+43.150s
7	Nicholas Latifi (CDN) Arden Motorsport	+48.729s
8	Andre Negrao (BR) International Draco Racing	+52.543s
9	Roy Nissany (IL) Tech 1 Racing	+56.522s
10	Yu Kanamaru (J) Pons Racing	+58.066s
11	Gustav Malja (S) Strakka Racing	+58.633s
12	Beitske Visser (NL) AVF	+1m00.321s
13	Dean Stoneman (GB) DAMS	+1m12.467s
14	Nikita Zlobin (RUS) Pons Racing	+1m14.231s
15	Alfonso Celis Jr (MEX) AVF	+1m33.354s
16	Sean Gelael (RI) Carlin	+1m37.926s
17	Marlon Stockinger (RP) Lotus (Charouz)	-1 lap
R	Aurelien Panis (F) Tech 1 Racing	14 laps-accident damage
R	Tom Dillmann (F) Carlin	13 laps-puncture/saved tyres

Winner's average speed 87.800mph.  
Fastest lap Celis, 1m42.364s, 96.764mph.

### QUALIFYING 1

1 Dillmann, 1m28.621s; 2 Rowland, 1m28.745s; 3 Orudzhev, 1m28.995s; 4 Jaafar, 1m29.132s; 5 Vaxiviere, 1m29.171s; 6 Ellinas, 1m29.188s; 7 de Vries, 1m29.300s; 8 Malja, 1m29.504s; 9 Latifi, 1m29.579s; 10 Visser, 1m29.679s; 11 Kanamaru, 1m29.690s; 12 Stoneman, 1m29.783s; 13 Nissany, 1m29.873s; 14 Gelael, 1m29.909s; 15 Panis, 1m29.912s; 16 Stockinger, 1m29.955s; 17 Negrao, 1m30.067s; 18 Celis, 1m30.086s; 19 Zlobin, 1m30.138s.

### RACE 2 (24 LAPS – 66.034 MILES)

1 de Vries, 41m36.996s; 2 Rowland, +2.509s; 3 Vaxiviere, +2.584s; 4 Ellinas, +4.084s; 5 Malja, +13.411s; 6 Dillmann, +14.197s; 7 Orudzhev, +14.646s; 8 Jaafar, +15.024s; 9 Gelael, +15.650s; 10 Latifi, +16.553s; 11 Kanamaru, +16.853s; 12 Negrao, +16.959s; 13 Panis, +17.611s; 14 Stockinger, +26.844s; R Visser, 20 laps-accident damage; R Nissany, 16 laps-accident/puncture; R Celis, 3 laps-accident damage; R Stoneman, 0 laps-accident damage; R Zlobin, 0 laps-spun off.  
Winner's average speed 95.203mph.  
Fastest lap de Vries, 1m31.855s, 107.835mph.

### QUALIFYING 2

1 Rowland, 1m45.903s; 2 Vaxiviere, 1m46.019s; 3 de Vries, 1m46.352s; 4 Orudzhev, 1m46.768s; 5 Celis, 1m47.056s; 6 Ellinas, 1m47.256s; 7 Latifi, 1m47.328s; 8 Dillmann, 1m47.409s; 9 Stoneman, 1m47.467s; 10 Malja, 1m47.477s; 11 Negrao, 1m47.702s; 12 Kanamaru, 1m48.082s; 13 Gelael, 1m48.157s; 14 Jaafar, 1m48.211s; 15 Visser, 1m48.545s; 16 Zlobin, 1m48.687s; 17 Stockinger, 1m48.773s; 18 Panis, 1m48.987s; 19 Nissany, 1m49.846s.

### CHAMPIONSHIP

1 Rowland, 307; 2 Vaxiviere, 234; 3 de Vries, 160; 4 Ellinas, 135; 5 Orudzhev, 133; 6 Stoneman, 130; 7 Dillmann, 122; 8 Jaafar, 118; 9 Malja, 79; 10 Pietro Fantin, 61.



## DTM

### ROUND 9/9 HOCKENHEIM (D), OCTOBER 17-18 RACE 1 (26 LAPS – 73.896 MILES)

1	Timo Scheider (D) Team Phoenix Audi RS5 DTM	42m27.725s
2	Jamie Green (GB) Team Rosberg Audi RS5 DTM	+2.875s
3	Maxime Martin (B) RMG BMW M4 DTM	+3.756s
4	Paul di Resta (GB) HWA Mercedes C63 DTM	+4.865s
5	Mike Rockenfeller (D) Team Phoenix Audi RS5 DTM	+11.708s
6	Marco Wittmann (D) RMG BMW M4 DTM	+15.768s
7	Tom Blomqvist (GB) RBM BMW M4 DTM	+16.972s
8	Pascal Wehrlein (D) HWA Mercedes C63 DTM	+22.034s
9	Mattias Ekstrom (S) Abt Sportsline Audi RS5 DTM	+23.719s
10	Maximilian Gotz (D) Mücke Motorsport Mercedes C63 DTM	+24.137s
11	Antonio Felix da Costa (P) Team Schnitzer BMW M4 DTM	+25.405s
12	Christian Vietoris (D) HWA Mercedes C63 DTM	+25.597s
13	Daniel Juncadella (E) Mücke Motorsport Mercedes C63 DTM	+26.780s
14	Nico Muller (CH) Team Rosberg Audi RS5 DTM	+32.108s
15	Martin Tomczyk (D) Team Schnitzer BMW M4 DTM	+41.299s
16	Lucas Auer (A) ART Grand Prix Mercedes C63 DTM	+43.679s
17	Miguel Molina (E) Abt Sportsline Audi RS5 DTM	+1m01.566s
18	Timo Glock (D) MTEK BMW M4 DTM	24 laps-accident
19	Bruno Spengler (CDN) MTEK BMW M4 DTM	20 laps-accident damage
R	Edoardo Mortara (I) Abt Sportsline Audi RS5 DTM	17 laps-accident damage
R	Robert Wickens (CDN) HWA Mercedes C63 DTM	14 laps-accident damage
R	Augusto Farfus (BR) RBM BMW M4 DTM	4 laps-accident damage
R	Gary Paffett (GB) ART Grand Prix Mercedes C63 DTM	3 laps-accident damage
R	Adrien Tambay (F) Abt Sportsline Audi RS5 DTM	1 lap-accident damage

Winner's average speed 104.416mph.  
Fastest lap Scheider, 1m34.364s, 108.428mph.

### QUALIFYING 1

1 Martin, 1m32.637s; 2 Scheider, 1m32.711s; 3 Molina, 1m32.726s; 4 di Resta, 1m32.766s; 5 Green, 1m32.790s; 6 Rockenfeller, 1m32.793s; 7 Ekstrom, 1m32.795s; 8 Blomqvist, 1m32.808s; 9 Mortara, 1m32.820s; 10 Auer, 1m32.828s; 11 da Costa, 1m32.847s; 12 Paffett, 1m32.889s; 13 Wehrlein, 1m32.892s; 14 Farfus, 1m32.905s; 15 Tambay, 1m32.989s; 16 Wittmann, 1m33.041s; 17 Gotz, 1m33.072s; 18 Spengler, 1m33.089s; 19 Wickens, 1m33.165s; 20 Muller, 1m33.283s; 21 Glock, 1m33.382s; 22 Tomczyk, 1m33.407s; 23 Juncadella, 1m33.511s; 24 Vietoris, 1m33.531s.



Green snatched second in DTM title standings



Tussles at start of first race

### RACE 2 (39 LAPS – 110.844 MILES)

1 Green, 1h02m02.198s; 2 Ekstrom, +1.351s; 3 Mortara, +18.914s; 4 di Resta, +28.694s; 5 Scheider, +30.581s; 6 Martin, +38.003s; 7 da Costa, +39.190s; 8 Spengler, +39.761s; 9 Paffett, +40.197s; 10 Tomczyk, +47.682s; 11 Molina, +49.554s; 12 Juncadella, +55.955s; 13 Gotz, +1m00.941s; 14 Farfus, +1m04.344s; 15 Rockenfeller, +1m07.538s; 16 Muller, +1m15.417s; 17 Blomqvist, +1m19.406s; 18 Wickens, +1m21.170s; 19 Auer, +1m23.359s; 20 Wehrlein, +1m31.948s; 21 Glock, +1m54.040s; R Vietoris, 15 laps-accident; R Tambay, 15 laps-accident; R Wittmann, 7 laps-accident damage.  
Winner's average speed 107.205mph.  
Fastest lap Mortara, 1m34.086s, 108.749mph.

### QUALIFYING 2

1 Paffett, 1m32.645s; 2 Green, 1m32.683s; 3 Ekstrom, 1m32.729s; 4 Molina, 1m32.746s; 5 Martin, 1m32.826s; 6 Tambay, 1m32.845s; 7 Muller, 1m32.861s; 8 Scheider, 1m32.936s; 9 Gotz, 1m32.958s; 10 Farfus, 1m32.976s; 11 di Resta, 1m32.991s; 12 Blomqvist, 1m33.056s; 13 Mortara, 1m33.064s; 14 Rockenfeller, 1m33.093s; 15 Spengler, 1m33.096s; 16 Wittmann, 1m33.098s; 17 Wehrlein, 1m33.120s; 18 Juncadella, 1m33.163s; 19 da Costa, 1m33.223s; 20 Wickens, 1m33.255s; 21 Glock, 1m33.481s; 22 Auer, 1m33.549s; 23 Tomczyk, 1m33.639s; 24 Vietoris, 1m33.801s.

### CHAMPIONSHIP

1 Wehrlein, 169; 2 Green, 150; 3 Ekstrom, 147; 4 Mortara, 143; 5 Spengler, 123; 6 Wittmann, 112; 7 Martin, 94; 8 di Resta, 90; 9 Paffett, 89; 10 Rockenfeller, 83.

RESULTS BY

FORIX

Mercedes' Lucas  
Auer locks up

## FORMULA 3 EUROPEAN CHAMPIONSHIP

## ROUND 11/11 HOCKENHEIM (D), OCTOBER 17-18

## RACE 1 (22 LAPS - 62.527 MILES)

1 Lance Stroll (CDN) Prema Powerteam Dallara-Mercedes F315	35m48.561s
2 Jake Dennis (GB) Prema Powerteam Dallara-Mercedes F315	+0.898s
3 Felix Rosenqvist (S) Prema Powerteam Dallara-Mercedes F315	+1.674s
4 Maximilian Gunther (D) Prema Powerteam Dallara-Mercedes F312	+3.784s
5 Alexander Sims (GB) HitechGP Dallara-Mercedes F315	+6.192s
6 Antonio Giovinazzi (I) Carlin Dallara-Volkswagen F315	+7.267s
7 George Russell (GB) Carlin Dallara-Volkswagen F312	+9.438s
8 Charles Leclerc (MC) Van Amersfoort Racing Dallara-Volkswagen F314	+10.072s
9 Markus Pommer (D) Motopark Dallara-Volkswagen F315	+11.929s
10 Santino Ferrucci (USA) Mücke Motorsport Dallara-Mercedes F312	+15.569s
11 Alexander Albon (T) Signature Dallara-Volkswagen F315	+16.941s
12 Alessio Lorandi (I) Van Amersfoort Racing Dallara-Volkswagen F312	+17.842s
13 Pietro Fittipaldi (BR) Fortec Motorsports Dallara-Mercedes F315	+21.785s
14 Michele Beretta (I) Mücke Motorsport Dallara-Mercedes F312	+25.379s
15 Callum Ilott (GB) Carlin Dallara-Volkswagen F312	+25.714s
16 Ryan Tveter (USA) Carlin Dallara-Volkswagen F312	+26.276s
17 Sergio Sette Camara (BR) Motopark Dallara-Volkswagen F314	+29.506s
18 Tatiana Calderon (CO) Carlin Dallara-Volkswagen F314	+34.280s
19 Mikkel Jensen (DK) Mücke Motorsport Dallara-Mercedes F312	+34.992s
20 Gustavo Menezes (USA) Carlin Dallara-Volkswagen F312	+36.131s
21 Nabil Jeffri (MAL) Motopark Dallara-Volkswagen F314	+40.108s
22 Nicolas Pohler (D) Double R Racing Dallara-Mercedes F312	+50.873s
23 Matt Rao (GB) Fortec Motorsports Dallara-Mercedes F313	+53.937s
24 Julio Moreno (EC) T-Sport Dallara-NBE F312	+54.876s
25 Tanart Sathienthirakul (T) Motopark Dallara-Volkswagen F314	+55.616s
26 Matt Solomon (PRC) Double R Racing Dallara-Mercedes F313	+56.453s
27 Marvin Dienst (D) ArtLine Engineering ART Tech-NBE P315	+1m05.952s
28 Harald Schlegelmilch (LV) ArtLine Engineering ART Tech-NBE P315	+1m14.372s
29 Arjun Maini (IND) Van Amersfoort Racing Dallara-Volkswagen F312	+1m25.093s
30 Dorian Boccia (F) Signature Dallara-Volkswagen F315	-2 laps
R Raoul Hyman (ZA) Team West-Tec Dallara-Mercedes F314	0 laps-accident
R Li Zhi Cong (PRC) Fortec Motorsports Dallara-Mercedes F312	0 laps-accident
R Chang Wing Chung (PRC) Fortec Motorsports Dallara-Mercedes F312	0 laps-accident

Winner's average speed 104.767mph.  
Fastest lap Rosenqvist, 1m32.607s, 110.485mph.

## CHAMPIONSHIP

1 Rosenqvist, 508;
2 Giovinazzi, 412.5;
3 Dennis, 377;
4 Leclerc, 363.5;
5 Stroll, 231;
6 Russell, 203;
7 Albon, 187;
8 Gunther, 152;
9 Jensen, 117.5;
10 Pommer, 116.5.

Rosenqvist has  
dominated F3

## QUALIFYING 1

1 Rosenqvist, 1m31.771s; 2 Gunther, 1m32.119s;
3 Stroll, 1m32.125s; 4 Dennis, 1m32.158s; 5 Sims, 1m32.172s;
6 Leclerc, 1m32.330s; 7 Pommer, 1m32.417s;
8 Giovinazzi, 1m32.489s; 9 Albon, 1m32.560s;
10 Russell, 1m32.585s; 11 Jensen, 1m32.325s*;
12 Sette Camara, 1m32.691s; 13 Maini, 1m32.720s;
14 Hyman, 1m32.721s; 15 Menezes, 1m32.803s;
16 Lorandi, 1m32.825s; 17 Jeffri, 1m33.015s;
18 Fittipaldi, 1m33.143s; 19 Beretta, 1m33.156s;
20 Ferrucci, 1m33.173s; 21 Tveter, 1m33.204s;
22 Boccia, 1m32.957s*;
23 Calderon, 1m33.246s;
24 Moreno, 1m33.318s;
25 Rao, 1m33.551s;
26 Li, 1m33.581s;
27 Solomon, 1m33.684s;
28 Chang, 1m34.002s;
29 Sathienthirakul, 1m34.044s;
30 Schlegelmilch, 1m34.478s;
31 Dienst, 1m34.513s;
32 Ilott, 1m37.911s;
33 Pohler, 1m34.201s*.

\* grid penalty.

## RACE 2 (21 LAPS - 59.685 MILES)

1 Giovinazzi, 35m33.967s; 2 Dennis, +1.863s;
3 Rosenqvist, +3.762s; 4 Gunther, +5.281s; 5 Jensen, +8.765s;
6 Stroll, +9.755s; 7 Sette Camara, +15.993s;
8 Russell, +16.633s; 9 Pommer, +17.437s; 10 Leclerc, +19.899s;
11 Ilott, +21.268s; 12 Menezes, +21.726s;
13 Lorandi, +22.730s; 14 Maini, +23.346s;
15 Boccia, +25.644s; 16 Fittipaldi, +31.803s;
17 Ferrucci, +32.956s; 18 Chang, +33.300s; 19 Moreno, +33.760s;
20 Beretta, +37.725s; 21 Calderon, +38.966s;
22 Schlegelmilch, +47.941s; 23 Sathienthirakul, +48.799s;
24 Pohler, +49.782s; 25 Dienst, +50.845s;
26 Solomon, +51.374s; 27 Li, +51.560s; 28 Rao, 20 laps-fuel pick-up;
29 Tveter, 18 laps-front wing; EX Sims, +6.599s;
R Jeffri, 4 laps-accident; R Albon, 1 lap-accident; NS Hyman, gearbox.

Winner's average speed 100.688mph.  
Fastest lap Giovinazzi, 1m32.550s, 110.553mph.

## QUALIFYING 2

1 Giovinazzi, 1m32.089s; 2 Dennis, 1m32.091s;
3 Rosenqvist, 1m32.139s; 4 Sims, 1m32.161s;
5 Gunther, 1m32.168s; 6 Albon, 1m32.246s; 7 Jensen, 1m32.296s;
8 Stroll, 1m32.394s; 9 Pommer, 1m32.427s;
10 Russell, 1m32.429s; 11 Sette Camara, 1m32.479s;
12 Leclerc, 1m32.530s; 13 Maini, 1m32.577s;
14 Ilott, 1m32.583s; 15 Lorandi, 1m32.589s;
16 Ferrucci, 1m32.670s; 17 Boccia, 1m32.826s;
18 Menezes, 1m32.855s; 19 Tveter, 1m32.861s;
20 Fittipaldi, 1m32.924s; 21 Calderon, 1m32.970s;
22 Beretta, 1m33.202s; 23 Jeffri, 1m33.432s;
24 Rao, 1m33.459s; 25 Chang, 1m33.473s;
26 Moreno, 1m33.561s; 27 Li, 1m33.619s; 28 Solomon, 1m33.639s;
29 Sathienthirakul, 1m33.658s; 30 Pohler, 1m33.878s;
31 Schlegelmilch, 1m34.623s; 32 Dienst, 1m34.983s;
NS Hyman, 1m32.828s.

## RACE 3 (18 LAPS - 51.159 MILES)

1 Rosenqvist, 35m27.859s; 2 Albon, +0.511s;
3 Giovinazzi, +0.862s; 4 Sims, +1.050s; 5 Ilott, +2.019s;
6 Gunther, +2.615s; 7 Dennis, +2.991s;
8 Jensen, +4.825s; 9 Beretta, +5.634s; 10 Hyman, +7.289s;
11 Sette Camara, +8.645s; 12 Lorandi, +9.092s;
13 Menezes, +10.267s; 14 Solomon, +10.430s;
15 Pohler, +11.549s; 16 Moreno, +13.158s;
17 Maini, +14.507s; 18 Rao, +14.812s; 19 Li, +16.006s;
20 Chang, +16.678s; 21 Pommer, +20.579s;
22 Calderon, +36.667s; 23 Leclerc, +38.371s;
24 Boccia, +52.361s; R Ferrucci, 15 laps-front wing;
R Jeffri, 11 laps-spun off; R Schlegelmilch, 11 laps-damage;
R Russell, 7 laps-spun off; R Sathienthirakul, 7 laps-accident;
R Stroll, 7 laps-puncture; R Dienst, 6 laps; R Fittipaldi, 3 laps-accident;
R Tveter, 1 lap-accident damage.

Winner's average speed 86.552mph.  
Fastest lap Rosenqvist, 1m34.807s, 107.922mph.

## GRID FOR RACE 3

1 Dennis; 2 Giovinazzi; 3 Rosenqvist; 4 Gunther;
5 Albon; 6 Russell; 7 Jensen; 8 Pommer; 9 Sims;
10 Stroll; 11 Sette Camara; 12 Ilott; 13 Lorandi;
14 Maini; 15 Ferrucci; 16 Leclerc; 17 Fittipaldi;
18 Menezes; 19 Boccia; 20 Hyman; 21 Calderon;
22 Tveter; 23 Beretta; 24 Rao; 25 Moreno; 26 Jeffri*;
27 Chang; 28 Solomon; 29 Li; 30 Sathienthirakul;
31 Pohler; 32 Schlegelmilch; 33 Dienst.

\* grid penalty.

Lance Stroll took  
race-one laurels

**SUPER FORMULA SUGO (J),  
OCTOBER 18 RD 6/7**

# Lotterer gets the better of Nakajima

**ANDRE LOTTERER DOMINATED AT** Sugo to keep himself in title contention with only the double-header finale at Suzuka to come.

The German Audi WEC star took pole position ahead of the sister Toyota-powered car of TOM'S team-mate Kazuki Nakajima, but a trademark lightning start propelled the Japanese driver into the lead.

Nakajima held on for 14 laps, but Lotterer caught up and managed to slipstream past into Turn 1, then used superb pace to pull out a gap lap by lap until the pitstops.

While the other leading runners took fuel only at their stop, Nakajima was struggling with rear grip and opted for two new tyres, dropping him to fourth.

Naoki Yamamoto had run third in the Mugen Dallara-Honda and now moved up to second, followed by the Honda-powered Dandelion-run car of Tomoki Nojiri. From then on Nojiri tried to get closer to Yamamoto, setting fastest lap in



**Lotterer swoops past Nakajima**

KAMID/LAT

the process, but the 2013 champion held on, albeit 23 seconds behind the flying Lotterer.

Nakajima took fourth place, enabling him to chip into the points lead of Hiroaki Ishiura, who claimed fifth in his Cerumo-Inging machine.

Another title contender, Brazilian Joao Paulo de Oliveira, got up to third during the stops but stalled

his engine while refuelling and returned to the track to finish seventh behind Kamui Kobayashi.

James Rossiter had a nightmare in Q1, the Briton spinning and stalling his engine. He started from the back and finished 14th, one place ahead of Northern Irishman Will Buller and one behind Narain Karthikeyan.

● Jiro Takahashi

**RESULTS**

**1 Andre Lotterer (Dallara-Toyota)**, 68 laps in 1h17m52.551s; 2 Naoki Yamamoto (D-Honda), +23.881s; 3 Tomoki Nojiri (D-H); 4 Kazuki Nakajima (D-T); 5 Hiroaki Ishiura (D-T); 6 Kamui Kobayashi (D-T); 7 Joao Paulo de Oliveira (D-T); 8 Ryo Hirakawa (D-T); 9 Koudai Tsukakoshi (D-H); 10 Yuichi Nakayama (D-T). **POINTS** **1 Ishiura, 45**; 2 Nakajima, 39; 3 Lotterer, 31; 4 de Oliveira, 31; 5 Kobayashi, 17; 6 Yamamoto, 17.

30

**JAPANESE FORMULA 3 SUGO (J), OCTOBER 17-18 RD 8/8**

# Cassidy crowned in Japan

**NICK CASSIDY EMERGED FROM A** tense title situation to lead every lap from two pole positions, score both fastest laps and cruise to the championship with his TOM'S Dallara-Toyota.

Cassidy entered the weekend neck and neck with team-mate Kenta Yamashita, with Mitsunori Takaboshi also in title contention, but damage to his car restricted Yamashita to fourth and third positions in qualifying.

Nissan GT protege Lucas Ordenez stepped up to qualify on the front row for both races, and the Spaniard took his B-Max Dallara-Toyota to second both times behind flying Kiwi Cassidy.

Yamashita was pipped to third in race one after a battle with Honda prospect Nirei Fukuzumi.

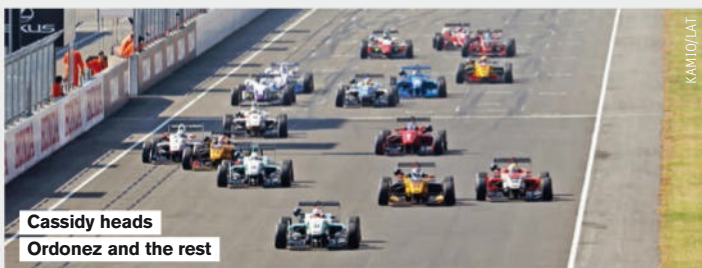
He was fourth on the road again in race two, only for third-placed Takaboshi to get a time penalty.

KCMG-run Brit Struan Moore finished his second with a seventh and a ninth.

● Jiro Takahashi

**RESULTS**

**RACE 1** **1 Nick Cassidy (Dallara-Toyota F314)**, 18 laps in 22m22.233s; 2 Lucas Ordenez (Dallara-Toyota F312), +8.751s; 3 Nirei Fukuzumi (D-Mugen Honda F312); 4 Kenta Yamashita (D-Toyota F312); 5 Mitsunori Takaboshi (Dallara-Toyota F315); 6 Keishi Ishikawa (D-Toda F312). **RACE 2** **1 Cassidy**, 25 laps in 31m22.571s; 2 Ordenez, +19.229s; 3 Yamashita; 4 Ishikawa; 5 Fukuzumi; 6 Tsubasa Takahashi (D-MH F312). **POINTS** **1 Cassidy, 129**; 2 Yamashita, 113; 3 Takaboshi, 92; 4 Fukuzumi, 72; 5 Ordenez, 43; 6 Takahashi, 22.



**Cassidy heads Ordenez and the rest**

KAMID/LAT



**Pizzitola took a win, then a title**

**RENAULT SPORT TROPHY JEREZ (E), OCTOBER 17-18 RD 6/6**

# Pizzitola's Gonda prelude

**ART JUNIOR TEAM PAIRING ANDREA** Pizzitola and Richard Gonda took victory in the Endurance race, as third place for Pizzitola in his later sprint outing earned the Frenchman the Elite drivers' title.

Pizzitola took advantage of a scrapping Steijn Schothorst and David Fumanelli in the early laps of the enduro to take the lead. Following the stops, Gonda drove skilfully on slick tyres in wet conditions to hold off the Oregon Team car of Dario Capitanio, who claimed the Endurance title with Fumanelli. Luciano Bacheta and Niccolo Nalio, in the second Oregon entry, shrugged off a drive-through penalty carried over from the preceding meeting at Le Mans to finish third.

Capitanio secured the Prestige title, and a prize seat in next year's Le Mans 24 Hours, by winning race two Christof von Grunigen, with 70-year-old rally legend Jean

Ragnotti 11th on his maiden outing.

Indy Dontje won the Elite Race on Sunday by 25s from ex-Formula 1 driver Christian Klien. Champion Pizzitola will receive a prize test with the NISMO Super GT team.

● Peter Mills

**RESULTS**

**RACE 1** **1 Andrea Pizzitola/Richard Gonda**, 31 laps in 1h06m00.184s; 2 David Fumanelli/Dario Capitanio, +22.977s; 3 Luciano Bacheta/Niccolo Nalio; 4 Nicky Pastorelli/Diederick Sijthoff; 5 Christian Klien/Christof von Grunigen; 6 Bas Schothorst/Andres Mendez. **RACE 2** **1 Capitanio**, 14 laps in 28m15.093s; 2 von Grunigen, +13.861s; 3 Gonda; 4 Max Braams; 5 Toni Forne; 6 Sijthoff. **RACE 3** **1 Indy Dontje**, 13 laps in 28m46.733s; 2 Klien, +25.817s; 3 Pizzitola; 4 Jose Manuel Perez Aicart; 5 Steijn Schothorst; 6 Fumanelli. **POINTS** **Elite 1 Pizzitola, 140**; 2 S Schothorst, 138; 3 Fumanelli, 103. **Endurance 1 Fumanelli/Capitanio, 115**; 2 Pizzitola/Gonda, 95; 3 Bacheta/Nalio, 72. **Prestige 1 Capitanio, 162**; 2 Gonda, 123; 3 Sijthoff, 109.



Bakkerud leads  
from Kristoffersson

**WORLD RALLYCROSS FRANCIACORTA (I), OCTOBER 17-18 RD 12/13**

## Norwegians on top to make it a fjord fiesta

**HISTORY ALMOST REPEATED ITSELF** in Italy last weekend. In 2014, Petter Solberg sealed the inaugural World RX title by finishing third at the event. A year on the Norwegian again finished third, but this time there is still a mathematical chance that he will be beaten at the finale.

While Citroen driver Solberg finished on the podium, main rival Timmy Hansen crashed his Peugeot out at the first corner of the second semi-final, effectively ending his title aspirations. Now Solberg needs only to qualify for the semi-finals in Argentina to be assured of the title.

Solberg's compatriot Andreas Bakkerud made the best start from the front row of the final and his Olsbergs MSE Ford led throughout the race in difficult wet and slippery conditions. Johan Kristoffersson had qualified top at the Intermediate Classification, won the first semi-final and started on pole for the final, but the Swedish VW driver was unable to overhaul Bakkerud.

Manfred Stohl made his first World RX final, fighting back from a huge roll on day one to finish fifth. Andrew Jordan replaced Mattias Ekstrom in an EKS Audi, but had

driveline problems in the heats.

Norwegian former BTCC driver Tommy Rustad won the final round of the European Rallycross Championship to win the title.

● Hal Ridge

### RESULTS

**1 Andreas Bakkerud (Ford Fiesta ST)**, 6 laps in 4m45.216s; 2 Johan Kristoffersson (Volkswagen Polo), +1.951s; 3 Petter Solberg (Citroen DS3); 4 Anton Marklund (Audi S1); 5 Manfred Stohl (Ford); 6 Timur Timerzyanov (Ford).

**POINTS 1 Solberg, 279**; 2 Timmy Hansen, 253; 3 Kristoffersson, 228; 4 Bakkerud, 215; 5 Davy Jeanney, 189; 6 Mattias Ekstrom, 179.

**NASCAR SPRINT CUP  
KANSAS SPEEDWAY (USA),  
OCTOBER 18 RD 31/36**

## Logano after clash with Kenseth

**MATT KENSETH APPEARED CALM** at the end of last Sunday's Chase race, but deep down the 2003 champion must have been fuming.

The Joe Gibbs Racing Toyota driver had produced a faultless run from 11th to the head of the field and looked destined for victory, having dominated a number of mid-race restarts. That was until Justin Allgaier hit the wall with 23 laps to go, bringing out a late caution.

With most cars opting to pit, Jimmie Johnson stayed out and led the pack away at the restart. Kenseth made light work of the Hendrick Motorsports Chevrolet to regain the lead but soon found himself at the mercy of Joey Logano, the Chase leader having himself jumped Johnson.

The pair came to blows with five laps remaining when Logano punted his rival as they approached lapped traffic, having



Penske boys  
service Logano

previously been blocked.

Victory would have been Kenseth's sixth of the season, but instead he now faces the prospect of failing to advance to the Eliminator round, with 35 points to make up on current eighth-placed man Martin Truex Jr, after finishing the race down in 14th position.

It was instead Logano — already through to the next round — who swept to a second successive victory in his Penske Ford, with Denny Hamlin a fine second after holding off Johnson at the flag.

As well as Kenseth, the results also leave Kyle Busch, Ryan Newman and Dale Earnhardt Jr sitting

nervously in the 'relegation zone' ahead of Talladega this weekend.

### RESULTS

**1 Joey Logano (Ford Fusion)**, 269 laps in 2h58m22s; 2 Denny Hamlin (Toyota Camry), +0.491s; 3 Jimmie Johnson (Chevrolet SS); 4 Kasey Kahne (Chevy); 5 Kyle Busch (Toyota); 6 Kurt Busch (Chevy); 7 Ryan Blaney (Ford); 8 Carl Edwards (Toyota); 9 Brad Keselowski (Ford); 10 Jeff Gordon (Chevy). **CONTENDER 12 1 Logano, 2 wins/3095**; 2 Hamlin, 3082; 3 Kurt Busch, 3077; 4 Edwards, 3076; 5 Kevin Harvick, 3071; 6 Gordon, 3071; 7 Keselowski, 3071; 8 Martin Truex Jr, 3070; 9 Kyle Busch, 3064; 10 Ryan Newman, 3062; 11 Dale Earnhardt Jr, 3039; 12 Matt Kenseth, 3035.

### V8 STOCK CARS

With title rivals and front-row qualifiers Marcos Gomes and Caca Bueno taking a big hit in early contact, ex-British F3 racer Lucas Foresti took his maiden series win at Curitiba. Foresti gambled on taking just one new tyre at the stops to leapfrog Allam Khodair, who was excluded from the event for having insufficient fuel for a sample. A steering problem forced Max Wilson to start from the pits, but he stormed from 33rd to 11th in race one, and 11th to first later on after a brave move on Khodair. Gomes was fourth to increase his series lead over Bueno.

### BRAZILIAN TOURING

Renault Fluence driver Gabriel Casagrande won the first race at Curitiba after the chasing similar car of Rubens Barrichello succumbed to an oil leak. Ex-Masters of F3 winner Fabio Carbone dominated the second race, also in a Renault.

### BRAZILIAN FORMULA 3

Pedro Piquet took two more wins at Curitiba, running for the first time with the helmet design made famous by father Nelson. He had to work for the second win, passing Artur Fortunato bravely around the outside of the fastest corner.

### SUPER TC2000

Renault Fluence twins Leonel Pernia and Emiliano Spataro took a one-two at the Patagonian venue of General Roca after leading all the way. Peugeot's reigning champion Nestor Girolami grabbed third place early on in the race, finishing there. He returned to the standings lead, demoting Matias Rossi, who ended up 11th in his Toyota Corolla.

### JORDAN RALLY

Nasser Al-Attiyah clinched his 11th Middle East Rally Championship title in 13 years with a start-to-finish victory in his Ford Fiesta RRC. Despite losing over 23 minutes with a broken wheel, Abdulaziz Al-Kuwari fought back to second.

### FMASTERS CHINA

Belgian Alessio Picariello is a latecomer to the series, but took all three wins in the final round at Shanghai's Chinese GP venue. He beat champion Martin Rump in race one, before American new boy Oliver Askew claimed second in race two. Rump was second in the finale from series runner-up Jake Parsons.

### GERMAN CARRERA CUP

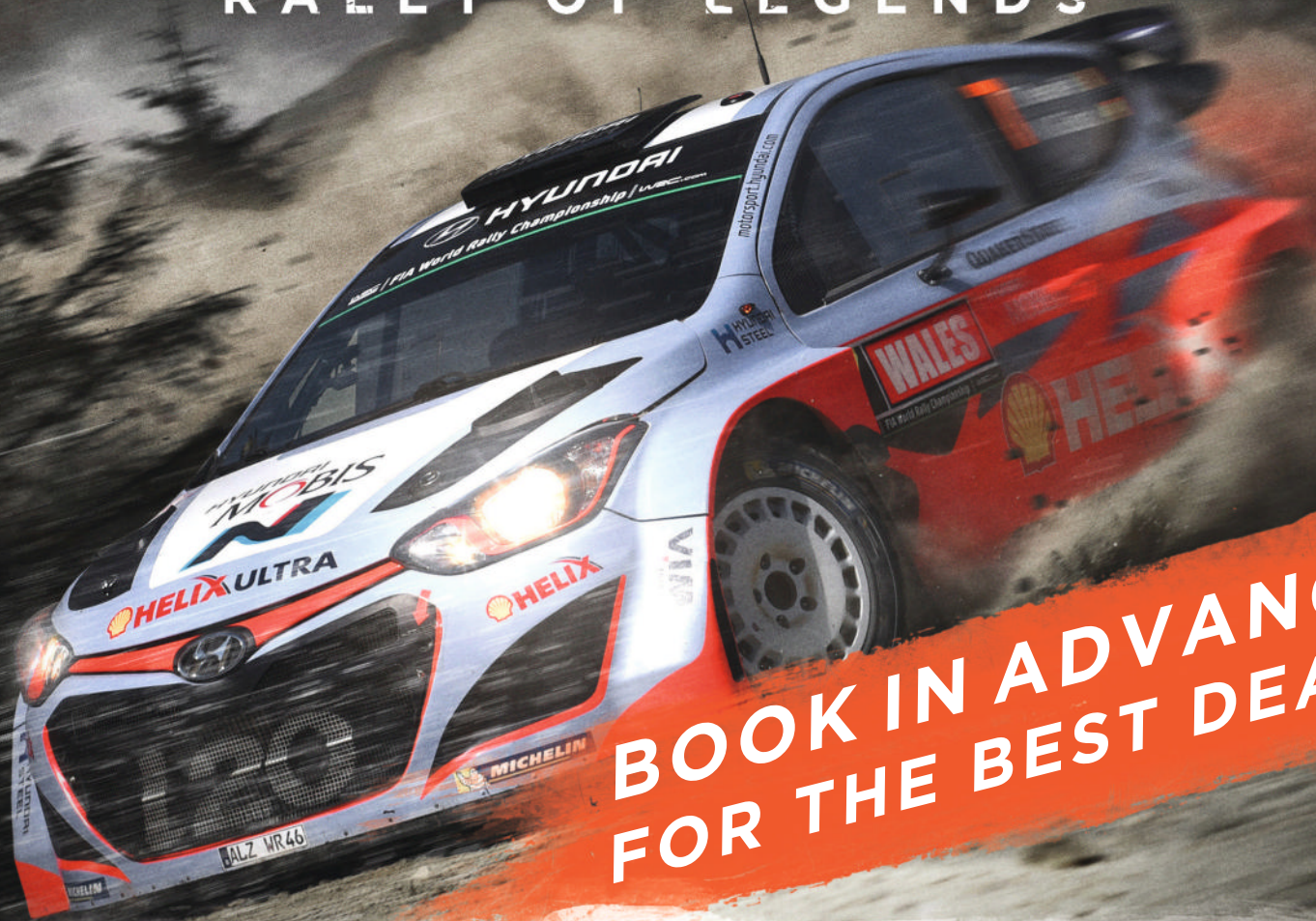
Swiss Jeffrey Schmidt took his first win of 2015 in race one at Hockenheim, chased by Bristol-based Austrian Christopher Zochling and Christian Engelhart. Champion Philipp Eng won the final race from Schmidt and Michael Ammermuller. Brit Ben Barker took a best of fourth.

### ITALIAN GT

Stefano Gattuso won the title at Mugello after winning the finale with Matteo Malucelli in Scuderia Baldini 27's Ferrari. Marco Mapelli and Andrea Amici won the weekend's first race in their Audi.



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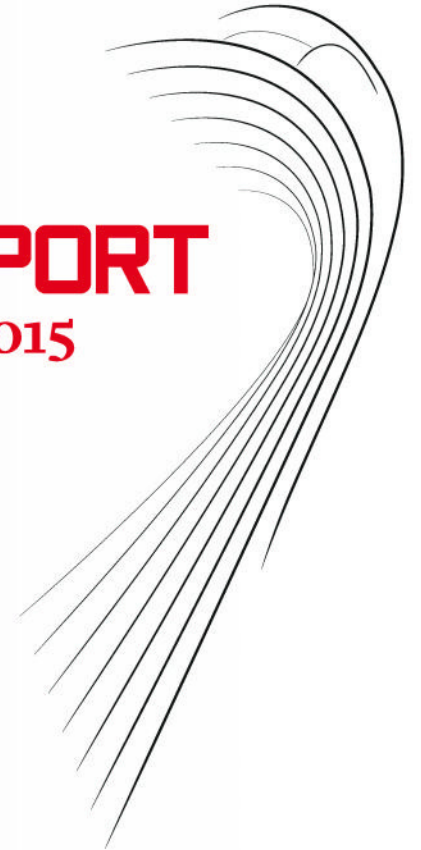
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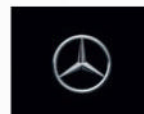
 **AUTOSPORT**  
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Being a champion is all well and good, but that doesn't necessarily mean you're the most popular. Now, over to you...

 **VOTE NOW ON PAGE 36**



# Make sure you have your say; it could make all the difference!

HERE'S YOUR CHANCE TO VOTE for your favourite performers – both human and mechanised – of 2015 in the annual AUTOSPORT Awards. You can either fill in the form in these pages and send it to the address overleaf by November 23 (no photocopies accepted), or if you're a subscriber to autosport.com and you don't much

fancy tearing your magazine asunder, then you can vote for the Awards online.

Eight of the gongs up for grabs are to be decided by AUTOSPORT readers, the headliner being the International Racing Driver of the Year, won last year by Lewis Hamilton. But don't miss your chance to cast your vote for other coveted accolades, such as British Club

Driver of the Year, where a selection of the junior single-seater and TOCA tin-top champs will fight it out.

After the votes are in and counted, the AUTOSPORT Awards winners will be announced at the Grosvenor House Hotel in London on December 6. Here's your chance to make it a very special night for your favourites.

## INTERNATIONAL RACING DRIVER OF THE YEAR

Open to professional racing drivers competing at an international level

### Scott DIXON

Wrapped up his fourth IndyCar title after a nail-biting finale against Juan Pablo Montoya and a host of other challengers.



### Lewis HAMILTON

The Mercedes star is on the cusp of a fourth Formula 1 title after his most dominant season yet, including British GP victory.



### Juan Pablo MONTOYA

In his second season back in IndyCar, the Colombian led the points nearly all year and scored a thrilling Indy 500 win.



### Nico ROSBERG

In the other side of the Mercedes garage, Rosberg has kept Hamilton on his toes for much of the campaign during 2015.



### Stoffel VANDORNE

The McLaren junior has conquered GP2 in a manner unmatched in the series' history, and is already champion.



### Sebastian VETTEL

In his first season since leaving Red Bull, the four-time champion has played a major role in revitalising Ferrari, winning three races.



## RACING CAR OF THE YEAR

Open to cars competing in any class of circuit racing

### FERRARI SF15-T

The Prancing Horse has returned to the gallop this year, carrying Sebastian Vettel to three Formula 1 wins.



### MERCEDES F1 W06 Hybrid

The latest silver machine out of Brackley has enjoyed an almost invincible season.



### ORECA 05

The French constructor's impressive new LMP2 coupe took a debut Le Mans 24 Hours class victory.



### PORSCHE 919 Hybrid

In its second season back at the top level, Porsche took Le Mans glory and is also looking good in WEC.



### SPARK SRT\_01E

Formula E is now one season old and this car provided some great – and quiet – racing in the city.



### WILLIAMS FW37

The revival of an F1 institution continues, demonstrated by the FW37's regular frontrunning pace.



## INTERNATIONAL RALLY DRIVER OF THE YEAR

Open to professional or semi-professional rally drivers in international events

### Nasser AL-ATTIYAH

Quick and consistent Qatari started with a Dakar victory, then just kept on winning in the Middle East and WRC2 series.



### Elfyn EVANS

Consistent year of learning for the young Welshman. Until Corsica, where he tore through the field, only beaten by the winner.



### Jari-Matti LATVALA

Highlight of the season was another Rally Finland win. Latvala has shown more pace this year, but struggled to contain Ogier.



### Kris MEEKE

The only driver regularly capable of carrying the fight to the all-conquering Volkswagens; broke his WRC duck in Argentina.



### Sebastien OGIER

This was a near-perfect season for the Frenchman, who secured his third straight title with three rallies to spare this year.



### Hayden PADDON

The Kiwi came of age this year. Came close to winning in Sardinia and has been super-impressive on his first full year in the sport.



## RALLY CAR OF THE YEAR

Open to cars competing in rallying from international to national level

### CITROEN DS 3 WRC

Engine and aero work early in the year kept the car on the boil and helped Kris Meeke take victory in Argentina.



### FORD Fiesta RS WRC

Mid-season arrival of the quick 2015 Fiesta RS WRC was a major step forward for M-Sport.



### HYUNDAI i20 WRC

Drivers were keen for an all-new car, but Hyundai kept throwing new bits at the i20 to keep it on the pace.



### MINI ALL4 Racing

The X Raid-built machines have been the class of the field in the desert and dunes from Dakar onwards.



### SKODA Fabia R5

A couple of years in the making, Skoda's all-new Fabia R5 raised the performance bar in the R5 class.



### VOLKSWAGEN Polo R WRC

Citroen's Argentina win blighted an otherwise perfect year for VW, but victory in Germany was sweet.



**AUTOSPORT**  
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### BRITISH COMPETITION DRIVER OF THE YEAR

Open to British drivers competing at international level

#### Jenson BUTTON

The 2009 F1 champion has given his best in a tricky season.



#### Jamie GREEN

Finished as DTM runner-up – and top Audi driver – in a great year.



#### Lewis HAMILTON

Reigning F1 champion has reached new heights in 2015.



#### Kris MEEKE

The Northern Irishman finally took his first WRC win in Argentina.



#### Oliver ROWLAND

The Racing Steps driver had an amazing FR3.5 season.



#### Nick TANDY

Le Mans winner and lynchpin of Porsche's United SportsCar GT title effort.



### NATIONAL DRIVER OF THE YEAR

Open to drivers racing in BTCC, British GT or Formula 3

#### Jonny ADAM

Came from behind to score a dramatic British GT title win for Aston.



#### Jake DENNIS

Has been a multiple victor in his second year in the European Formula 3 ranks.



#### Matt NEAL

Bounced back after a year in the doldrums to third place in the BTCC.



#### Jason PLATO

The evergreen tin-top maestro took the BTCC title fight down to the wire.



#### Gordon SHEDDEN

Claimed a second BTCC after a dramatic last-round fight.



#### Alexander SIMS

BMW factory driver was only pipped at the last in British GT.



### BRITISH CLUB DRIVER OF THE YEAR

Open to British drivers in any class of TOCA supports or equivalent and below

#### Jack AITKEN

Completed a superb Formula Renault Eurocup and ALPS double in 2015.



#### Dan CAMMISH

Carrera Cup GB series rookie Cammish swept all before him.



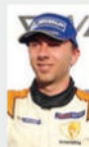
#### Lando NORRIS

Former karting star bagged the first MSA Formula crown.



#### Tom OLIPHANT

The strongest in a competitive Ginetta GT4 Supercup.



#### Will PALMER

Won the BRDC Formula 4 crown with a series record tally of race victories.



#### Ashley SUTTON

Clio Cup rookie came out on top of a fierce fight for the title.

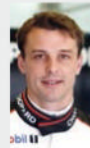


### ROOKIE OF THE YEAR

Open to professional racing drivers in their first season at their respective level

#### Earl BAMBER

Earned a Porsche contract for 2015 and scored a debut Le Mans win.



#### Tom BLOMQVIST

Swapped codes for DTM with BMW and was a race winner.



#### Felipe NASR

Elegant, classy performer who has been a tonic for the troubled Sauber squad.



#### Carlos SAINZ Jr

Deserved his F1 graduation with Toro Rosso, racing superbly.



#### Nick TANDY

Elevation to the Porsche LMP1 ranks yielded a superb Le Mans 24 Hours victory.



#### Max VERSTAPPEN

Entered F1 at the age of 17 and proved a sensation.



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MY VOTE FOR INTERNATIONAL RACING DRIVER OF THE YEAR IS...

MY VOTE FOR RACING CAR OF THE YEAR IS...

MY VOTE FOR INTERNATIONAL RALLY DRIVER OF THE YEAR IS...

MY VOTE FOR RALLY CAR OF THE YEAR IS...

MY VOTE FOR BRITISH COMPETITION DRIVER OF THE YEAR IS...

MY VOTE FOR NATIONAL DRIVER OF THE YEAR IS...

MY VOTE FOR BRITISH CLUB DRIVER OF THE YEAR IS...

MY VOTE FOR ROOKIE OF THE YEAR IS...

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Lancaster drives Greaves  
Gibson to second – and title



ELMS ESTORIL (P), OCTOBER 18 RD 5/5

# Greaves comes through to take title

THINGS COULDN'T HAVE BEEN GOING better for Jota Sport one hour and 18 minutes into the European Le Mans Series season finale. Filipe Albuquerque had converted pole position into a comfortable lead and Simon Dolan had settled in well for the first part of his double stint, lapping at a good pace and retaking the lead from Viktor Shaitar in the rapid BR01. Then it rained.

Dolan lost the rear of his Gibson-Nissan 015S and spun into the gravel. Gary Hirsch, who had taken over the Greaves Motorsport Gibson from starting driver Bjorn Wirdheim and was running behind Dolan at the time, certainly knew the significance. "From this moment, we knew we had to be very consistent and remain on the track," he said. But while the Greaves crew did close out the championship, it was a close-run thing.

Finishing driver Jon Lancaster didn't realise he had done enough as he crossed the line to take second behind the TDS Racing ORECA of title outsiders Ludo Badey and Pierre Thiriet and team debutant Nicolas Lapierre. That's because all three crews had the title within their grasp at one time or another.

It started badly for the Greaves crew, which was relegated to 10th and last of the LMP2 cars on the grid thanks to Lancaster being penalised for a yellow-flag infringement after qualifying 10th (a decision he described as "a bit suspect").

"We only found out about the penalty just before the race and it turned everything on its face," said Wirdheim. "From going into the race really confident, all of a sudden we had all this work in front of us. We knew we had a chance, it just made it a lot more risky."

The risks were made very clear to Wirdheim during his stint as he first had to dodge the spinning Ligier of front-row starter Tracy Krohn at the first corner – and two other spinners – before clashing with Maurizio Mediani in one of the two BR01s while taking fourth place. Mediani spun, but Wirdheim survived and was up to third behind Albuquerque and Badey in just 16 minutes. When Badey overcooked it at Turn 3 and ran through the gravel after 40 minutes, that became second. At this point Jota was in command. But then Dolan dropped it.

It wasn't plain sailing for Greaves from there. With TDS knowing it needed to win to have any chance of the title, Lapierre was given the maximum 100-minute stint. A bold switch to slicks allowed TDS to build a commanding lead.

But more worrying was a stop-go penalty – Hirsch was deemed to have undone his belts prematurely when handing over to Lancaster (he claimed he only loosened them). The Briton didn't serve the penalty until late on, but he emerged still in second ahead of the BR01 that had led earlier on and shown good pace.

That gave Greaves the title by just two points from Badey and Thiriet, with the Jota crew, which recovered to fourth, a further two back.

In the GTE class, the Marc VDS BMW team claimed victory in its final car race with Henry Hassid, Andy Priaulx and Jesse Krohn after the JMW Motorsport Ferrari retired with a gearbox problem. But that wasn't enough to deny fifth-placed Ferrari trio Johnny Laursen, Mikkel Mac and Andrea Rizzoli the crown. In the GTC class, second gave TDS BMW trio Franck Perera, Eric Dermont and Dino Lunardi the title.

In LMP3, Mike Simpson and Gaetan Paletou bagged their first victory in the Team LNT Ginetta.

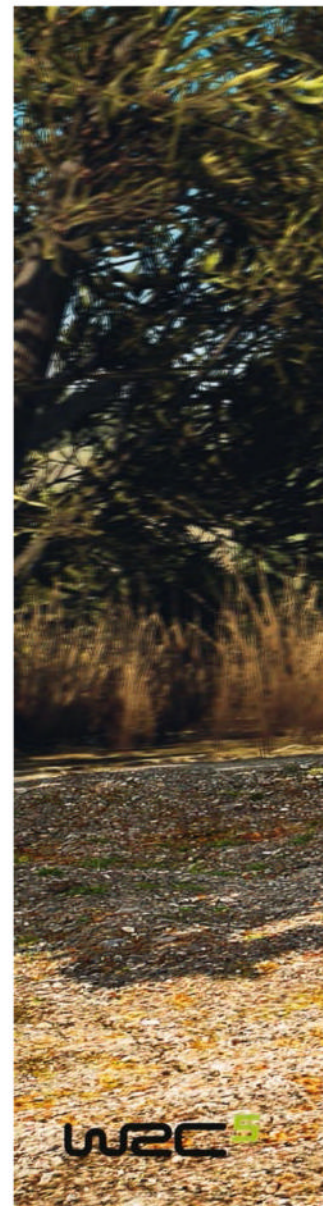
## RESULTS

**1 Ludovic Badey/Pierre Thiriet/Nicolas Lapierre (ORECA-Nissan O5)**, 137 laps in 4h00m01.077s; 2 Bjorn Wirdheim/Gary Hirsch/Jon Lancaster (Gibson-Nissan 015S), +1m15.677s; 3 Viktor Shaitar/Kirill Ladygin/Mikhail Aleshin (BRE-Nissan BR01); 4 Filipe Albuquerque/Simon Dolan/Harry Tincknell (Gibson-Nissan); 5 Maurizio Mediani/Devi Markozov/Nicolas Minassian (BRE); 6 Nick de Bruijn/Pu Jun Jin (ORECA-Nissan O3R). **LMP3** Michael Simpson/Gaetan Paletou (Ginetta-Nissan LMP3). **LM GTE** Henry Hassid/Andy Priaulx/Jesse Krohn (BMW Z4 GTE). **GTC** Giorgio Roda/Ilya Melnikov/Marco Cioci (Ferrari 458 Italia GT3). **POINTS 1 Wirdheim/Hirsch/Lancaster, 93**; 2 Badey/Thiriet, 91; 3 Albuquerque/Dolan/Tincknell, 89; 4 Tristan Gommendy, 66; 5 Ladygin/Aleshin, 56; 6 Tracy Krohn/Nic Jonsson, 46.



Laursen, Mac and Rizzoli  
celebrated the GTE title

# CAN WRC5 MAKE IT LIKE McRAE?



38

**As video game consoles hit their strides in the late 1990s, motorsport fans went along for the ride with titles like Gran Turismo and Colin McRae Rally. MITCHELL ADAM looks at whether the new WRC5 offering will be able to provide a similar boost to rallying's public profile**

**T**he World Rally Championship has had its ups and downs over the years, based on manufacturer involvement, rivalries between star drivers, media interest and, ultimately, the technical specification of the cars.

Based on a combination of factors, few people would argue that the WRC is cooler today than it was 20 years ago. The 1990s were an era of four-wheel-drive turbos from Ford, Mitsubishi, Subaru and Toyota, and it made Impreza road-going heroes, as the likes of Sainz, McRae, Mäkinen and Kankkunen traded times.

Around that time, you could recreate it all in your own living room, on Colin McRae Rally. Released in 1998 on PlayStation and PC, it is still considered one of motorsport's best games. It felt fast, it was vivid, it was challenging and – importantly for the WRC – it was played by people who had never previously contemplated visiting a service park. It was a mainstream bestseller, therefore incredibly good news.

The landscape is a little different these days. Gaming platforms – console and PC – have

moved on significantly, and hardcore simulations have become their own genre, albeit focusing on circuit racing.

Can a game, namely the new WRC5, still take rallying to the masses like the original 'McRae' did, in this social-media, distraction-laden era?

"Definitely," WRC5 game director Alain Jarniou tells AUTOSPORT.

"To be honest, the success of the new generation of consoles, such as the PS4 and Xbox One was not predicted. There's still a bunch of people that still love to play on the console, and have games on TV.

"So the market is still there, and there are still lots of people waiting for good racing games. So I think that many people are still interested in this kind of game.

"Something that is in our game, also, is that you can share your videos with your friends on Twitter, so the social media part is integrated. But there is still the challenge of driving the car, which is still something people really like."

The latest WRC game was developed over the course of 18 months by French firm Kylotonn Games. As you'd expect from an official title, it has more than 50 drivers across the WRC, WRC 2 and Junior WRC, and five stages from each of the 13 rallies on the 2015 calendar. An online 'eSports WRC Championship' will get under way in January.

The game seeks to find a balance for those with a wheel set-up, seeking simulation, without deterring the casual gamer picking up a controller.

"You have simulation mode, and pro, semi-pro and amateur, and I think the different levels of driving you can get in the game should make all of those people happy," says Jarniou.

"We worked also with gamers, hardcore gamers on rally games, and they are very happy with what we come with in the simulation



Become Meeke on real WRC stages



#UNLEASH THE DRIVER

**“WE WORKED WITH GAMERS, AND THEY ARE HAPPY WITH WHAT WE HAVE COME UP WITH”**

mode. We also know people who love racing games who are not specialists, but are very comfortable with our dynamics.

“Either way, when you play a racing game, the handling of the cars is the most important thing, that you get a good feeling. So that’s what we focused on.”



Accurate handling was a prerequisite

That process included technical input from 2013 WRC 3 champion Sebastien Chardonnet.

“He was very close to us,” Jarniou explains, “to help us to get the right feeling in the handling, the right feeling in the countries.

“What he did was like making a reconnaissance on our stages and we recorded

him, and then our designers put the pace notes he gave us into the game.”

The end product started with a “very rudimentary physics engine”, described by Mark Reynolds – responsible for vehicle dynamics and physics – as originally being made for first-person shooter games. ▶

# RALLYING'S GAME CHANGERS

## THE MOST INFLUENTIAL TITLES IN RALLY GAMING'S HISTORY



### LOMBARD RAC RALLY (1988)

The birth of the rally games genre on the Commodore Amiga, Atari ST and PC laid the foundations for what would follow in the 1990s



### RICHARD BURNS RALLY (2004)

This represented the closest that diehard fans have ever got to a pure simulation of a stage rallying game, which limited its mainstream appeal



### NETWORK Q RALLY (1990s)

The PC-based series moved rally games away from arcade-style 'checkpoint' racing and introduced a realistic stage-rallying feel



### WRC: RALLY EVOLVED (2005)

The fifth and best title to carry official WRC branding had a heavy focus on realistic handling models – but there was a five-year wait for the next



### COLIN McRAE 2.0 (2000)

The McRae games really put rallying on the digital map, with the second version proving to be, arguably, the best thanks to a big step in handling



### DIRT 3 (2011)

Since the Colin McRae Rally series morphed into Dirt, this multi-discipline title had the greatest focus on conventional rallying



**“THE HANDLING IS THE MOST IMPORTANT THING. THAT’S WHAT WE FOCUSED ON”**



The odd giant-killing act is possible

► “We started with that engine, threw some benchmark numbers at it, like weight and dimensions, threw it in a pot, and gave it a stir to see what came out,” Reynolds surmises.

“We assessed that and rectified any obvious mistakes to make the physics engine handle the numbers in a more recognisable manner. That’s basically how it started.

“It’s not the world’s most complicated package, but what it does do, it does in a cohesive and authentic manner.

“You can experience understeer, oversteer, weight transfers, lift-off oversteer, and any other types of understeer and oversteer you could care to mention. It does it all relatively like a real car, in a believable kind of wrapper.”

That wrapper comes from Kylotonn’s own graphics engine and a new rendering technology. From all of the miles in the games, Jarniou says, “We never use one section in two different stages, all of the stages are different, and that’s important for rallying, because that’s what rallying is like.”

The other challenge is surfaces and varying weather, from the snow of Sweden to the gravel of Australia to the asphalt of Corsica and everything between, often on the same stage.

“The hardest surface to get right, believe it or not, is the stickiest one, Tarmac,” Reynolds notes.

“That is the most difficult surface to get right by far. The loose surfaces generally are the easier ones, because you’re dealing with less grip in the first place, and the way the tyre breaks away is a lot easier to translate than it is with Tarmac. That can be the real pain to get right.”

Getting all of those little ingredients right is part of appeasing the enthusiasts, but they’re unlikely to define whether the game becomes a breakout – or bestseller – to be a success for the World Rally Championship.

“I remember years ago, me and my mates would sit around with a few tinnies, playing WRC2 all night,” Reynolds says.

“It wasn’t the world’s most-realistic game, but we all had a great time, drinking beer and it didn’t have to be anything more than it was that night. It was a great game on that basis, and that’s kind of where we are with this.

“If we provide something that gives people an experience and makes them just for that moment feel like they’re sliding a car around on the dirt on a rally stage – in a Volkswagen, a Hyundai, or whatever – and it puts a smile on their face, then we’ve succeeded.” ❧



Odd pacenotes are very hard to follow

## REVIEW: HOW DOES WRC5 PLAY?

Games carrying official WRC branding have lost their momentum in recent years. After the highs of the early 2000s the series disappeared for the early years of the next generation of consoles, returning in 2010 with an undercooked string of titles that at least got the championship back in the gaming arena. The challenge facing the first version on the Xbox One/PS4 consoles is to wipe the slate clean, and pick up where other games left off earlier in the 21st century.

Handling-wise, WRC5 is a big step in the right direction. Attention has clearly been paid to four-wheel-drive physics, and without the (subtle, but effective) driver aids applied, this is the best attempt since WRC: Rally Evolved for the PS2 in 2005. Spend too long off the throttle in the middle of a corner, and the car will wallow off-line – the key to maintaining your forward motion is to keep your four driven wheels alive on the throttle. Too many rally games seem to end up with cars that feel like they are steering on a pivot – presumably a shortcut to getting sideways with minimal effort (or realism), but that has been avoided in this case, even when you use a gamepad.

There’s also a level of attention to detail that rally fans will approve of. With the game

featuring three classes, a combined classification is a nice touch (and allows for the occasional giant-killing with lower-class machinery), and weather/time of day for stages has been incorporated well to add a greater sense of realism as you progress through an event.

The damage model is incredibly detailed – an electrical failure can even result in your co-driver’s intercom failing, and it is possible for the car to just shut down in the middle of the stage if you whack a few too many inanimate objects along the way. Planning your repairs in the service park is nicely detailed, although this appears to only be an available option in the career mode.

So there are lots of positives, but they are weighted against one pretty heavy negative. It’s alarming to hear that a real rally driver was involved in the creation of the pacenotes, because they are so inconsistent that it becomes pretty tough to have any faith in your co-driver from corner to corner, let alone stage to stage. It could be that the input of a professional driver needed to be tempered by those with simpler minds, too, for a more audience-friendly set of instructions from the man in your passenger seat.

Glenn Freeman



# 2016 CHAMPION ADAM & MANSALL

Congratulations to the 2016



## Jonny Adam Sunoco Whelen Challenge Champion

Jonny Adam battled all season for the Sunoco Whelen Challenge title. For most of the season he followed in a close second behind British GT rival Alexander Sims, but in the final stages he took over the lead, whilst also driving home with the British GT3 Championship! For his Sunoco prize drive, Adam will be out racing in the Rolex 24 At Daytona in January 2016 in the Action Express Racing run #31 Whelen sponsored Chevrolet Corvette Daytona Prototype, with season drivers Eric Curran and Dane Cameron. Can he impress the team like last year's winner Phil Keen did?

See how they both get on at  
 • ROAR BEFORE THE ROLEX  
 • BMW PERFORMANCE 2000  
 • ROLEX 24 AT DAYTONA –  
 At Daytona International S



### SUNOCO WHELEN CHALLENGE

1. Jonny Adam	92.28
2. Scott Mansall	76.81
3. Scott Malvern	74.96
4. Alex Sims	74.56
5. Andrew Howard	70.28

In partnership with



# CHAMPIONS MCCLUGHAN

Sunoco Challenge Winners!



at the:  
K 24 – 8th-10th Jan 2016  
– 28th-29th Jan 2016  
30th-31st Jan 2016  
Speedway, Florida

## Paddy McClughan Sunoco 200 Challenge Champion

Paddy McClughan won the Sunoco 200 Challenge as a result of an impressive performance with multiple fastest laps and pole positions in his first full season in a Radical, despite not bagging the Radical Sprint Championship title. McClughan has never raced on the 31 degree banking of the Daytona International Speedway, but is looking forward to his prize drive in the Sunoco liveried Chevrolet Camaro in the BMW Performance 200 on the Friday before the Rolex 24 At Daytona. But is he quick enough to step up on to the podium in the USA?



### SUNOCO 200 CHALLENGE

1. Paddy McClughan	102.40
2. Neil Newstead	90.13
3. Ben Dimmack	89.79
4. Ross Gunn	73.94
5. David Grady	73.44



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<b>Light Enduro</b>	<b>1st</b> Joe Conroy	<b>2nd</b> Chris Hackworth	<b>3rd</b> Tom Golding	<b>Light Heats</b>	<b>1st</b> Tom Golding	<b>2nd</b> Joe Conroy	<b>3rd</b> Chris Hackworth
<b>Inter Enduro</b>	<b>1st</b> Bobby Trundley	<b>2nd</b> Joe Holmes	<b>3rd</b> Ben Chapman	<b>Inter Heats</b>	<b>1st</b> Joe Homes	<b>2nd</b> Bobby Trundley	<b>3rd</b> Luke Cousins
<b>Heavy Enduro</b>	<b>1st</b> Tomasz Zuastowicz	<b>2nd</b> Rob Bennett	<b>3rd</b> Jamie Pender	<b>Heavy Heats</b>	<b>1st</b> Rob Bennett	<b>2nd</b> Tomasz Zuastowicz	<b>3rd</b> Jamie Pender

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# FORMULA E GOES MULTI-MAKE

The all-electric championship's second season kicks off this weekend in Beijing, with teams now allowed to begin pushing the technological boundaries. **SCOTT MITCHELL** explains what has changed, who's doing what, and questions whether anyone has found the EV silver bullet

**W**hen Formula 1 introduced a significant technology overhaul for 2014, this was the lead order after pre-season testing: Williams, Mercedes, Ferrari, Force India, Toro Rosso. Aside from Mercedes taking a dominant grip of proceedings – with McLaren and eventually Red Bull moving up the order – it reflected the eventual pecking order well.

Now, imagine instead of just introducing complex new engine rules, the teams had just six

months to get to grips with new technical partners and products, and imagine their testing took place at the Bruntingthorpe aerodrome. The likelihood of that pre-season form meaning anything diminishes considerably.

That's what Formula E faces as it heads into its second season – the cars look the same, but the technical challenge underneath the bodywork outstrips even that of Formula 1 last year with its new turbo-hybrid era. Also, throw in the six official pre-season test days held at Donington Park, uncompromisingly labelled “pointless” by some personnel due to its seeming irrelevance to the temporary, bumpy street circuits that make up the Formula E calendar. Now you can see why assembling a pecking order is very difficult.

The all-electric championship broke new ground in motorsport across the 2014-15 campaign, but it was the tip of the iceberg. The chassis, the technical components – everything that made up the Spark SRT\_01E was the same for every team. Then it was just about which teams best got to grips with the new technology.

The chassis remains the same for season two, but there are now eight different powertrains on the grid and a host of technical partners involved. Nobody completely mastered the season-one technology, and yet only two have stuck with it for season two. For the rest, 15 private test days and the official Donington running is all that have stood between untried, untested concepts and the first round of a world championship. ▶

# “THERE’S AN OPPORTUNITY TO LOOK AT THE SECOND ASPECT OF FORMULA E – A PLATFORM TO DEVELOP ELECTRIC TECHNOLOGY”

WILLIAMS’S GARY EKEROLD

► The second year marks the next major step towards the ultimate goal of Formula E – a championship populated by multi-make cars powered by different technologies, driving forward electric-vehicle development. Eventually, mid-race car swaps along with limits on energy used and peak power will be a thing of the past. It’s not there yet, but it takes a step closer this season with powertrain technology being opened up to different manufacturers. The intention is that teams will start to explore which ways are best in terms of managing higher power outputs and achieving greater efficiency.

The main changes for this season (see panel opposite) combine to allow the championship to start pushing the boundaries of the technologies involved further. A higher maximum race-power output will put greater duress on the Williams Advanced Engineering batteries, but efficiency becomes even more important too thanks to the amount of energy those batteries produce (think fuel in conventional terms) being kept at 28kWh, which is the same as it was in season one.

Increasing peak power from 150kW to 170kW is the equivalent of an additional 27bhp, give or take. With the amount of energy (‘fuel’, remember) remaining the same, drivers will have to drive more efficiently, because if they burn through the battery’s energy more quickly they’ll have to slow down towards the end of a race considerably more than last season. The other factor in this equation is regenerated energy, which is primarily harvested from the brakes. In essence, it’s ‘free’ fuel, and the fact that some drivers are more adept at ‘regen’ than others can influence their chances in races.

Of course, the drivers can only make a finite difference. What opening up the technology has really done is allowed the teams to showcase their wares. With Renault (e.dams), Audi (Abt) and

Citroen (Virgin) involved, there’s no shortage of expertise from the very top of motorsport. Then there are electric-vehicle experts Venturi (supplying its own team, and Dragon Racing) and NEXTEV (Team China), Mahindra, plus former F1 driver Jarno Trulli’s squad, which has partnered with Motomatica. Two further teams – American behemoth Andretti Autosport and Team Aguri, which has ex-Formula 1 chief Mark Preston at the helm – will operate season-one technology.

The result is a range of solutions. At the extreme end lies the single-gear, twin-motor technology being deployed by DS Virgin Racing and Team China. Mahindra has opted for evolution rather than revolution, by contracting season-one suppliers Hewland and McLaren to build a four-speed gearbox and electric motor to its own specifications. This conservatism, team principal Dilbagh Gill explains, has been brought on by a belief that “it’s going to be a learning curve for a lot of people, so let’s build something very reliable that we understand.”

Who has it right? Pre-season form has Abt Audi Sport as the favourite heading to the Beijing opener after record-breaking times from Lucas di Grassi and Daniel Abt, but Renault e.dams and DS Virgin were both quick, Mahindra was close and Venturi racked up significantly more mileage than any other manufacturer by virtue of two teams running its VM200-FE-01s.

Those in trouble are much easier to identify – Trulli’s Motomatica JT-01s didn’t record a single timed lap, while Andretti ditched its self-built ATEC-01 at the last minute after an awful pre-season and is now back to the Spark. Andretti is developing the car’s control software, but that’s the only significant area that can be improved based on the Spark’s homologation.

It was not a perfect pre-season for inaugural drivers’ champion Nelson Piquet Jr’s Team China, which largely missed the first test with a motor



S.BLOXHAM/LAT

problem. Oliver Turvey, who is partnering Piquet in the sister NEXTEV TCR 001, says it’s not a major concern because the team only ran at the old 150kW limit, but hinted the team is not as confident as it would like.

“It wouldn’t be a complete disaster if the first race is not perfect,” he admits, “but certainly you want to give yourself the best chance.”

The operational challenges for the teams have been significant for this year, with the leading manufacturers turning their attentions to the season-two technology at the start of this year, which is when on-track testing of the new powertrains was allowed. Each manufacturer had 15 test days in addition to the three official two-day tests at Donington Park.

Last season, several teams struggled significantly with cooling issues, mainly through a combination of higher-than-expected ambient temperatures at races, differing qualities in battery management and the batteries being placed under greater duress than had been estimated. The last factor was the result of higher maximum and average-race-power outputs than Spark had anticipated, and drivers producing six to seven kWh of regenerated energy, compared with the two or three that had been expected.

Williams Advanced Engineering’s battery has been homologated for the first two seasons, which posed another problem in the off season. Fundamental design changes were not possible between season one and season two, but the battery was originally built to run at a maximum race power of 133kW. It then had to deal with a late call to raise that to 150kW for season one, and now the maximum output has been raised again to 170kW.

That places greater emphasis on the battery than before. It was always built to run at a peak of 200kW in qualifying mode, but only ever for a very short period of time – what programme manager Gary Ekerold calls ‘the golden lap’.

“It ran the whole season at that with remarkable reliability in season one,” Ekerold says. “Going into the second season there’s an opportunity to look at the second aspect of what

The Trulli team has struggled



S.BLOXHAM/LAT

More-open regulations  
mean different solutions



Formula E is about – a platform to develop electric technology.

“Testing the technology and seeing the limits of where this product can go was another thing we needed to understand – 170kW allows that.”

Williams has been able to make modifications. A change to improve thermal management was the key alteration over the summer, because it suspected the increased maximum power output would create additional heat within the battery.

There has also been a refresh for the battery. The cells within all perform individually – if the battery has been poorly maintained some cells can be operating at 100 per cent capacity and others at 80 per cent. As the highest individual cells would still be charging to 100 per cent, the battery’s state of charge as a whole will claim it’s at maximum capacity, when in reality it isn’t.

While there are some carry-over hardware components in the batteries, each had every cell replaced – in excess of 100 cells each time – over the summer. This was to ensure battery parity for season two, after they had been maintained to differing degrees over the first campaign.

“When we got to the end of season one teams had managed them differently,” explains Ekerold. “That exact thing will happen again this season – they’ll be used at different rates and some will be looked after properly and others won’t.”

Season two is a litmus test, there’s no doubting that. Now is when the championship starts to prove its credentials as both a development hub for EV technology and a legitimate, popular worldwide racing series.

But the ultimate challenge is facing the 10 Formula E teams: design and build new technology; get it working; get it optimised; make sure you’re not frying your batteries.

It’s still the very beginning of a journey that will ultimately be defined by development of new technologies, but Formula E retains an old-school competition element as well.

“Like with any form of motorsport, team operation is absolutely critical,” muses Ekerold. “Technology is important, but you can have the best car in the world and if you don’t use it properly it’s useless to you.” ▶

## WHAT HAS CHANGED FOR SEASON TWO?

Each team was required to use the Spark SRT\_01E in season, with the Dallara-built car powered by the Williams battery, McLaren-supplied electronics and a five-speed Hewland gearbox. The technologies have been opened up for the 2015-16 season two, while there are some significant rule tweaks too. These are the main changes:

- While the chassis remains for season two, eight manufacturers – Renault (with e.dams), Virgin Racing Engineering (backed by Citroën’s DS brand), Abt Sportline (the Audi-supported team), Venturi, Team China (with primary sponsor NEXTEV), Mahindra, Andretti and Motomatica (the Trulli team’s partner) – are able to develop their own powertrains
- Those powertrains include the motor, the gearbox, the cooling system and the inverter (the system that turns the battery’s output into a usable power supply for the motor)
- Teams were not forced into using new technology for season two – Team Aguri stuck with the original McLaren-Hewland package, while Andretti has reverted to the season-one tech after experiencing ongoing issues with its own powertrain
- Of those running new packages, Dragon Racing is the only customer team – it is using electric-vehicle expert Venturi’s VM200-FE-01
- The batteries supplied by Williams Advanced Engineering have undergone a considerable service in pre-season. The cells have been completely replaced and the batteries are now capable of running at a higher power output, although the amount of energy they will produce remains the same, at 28kWh
- This is because for 2015-16 the highest-available race power will increase from 150kW to 170kW. Qualifying power will remain at 200kW
- Another change is the introduction of a ‘superpole’ session in qualifying. While drivers will still be split into four groups of five, those mini-sessions will now be just six minutes long – time for just one flying lap at 200kW. The fastest five drivers across the four groups will go into a one-by-one shootout for pole position, with sixth to 20th decided by the times across the mini-sessions
- Fanboost is changing. Now you will be able to vote for a revised power hike awarded to three drivers until six minutes into each race. Recipients will get an additional 100kJ of energy, to be used in a power window between 180kW and 200kW. That boost remains applicable only in one go and will only be available after drivers swap cars mid-race
- Other sporting changes are the introduction of an F1-esque yellow-flag speed limit (akin to a virtual safety car), which will run before the introduction of an actual safety-car period, while teams have been limited to just two driver changes per season



### WHO'S RUNNING WHAT

Team	Car	No of motors	No of gears
Abt Schaeffler Audi Sport	Abt Schaeffler FE01	one	three
Andretti	Spark SRT_01E	one	five
Dragon Racing	Venturi VM200-FE-01	one	four
DS Virgin Racing	Virgin DSV-01	two	one
Mahindra Racing	Mahindra M2ELECTRO	one	four
Nextev TCR	NEXTEV TCR 001	two	one
Renault e.Dams	Renault Z.E.15	one	two
Team Aguri	Spark SRT_01E	one	five
Trulli	Motomatica JT-01	unknown	unknown
Venturi	Venturi VM200-FE-01	one	four

Di Grassi and Abt  
have topped testing

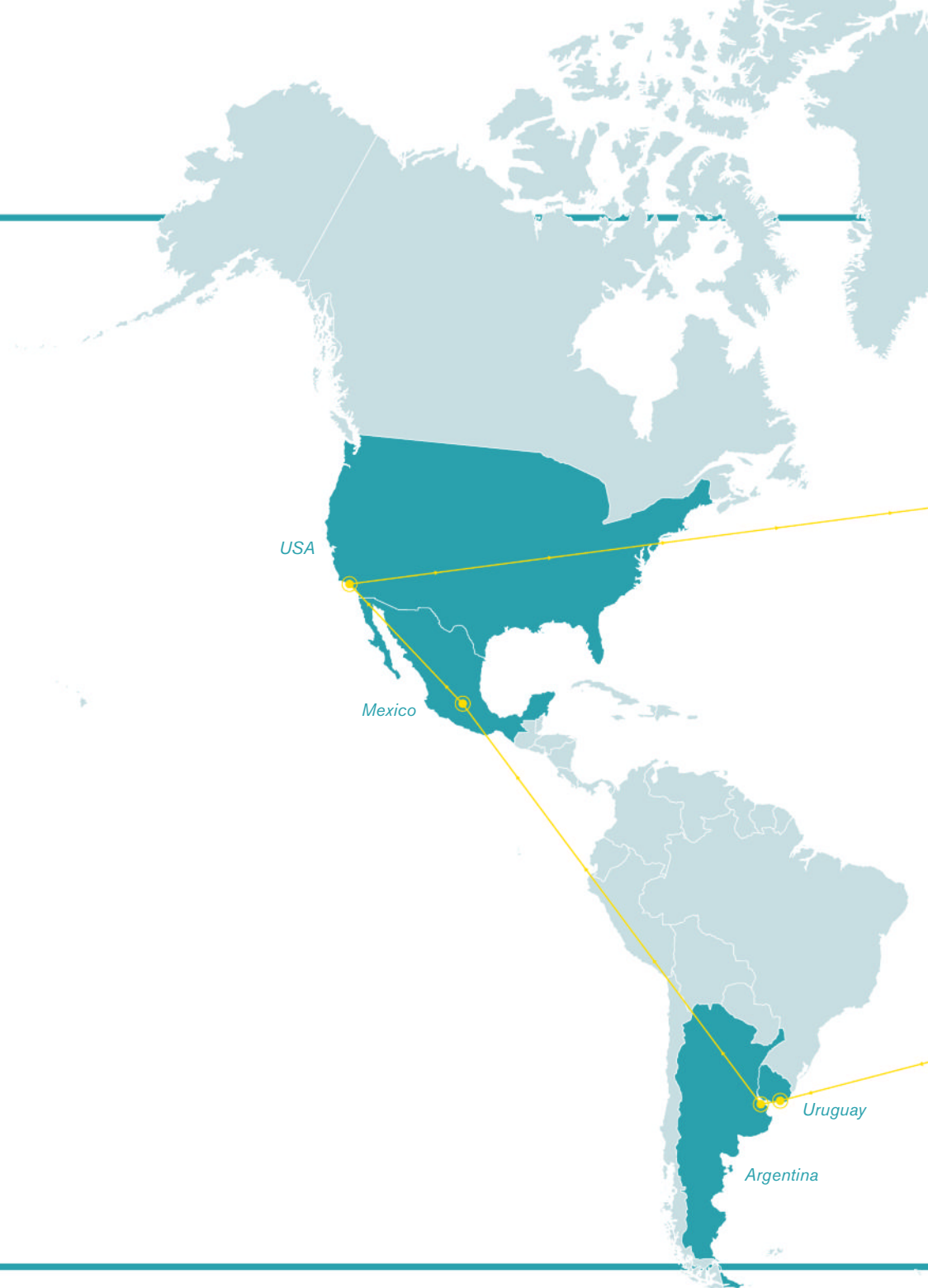


# CALENDAR



**Eleven races across 10 events makes for a spread-out but challenging calendar. SEBASTIEN BUEMI runs the rule over the returning tracks in the Formula E schedule**

- 1 **Beijing** *China*  
October 24 2015
- 2 **Putrajaya** *Malaysia*  
November 7 2015
- 3 **Punta del Este** *Uruguay*  
December 19 2015
- 4 **Buenos Aires** *Argentina*  
February 6 2016
- 5 **Mexico City** *Mexico*  
March 12 2016
- 6 **Long Beach** *USA*  
April 2 2016
- 7 **Paris** *France*  
April 23 2016
- 8 **Berlin** *Germany*  
May 21 2016
- 9 **Moscow** *Russia*  
June 4 2016
- 10 **London** *United Kingdom*  
July 2-3 2016



**BEIJING, CHINA**  
October 24 2015

"It looks very square, but when you drive it the thing that stands out about this track is its very, very tight and slow chicanes. You have to ride the kerbs a lot and you're close to the walls. It's also very narrow and there's a tight hairpin. The last two corners have a straight in between (it's where Nico Prost and Nick Heidfeld collided spectacularly last year). Overtaking is possible but you don't have much run-off.

**PUTRAJAYA, MALAYSIA**  
November 7 2015

"I quite like it because it looks a bit like a proper circuit. It's good because you need to think Formula E has to have its own type of circuits, and Putrajaya is a kind of mini-Singapore for Formula E. The first chicane is on the limit and the car is moving, not too quick or slow. Then it's a right-hand corner that's quite quick and has an elevation change, then a couple of very slow corners where the driver can make the difference, before a quick chicane and then the tightest corner of the championship. There might be fewer places where you can overtake but it's very interesting to drive."

**PUNTA DEL ESTE, URUGUAY**  
December 19 2015

"It has a much quicker layout than other tracks, so what you end up having is a lot of chicanes. The first corner is quite slow, then it has a double left-hander that is a good opportunity to overtake. The next two chicanes are close, and you have to ride the kerbs very hard

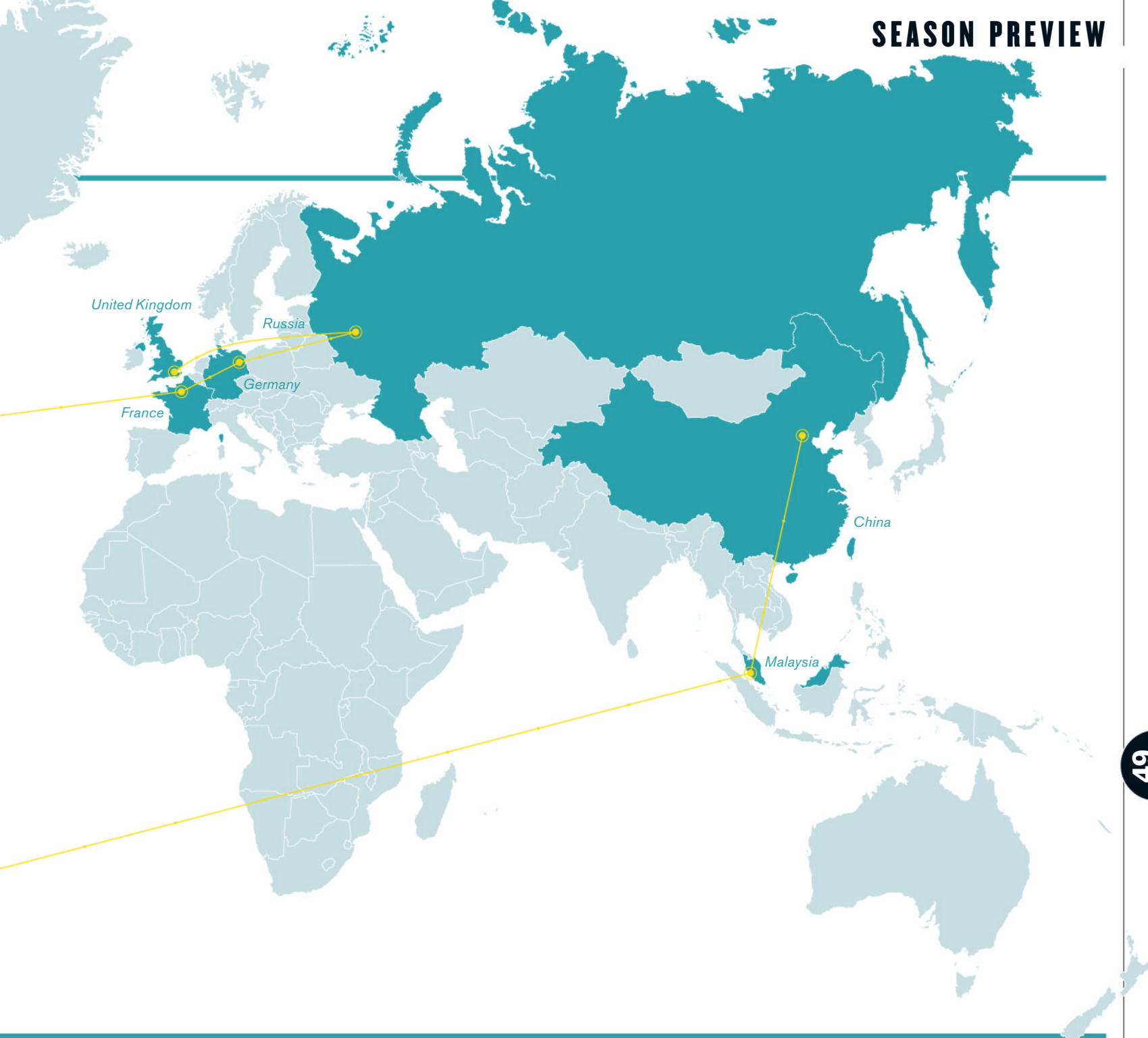
and exit close to the walls. It's very different, and the car is on the edge. The last part of the circuit is a little bit slower and is basically a chicane and a hairpin.

**BUENOS AIRES, ARGENTINA**  
February 6 2016

It's very simple, there are a lot of places you are flat – it's the place we had the highest top speed, around 212km/h. That might be a little higher this year with the new powertrains. There's a long left-hand corner and you arrive into a quick left-hand corner, then into a narrow, tight hairpin. You exit with a quick left-hander corner and a tight hairpin, and the last chicane where I hit the wall last year. The city is amazing and the place we have the race is amazing – I like it.







### MEXICO CITY, MEXICO

**March 12 2016**

New for 2015-16 season.

### LONG BEACH, USA

**April 2 2016**

"It's a pretty simple track and very short. The first chicane will be slowed down quite a bit, and after that it's basically just right-hand corners, but it's not easy. You feel the car is on the edge and you have to be right beside the wall on the entry and exit. You have three right-hand corners like that, then a long left into the final hairpin."

### PARIS, FRANCE

**April 23 2016**

New for 2015-16 season.

### BERLIN, GERMANY

**May 21 2016**

"As a driver I didn't really like this track but I finished second there! We had a very big tyre-management

problem because it's on concrete and there are a lot of corners. There was a huge crowd there and it was quite a special place to race at. The first three corners are similar, slow hairpins, and the laptime is made on braking and traction, and you need a good balance so you can carry a lot of momentum onto a long straight. The final section felt like a kart track, but they're getting rid of it for this year."

### MOSCOW, RUSSIA

**June 4 2016**

"The backdrop was amazing. I loved the circuit, a proper circuit with challenging corners. The first corner is a left-hand corner, uphill and narrow. Then another left-hand into a long straight that's really wide, with great possibilities to overtake. Then a combination of corners where you have a difficult right-hand corner going uphill, then at the top a right-hander into a chicane. A very slow chicane leads you into the final two hairpins, which are very tight and narrow. It's difficult to be on the limit – one of my favourite Formula E circuits."



### LONDON, GREAT BRITAIN

**July 2-3 2016**

"Unfortunately, this was a circuit I disliked. There was a lot of drop on each side of the road, almost like banking. It made it extremely difficult to race other people because the correct line to take was only in the middle, so it was quite impossible to pass someone. We also had some issues with the first chicane with the bump, which had to be resurfaced. I also thought that it was very difficult for spectators to have a proper look at the track. Being in central London was quite impressive but the layout was straight, chicane, straight, chicane. They didn't have space to make it, so it was always tight and slow."

# TEAM BY TEAM



**ABT AUDI SPORT**

**ABT SCHAEFFLER FE01**

The standout team of pre-season testing heads to Beijing as favourite to take pole, and the car also looked pretty handy on long runs. Sticking with the same driver line-up as season one adds a necessary flavour of stability given the technical changes that are so prevalent in Formula E for the second campaign. Lap records at Donington Park mean little when it comes to racing on the streets of China, Argentina *et al*, but you'd rather rack up good mileage and be quick in qualifying trim than the alternative, and the team is confident it has made efficiency gains as well.



**Daniel Abt**

Age: 22  
Starts: 11  
Best finish: 3rd



**Lucas di Grassi**

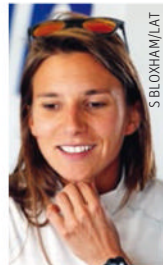
Age: 31  
Starts: 11  
Wins: 1



**ANDRETTI AUTOSPORT**

**SPARK SRT\_01E**

It's out with the new, in with the old for the American team. Problems on its own ATEC-01 during pre-season, zero timed laps and a number of installation runs that crept into double figures led Roger Griffiths and his team to make the decision to revert to the championship's season-one technology. Immediately, it was near the sharp end of the times, and will be well placed while the other teams get to grips with their new equipment. Come the second half of the season it could struggle, but by then the focus is likely to be on honing its own troubled technology for season three away from the races.



**Simona de Silvestro**

Age: 27  
Starts: 2  
Best finish: 11th



**Robin Frijns**

Age: 24  
Starts: 0  
Best finish: n/a



## DRAGON RACING VENTURI VM200-FE-01

Dragon is the only team on the Formula E grid that is a customer to a new manufacturer. Using the Venturi powertrain has paid dividends in testing as Oriol Servia's operation has helped rack up comfortably the most mileage by any marque – and it's not a coincidence that it was easily the one with the least troubles. Pace-wise, Duval and d'Ambrosio are likely to achieve higher peaks than their Venturi counterparts. Both are returning drivers from season one, on top of which Duval also brings Audi-level experience of regeneration technology. So it has the makings of a promising campaign.



**Jerome d'Ambrosio**  
Age: 29  
Starts: 11  
Wins: 1



**Loic Duval**  
Age: 33  
Starts: 7  
Best finish: 3rd



## DS VIRGIN RACING VIRGIN DSV-01

The Citroen-aided DS Virgin squad was quietly confident through pre-season. Two good drivers on board. Technology running well. Pace strong. All boxes checked, really. There was a feeling it never really showed its hand at Donington – and why would it, when the circuit is so unrepresentative of the challenges ahead? Efficiency and speed are not necessarily mutually exclusive and, while the lap times weren't stunning in testing, that air of confidence is difficult to ignore. It would be surprising if Virgin doesn't fight for victories immediately, assuming its radical single-gear/twin-motor solution is the way to go.



**Sam Bird**  
Age: 28  
Starts: 11  
Wins: 2

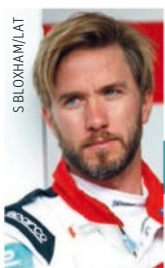


**Jean-Eric Vergne**  
Age: 25  
Starts: 9  
Best finish: 2nd



## MAHINDRA RACING MAHINDRA M2ELECTRO

Team principal Dilbagh Gill doesn't want to use good testing form to predict his team's place in the pecking order, and instead points to crucial mileage gained and the ease with which it has assimilated with Campos Racing (which replaces Carlin as Mahindra's on-the-ground partner) as reason to be content with its pre-season. Its prospects will depend on the ultimate potential it can unlock from what looks to be a very effective powertrain that is the result of a specially adapted Hewland gearbox and McLaren motor. "As a whole package I'm confident," Gill says of the evolutionary M2ELECTRO.



**Nick Heidfeld**  
Age: 38  
Starts: 11  
Best finish: 3rd



**Bruno Senna**  
Age: 32  
Starts: 11  
Best finish: 4th



## TEAM CHINA RACING NEXTEV TCR 001

Having gone into last season as one of the unfancied squads, and ended it with Nelson Piquet Jr lifting the championship trophy, it probably pays not to underestimate the Campos-run Chinese team. However, that's not to say it starts the year as favourite, or is even close to that tag. A difficult pre-season is the reason for that, with mileage a problem initially and the ultimate pace not tested. If its heavy twin-motor set-up can be optimised, it has two drivers capable of winning races. "Obviously you always want more time," admits Turvey, "but the feeling in the team is positive."



**Nelson Piquet Jr**  
Age: 30  
Starts: 11  
Wins: 2



**Oliver Turvey**  
Age: 28  
Starts: 2  
Best finish: 9th

# TEAM BY TEAM



**RENAULT E.DAMS** RENAULT Z.E.15

Consistency is the key if the Renault-backed team is to atone for its one-point defeat in the drivers' championship last season. So says runner-up Sebastien Buemi anyway, and you'd back the Swiss to fly the e.dams flag in the race for honours this time around, too. Both drivers won last season, and with Renault's Formula 1 experience, the proven DAMS-run team is confident it is in good shape in the new era of development. A less-radical approach than a couple of its main season-one rivals belies a couple of niggling reliability problems in testing that Renault is confident have been addressed.



**Sebastien Buemi**  
Age: 26  
Starts: 11  
Wins: 3



**Nicolas Prost**  
Age: 34  
Starts: 11  
Wins: 1



**TEAM AGURI** SPARK SRT\_01E

Conservative? Perhaps, but the major problems suffered by two teams in testing proved Team Aguri was right to be cautious of developing its own technology for season two. Without the might of Audi, Citroen or Renault behind it, could the Mark Preston-run outfit have competed? That was the fear, so it's "as you were" for season two, with the aim for Aguri to pick up big points early on while others struggle to optimise their new packages. How competitive it will be thereafter will come down to how much it has been able to improve the efficiency from a powertrain widely believed to have greater ultimate performance limitations.



**Antonio Felix da Costa**  
Age: 24  
Starts: 8  
Wins: 1



**Nathanael Berthon**  
Age: 26  
Starts: 0  
Best finish: n/a



**TRULLI** MOTOMATICA JT-01

Maybe Lucio Cavulti, Jarno Trulli and the team know something we don't, but persevering with its Motomaticas after barely making it out across six days of pre-season testing and not recording a timed lap is very, very bold. Especially since running is at a premium during the race weekends. In Liuzzi and Duran it has two drivers who have experience of the original Spark package and, once it gets some reliability, the feedback from those two drivers will be key to whether Trulli is to make significant progress this season. Starting the race in China, let alone finishing, will be an achievement.



**Vitantonio Liuzzi**  
Age: 35  
Starts: 5  
Best finish: 9th



**Salvador Duran**  
Age: 30  
Starts: 9  
Best finish: 6th



**VENTURI** VENTURI VM200-FE-01

The oldest driver pairing on the grid may well have access to the most reliable package, although it will find it tough to match the duo that also has access to the Venturi powertrain. Dragon's line-up is stronger on paper, but Sarrazin did win a race on-the-road last season before losing victory in London to exceeding maximum power usage. Villeneuve has progressed well in testing, although the biggest challenge will come when he has to return to on-the-limit driving on street tracks with barely any chance to learn the circuits. Still, this is a combination with the potential to surprise.



**Stephane Sarrazin**  
Age: 39  
Starts: 11  
Best finish: 6th



**Jacques Villeneuve**  
Age: 44  
Starts: 0  
Best finish: n/a

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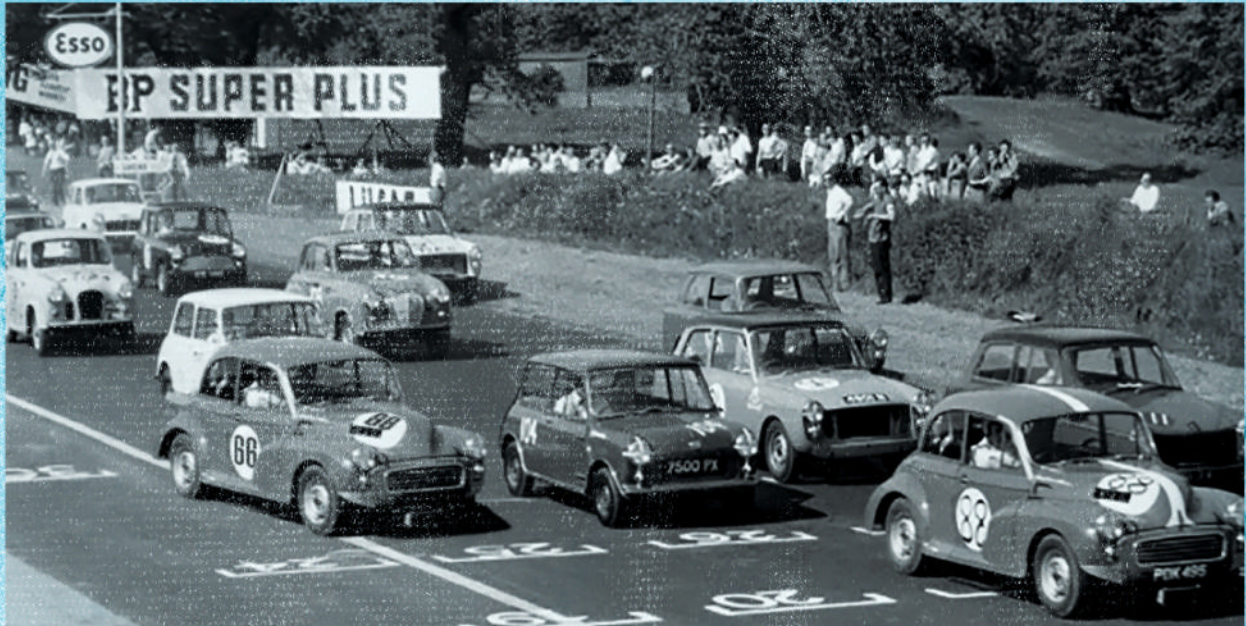


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1 AYG £POA	2 TET £5,900	TTP 5 £6,400	8 GSJ £5,200	11JPS £7,500	27 GN £5,500	70 WD £4,900
1 BMT £POA	2 TGJ £5,200	VJO 5 £POA	GSJ 8 £6,100	11 LRX £3,500	28 JFJ £3,500	71 BO £4,900
1 CSG £26,000	2 TTR £5,300	5 WBS £6,700	8 JKW £6,900	PGM 11 £26,400	29 BN £5,900	71 DEB £8,500
CTG 1 £24,500	3 APN £5,900	X5 GTP £1,500	8 KAX £4,000	11 RPP £5,400	29 DK £8,500	71 DJO £2,700
EBN 1 £23,900	3 BBG £5,900	5455Y £5,900	8 OS £26,500	11 TET £5,600	29 KJ £6,500	73 NP £5,900
1 EJK £31,500	BSR 3 £POA	APE 6 £5,500	8 TJC £6,800	12 DSC £5,900	30 A £40,000	MRS 74V £4,500
1 FJY £POA	DWV 3 £5,900	6 ASL £5,700	9 AGR £5,600	DPS 12 £6,200	30 SKP £POA	76 FC £6,500
1 FKS £18,500	3 ECM £6,600	6 BCC £6,400	9 BPS £6,700	12 GG £8,400	30 WED £4,800	76 NR £6,300
GEF 1 £19,800	3 EJK £5,900	6 BSJ £5,400	9 GTS £POA	HTL 12 £4,600	31 JBB £5,900	77 EH £8,500
1 GNE £13,900	3 KEB £5,900	6 BTS £5,700	9 PGB £6,800	HTL 44 £4,100	32 MB £POA	GMR 79 £5,500
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1 HDU £7,500	3 LDW £4,900	6 CGL £6,000	9T £178,000	12 JTC £6,500	34 FC £6,200	GFG 84 £2,900
KBS 1 £22,500	3 NRJ £4,900	67 CP £9,500	10 BCS £5,900	MGM 12 £6,200	GBC 34 £5,350	84 PB £7,950
KCN 1 £POA	3 OBB £8,500	6 CRJ £5,100	10 BMS £7,200	12 MPW £6,400	34 LEW £4,500	84 SS £18,500
1 KUT £22,500	3 PCT £6,200	6 CSD £5,600	10 CPS £5,500	12 PAG £5,500	34 LR £6,200	88 DFX £1,500
1 KPA £20,900	3 PDA £5,900	6 CSG £4,700	10 DTS £6,600	12 PBH £POA	35 P £19,500	88 HEA £3,400
KFO 1 £22,500	3 TCA £5,900	6 CSJ £5,300	10 GTA £6,200	13 ATS £7,500	36 BJ £5,100	91 NS £8,900
LDS 1 £24,000	TDS 3 £5,900	6 CWS £5,400		AM13 £25,500	36 HA £5,100	93 BP £POA
1 LLL £22,700	3 TGJ £4,900	6 DBG £5,700		JLS 13 £16,900	RH36 £17,200	94 DF £5,800
1 LVO £POA	3 TPS £5,900	6 DTL £5,100		13 JTR £5,900	37 BD £7,700	H 97 £POA
1 MRX £POA	3 VPB £26,500	6 GLS 6 £5,700		13 PW £10,700	37 DN £6,400	D98 £19,900
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1 PMM £29,900	4 AHM £6,500	LJ 6 £28,800		14 AS £POA	38 AJW £8,500	111ATS £8,500
PSG 1 £29,900	4 BY £25,900	6 MBD £5,100		CSJ 14 £6,300	59 BD £7,500	111 JJC £6,800
1 SANE £12,500	4 BDK £4,900	6 MLE £5,400		14 GPM £6,200	39 JOR £3,900	111 NXS £3,900
1 SNH £26,500	4 CBG £5,400	6 MRD £5,900		14 JCC £5,900	SS 42 £POA	111 RD £9,400
SFJ 1 £20,500	4 CSJ £5,400	6 MTP £5,200		15 CJK £5,900	43 MB £9,500	WGV 111 £4,500
SGF 1 £19,500	4 CSW £5,400	6 NAJ £5,600		15 DTS £5,900	44 TA £6,800	112 DH £4,500
TMO 1 £19,900	FPS 4 £5,500	6 NBG 6 £6,200		15 KE £6,800	46 DH £8,950	MOB 113S £7,500
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TWP 1 £24,900	4 LCP £5,400	6 RTS £5,600		CLS 16 £6,300	50 GP £14,500	AFM 135 £POA
1 UUA £9,000	4 NDD £4,700	6 RRJ £5,900		GPS 16 £5,500	PEP 51 £19,900	DS 154 £POA
UWY 1 £7,800	4 OOO £POA	6 TPT £6,200		16 SMR £5,950	RHL 51 £3,900	AM 241 £8,500
YYP 1 £12,500	4 PFJ £6,800	WGR 6 £5,500		17 AJK £6,200	51 WP £6,000	RTK 282 £1,900
2 CBN £6,100	4 RFP £5,600	7 BDB £8,500		17 MRG £6,800	54 TE £4,900	BSK 286 £3,000
2 CST £6,800	SSE 4 £5,900	7 BDR £6,100		17 TV £6,999	54 WD £4,900	HGV 328 £3,000
2 DPN £5,600	TPS 4 £5,900	7 CBR £6,600		18 AGS £12,500	BA55 BY £2,500	362 MF £5,900
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2 FSJ £5,200	4 TRC £6,100	7 CTJ £5,900		18 EOW £POA	55 MO £7,900	LW 440 £POA
2 GLO £POA	A5 TML £7,500	777 DC £9,500		18 ET £28,500	K57 OCK £4,900	444 JVT £3,000
2 GOS £5,500	5 BBW £5,900	7 JDJ £6,100		18 FD £6,200	HC 60 £POA	475 PJ £7,500
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2 PHB £9,000	PCT 5 £6,500	BNS 8 £6,600		CLS 22 £5,900	67 SN £5,500	5065 MP £3,500
SC2 £POA	5 PPS £6,600	8 BR £19,900		24 SJ £7,900	67 DFC £4,500	5330 MV £3,500
2 SSP £POA	R5 TML £7,500	8 BSJ £6,600		25 DMS £7,800	67 KF £5,500	5516 JW £POA
2 TBR £5,600	5 RCJ £5,100	8 BRS £6,500		25 N £15,800	68 LD £6,600	MG 939J £5,500
TCF 2 £8,900	5 RGJ £5,100	8 CBW £6,500		25 LF £POA	69 LK £5,900	CIASY £5,900
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DAV I10W £6,400	E1 DDY £26,000	KRU 55H £5,500	T57 EEL £4,900	55 HEF £5,900	P1 XTR £2,450
D57 OCK £3,900	E1 ONG £5,500	KRU 55H £5,500	3 BOG £4,900	53 BEN £5,900	A6 000 £14,000
DEJ 77S £3,000	ELE 5IIA £8,400	KUG 44A £2,500	BOG 6 £5,600	51 LY £9,500	7ONY L £14,500
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DRE 555S £3,200	ETO 8Y £4,500	LOC IK £5,900	T45 HAB £3,900	LEE 50 £15,000	B14 LEX £3,000
A57 UBS £4,900	ESH 4W £3,900	MI KED £POA	UPS 4IL £3,000	T34 BAG £2,500	MRS 74V £4,500
AEA 5T £5,500	FAB IIE £6,400	MI KEJ £POA	USA 80B £5,000	B34 STY £7,500	T GRIF £6,500
AHA IL £4,000	F4 BBE £7,500	M4 VEY £3,000	USM 16N £18,500	31 LAW £5,200	
A MEAD £7,500	F115 HER £POA	M4I ONY £7,500	VI OYD £3,900	30 EVE £7,500	
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# MOTORSPORT JOBS



## HR16102015 – SOFTWARE ENGINEER

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We currently have an opportunity for a Software Engineer to join our team. As part of the Analysis & Simulation Group, you'll get to further develop our tools and software architecture with the goal of meeting the growing demand for large scale simulation and analytic decision making. You will contribute in selecting and deploying the best learning algorithms to extract patterns from generated data. You should be experienced with C# and .NET and have a solid understanding on the fundamentals of Computer Science and Software Engineering.

### Responsibilities

- Build the infrastructure that supports Red Bull Racing's large simulation applications
- Design and implement new features within complex simulation and analysis tools
- Optimise the performance of simulation and analysis code
- Develop prototypes and proof of concepts
- Collaborate with other engineering groups across Red Bull Racing & Red Bull Technology
- Continuously evaluate the best software engineering practices and promote their use within the company

### Skills & Requirements

- BSc or MSc in computer science or a similar relevant degree
- Extensive software development experience in C# and .NET
- Experience with other programming languages, including C/C++ and Python
- Excellent communication skills in verbal and written English

**CLOSING DATE FOR APPLICATIONS – 8<sup>TH</sup> NOVEMBER 2015**



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## Porsche prize boost as finalists revealed

Porsche names contenders for £160,000 prize and plans to increase Carrera Cup GB rewards

**THE FOUR FINALISTS FOR THE** 2016/17 Porsche Carrera Cup GB Scholarship have been selected.

Ashley Crossey, Hannah Pym, Sam Brabham and Charlie Eastwood will complete an assessment day next week to land a £160,000 bursary to join the Carrera Cup GB for the next two seasons.

The winner will receive £80,000 per season, along with a bespoke training plan at the Porsche Human Performance Centre.

BRDC Formula 4 race winner Eastwood took part in an incomplete Formula Renault Eurocup campaign this season, and the 20-year-old is also a world karting champion.

Brabham, the 21-year-old grandson of three-time Formula 1 world champion Sir Jack, is a two-time British Formula Ford race winner but budget problems mean he has not raced this year.

Crossey made a one-off

appearance in F3 Cup this year and won Castle Combe's Formula Ford Carnival in 2013, while Pym is the least experienced of the four, having raced in karting and tested a Carrera Cup car earlier this year.

In addition to the scholarship, the prize money for 2016's Porsche Carrera Cup GB champion will increase from £15,000 to £25,000, while the £50,000 rookie prize will remain – bringing the total financial investment to £300,000.

The series will also organise three exclusive test days for Carrera Cup drivers – one close to the media day and two in the week preceding championship rounds – which will be included in the entry fee.

Drivers will now get 21 sets of tyres to use across the season, compared with two sets per weekend and mandatory use of old tyres in Friday practice. All drivers can also complete two days at Porsche Human Performance.



SAM BRABHAM



ASHLEY CROSSEY



CHARLIE EASTWOOD



HANNAH PYM

## Ginetta ace Orton plans Carrera Cup switch for 2016

**GINETTA GT4 SUPERCUP RACE** winner Jamie Orton will switch to the Porsche Carrera Cup GB next year.

The 2011 Caterham Superlight R300 champion finished third in the Ginetta standings this season driving for HHC Motorsport.

Having spent five years racing Ginettas, he was in contention for the title for much of 2015 after winning three of the opening six races, but only took two further wins as he struggled in the second half of the year and missed the Rockingham rounds.

Orton will remain on the TOCA package by joining front-running Porsche squad Team Parker Racing.

"I've been doing this [Ginettas] for five years and want to try something different," said Orton. "If I did another year in this I could've won the title but

I wanted to move on. I'm excited to race the Porsche and it should be with Team Parker – they're a good team. I want to be fighting for podiums straight away and I have done some testing already, with two more tests this week."



## Formula Ford

# Ex-F1 racer Donnelly to contest Festival

## EX-FORMULA 1 DRIVER MARTIN

Donnelly will return to single-seaters for the first time since the 1990s in the Formula Ford Festival Masters race at Brands Hatch this weekend.

Donnelly has signed with the Bridger Motorsport team to handle a Mygale SJ2000 chassis in the Masters race, which will be held to celebrate the 40th running of the blue riband

event at Brands Hatch. The Masters race has so far attracted a 20-car entry.

Donnelly, 51 from Belfast, began his career in FF1600 in Ireland and contested two Festival events on his way through the ranks in 1981 and 82.

Donnelly later progressed to F1 with Arrows and Lotus, before injuries sustained in an accident during qualifying for the 1990 Spanish Grand Prix ended

his professional career. This will be the first time Donnelly has raced a single-seater since, save for a brief appearance in the short-lived Formula Classic.

"It'll be a special weekend, I think, as FFord was where I started and my late father [also called Martin] was a real advocate of it, saying it was the purest form of car racing, so it'll bring back some memories," Donnelly said.

"I haven't raced a single-seater since the 1990 Portuguese GP [the event preceding Spain], so when I get to the track there will probably be a bit of apprehension about getting back in one, but I'm sure I'll get over it.

"I'm doing two days of testing beforehand to get used to a car with no power, no grip and no brakes again, so I've got time."

## MSA Formula

## Scorpio preparing to race in MSA Formula in 2016

**SCORPIO MOTORSPORT IS SET** to compete in MSA Formula next season after sitting out this year's championship.

The team bought three cars at the start of the season and had two drivers lined up, but the deals fell through at the last minute. The team then decided it was best not to race at all.

Team boss Jon Pettitt says the squad has been testing ahead of a proper campaign in 2016.

"We've had a few private tests and we've got some more coming up, including a trip to Spain," he said.

"Things haven't quite gone to plan this year. We intended to have a couple of drivers from our Formula Renault BARC team in MSA Formula but that fell apart, with a family issue for one of the drivers.

"We did not enter to make up the numbers, so decided to sit the year out and enter it next year with the right people to do the job.

"There are some big-hitting teams in the series and we had no intention of trundling around at the back."



### Teams hit the track with new F4 car

American Formula Vee racer Justin Noble is eyeing a move to UK racing after testing a new BRDC Formula 4 car with Lanan Racing at Donington Park last week. "BRDC F4 is something that I'm looking to move in to next season as there's no natural progression in the US," he said. Lotus Elise driver Ryan Savage and veteran FFord driver Neil Hunt also tested with Lanan, while driver coach Riki Christodolou drove for Hillspeed.

## In brief

### MSA Formula tests

Ginetta Junior champion Jamie Caroline and series front-runner Dan Zelos both tested single-seaters for the first time last week, sampling MSA Formula Cars at the Anglesey circuit and Donington Park respectively.

### Boyd set to defend WHT

Walter Hayes Trophy winner Wayne Boyd will defend his crown with the Medina Motorsport team later this month, and will make a third attempt to win this weekend's Formula Ford Festival. He won last year's WHT from 14th on the grid, but was eliminated from the Festival after suffering a suspension failure while leading.

### BRSCC live streaming

The British Racing and Sports Car Club is considering expanding its live streaming service to more race meetings next season after a successful trial broadcast last weekend. Sunday's BRSCC Finals Weekend event at Donington Park was streamed live over the club's YouTube channel, attracting nearly 3000 viewers.

### Caygill eyes Porsche

Josh Caygill is considering a return to UK racing next season after testing a Porsche Carrera Cup machine with In2 Racing at Donington Park last week. He has spent this year racing in the Audi Sport TT Cup series, which supports the DTM in Europe, and is sixth in the championship.



Formula Renault

# British MSA Formula stars join Eurocup rookie test

**MSA FORMULA CHAMPION**

Lando Norris and category race winners Enaam Ahmed and Ricky Collard were all part of the Formula Renault 2.0 Eurocup rookie test at Jerez earlier this week.

Newly crowned champion Norris has already stated his intention of competing in the Eurocup nex season, and was running with Fortec Motorsports this week, having tested with the team throughout the season. He ended

Collard had a run with AVF



the day's test fastest all of the newcomers to the series – fourth on the combined timesheets, just two tenths shy of compatriot Harrison Scott.

Scott was third overall, running with the ART Junior Team, rather than AVF, the team he raced for in the series this year.

Ahmed, who claimed his maiden MSA Formula win at the final round at Brands Hatch earlier this month, lapped 13th quickest in the Fortec car raced to victory by regular-racer Ben Barnicoat during Sunday's season finale.

AUTOSPORT BRDC Award finalist and MSA Formula runner-up Collard was 14th fastest, two-hundredths off Ahmed's best time of the day.

Karter Piers Prior, testing for Manor MP Motorsport as a prize for winning last month's Henry Surtees Challenge, ended the day's running in 25th.

Historic Formula Ford

# Drivers escape Ford shunt

**HISTORIC FORMULA FORD**

A brush of tyres with Grant's Merlyn racers Simon Toyne and Mark Draghicescu were fortunate to escape injury after both rolled in an accident that stopped Saturday's HSCC championship finale at Silverstone.

Early race leader Draghicescu was fifth when he tried to put his Merlyn Mk20 between Toyne and 2013 champion Callum Grant on the Wellington Straight.

A brush of tyres with Grant's Merlyn destabilised Draghicescu's car, which tagged Toyne's Lola T200 to his right. Toyne's car barrel-rolled off the barrier before landing on its wheels on the grass. Draghicescu's car ended up in the middle of the track.

Both drivers were shaken, Draghicescu badly so. His car was extensively damaged in what officials treated as a racing accident.

JONES

Chaos at Silverstone



British GT

# Brit GT stars race Caterhams

**BRITISH GT RACERS JAMIE**

Stanley and Jamie Chadwick made their Caterham debuts last week at Silverstone, with Stanley scoring a maiden Supersports win.

Stanley, a Caterham driver instructor for 11 years, claimed pole on route to a win and a third-place finish for Team Parker Racing.

"It was just a bit of end-of-season fun really," said Stanley. "To get the chance to go and race was great.

"Most importantly I got to prove myself to all my employers – prove that I know what I'm talking about. It could have gone one of two ways, but I'm sure

I'll still be employed next year."

Stanley looked set to record back-to-back wins, until he faded in the second race with a loose left-rear wheel.

"The wheel nuts were all loose; we did the last seven laps with the wheel almost falling off," he explained.



Stanley won in Supersports

# HUMBLE PYE

## The voice of club racing



FFord is the historic arena's 'cheapest' way in

# "FORMULA FORD: THE BEST-VALUE RACING AROUND"

Having witnessed it at Castle Combe and Silverstone over the past two weekends, and probably a thousand-plus times since the early 1970s, I know Formula Ford seldom disappoints when it comes to generating great racing. Yes, it evolved from 1500cc to 1600cc 'Kent' engines and from using road tyres to a treaded racing version in its heyday, but Motor Racing Stables and the Ford Motor Company hit on a winner first time in 1967.

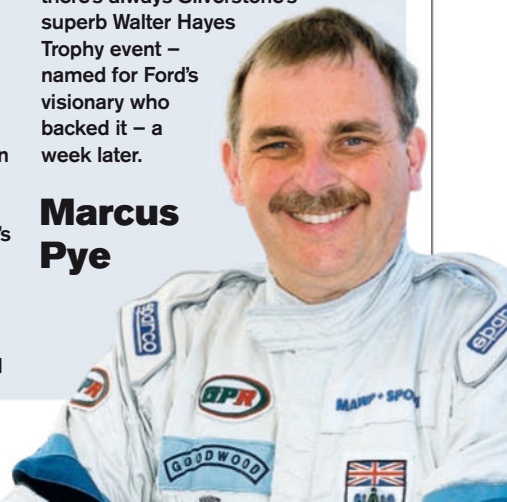
Its alumni, from Formula 1 world champion graduate Emerson Fittipaldi onwards, don't need to be told that, but – just as Formula Junior hinted a decade previously, then achieved in its rear-engined era – simple tubular chassis with a production engine for £1000 proved to be the basis of the best racing training ground in the sport's history. Yes, 1000cc F3 developed sensational slipstreaming in the interim, but FFord brought it within reach of the masses, and inspired a global market.

While Combe's championship, introduced in '69, embraces modern cars, and converted chassis from the 1800cc Zetec-engined and 1600cc Duratec epochs, the HSCC's Historic competition is open only to Pre-'72 machines, with specified later models 'grandfathered in' because they were basically identical to in-period

forbears. Watching 47 of them racing on Saturday underlined the class's enduring quality, and one of the most viable ways into historics. And don't be fooled by that antique monicker: the guys who run consistently up front are extremely good.

This weekend at Brands Hatch, devotees of the BRSCC Formula Ford Festival – first run at Snetterton in 1972 [won by my late friend Ian Taylor in a Dulon LD9] and at the Kentish venue since '76 – will gather for the 44th annual celebration of the multi-marque showcase. I'm committed to the Algarve Classic Festival, but as the class moves inexorably towards its Golden Jubilee in 2017 it's fitting that the Kent era is as popular as ever. If you can't make Brands, where Ray Allen (Lotus 51) won the inaugural race on July 2, 1967, there's always Silverstone's superb Walter Hayes Trophy event – named for Ford's visionary who backed it – a week later.

## Marcus Pye



Gardiner triumphed  
in his TVR Griffith



SILVERSTONE OCTOBER 17 HSCC

## Hibberd spin gifts Gardiner Guards title

LOTUS 23B DRIVER MICHAEL HIBBERD'S spin at Becketts while leading his class comfortably cost him the **Guards Trophy** title, one of two decided on HSCC championship finals day. Mike Gardiner (TVR Griffith) duly won the big GT split to claim the crown. "That's incredible! Is it true?" Gardiner questioned commentator Russell Douglas at the podium, as the deflated Hibberd rued his mistake.

George Tizzard, always a force in dad Stuart's Lenham, coolly beat a Chevron quartet to land his first outright win. James Schryver shaded uncle Michael for second, with Mark Colman in fourth repelling Charlie Allison. Martin Richardson's divisional win elevated the MGB stalwart to the head of 2015's class.

The best **Historic Formula Ford** field since 2014's Silverstone

Classic, 47 competitors, justified a qualifying heat. Chris Sharples (Palliser) led each side of a stoppage, but was robbed of a maiden victory by a seven-car incident – triggered by Roy Siergiejew spinning into Brooklands – which brought the reds back out again. Countback benefited Ross Drybrough, the first flying lap's leader.

The final was set to be epic from the moment Mark Draghicescu outraked Neil Fowler and Ben Mitchell into Brooklands first time round. The ex-Locost racer was swiftly demoted to third though, before Callum Grant and Simon Toyne imposed themselves.

Draghicescu retaliated, but as he tried to vector between Grant and Toyne on the Wellington Straight his front left tyre touched Grant's rear right, flicking his own car right

into Toyne's. Both hit the guardrail then rolled violently. Miraculously, they escaped injury.

Multiple champion Fowler – in his first FF1600 race since Pau in May – looked to have the restart won when Mitchell's faster exit from Luffield fired him over the line 0.003s ahead. Champion Richard Mitchell repassed Grant to grab third by 0.001s. Rob Wainwright sealed second in the table by beating James Buckton to fifth.

Three Lotus Elan versus Morgan +8 tussles coloured **Historic Road Sports**. Peter Shaw defeated champion Kevin Kivlochan for victory, while Robin Pearce overturned Roger Waite's advantage to land third. Martin Edridge (Ford Mustang) outran Nick Savage (Chevrolet Camaro) among the road-driven Americana.

Suspecting traffic might decide the **Historic Formula Junior** result, Sam Wilson repassed Andrew Hibberd for win eight from nine starts this term in the ex-Dave Charlton 20/22. Hibberd was more than occupied with sensational debutant Cameron Jackson, who dived past at one point.

Michael Hibberd – in a Brabham BT6 having sold his Lotus 27 – fell prey to class winners Andrew Wilkinson (Lynx T3) and Will Mitcham (U2). Champion Andrew Tart (Bond) was the second front-engined finisher, amid the

C2 fight won by Andrew Robertson (Crossle 4F) from Cooper duo Andrew Taylor and Crispian Besley.

Peter Hallford's Ford Mustang outgunned Tim Davies' HRSR-spec Lotus Cortina in the **Historic Touring Car** finale, but the Canadian sweated to keep the double champion behind. Mark Jones' early retirement saw John Avill snare third from fellow 1600cc Cortina pilots John Spiers and Mark Martin and Neil Merry's Alfa GTA.

Spiers and Merry had escaped from a mega scrap which raged racelong between Tim Harber, Jon Milicevic, Andy Harrison, Roger Godfrey and Nick Paddy and this year's champion Simon Benoy in his Hillman Imp. Harber slipped down the train as Godfrey climbed into its driver's seat to finish seventh. Six tenths of a second adrift, Paddy jostled from the guard's van position to snatch FIA K4 honours from Milicevic on the line by 0.001s, with Benoy, Harrison and Harber still within 3.3s of Godfrey.

Getting outraged by the F5000s of Neil Glover (Chevron B37) and HSCC chairman Frank Lyons (Eagle FA74) refocused **Derek Bell Trophy** poleman Richard Evans in his Formula Atlantic March 79B. By the time Evans had usurped Lyons, Glover was five seconds up the road. Peerless in traffic, Richard reeled Neil in and passed him round the outside at Becketts.

Spin cost Hibberd  
Guards title





# Jacobs wins but cautious Bartell is crowned champ

**CIRCUIT NEIGHBOUR IAN JACOBS** mainly races in continental Europe with France's F3 Classic movement, but when he comes out at home makes his presence count. A class winner at last year's Silverstone Classic in the ex-Gerhard Berger Martini-Alfa Romeo Mk37 (now sold), the Fluids In Motorsport founder won outright this time in his ex-Carlos Abella Ralt-VW RT3.

Jacobs qualified the Ducados-liveried car second to Richard Trott (ex-Siegfried Stohr Chevron-Toyota B43), but bolted past the period F3 racer for a comfortable victory. Perennial hard-tryer Anthony Hancock merited third in the ex-Mike Blanchet Lola T670 in which Ben Barker won 2014's Monaco GP Historique plateau, confounding its early history.

Keith White finished fourth in his ex-Elio de Angelis Ralt RT1, immaculately prepared by

omnipresent Hampshireman Tom Denyer, who engineered these cars before Classic F3 kicked off – to a Pre-'81 timeline – in '86. Another Denyer charge, Paul Dibden (ex-David Sears Argo JM6) was fifth, having overtaken the cautious Max Bartell who needed only to finish to land the 2015 title in father Bruce's ex-Rupert Keegan Chevron B34.

Showcasing seven chassis marques of the two-litre era, which demonstrated how great the Pre-'85 F3 category can still be in its 30th season, the field was bolstered to near capacity by URS FF2000 and – as at Brands Hatch last month – a few Classic Racing Cars. Pick of the Pinto bunch was Marc Mercer, son of racing dentist David, in his Van Diemen RF82, while Andy Jarvis took CRC honours in his Lotus twin-cam-engined Palliser.



Jacobs starred in packed F3 grid

A power versus handling dogfight ensued before Evans eked out tenuous advantage. Fastest laps on the last two tours of the circuit brought Glover back into his slipstream, but Chevrolet grunt wasn't quite enough. Andrew Hibberd (F2 Brabham BT38) enjoyed a lap ahead of Lyons while Martyn Donn (ex-Alo Lawler Lola T760) bested Atlantic classmate Andy Huxtable for fifth.

With headlights piercing the dusk, **Historic Road Sports** closed out the programme. Champion Jim Dean (Lotus Europa) wore Charles

Barter (Datsun 240Z) down before darting past for another victory. Even when Barter ran wide at Becketts, Dean couldn't rest because invitee Bill Jenkins rasped his BMW CSL past, finishing on the Lotus's tail.

Nic Strong powered his Capri to fourth, with Robert Gate (Jaguar E-type), Steve Cooke (Lotus 7 S4) and Will Leverett (Porsche 911SC) in his mirrors. Punching above their weight, meanwhile, Pete Richards drafted his Clan Crusader past Chris Fisher's Arkley for a memorable class win.

● Marcus Pye

## RESULTS

**HSCC HISTORIC FF1600 (10 LAPS)** 1 Ben Mitchell (Merlyn Mk20) 10m54.469s (89.69mph); 2 Neil Fowler (Lola T200) +0.003s; 3 Richard Mitchell (Merlyn Mk20); 4 Callum Grant (Merlyn Mk20A); 5 Rob Wainwright (Elden Mk8); 6 James Buckton (Elden Mk8). **Class winner** R Mitchell. **Fastest lap** Ben Tusting (Merlyn Mk20) 1m04.592s (91.34mph). **Pole** B Mitchell. **Starters** 34. **QUALIFYING RACE (2 LAPS)** 1 Ross Drybrough (Merlyn Mk20) 2m17.342s (83.74mph); 2 Chris Sharples (Palliser WDF2) +0.516s; 3 Will Nuthall (Jamun T2); 4 Andrew Mansell (Merlyn Mk11A); 5 Stuart Baird (Merlyn Mk11A); 6 Mike Wrigley (Merlyn Mk20A). **CW** Oliver Smith (Macon MR7B). **FL** Drybrough 1m06.802s (88.32mph). **P** Nuthall. **S** 33.



Historic Road Sports raced into the dusk

**ONI PLC HISTORIC ROAD SPORTS (17 LAPS)** 1 Peter Shaw (Lotus Elan S1) 20m23.434s (81.74mph); 2 Kevin Kivlochan (Morgan +8) +3.248s; 3 Robin Pearce (Morgan +8); 4 Roger Waite (Lotus Elan S1); 5 Frazer Gibney (Lotus Elan S1); 6 Roddie Fielden (Morgan +8). **CW** Kivlochan; John Shaw (Porsche 911); Dick Coffey (Turner Mk1). **FL** P Shaw 1m07.813s (87.01mph). **P** P Shaw. **S** 21.

**FJHRA SILVERLINE UK FORMULA JUNIOR (19 LAPS)** 1 Sam Wilson (Lotus 20/22) 20m56.402s (88.99mph); 2 Andrew Hibberd (Lotus 22) +4.758s; 3 Cameron Jackson (Brabham BT2); 4 Andrew Wilkinson (Lynx T3); 5 Will Mitcham (U2); 6 Michael Hibberd (Brabham BT2). **CW** Wilkinson; Mitcham; Andrew Robertson (Crosle 4F); Jan Biekens (Stanguellini). **FL** Wilson 1m04.914s (90.89mph). **P** Wilson. **S** 32.

**HSCC/HRSR BYBOX HISTORIC TOURING CARS (18 LAPS)** 1 Peter Halford (Ford Mustang) 21m08.480s (83.49mph); 2 Tim Davies (Ford Lotus Cortina) +2.045s; 3 John Avill (Ford Lotus Cortina); 4 John Spiers (Ford Lotus Cortina); 5 Mark Martin (Ford Lotus Cortina); 6 Neil Merry (Alfa Romeo GTA). **CW** Davies; Avill; Roger Godfrey (Austin Mini Cooper S); Nick Paddy (Morris Mini Cooper S); Simon Benoy (Hillman Imp); Adam Gittings (Ford Anglia). **FL** Halford 1m09.757s (84.58mph). **P** Halford. **S** 23.

**HSCC CLASSIC F3/URS FF2000/CLASSIC RACING CARS (15 LAPS)** 1 Ian Jacobs (Ralt RT3) 15m19.388s (95.94mph); 2 Richard Trott (Chevron B43) +1.986s; 3 Anthony Hancock (Lola T670); 4 Keith White (Ralt RT1); 5 Paul Dibden (Argo JM6); 6 Max Bartell (Chevron B34). **CW** Marc Mercer (Van Diemen RF82); Andy Jarvis (Palliser WDB2); Mick Whitehead (Reynard SF79); Andy Langridge (Dastle Mk10). **FL** Trott, 1m00.213s (97.990mph). **P** Trott. **S** 33.

**HSCC GUARDS TROPHY (14 LAPS)** 1 George Tizzard (Lenham-t/c P70) 14m56.096s (91.85mph); 2 James Schryver (Chevron-BMW B8) +5.901s; 3 Michael Schryver (Chevron-BMW B6); 4 Mark Colman (Chevron-BMW B8); 5 Charles Allison (Chevron-BMW B6); 6 Jon Waggitt (Lenham-t/c P69). **CW** J Schryver; Mike Gardiner (TVR Griffith); Sam Thomas (Brabham-t/c BT5); Andrew Smith (Marcos-Volvo 1800GT); Martin Richardson (MGB). **FL** Tizzard 1m02.879s (93.83mph). **P** Tizzard. **S** 27.

**HSCC DEREK BELL TROPHY (16 LAPS)** 1 Richard Evans (March-BDA 79B) 15m07.001s (103.75mph); 2 Neil Glover (Chevron-Chevrolet B37) +0.576s; 3 Frank Lyons (Eagle-Chevrolet FA74); 4 Andrew Hibberd (Brabham-BDG BT38); 5 Martyn Donn (Lola-BDA T760); 6 Andy Huxtable (Chevron-BDA B34). **CW** Glover; Hibberd. **FL** Glover 55.212s (106.86mph). **P** Evans. **S** 11.



Mitchell and Fowler battled hard in FF

**HSCC '70s ROAD SPORTS (12 LAPS)** 1 Jim Dean (Lotus Europa) 15m11.349s (77.36mph); 2 William Jenkins (BMW 3.0CSL) +0.477s; 3 Charles Barter (Datsun 240Z); 4 Nic Strong (Ford Capri); 5 Robert Gate (Jaguar E-type); 6 Steve Cooke (Lotus 7 S4). **CW** Barter; Brian Jarvis (Porsche 924); Peter Richards (Clan Crusader). **INV** Jenkins. **FL** Jenkins 1m09.020s (85.48mph). **P** Dean. **S** 29.

## Chandler pips rivals to Mazda title

FIVE DRIVERS HAD A CHANCE OF winning the title going into the final triple-header of the **Mazda MX-5 Mk 1 Championship**, but by the beginning of the last race that had been whittled down to three. Sam Smith was excluded from the first race and Simon Baldwin retired from the second, leaving a three-way showdown between Brian Chandler, Darron Lewis and Ben Tuck.

In the opening two encounters Chandler was able to ease away from the field once he got ahead.

Having started from row six owing to the split qualifying format, Lewis recovered to third behind Tuck in the opener, to keep himself in the title hunt. The top three was the same in the second race, though Lewis was doorhandling with Ben Short through the final corner as they disputed third.

Chandler went into the final round level on points, but Lewis banged in the fast laps early on to take an advantage during the opening minutes. Tuck edged into the lead near the end of the race, and Chandler followed through for second – enough to take the title. Lewis finished third on the road but was adjudged to have exceeded track limits, earning him a 15s penalty, which dropped him to tenth.

As expected Alan Henderson sealed the **Mazda MX-5 Mk 3 SuperCup** but it wasn't without drama. A grassy moment at the exit of the chicane early in race one dropped him from second to just inside the top ten. He charged back through the field to take the lead from Paul O'Neill mid-race, but in doing so incurred a 15s penalty for

track-limit infringements, dropping him to seventh. Early leader James Blake-Baldwin was a mid-race retirement, leaving former MX-5 champion Jonny Greensmith and John Davies to complete the podium behind O'Neill.

In race two Henderson rose quickly from row four to run second behind O'Neill when contact on the Exhibition Straight spun Greensmith out of contention. The drive of the race came from Blake-Baldwin, who climbed from 27th to third. Blake-Baldwin went on to win the final race, which was restricted to just six racing laps owing to a safety-car period. He took the lead from O'Neill at the

chicane mid-way through the race, and then JJ Clements also passed the BTCC race winner.

Jamie White won the opening **Super Mighty Mini Championship** race, overturning Scott Kendall's four-point advantage. Ian Slark went ahead of both at Redgate as they started the final lap, but reigning champion White outraked him into the chicane. Having led at various points, Kendall ended up third. Following early exchanges White eased away in race two to wrap up the title. While disputing second on the last lap, Slark and Kendall made contact through the Craner Curves, eliminating Slark.

The results of the **Mighty Mini Championship** remain provisional, with eligibility protests still to be settled. The three-car fight for the lead became two on the penultimate lap when Brayden Fletcher's car shed a wheel at the Old Hairpin, ending his title hopes. Liam Sullivan defeated Steven Rideout and Caroline Gilbert. Having dropped as low as sixth in race two following a misjudged move at Coppice, Sullivan charged back to take the lead, potentially securing the title pending appeals.

From the back of the grid, Fletcher was in contention until the end, but outraked himself at the chicane and put Stuart Coombs into the gravel. Rideout took second, and could benefit if Sullivan's appeal is thrown out.

Graham Seager wrapped up the **Alfashop Alfa Romeo Championship** with two victories in his GTV, but was chased hard in the opener by the 147 of rapid rookie James Nicholls. Vincent Dubois (156) took second from Chris Snowdon (75) on the final lap in the second race. Seager's title rival, reigning champion James Bishop, had issues with his engine cutting out in qualifying and could only manage fourth in the Twin Spark class, in which James Ford



WALKER

Slark went two-wheeled in his fight with White



WALKER



Second in race three made Chandler champ

won race one. Matt Daly took his 145 to class victory in a frenetic second race to scoop the Kevin Griffiths Trophy.

Leo Voyazides (Shelby Daytona Cobra) narrowly failed to chase down **HRDC Allstars** race winner Andrew Wolfe (AC Cobra) after a spin at the chicane on lap one. Jack Young (Jaguar E-Type) was a lap down in third.

In the **Touring Greats** race Malcolm Harrison (Volvo Amazon) was elbowed into the Redgate gravel after a safety car restart, leaving Mike Jordan (Austin A40) to lead once the mid-race pitstops had been concluded. Neil Brown gave vain chase in his A35 while Steve Soper, having taken over the Volvo, needed another lap to oust Thomas Butterfield in the Jaguar. Duncan Williams (Juno) lapped the **OSS** field in race one after the Spire of Tim Gray began to ail. Gray finished 20s adrift of Williams in the second race, with third confirming the Class A title for Paul Spencer (Radical SR8).

Stewart Hutchinson (Integra) twice defeated Mark Bennett (S2000) in entertaining **Honda VTEC** races. Simon Horrobin did the **4Two Cup** double.

● Ian Sowman



BOURNE

OULTON PARK OCTOBER 17 BRSCC

## Cowley and McArthur split top Northern FF honours

**MATT COWLEY AND TOM MCARTHUR** became the 2015 **Pre-'90** and **Post-'89 Northern Formula Ford** champions respectively after a quartet of enthralling final rounds.

When the red lights went out for the opening Pre-'90 race it was Michael Beaver who made a blistering start in his Mondiale M88S from the third row of the grid to lead into Old Hall. Calum McHale challenged and passed, followed by Cowley, and the pair began to trade places out front, with Jaap Blijleven running third and Beaver back in fourth. McHale looked set to take the spoils until Cowley got the better of his rival late on, while Beaver moved up to claim the final podium position.

In race two, McHale swept round the outside of Cowley through Old Hall on the opening lap to claim an early advantage. As Cowley continued to press McHale, Blijleven made the battle for the honours a three-way affair before retiring to the pits just before half distance. McHale and Cowley fought over the lead before the latter took charge on the final lap

with a brave manoeuvre round the outside at Old Hall. A subsequent moment for McHale dropped him to third behind Beaver.

Doug Crosbie took the early lead in the first Post-'89 race from second on the grid, but David McArthur was soon the frontman. Crosbie quickly reasserted his authority, with Josh Fisher and the McArthur brothers David and Tom fighting to be best of the rest. Tom had charged from the rear of the grid to fourth by the second tour.

David McArthur claimed second position as the four-way scrap out front continued to rage. Tom Hodgson's stranded Swift SC94 on the edge of the track at Cascades then forced a safety-car deployment, which left a single-lap sprint to the chequered flag. Crosbie prevailed to lead David McArthur, Fisher and Tom McArthur to the line.

The second provided another superb battle for the lead between Crosbie, the two McArthurs and Fisher. On lap nine David McArthur dropped to third behind his sibling after running wide at Cascades,

while Crosbie ran on to notch up his second victory of the day.

The **Fun Cup** enduro was dominated by Graham Roberts and Farquini Deott. The JPR-Uvio pairing eased to victory – after multiple pitstops and two safety-car periods – 45 seconds clear of second-placed Track Torque/2 Rent Dominos (Chris Hart and Henry Dawes), who headed the third-placed Geometric trio (Guy Wenham, Zoe Wenham and Stephen Johansen) by just a second after four hours of racing.

Invitation class racer Nick Cresswell sprinted his R400 into an immediate lead from pole in the **TVR Challenge** encounter ahead of Dean Cook's Sargaris, but Cook recovered his composure and was ahead by lap two. The battle was far from over, though, for Cresswell regained the lead for a couple of tours before Cook hit the front again at the end of the sixth lap. Cook gradually extended his lead from there to win by 5.4s from Cresswell, with Tim Davis a distant third in his Tuscan.

● Graham Read



BOURNE

# 2015 CHAMPION!

RW Racing and Ecurie Ecosse would like to congratulate Kevin Kivlochan for winning the HSCC Historic Road Sports Championship 2015, in the Morgan Plus 8, Moss Box – SOC1

**8**  
Podiums

**3**  
Fastest Laps

**3**  
Pole

**7**  
Class Wins

**3**  
Outright Wins



Photograph courtesy of Adam Price

This fabulous car has recently come up for sale. Please contact Richard Walbyoff for more details.



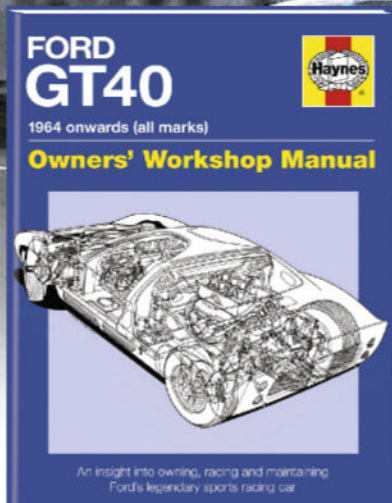
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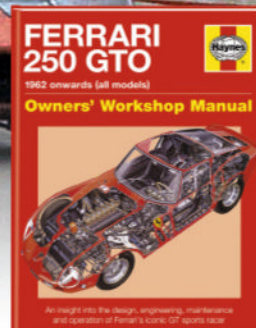
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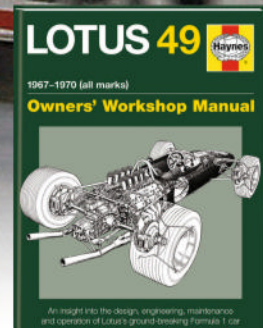
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## WAITING TO BE DISCOVERED

Stanley won on  
Caterham debut



SILVERSTONE INT OCTOBER 17-18 BRSCC

## Stanley stars as Nuttall secures crown

**SECOND PLACE WAS ENOUGH** to crown Stephen Nuttall as **Caterham Supersport** champion as versatile sportscar racer Jamie Stanley won on his series debut.

Nuttall held the early lead, before swapping places with Stanley. The newcomer then consolidated his lead, but Nuttall came very close to snatching it back at the flag. Clive Richards beat Philip Jenkins and Andrew West to third.

It was Danny Killeen who took his first win of the season in the second race, having led from Stowe Corner on the penultimate lap. A six-car break stayed almost as one for much of the race, with Stanley, William Smith and West leading before West spun with five laps to go. Smith claimed second, with Stanley, Richards and Jenkins taking the flag line astern in his wake.

Jason Tingle had to fight off Craig Fleming to win the first **Production GTI Mk5** race, as Fleming's last-lap challenge dropped him to third behind James Howlison. Tingle led the second race from the opening lap, with Simon Hill second on the road after Fleming's challenge faded. A track-limit penalty dropped Hill to fourth,

promoting Howlison and Fleming to second and third.

There were three different leaders within the initial three laps of the first **Caterham Academy** race, until Rob Watts took control. But it was Rob Yates who snatched the lead from Watts on the last lap, with William Lloyd grabbing third from David Bevan.

The second race was a clear win for Russ Olivant, leading from the start to head home Andrew Perry, who escaped a mid-race duel with Simon Throw.

Both Caterham Academy groups came together for a huge 36-car **Autumn Trophy** grid. Olivant was a comfortable winner, as Watts, Andy Larholt and Yates fought hard over the remaining podium positions before finishing in that order.

Jonathan Mortimer caught Aaron Head napping at Stowe on the last lap to snatch victory in the first **Caterham Superlight R300** race. Lee Wiggins faded from an early second but was able to take third from the duelling Paul Thacker and Jamie Chadwick, both of whom received track-limit penalties.

Head took his revenge with a dominant race-two win over Wiggins, while third went down to the wire, with Chadwick holding off Thacker and Jason Redding.

Adam Southgate led the first eight laps of the first **Porsche** race, only to lose out to Jayson Flegg and Richard Avery on consecutive laps. Avery edged clear to win, with Flegg losing second post-race with a track-limit penalty, which moved Southgate back to second having just held off Ed Hayes to the finish.

Southgate was never headed in race two, with Nick Hull just

Avery enjoyed a pair  
of Porsche victories



holding off Hayes for second place.

Garry Lawrence set the early pace in race three, but Avery reeled him in to take over the lead and secure his second win. Hayes pipped Lawrence for second on the final lap, which secured him the championship.

Ben Hingeley was a lights-to-flag winner in the first **Formula Jedi** race on the road, but his start was later penalised, which dropped him to second behind Lee Morgan. Robert Sayell ended up third.

Morgan's car expired just yards into race two, and Hingeley quickly overcame Paul Butcher to win and confirm himself as 2015 champion, with Dan Clowes heading Butcher home for second.

Jack Brown scored double victories in the **Caterham Tracksport** races, but had to work hard for it. In race one he duelled with Max McDonagh. Running inches apart throughout, Brown took his win by 0.409s, with Timothy Dickens third. In race two McDonagh was first to the flag, but 30s of track-limit penalties handed Brown

his second win over Dan Gore and Richard Ainscough.

It was a five-car battle to the finish in the first **Caterham Roadsport** race, with Anthony Barnes taking the narrowest of victories and Steve McCulley pipping Oliver Wigg for second on the last lap. Wigg got his reward in race two: having trailed newly crowned champion David Webber, he made it by two laps from home and held his rival off to the flag, with Barnes third.

Tom Witts sealed his **Production GTI Mk2** title with another double win. He led race one from the opening lap, but had Jason Tingle closing at the end. Chris Webb consolidated third after demoting Nick Porter on the fourth lap.

In race two Tingle led early on, but Witts reclaimed the lead and there was no second chance for Tingle. Adam Hance was third until the final laps when he lost three places, handing the final podium place to Porter.

● Peter Scherer



Killeen leads  
en route to first win

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# RESULTS ROUND-UP

## DONINGTON PARK BRSCC, OCTOBER 17-18



**MX-5 SUPERCUP (15 LAPS) 1 Paul O'Neill 21m03.086s (84.50mph);** 2 Jonathan Greensmith +4.970s; 3 John Davies; 4 George Line; 5 Will Chappell; 6 James Aspinall.

**Fastest lap** O'Neill 1m22.502s (86.35mph). **Pole** Alan Henderson. **Starters** 29. **RACE 2 (15 LAPS) 1 O'Neill 20m49.289s (85.43mph);** 2 Henderson +4.331s; 3 James Blake-Baldwin; 4 Davies; 5 Simon Goddard; 6 Aspinall.

**FL Blake-Baldwin 1m22.074s (86.80mph).** **P O'Neill. S 29.**

**RACE 3 (10 LAPS) 1 Blake-Baldwin 18m45.022s (63.20mph);** 2 JJ Clements +0.156s; 3 O'Neill; 4 Henderson; 5 Davies; 6 Goddard. **FL O'Neill 1m22.836s (86.00mph).**

**P O'Neill. S 29.**

**MX-5 CHAMPIONSHIP (14 LAPS) 1 Brian Chandler 20m15.410s (81.95mph);** 2 Ben Tuck +7.057s; 3 Barron Lewis; 4 James Harris; 5 Simon Baldwin; 6 Ben Short.

**FL Chandler 1m24.900s (83.91mph).** **P Sam Smith. S 29.**

**RACE 2 (14 LAPS) 1 Chandler 20m09.220s (82.37mph);** 2 Tuck +3.836s; 3 Lewis; 4 Short; 5 Richard Breland; 6 Harris. **FL Lewis 1m25.105s (83.71mph).** **P Chandler.**

**S 29. RACE 3 (14 LAPS) 1 Tuck 20m10.143s (82.31mph);** 2 Chandler +0.270s; 3 Short; 4 Smith; 5 Harris; 6 Simon Goddard. **FL Short 1m25.151s (83.67mph).** **P Chandler.**

**S 29. B RACE 1 (14 LAPS) 1 Richard Collins 20m45.075s (80.00mph);** 2 Graham Colby +0.642s; 3 Michael Close; 4 David Henderson; 5 Michael Lawson; 6 Bruce Carter.

**FL Collins 1m27.666s (81.27mph).** **P Henderson. S 28.**

**B RACE 2 (11 LAPS) 1 Smith 19m07.517s (68.17mph);** 2 Joshua Jackson +0.805s; 3 Stephen Craggs; 4 Roger Chesnau; 5 Chris Hart; 6 John Cockburn-Evans.

**FL Smith 1m25.697s (83.13mph).** **P Jackson. S 29.**

**B RACE 3 (11 LAPS) 1 Stuart Symonds 21m20.164s (61.11mph);** 2 Kevin Brent +1.462s; 3 Collins; 4 Courtney Milnes; 5 Cockburn-Evans; 6 Sam Bailey. **FL Symonds 1m26.014s (82.83mph).** **P Milnes. S 26.**

**HRDC TOURING GREATS (28 LAPS) 1 Mike Jordan (Austin A40) 45m39.631s (72.76mph);** 2 Neil Brown (Austin A35) +5.724s; 3 Tom Butterfield (Jaguar Mk1); 4 Malcolm Harrison/Steve Soper (Volvo Amazon); 5 Matthew Moore (Austin A40); 6 Nick Naismith/Phillip Perryman (Austin A90). **Class winners** Butterfield; Harrison/Soper; Tony Shitcliffe (Austin A35 Academy); Gavin Watson/Richard Skinner (Borgward Isabella); Mike Koskela/Marc Koskela (Ford Prefect); George Frankel (Alfa Romeo Giulia Super). **FL Brown 1m28.698s (80.32mph).** **P Jordan. S 39.**

**HRDC ALLSTARS (22 LAPS) 1 Andrew Wolfe (AC Cobra) 30m04.092s (86.76mph);** 2 Leo Voyazides (Shelby Daytona Coupe) +2.364s; 3 Jack Young (Jaguar E-type); 4 Chris Clarkson (Ford Falcon); 5 Bill Watt (Lotus Elan S2); 6 Les Ely (BMW 2002Ti). **CL Clarkson; Michael Steele (Ford Galaxie); David Devine (Riley 1.5); Guy Harman (Sunbeam Harrington GT). FL Wolfe 1m20.068s (88.98mph).** **P Voyazides. S 28.**

**SUPER MIGHTY MINI CHAMPIONSHIP (14 LAPS) 1 Jamie White 21m02.961s (78.86mph);** 2 Ian Slark +0.011s; 3 Scott Kendall; 4 Alex Comis; 5 Anthony Ford; 6 Dave Rees. **FL Slark 1m28.747s (80.28mph).** **P White. S 7.**

**RACE 2 (14 LAPS) 1 White 21m03.482s (78.83mph);** 2 Kendall +2.776s; 3 Ford; 4 Comis; 5 Steven Dawson; 6 Rees. **FL Kendall 1m28.787s (80.24mph).** **P Rees. S 7.**

**MIGHTY MINI CHAMPIONSHIP (13 LAPS) 1 Liam Sullivan 21m13.121s (72.64mph);** 2 Steven Rideout +1.694s; 3 Caroline Gilbert; 4 Stuart Coombs; 5 Gregory Jenkins; 6 Andrew Dickinson. **FL Jenkins 1m36.199s (74.06mph).** **P Sullivan. S 22.**

**RACE 2 (13 LAPS) 1 Sullivan 21m17.610s (72.38mph);** 2 Rideout +5.697s; 3 Jenkins; 4 Peter Bonas; 5 Gilbert; 6 Alice Hughes. **FL Jenkins 1m36.536s (73.80mph).** **P Dickinson. S 22.**

**OSS CHAMPIONSHIP (19 LAPS) 1 Duncan Williams (Juno) 20m30.845s (109.86mph);** 2 Paul Spencer (Radical SR8) -1 lap; 3 Richard Wise (Spire GT3); 4 Graham Hill (Radical PR6); 5 Joe Stables (Radical PR6); 6 Steven Gore (Radical SR3). **CW Spencer; Wise; Alistair Smart (Radical Clubsport); Kevin Suenson (Aquila Synergy).**



Mike Jordan won in his Austin A40

**FL Williams 1m02.741s (113.55mph).** **P Williams. S 15.**

**RACE 2 (19 LAPS) 1 Williams 20m40.139s (109.04mph);** 2 Tim Gray (Spire GT3) +20.077s; 3 Spencer; 4 Richard Fearn (Radical SR8); 5 Hill; 6 Gore. **CW Spencer; Hill; Smart; Suenson. FL Williams 1m02.779s (113.48mph).** **P Williams. S 15.**

**ALFA ROMEO CHAMPIONSHIP (15 LAPS) 1 Graham Seager (GTV) 20m33.345s (86.53mph);** 2 James Nicholls (147) +8.031s; 3 Bryan Shrubbs (33); 4 Chris Snowdon (75); 5 Vincent Dubois (156); 6 Andy Robinson (156). **CW Keith Waite (75); James Ford (156). FL Seager 1m19.600s (89.50mph).** **P Seager. S 29.**

**RACE 2 (15 LAPS) 1 Seager 20m36.049s (86.35mph);** 2 Dubois +27.530s; 3 Snowdon; 4 Robinson; 5 George Osborne (75); 6 Matt Daly (145). **CW Daly; Ray Foley (156). FL Dubois 1m20.107s (88.93mph).** **P Seager. S 26.**

**VTEC CHALLENGE/4TWO CUP (11 LAPS) 1 Stewart Hutchinson (Integra) 14m59.325s (86.99mph);** 2 Mark Bennett (S2000) +2.373s; 3 Steven Barden (Civic); 4 Paul Donkin (Civic); 5 Matthew Walker (Civic); 6 Stuart King (Integra). **CW Barden; Walker; Simon Horrobin (Smart).**

**FL Bennett 1m19.651s (89.44mph).** **P Hutchinson. S 24.**

**RACE 2 (12 LAPS) 1 Hutchinson 16m11.254s (87.88mph);** 2 Bennett +0.463s; 3 Barden; 4 Marc Kemp (Civic); 5 Donkin; 6 King. **CW Barden; Kemp; Horrobin. FL Kemp 1m18.439s (90.83mph).** **P Hutchinson. S 25**

## OULTON PARK BRSCC, OCTOBER 17



**FUN CUP (108 LAPS) 1 JPR-Uvio (Graham Roberts/Farquini Deott) 4h00m42.987s (72.46mph);** 2 Track Torque/2 Rent Dominos (Chris Hart/Henry Dawes) +45.903s; 3 Geometric (Guy Wenham/Zoe Wenham/Stephen Johansen); 4 Eco Racing (Paul Abraham/Tom Mills); 5 Track Focused (Sean Cooper/Michael McCollum/Neil Smith); 6 Paul Wighton (Paul Wighton/Anthony Reid/Antonio Arnelin). **FL Marcus Clutton (Peter Belshaw/Marcus Clutton) 2m00.258s (80.58mph).** **P Trumans (Colin Kingsnorth/Julian Bricknell/Richard Webb). S 22.**

**FORMULA FORD 1600 NORTHERN PRE-'90 (11 LAPS) 1 Matthew Cowley (Reynard 88FF) 20m26.529s (86.90mph);** 2 Calum McHale (Van Diemen RF89) +0.524s; 3 Michael Beaver (Mondiale M88S); 4 Christopher Stones (Van Diemen RF88); 5 Mike Bibby

(Reynard 86FF); 6 Nick Barnes (Van Diemen RF87). **CW Bibby; John Swift (Van Diemen RF83). FL Cowley 1m50.131s (87.98mph).** **P Cowley. S 19.**

**RACE 2 (11 LAPS) 1 Cowley 20m29.028s (86.73mph);** 2 Beaver +12.217s; 3 McHale; 4 Stones; 5 Barnes; 6 Colin Williams (PRS RH01). **CW Williams; Bibby. FL McHale 1m50.302s (87.85mph).** **P Cowley. S 17.**

**FORMULA FORD 1600 NORTHERN POST-'89 (10 LAPS) 1 Douglas Crosbie (Van Diemen JL13) 21m59.883s (73.41mph);** 2 David McArthur (Van Diemen LA10) +0.092s; 3 Josh Fisher (Van Diemen RF99); 4 Tom McArthur (Van Diemen LA10); 5 Martin Short (Van Diemen JL012K); 6 Matthew Chisholm (Van Diemen RF92).

**CW Chisholm. FL T McArthur 1m48.706s (89.14mph).** **P D McArthur. S 10.**

**RACE 2 (11 LAPS) 1 Crosbie 20m14.314s (87.78mph);** 2 McArthur +0.256s; 3 D McArthur; 4 Fisher; 5 Short; 6 Chisholm. **CW Chisholm. FL Fisher 1m48.831s (89.04mph).** **P D McArthur. S 10.**

**TVR CHALLENGE (14 LAPS) 1 Dean Cook (TVR Sagaris) 25m50.037s (87.52mph);** 2 Nick Cresswell (Caterham 7 R400) +5.411s; 3 Tim Davis (TVR Tuscan); 4 Darren Smith (TVR Tuscan Challenge); 5 Hugh Marshall (TVR Tuscan AJP); 6 Rob Kerkhoven (TVR Chimera). **CW Cresswell; Smith; Kerkhoven. FL Cresswell 1m46.872s (90.67mph).** **P Cresswell. S 12.**

## SILVERSTONE BRSCC, OCTOBER 17-18



**CATERHAM SUPERSPORT (24 LAPS) 1 Jamie Stanley 30m57.635s (86.08mph);** 2 Stephen Nuttall +0.158s; 3 Clive Richards; 4 Philip Jenkins; 5 William Smith; 6 Alistair Weaver. **FL Nuttall 1m16.389s (87.22mph).** **P Stanley. S 32.**

**RACE 2 (22 LAPS) 1 Danny Killeen 31m07.919s (78.47mph);** 2 Smith +0.746s; 3 Stanley; 4 Richards; 5 Jenkins; 6 Andrew West. **FL Killeen 1m22.354s (80.90mph).** **P Stanley. S 31.**

**PRODUCTION GTI MKS (12 LAPS) 1 Jason Tingle 15m54.303s (83.78mph);** 2 James Howlison +0.266s; 3 Craig Fleming; 4 Simon Hill; 5 Robert Sadler; 6 Paul Blackburn. **FL Howlison 1m18.370s (85.02mph).** **P Sadler. S 11.**

**RACE 2 (12 LAPS) 1 Tingle 15m48.468s (84.32mph);** 2 Howlison +5.259s; 3 Fleming; 4 Hill; 5 Sadler; 6 Blackburn. **FL Tingle 1m18.301s (85.09mph).** **P Tingle. S 11.**

**CATERHAM ACADEMY (11 LAPS) 1 Rob Yates 15m09.354s (80.60mph);** 2 Rob Watts +2.031s; 3 William Lloyd; 4 David Bevan; 5 Kieran McAleer; 6 Peter Reynolds. **FL Yates 1m20.840s (82.42mph).** **P Yates. S 20.**

**RACE 2 (11 LAPS) 1 Russ Olivant 15m08.823s (81.09mph);** 2 Andrew Perry +8.480s; 3 Simon Throw; 4 Chris Aubrey; 5 Adarsh Radia; 6 Lee Collins. **FL Perry 1m20.848s (82.41mph).** **P Olivant. S 19.**

**CATERHAM ACADEMY AUTUMN TROPHY (12 LAPS) 1 Olivant 20m09.843s (66.09mph);** 2 Watts +1.698s; 3 Andy Larholt; 4 Yates; 5 Lloyd; 6 Rui Ferreira. **FL Ferreira 1m26.805s (76.76mph).** **P Bevan. S 36.**

**CATERHAM SUPERLIGHT R300 (25 LAPS) 1 Jonathan Mortimer 30m33.894s (90.83mph);** 2 Aaron Head +1.671s; 3 Lee Wiggins; 4 Stephen Collins; 5 Paul Thacker; 6 Jason Redding. **FL Wiggins 1m12.220s (92.26mph).**



Roberts/Deott dominated Fun Cup

**P Jamie Chadwick. S 15. RACE 2 (22 LAPS) 1 Head 30m49.966s (79.23mph);** 2 Wiggins +15.360s; 3 Chadwick; 4 Thacker; 5 Redding; 6 Mortimer. **FL Head 1m22.236s (81.02mph).** **P Mortimer. S 14.**

**PORSCHE (16 LAPS) 1 Richard Avery (Boxster) 21m03.424s (84.38mph);** 2 Adam Southgate (Boxster) +3.782s; 3 Ed Hayes (Boxster); 4 James Coleman (Boxster); 5 Jayson Flegg (Boxster); 6 Garry Goodwin (Boxster). **CW Adam Croft (924). FL Avery 1m17.579s (85.88mph).** **P Southgate. S 21.**

**RACE 2 (13 LAPS) 1 Southgate 21m32.228s (67.03mph);** 2 Hayes +4.692s; 3 Lawrence; 4 Coleman; 5 Julian Long (Boxster); 6 Goodwin. **CW Croft. FL Hayes 1m18.500s (84.88mph).** **P Mark Marshall (Boxster). S 21.**

**FORMULA JEDI (19 LAPS) 1 Lee Morgan 20m17.814s (103.95mph);** 2 Ben Hingeley +7.925s; 3 Robert Sayell; 4 Paul Butcher; 5 Adam Walker; 6 Richard Moorcroft. **FL Hingeley 1m03.018s (105.73mph).** **P Hingeley. S 12.**

**RACE 2 (16 LAPS) 1 Hingeley 21m08.740s (84.02mph);** 2 Dan Clowes +13.585s; 3 Butcher; 4 Walker; 5 David Cooper; 6 Moorcroft. **FL Clowes 1m12.469s (91.94mph).** **P Hingeley. S 9.**

**CATERHAM TRACKSPORT (24 LAPS) 1 Jack Brown 31m15.160s (85.28mph);** 2 Max McDonagh +0.409s; 3 Timothy Dickens; 4 Dan Gore; 5 Henry Heaton; 6 Christian Szaruta. **FL McDonagh 1m16.782s (86.78mph).** **P Gore. S 23.**

**RACE 2 (22 LAPS) 1 Brown 31m23.920s (80.76mph);** 2 Gore +0.004s; 3 Richard Ainscough; 4 Chris Hutchinson; 5 Szaruta; 6 James Houston. **FL Gore 1m22.098s (81.16mph).** **P Brown. S 25.**

**CATERHAM ROADSPORT (15 LAPS) 1 Anthony Barnes 20m01.642s (83.17mph);** 2 Steve McCulley +0.479s; 3 Olly Wigg; 4 David Webber; 5 Damian Milkins; 6 Alistair Calvert. **FL Benjamin Wigg 1m18.538s (84.84mph).** **P Barnes. S 21.**

**RACE 2 (15 LAPS) 1 O Wigg 20m37.497s (80.76mph);** 2 Webber +0.599s; 3 Barnes; 4 Milkins; 5 Calvert; 6 Andrew Ebdon. **FL O Wigg 1m20.161s (83.12mph).** **P Barnes. S 21.**

**PRODUCTION GTI MK2 (10 LAPS) 1 Tom Witts 15m06.831s (73.47mph);** 2 Jason Tingle +0.761s; 3 Chris Webb; 4 Adam Hance; 5 Alex Beckingham. **CW Craig Roberts. FL Webb 1m27.452s (76.19mph).** **P Witts. S 28.**

**RACE 2 (11 LAPS) 1 Witts 18m36.390s (78.27mph);** 2 Tingle +0.617s; 3 Nick Porter; 4 Josh Johnson; 5 Christopher Sanders; 6 Hance. **CW Roberts. FL Tingle 1m23.729s (79.58mph).** **P Witts. S 27.**



Hingeley took a win and second in FJedi

Production BMW:

# AN EXAMPLE TO CLUB RACING

Like the idea of low-cost, rear-wheel-drive tin-top action for a small budget? **BEN ANDERSON** certainly did, so tried it out at Brands Hatch

**W**hat exactly makes for a truly popular club racing championship? The options for those wishing to play at being racing drivers, never mind compete seriously, are myriad. Many new series are launched each season, but few can boast the staying power, or success, of the Production BMW Championship.

A strong club category needs many ingredients to truly thrive: the cars must be accessible (relatively easy to buy/build, run, and drive); the running costs must be kept as low as possible (the more people who can afford to compete the better); and the regulations should be kept stable (otherwise costs go up and competitors grow weary of chopping and changing their cars).

You also need level-headed organisation and sensible promotion, so your races run slickly, on decent circuits, with rules and driving standards enforced properly and consistently.

All of these facets really should be a given, so what elevates a particular championship beyond the level of 'merely' very good, to the sort of grid sizes that make it one of UK racing's exceptions? Of course every series will ebb and flow through the seasons, but PBMW has regularly boasted grids of more than 30 cars for years now.

The enduring popularity and close-to-road specification of the



Our man settles into his 'office'

E30 M3 undoubtedly helps. Cars and parts are still readily available (despite being 30 years old!), and there is a handy crossover with the trackday and road-car markets, which makes it very accessible. There are also multiple places to race them, including three separate categories (PBMW, Racing Saloons and the Trackday Trophy) under the MotorSport Vision Racing umbrella, which helps the industrious competitor get more bang for their buck, or cash-strapped racers share costs.

A wise old sage of race organisation once told me 'if you look after the back half of your grid the front will take care of itself'. It's here that PBMW must really shine, for there are plenty of novices as well as seasoned campaigners, with a large variation in ability. The championship was conceived by a bunch of intrepid club racers who wanted a cheaper option to the Lotus Elise, and the current breed

maintains the low-cost ethos of the category.

An interested spectator with no prior racing experience told me they could see themselves racing in this championship, because the specification of the cars makes them unintimidating, which racing usually is to the uninitiated. Appealing to absolute novices, slow pokes, midfielders, and hardcore frontrunners all at the same time is a tricky alchemy to concoct.

The quality of the field as you move up the grid is also pleasingly high. The 'standard' nature of the cars generally levels the playing field technically. Horsepower is capped at 150bhp with a fixed differential, and only suspension and brake modifications permitted, which makes for close racing and generally places the emphasis on the quality of one's driving over the budget and machinery at one's disposal.

Someone described it to me as 'like pro-karting with a roof'. That's accurate. Everyone uses broadly the same engine, in a similar state of low tune, and a power-to-weight ratio that falls very much in favour of weight. With no power to mask mistakes, or buy you an advantage over your nearest competitor, the emphasis is very much on smooth, accurate driving (although the Toyo 888 cut slicks afford a certain licence to drift!) and racecraft.

Essentially, this is a one-make series, so absolute success largely



Anderson (133) pushes on through Graham Hill Bend

depends on qualifying well and making good starts. AUTOSPORT found this out the hard way on the Brands Hatch Grand Prix circuit. We raced closely with second-generation PBMW competitor Matthew Wileman and won Class E of Racing Saloons on Saturday, but he did better in PBMW on Sunday – qualifying fifth and racing on to a pair of top-four finishes, while AUTOSPORT qualified 10th and was consigned to battles on the edges of the top six. The cars are not fast in a straight line, but also create very little slipstreaming effect, so you really have to work to get through the field.

However, this is not simply a drivers' category. Regulatory freedom regarding springs and dampers means it's possible to generate a competitive advantage through engineering, testing, and thorough understanding of vehicle dynamics. Of course, good-quality suspension and testing requires money, so it is perhaps here a line in the sand may be drawn between "have-a-go heroes" and "championship challengers".

If saloons are your thing, and you want a cost-effective but



Production BMW has very healthy grids



**“Production BMW is helping ensure tin-top racing continues to thrive in the UK”**

competitive introduction, you probably won't find much better than the Production BMW championship. If you're serious about racing, just make sure you know your way around suspension/damping – or know someone who does.

Nevertheless, this is a great place to get into the club racing scene. In a similar fashion to the way pro-karting has introduced all sorts of people to racing who would otherwise never have tried it, Production BMW is helping ensure tin-top racing continues to thrive in the UK.

Accessible, easy to drive, fun, but difficult to do well in. This seems like exactly the sort of chemistry you need for popular club racing. After all, 37 competitors on the Brands GP circuit can't all be wrong, can they? ❧

**TRY IT OUT FOR £500**

“Arrive and Drive Packages from: £500 per Meeting”. That's what the sign outside the Graves Motorsport awning proffers.

The Graves family (brothers David and Karl, who both race in PBW, plus father Peter, known as 'Pops', who runs the show) are short-oval drivers turned Production BMW racers, who want to boost participation by offering a low-cost entry point.

For £7250 you can buy an inclusive full-season package or, if you already own a car and just need help running it, bung them a hundred quid for one-off weekend support. Whatever you decide, you'll need to budget for race entries on top, plus insurance and extra tyres if you need them.

They're a good bunch, who know their way around a car and are passionate about ensuring Production BMW remains a success.

That's why they're also working on building up a 'next generation' race car, based on the BMW 1-Series diesel. The plan is to race the car in the sister Racing Saloons category in 2016 then introduce it into the main PBW championship.

The aim is to ensure the series has a future when E30 spares eventually become rare, and thus prohibitively expensive.



Graves Motorsport aims to increase participation



# THE LONDON SHOW

ALEXANDRA PALACE  
30 OCT - 1 NOV 2015



TIM LAYZELL

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## THE LONDON SHOW

ALEXANDRA PALACE

30 OCT - 1 NOV 2015

# SHOW'S HUGE MOSS TRIBUTE

A spectacular tribute to Sir Stirling Moss will be one of the centrepieces of Classic & Sports Car – The London Show, the exciting new international motoring event taking place at Alexandra Palace from 30 October to 1 November.

Five of the maestro's most significant British single-seaters will form a special display, ranging from the Cooper MkIV with which he dominated in Formula 3 to the Vanwall with which the boy wonder became the first British driver to win his home Grand Prix in a Brit-built car, at Aintree in 1957. Other racers are the BRM P25 he famously tried to push-start at Reims in 1959, the Lotus 18 in which he gave the marque its first GP win at Monaco in 1960 – and repeated the feat the following year – and the pioneering Ferguson P99 that he pedalled to glory in the 1961 Gold Cup, setting benchmarks for both the first four-wheel-drive win and last front-engined victory in an F1-rated race.

But the unmissable Moss display is just one of the attractions at the historic 19th-century

'people's palace'. More than 300 of the world's most desirable classic cars will be on show and other main features will include the 10 greatest British cars ever made (including the unveiling of the overall number one selected by a global poll) and the history of Aston Martin. 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.

See [www.classicandsportscarshow.com](http://www.classicandsportscarshow.com) for full details of the show.



## 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.

For enthusiasts driving to the show in a classic, 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 (concessions). On-the-door prices are £27 (adults); £17 (concessions). Children under 16 will be admitted free of charge if they are accompanied by an adult.

To claim exclusive 20% discount, book now on 08445 811275 or at [www.theticketfactory.com/cscs](http://www.theticketfactory.com/cscs) quoting CSCSASMAG

### MORE INFORMATION

Visit [www.classicandsportscarshow.com](http://www.classicandsportscarshow.com)

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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



The BTCC and Formula 1 – are they chalk and cheese?

EBREY/LAT

## Can't compare F1 and BTCC

Last week's letters page has prompted me to email you for the first time since I started subscribing back in the 1800s or whenever.

Attending GPs: next year's calendar is always subject to ratification by the WMSC in December. We've packaged holidays around 11 overseas races over the years, and I never book anything until the circuit is selling 'confirmed' tickets. I know you might miss out on the best deals for stuff like car hire and accommodation, but it's much safer.

And we all have to accept that it's still subject to change and take appropriate steps to protect our wonga (we'd booked the Indy F1 race in September 2001 and our plans

were obviously disrupted because of 9/11).

F1 vs BTCC: I found the Sochi race great, but I'm not denying F1 has been dull this year compared to the last four years. I love BTCC, but it's not a purist championship. I mean, drawing grid positions for the final race *a la* bingo hall? Success ballast?

I revel in the manic action that all this causes, but at the same time I watch F1 for what it's meant to be: independent constructors, success based on ability (both of drivers and constructors) and state of the art technology. F1 and BTCC are just different beasts so can't be compared.

**Jackie Lupton, Southampton**

**Was David Stubble watching** the same Russian GP as the rest of us (October 15)? His letter seems to indicate he spent most of the afternoon watching the BTCC with odd switches to the BBC when the adverts were on.

**Neil Davey**  
Ivybridge, Devon

**I find it extraordinary the** complaints coming out of the Red Bull camp about its rivals forcing it out of F1. Surely the ceaseless public condemnation of their long-term engine partner is the reason Red Bull could be left without an engine.

**James Stacey**  
Newton Abbot, Devon

**It appears RBR are suffering** from a severe case of amnesia. While they are declaring that no one will supply them with engines because everyone is scared of them, they seem to have forgotten that they ignored Renault when crowing about their world championships, but have publicly slagged them off because the engines are not putting them where they believe it's their right to be.

They should be working with them to resolve the issues – win together, lose together.

No, dead bull, no one is scared of you – they are just thoroughly hacked off with you and your attitude!

**Carol Mason**  
By email

**Bernie wants fans' input – is he** having a laugh? He's not taken any notice of the fans for years, he believes the future generation of F1 followers are not important, and he obviously didn't read the results of the survey that has not so long ago taken place.

I can give him a few pointers: share out the money more fairly throughout the whole grid, stop giving ridiculous bonuses to teams who have had success years ago, and stop paying the same teams extra because they have assured him they will be in F1 until 2020 – the smaller teams cannot give the same assurances because they are being starved of money.

**Kevin Friday**  
By email

## BIG NUMBER

**17** The points advantage Philipp Eng has over Christian Engelhart as they enter the Porsche Supercup title-decider at Austin

## MILESTONE

**40** This weekend's Formula Ford Festival is the 40th to be held at Brands Hatch. To celebrate, here's Bertrand Gachot in trouble in 1985



## WHAT'S ON TRACK IN THE UK

### EVENT OF THE WEEK



The Festival is sure to produce fine racing

### SILVERSTONE, 750MC

#### October 24

The Birkett Relay is one of British motorsport's most venerable events, dating back to 1951. Pitting teams of four-to-six cars against each other, the six-hour relay features a variety of machinery with the result decided on handicap. The race uses Silverstone's grand prix layout, and should attract a field of close to 70 cars for its 65th running.

### OULTON PARK, MSVR

#### OCTOBER 24

MotorSport Vision Racing's final event of the season at Oulton Park is headlined by the VAG Trophy, which stars myriad machinery from the diverse Volkswagen Audi Group range. There's also action from the Trackday Trophy and an allcomers race.

### FORMULA FORD FESTIVAL, BRANDS HATCH

#### October 24-25

It became too easy to overlook the Formula Ford Festival in the 21st century. The British championship became less relevant before it was replaced by MSA Formula, while the Walter Hayes Trophy stole the

Festival's lustre among the Kent-engined club crowd.

However, the core of UK and Irish FF1600 racers who refused to give up on what was once global junior single-seater racing's premier annual event

have been rewarded. With FF1600 on the rise again, so is the Festival – where the Kent cars are headliners.

An entry of more than 100 is anticipated across the main event, Classic race and new

Masters event for past stars.

The winner may no longer be a Formula 1-bound rising star as they were in the past, but their triumph will be one of the hardest-earned in UK racing this year.

## WHAT'S ON TRACK AROUND THE WORLD

### UNITED STATES GRAND PRIX

Formula 1 World Championship  
Rd 16/19  
Austin, Texas, USA  
October 25  
f1.com

### PORSCHE SUPERCUP

Rd 8/8  
Austin, Texas, USA  
October 24-25  
porsche.com



FORMULA E

DUNBAR/LAT



PORSCHE SUPERCUP

FEBRE/LAT

### RALLY SPAIN

World Rally Championship  
Rd 12/13  
Salou, Spain  
October 22-25  
wrc.com

### FORMULA E

Rd 1/10  
Beijing, China  
October 24  
fiaformulae.com

### V8 SUPERCARS

Rd 11/14  
Surfers Paradise, Queensland, Australia  
October 24-25  
v8supercar.com.au

### TCR INTERNATIONAL

Rd 10/11  
Buriram, Thailand  
October 24-25  
tcr-series.com



V8 SUPERCARS

### NASCAR SPRINT CUP

Rd 32/36  
Talladega, Alabama, USA  
October 25  
nascar.com



NASCAR

KINRADE/LAT



TCR

# FROM THE SOFA

## WHAT'S ON TELEVISION



## The hidden gems in the schedule

**IN AN IDEAL WORLD, OFCOM** and the FIA would go for a pint every winter and divvy up all international motorsport series across the UK broadcasters so everything found a channel where it had a slot as consistent as the British Touring Car Championship's on-ITV4-live-every-time arrangement. Fans would never again have situations where two stations showed the same GT Open race live while no one screened the DTM.

Realistically, with so many different promoters/channels/sports/vested interests involved, those pub negotiations could only end in frustration. Thanks to Motors TV, ITV, Eurosport, BT Sport, Premier Sports, Quest and championships' own live streams, at least there is very little international motorsport that can't be seen live on a UK TV or laptop screen in 2015, even if tracking it all down requires patience/detective work/many digital subscriptions.

Credit to BT in particular for making motorsport a key part of its strategy, but even when you've got four channels and an array of red-button options, with the likes of the DTM and FR3.5 fighting the Premier League and MotoGP for the same timeslots, Oschersleben is going to lose out to Old Trafford. FR3.5 has done OK – when not live on a BT TV channel

it's been somewhere on a red button, and generally on Eurosport too. The DTM has had more of a Cinderella experience.

That's a shame, because it has the potential to become a cult favourite among casual fans. Remember when people you wouldn't expect to have a clue about Serie A got into it because Channel 4 was showing it? There's no reason why more of the avid BTCC TV viewers couldn't latch onto the DTM. The days when you could dismiss the German series as 'great cars, but too worried about their aero flick-ups to race' are fading. The DTM has spiced up its show and the Super GT tie-up could make the cars even more spectacular.



**"There is no reason BTCC viewers couldn't latch onto DTM"**

David Addison was on DTM TV duty fresh from an epic BTCC season finale, and events at Hockenheim demanded just as much drama from his vocal chords as Brands Hatch had. There's still a bit too much manufacturer chess-playing going on, but there's also been declarations of war, 'push him out', and an F1-bound champion going so doughnut loopy he had to abandon his car beached on a kerb.

BT's other ace wildcard is the Formula Renault Eurocup. Most fans knew of its bulging grids and untamed racing, relatively few got to watch it live – until BT gave it a chance.

The eight-way title decider, in which McLaren AUTOSPORT BRDC Award finalist Jack Aitken snatched a dramatic championship win, was given a 90-minute package on BT Sport 1 on Sunday lunchtime, straight after the replay of Jurgen Klopp's debut as Liverpool manager against Spurs – one of the most eagerly awaited games of the season. That's a slot few would've imagined the Eurocup getting on any major UK channel, ever. And it was nicely done too, mixing up highlights recaps and 'as-live' footage to give a proper narrative structure.

The 'everything-on-telly-somewhere' era can be a bit foggy, but there are gems to be found within that mist.  
*Matt Beer*

## TV pick of

Edited by Matt Beer



**UNITED STATES GP - LIVE**  
**SkySports F1 Sun 1830-2130**  
**BBC1 Highlights Sun 2230-0000**

Austin has provided some decent action since it nabbed the United States' F1 rights, but it hasn't yet hosted a title clincher. That may change this weekend, which could be a good thing as America knows how to host a celebration and getting Lewis Hamilton's coronation over with might loosen up the racing.

Back to Sky-for-live, BBC-for-highlights this weekend, though the timezone means those dodging the results won't have to hide from Twitter for too many hours.



**V8s GOLD COAST - LIVE**  
**Saturday BT Sport 1 0515-0815**  
**Sunday ESPN 0400-0700**

Bathurst is rightly *the* race that comes to mind when you think of V8 Supercars' end-of-season enduros, but the Gold Coast 600 around the beachside streets of Surfers Paradise is a spectacular way to round off the high-scoring mini-series.

OK, it's not quite as cool as when it was mandatory to have an international star as a co-driver, and definitely not as cool as IndyCar/Champ Car over those kerbs, but it's not far off.

BT is showing it live, or there are as-live reruns on Motors at more sociable hours.



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## ONLINE

### Top stories on AUTOSPORT.com in the past week

#### MAGNUSSEN TO LEAVE McLAREN AFTER 2015

AUTOSPORT revealed last week that the Dane's ties with McLaren will be cut at the end of this season, which the team confirmed later on.

#### WILL NEW EXHAUSTS MAKE F1 LOUDER?

Following alterations to F1's technical rules to change exhaust layouts for 2016, Craig Scarborough explained the likely impact of the attempts to improve the sound of grand prix racing.

#### ECCLESTONE: RED BULL FUTURE IS 'SORTED'

Red Bull's position in Formula 1 is now "sorted", according to Bernie Ecclestone, who is adamant the company will not be withdrawing at the end of the 2015 season.

#### RENAULT UPGRADE AVAILABLE FOR US GP

Red Bull will have the option of taking a "significant" engine upgrade for the US GP this weekend after a season battling against a lack of performance.

#### IN-SEASON ENGINE DEVELOPMENT FOR 2016

Following a meeting of teams, engine manufacturers and the FIA, rule changes for 2016 have been scrapped to allow in-season development.

#### **AUTOSPORT+** DOES GARY ANDERSON HATE McLAREN?

Our technical expert answers reader questions, including one about his feelings on one of his former teams.

# the week



#### FORMULA E BEIJING - LIVE

**ITV4**  
**Saturday 0800-1030**  
 Thirteen months ago, Beijing 2014 gave us the first taste of Formula E's curious noise, pretty good racing, and very-light-techno incidental music, and by the end of the season it had won over a horde of fans and produced a heck of a title fight.

Back in China this weekend, season two steps things up with powertrain variety, raising the pace but also a lot of question marks. ITV4 has committed to showing the full season live again, complete with ample (excessive?) pre-race build-up.



#### WRC SPAIN - LIVE

**BT Sport 1**  
**1100-1200**  
 The WRC's Spanish round is its only mixed-surface event of the season – which raises the prospect of Sebastien Ogier losing a lot of time on loose gravel running first on day one, then producing an epic fightback on asphalt over the weekend, ideally culminating in a powerstage-decider live on BT on Sunday morning.

Sadly WRC 2015 hasn't been great at keeping its thrills going to the final day. BT and Motors will have daily highlights of all the best bits.



#### NASCAR TALLADEGA - LIVE

**Premier Sports**  
**Sunday 1900-2330**  
 It's time to knock another four drivers out of the running for the Chase. And being knocked out at Talladega tends to involve a massive 20-car pile-up.

It's definitely not the most comfortable place for your title hopes to be on the line, and the US broadcasters' obsession with 'big-one' crashes is a bit unhealthy, especially when NASCAR has not been injury-free – for drivers or fans – this year.

It'll be a hell of a spectacle, but a bit of a white-knuckle one. Premier Sports is the place to be on Sunday for those looking for a NASCAR fix.



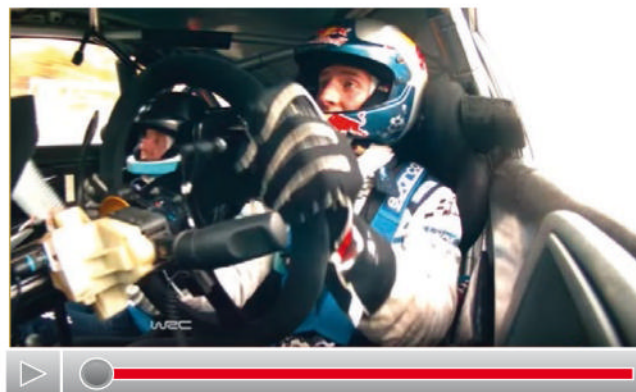
#### CLASSIC F1 - 1995

**Sky Sports F1**  
**Tues 2100-2145/Weds 2100-2135**  
 The guardian of the AUTOSPORT TV section spent much of 1995 moaning that F1 was rubbish compared to Indycar, Formula Ford, European Rallycross, the DTM/ITC and BTCC. As Twitter didn't exist then, he mostly did so to his mum.

Twenty years on, F1 '95's constant appearances in these pages prove how great it actually was. Two of its highlights crop up on Sky this week: Jean Alesi's sole win in Montreal, and one of Michael Schumacher's finest triumphs in a Spa thriller.

## HOT ON THE WEB THIS WEEK

**YouTube** EVANS TAKES STAGE WIN ON WRC'S RETURN TO CORSICA



**SEARCH FOR:** WRC - Tour de Corse - Rallye de France 2015: ONBOARD Evans SS03  
 Got a spare 27 minutes? Settle down (on the edge of your seat) and watch Elfyn Evans and Daniel Barritt set the fastest SS3 time on the treacherous surfaces of this month's Tour of Corsica. At the end, Evans says: "That wasn't very good." We beg to differ!

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# INTRODUCING

# Dan Cammish

## Porsche Carrera Cup champion with a habit of dominating the opposition



**D**an Cammish's record is remarkable. Of his last 42 races in British Touring Car Championship support categories, he has won 36 and only once failed to make the podium.

The Yorkshireman's domination began in 2013 when he steamrolled his way to the British Formula Ford championship, winning every single race before skipping the last six with the title secure. Despite the impressive performance, it was a tough season for Cammish amid unfounded accusations of cheating and criticism of his rivals' strength.

"When you win a lot, people start to wonder why," he reflects. "Look what happened to Sebastian Vettel in the Red Bull days, everyone wanted him to lose and that was what happened to me in Formula Ford."

This season, the 26-year-old has crushed his opposition again, sealing the Porsche Carrera Cup GB crown with three races to spare against a strong field. The Redline Racing driver admits he never expected to be so dominant.

"I thought I could win a few races and be in the shake-up for the championship at the end. I always thought I could challenge for the title but thought it would go down to the wire," he says.

There's been nothing close about this year's title battle. After winning the opening two races at Brands Hatch, Cammish has been in control with a six-race unbeaten streak mid-season showing his advantage. Former champions Josh



Cammish has been imperious in the 911

Webster and Michael Meadows have been powerless to stop his charge to the title.

Cammish first demonstrated his Porsche prowess in a guest appearance in the series at the end of last season. Driving for Team Parker – with which Cammish had a disappointing GT4 campaign in British GT, racing an "awful" Porsche 997 – he won his first race.

"The only reason I'm here now is that race," he says. "I had both poles, won the first one and would've dominated the second had it not rained and had I not pitted. It was my own fault that I lost because I pitted for wets and the rain never came."

That's his only recent absence from a TOCA podium, but Cammish hasn't always enjoyed such superiority.

When he first switched to racing cars after six years of karting, he drove for small teams against much better funded rivals. Both in Formula Ford (2009-10) and Formula Renault UK in 2011, he raced cars that did not match his talent.

"I've had so many years when I've been punching above my weight," says Cammish. "In my early Formula Ford days I was in a Spectrum when nobody else wanted to be and I was still at the front."

"I got a Mygale and won a couple of races but was against people like Jamun – who were spending a Formula Renault budget when I had no money. People were like, 'He's quite good, but he doesn't really win enough', and now I don't stop winning."

Following this year's title win, Cammish is eyeing a progression to the Porsche Supercup, having made his debut in this year's Silverstone round and "underperformed" with ninth.

"The only reason I'm not racing at a much higher level is I don't have the money," he says. "I raced Tio Ellinas and beat him. I've raced with Oliver Rowland, I've raced Alex Lynn."

"Usually I'm staring at retirement [during the off-season], but now I'm not. This is the start of my career, not the end." ❧

Stephen Lickorish

### CV

Age 26  
Hometown Leeds

#### 2015

1st in Porsche Carrera Cup GB (Redline Racing) 11 wins; one-off in Porsche Supercup (Redline Racing) and Carrera Cup Germany (Konrad Motorsport)

#### 2014

9th in British GT GT4 class (Team Parker Racing); guest appearance in Porsche Carrera Cup GB (Team Parker Racing) 1 win

#### 2013

1st in British Formula Ford (JTR) 24 wins

#### 2012

Selected races in Formula Renault Eurocup (Atech Reid GP)

#### 2011

6th in Formula Renault UK (Mark Burdett Motorsport) 0 wins; Selected races in JK Racing Asia Series (Eurasia Motorsport)

#### 2010

3rd in British Formula Ford (Kevin Mills Racing/JTR) 2 wins

#### 2009

1st in British Formula Ford Scholarship Class (Kevin Mills Racing) 17 wins; selected races in ADAC Formel Masters (Neuhauser Racing)

#### 2008

4th in Super One Rotax; 6th in European Rotax

#### 2003

Began karting

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