

**LEWIS DOMINATES
UNITED STATES GP**

**CRUTCHLOW TAKES
SECOND MOTOGP WIN**

**GOODBYE TO RACING'S
UGLY DUCKLINGS**



AUTOSPORT

HAMILTON HITS

50

**Title fightback
begins again**



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Hamilton responds, but is it too late?

LEWIS HAMILTON REALLY HAD TO START ERODING Nico Rosberg's points advantage at Austin, and he did so consummately. The reigning world champion clearly loves the United States — last weekend marked his fifth win there, as well as his 50th career success in Formula 1.

Hamilton has achieved that feat in 185 races, a strike rate of 27%. That puts him marginally ahead of his hero Ayrton Senna (25.5%) and Alain Prost (25.6%), who is now just one win ahead in the all-time list. Hamilton's percentage is also almost identical to that of the other Briton with three world titles, Jackie Stewart.

To surpass that championship tally, Hamilton will need more than three similar performances in Mexico, Brazil and Abu Dhabi. As Ben Anderson points out in our grand prix report (page 4), Hamilton requires someone — most likely driving a Red Bull — to get between him and his Mercedes team-mate to close the 26-point gap quickly enough to take the crown.

Daniel Ricciardo had a good chance to do that last weekend before the unfortunate timing of the virtual safety car, which let Rosberg off the hook. Both Ricciardo and Hamilton will be hoping things will go their way before time runs out in 2016.

Our attention will be split this weekend. While Hamilton will be battling in Mexico, Kris Meeke will be trying to become the first Brit to win his home round of the World Rally Championship since Richard Burns in 2000. He's had some great cameo outings this season, and will want to give pacesetter Sebastien Ogier a real fight to show that he too is a title contender for 2017.



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Batchelor/
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Contains all you need to know about what's going on in the Welsh forests this week — whether you're going or following it from home.



Red Bull woes hurt Hamilton

By Ben Anderson, Grand Prix Editor [@BenAndersonAuto](#)

XPBIMAGES



F1/UNITED STATES GRAND PRIX REPORT



Rosberg thought better of fighting off super-soft-shod Ricciardo at the start

THIS WAS EXACTLY THE RACE LEWIS HAMILTON DESPERATELY NEEDED AFTER his travails of the past few weeks. The double sucker-punch of losing the Malaysian Grand Prix to engine failure, then tying himself in knots with bad set-up and a poor start as rival Nico Rosberg waltzed away in Japan, had left Hamilton's championship ambitions looking decidedly shaky.

Those ambitions are no longer his alone to control. He came to the United States — a country he loves — knowing full well that Rosberg could finish second to him in every remaining race and still win the championship. Even slipping to third in one of them would still allow Rosberg to get the job done.

A 33-point deficit is a mountain to climb even for a driver of Hamilton's obvious calibre. What he really needs is technical misfortune to befall Rosberg, to reset the balance.

Beyond relying on pure dumb luck, all Hamilton can do is win every remaining race and hope some of his other rivals can somehow steal precious points away from Rosberg.

For much of the US Grand Prix it looked as if Red Bull might do Hamilton just that favour, but ultimately an errant pit visit and subsequent gearbox failure for Max Verstappen inadvertently cost team-mate Daniel Ricciardo a chance of finishing second in this race, helping Rosberg edge a small step closer to F1's ultimate prize.

Practice running suggested Red Bull looked in good shape around Austin, certainly fast enough in race trim to apply serious pressure to Mercedes, something it has started to do consistently since September's race in Singapore.

But Mercedes still has that crucial edge in qualifying, Hamilton and Rosberg able to extract extra juice from their power units that

Renault simply cannot give Ricciardo and Verstappen. So Saturday's result was entirely predictable — Mercedes one-two on the grid, with Red Bull locking out the second row.

But strategic variation offered hope. Ricciardo progressed through Q2 on the super-soft tyre, while the Mercedes pair and his own team-mate opted to begin the race on the soft compound.

Ricciardo's hopes of carrying the fight to Mercedes rested on making a demon start from third on the grid, and making full use of some "friendly grip" off the line. His getaway was decent enough, but not stellar. He appeared to get the benefit of that softer rubber only after the initial launch from the grid, which allowed him to dive inside Rosberg at Turn 1, as the championship leader got bottled up behind poleman Hamilton.

"The start went nearly to plan," said Ricciardo. "The plan was to try to get both Mercedes. We at least got Nico, which was positive."

Any hope of challenging Hamilton for victory rested on that plan coming to full fruition. But with the leading Mercedes away and gone, Ricciardo at least put himself in the driving seat to finish second. Rosberg had a chance to duke it out with Ricciardo on the inside line heading into Turn 2, but thought better of it, perhaps wary of taking too many risks given the championship situation.

"I got away really well," said Rosberg. "Not quite enough to give



XPB IMAGES



Ricciardo was initially in the driving seat to finish second

ETHERINGTON/LAT

it a go down the inside – Lewis would just have closed [the door], so no point in trying. I just went round the outside.

“All was looking good; I just struggled for a bit of grip out of the corner and Daniel had that extra. We knew that was going to be a risk with [him on] that super-soft.”

Ricciardo stayed within three seconds of Hamilton before pitting for the first time on lap eight of 56. When the first stops of all the

leading cars had shaken out at the end of lap 15, Hamilton led Ricciardo by 4.3s, with Rosberg a couple of seconds further back and Verstappen right behind the #6 Mercedes.

Verstappen looked pretty racey at this stage. He had to work hard to cement fourth after dropping behind Kimi Raikkonen’s Ferrari at the start and defending hard from Sebastian Vettel on the first lap.

Like Hamilton and Ricciardo, Verstappen fitted the soft tyre >>



at his first stop, while Rosberg went for the medium. Verstappen overtook Raikkonen with the aid of DRS at Turn 12 on lap 13, and three laps later closed to within DRS range of Rosberg.

At this point Red Bull reminded Verstappen to make sure he could make his tyres last to the end of the stint. His response? “I’m not here to finish fourth.” But with no obvious way through on track he relented, protecting his tyres in the hope of jumping Rosberg at the second round of stops.

This is where the race went totally awry for Red Bull. Ricciardo made his second stop on lap 25, fitting mediums with the intention of racing on to the finish. Verstappen dived for the pits on the following lap, but without his Red Bull crew ready to receive him.

“He thought he heard a call the previous lap but got himself confused,” explained Red Bull boss Christian Horner. “He hadn’t heard anything on that lap. He had been told to push to close the gap to Nico, because we were going to try to undercut him. It’s something totally unusual, it sort of came from nowhere. He just arrived and said, ‘I’m in the pitlane!’ We’re not very good at fitting tyres when we know he’s not coming in...”

Horner reckoned without that mistake Verstappen would have jumped Rosberg and forced the points leader to pass both Red Bulls on track in the closing stages in order to finish second.

But as it was, Verstappen then suffered a gearbox failure coming down the back straight on lap 29. He reported a sensation of something “hitting the engine” as he attempted to crawl back to the pits. He eventually gave up and pulled off the circuit on the outside

of Turn 17, and officials deployed the virtual safety car while marshals craned the Red Bull away.

Ricciardo felt his hopes of finishing second bit the dust because of this. Rosberg took advantage of the VSC period to make his second stop ‘for free’ on lap 31, and rejoined the race with just under 3.5s in hand over the Red Bull. At the point the VSC was deployed, Ricciardo had closed to within 15s of Rosberg – easily enough to gain track position had Rosberg pitted under normal circumstances.

“I think we lost 10 seconds,” Ricciardo said. “I believe after the pitstops we would have had about five seconds on him. After the virtual safety car he had close to five seconds on me, so that was

frustrating. It just would have been interesting, even if he caught me at the end, just to at least have a fight. After the virtual safety car the race became a bit unexciting. I guess without that it would have made it a bit more spicy at the end.”

“It came from nowhere. Max just arrived and said, ‘I’m in the pitlane!’”

Rosberg would have been further ahead after that stop, but for meeting Pascal Wehrlein’s slow Manor at the pit exit. Rosberg attempted a pass, but backed out before overtaking the slower car, realising the potential disaster of overtaking under VSC conditions outside the pitlane.

“I went for the pass because until the line you can go for it,” he said. “Under VSC, all the way to the pit-exit line you can go for the pass. I lost three seconds on the VSC restart due to Pascal, as I was stuck behind him and he started too slow.”

Ricciardo’s race engineer, Simon Rennie, felt his driver “would and should have beaten” Rosberg because “he didn’t



have any scary pace". Certainly Rosberg didn't blitz the Red Bull over the remainder of the grand prix, but by that stage this was also a moot point, as Rosberg had stolen superior track position away from Ricciardo.

The Red Bull implosion triggered by Verstappen made Rosberg's life much easier than it might have otherwise been, as the championship leader drove on to a comfortable second place behind his team-mate, minimising the points loss to his main rival.

Rosberg closed to within five seconds of Hamilton over the final part of the race, but by this stage the Briton was just protecting his Mercedes engine from undue stress. »

Runner-up slot no great hardship points-wise for championship leader Rosberg

QUALIFYING



UNTIL THE FINAL RUNS IN Q3 THIS WAS AN INCREDIBLY CLOSE fight for pole position between the two Mercedes drivers.

Lewis Hamilton was just over a tenth quicker than Nico Rosberg in Q1 (0.101 seconds to be exact); Rosberg enjoyed a 0.099s advantage over Hamilton when Mercedes bolted on soft tyres for Q2 (Daniel Ricciardo was fractionally fastest of all on the super-soft); and Hamilton moved back ahead of Rosberg by just 0.072s after the initial runs in Q3.

Collectively that represented an advantage of just 0.074s in Hamilton's favour heading into the pole showdown. Rosberg ran wide over the kerb at Turn 1 on his first Q3 run, and did so to a lesser extent on his second, but still pulled out his best lap of the weekend to snatch provisional pole, with a 1m35.215s effort.

But Hamilton punished Rosberg's slight inaccuracy with a stunning first sector on his own final lap – almost three tenths better than his earlier effort and a similar margin faster than Rosberg's best.

Hamilton was fractionally slower than his team-mate across the remainder of the lap, but that didn't matter. 1m34.999s was good enough for pole, by 0.216s.

"I've worked all weekend to get the first sector spot on, and I did"

"The first [sector] has always been my weak point, so I've been working all weekend to get it spot on, and I did," Hamilton explained. "It's a very particular circuit, very technical in terms of braking, positioning and turning points. In all honesty the poles I've lost in the past here have all been in the first corner mostly, so to finally come here and have a Turn 1 [where I'm] the fastest shows progression, which I'm really happy about."

For his part Rosberg didn't feel he particularly messed up the first sector of his best lap – he felt Hamilton was simply a step ahead through Turn 1 and the high-speed esses. "It's not me doing it not quite right, it's Lewis doing something very good," Rosberg countered. "That's the way it was today; it was just a bit everywhere, not one specific corner."

Rosberg was almost three tenths clear of Daniel Ricciardo. Red Bull looked fast in free practice, but couldn't live with Mercedes in qualifying, even though Ricciardo reckoned the car worked well.

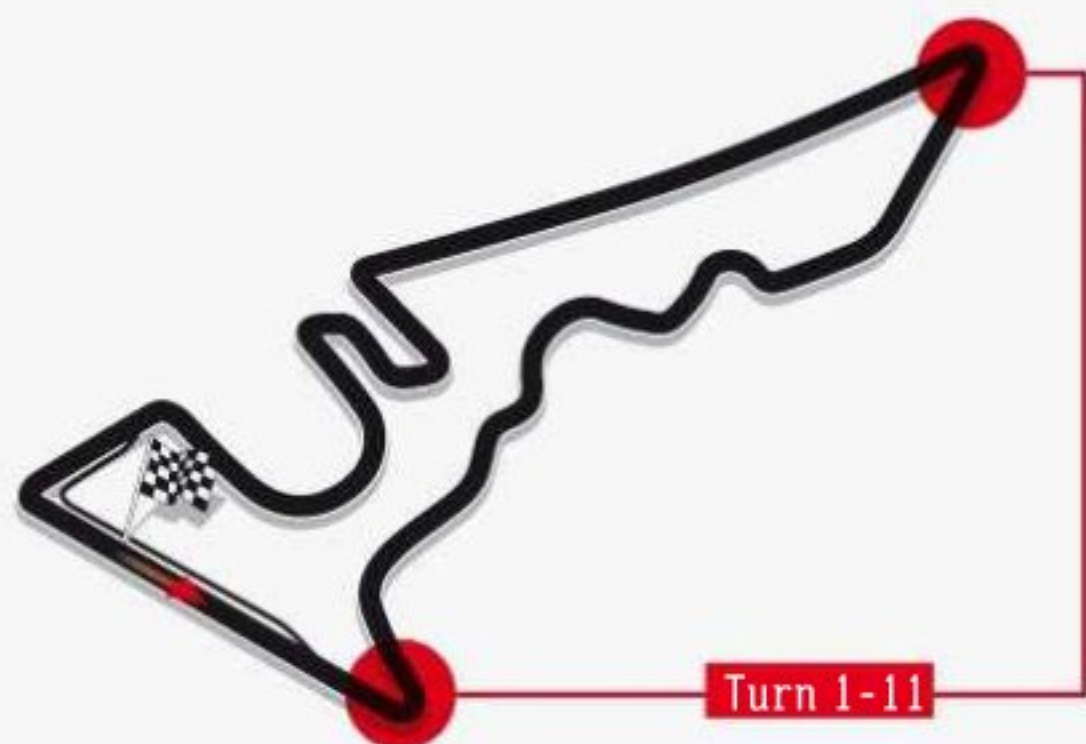
His team-mate Max Verstappen was fourth fastest, a couple of tenths from Ricciardo but well clear of Ferrari duo Kimi Raikkonen and Sebastian Vettel. Neither could explain the sudden loss of form, after beating both Red Bulls in qualifying last time out at Suzuka.

"I can't give you an answer, we don't exactly know," admitted Vettel when quizzed on Ferrari's lack of speed. "Throughout qualifying both of us were reasonably happy with the balance. We're just not quick enough."

Nico Hulkenberg was seventh fastest for Force India, well clear of the remaining top 10 runners. He was in superb form, lapping inside the top six in Q1 and Q2. He was also the only non-Mercedes, Red Bull or Ferrari driver to break into the 1m36s.



“PUFF OF SMOKE, LATE ON THE THROTTLE, MORE FRUSTRATION FOR HAAS AT ITS HOME GP”



FORMULA 1 DRIVERS TEND to love Austin. OK, there's some 'Mickey Mouse' stuff in the middle of the lap, but the first half is fast and flowing. And even though sector three is quite slow overall, the last part of the lap is decently quick and challenging.

But the first sector is where it's really at – that infuriatingly tricky uphill left-hander at Turn 1, with a massively wide entry and hard-to-spot apex, followed by a fun sequence of fast, snaking esses.

That's where I head for the first free practice

session. Conditions are windy, which can really play havoc with F1 aero performance. But what feels like a headwind favours the drivers by helping the cars generate more downforce and feel planted.

Fernando Alonso shows immediate and impressive commitment in the McLaren-Honda. This section is reminiscent of Suzuka's first sector, which was a real weak spot for McLaren in Japan. Alonso seems to be taking the chance to assess if those weaknesses have carried over to Austin, though the corners are slightly shorter here, which should help



Grosjean wants more than his car can deliver

negate the problem.

Romain Grosjean enjoyed one of the best grands prix of his career here for Lotus in 2013, and looks confident straight away. The Haas has improved on entry with its latest aero package, but still gives him plenty to think about through Turn 5, which includes a vicious bump and is not taken at full throttle. The car looks

difficult to drive, even before it starts shedding aero parts onto the track.

Continuing around to the Turn 11 hairpin for final practice gives a chance to see the braking quality of the cars. Jenson Button reckons McLaren is the best in the field in this regard, and the MP4-31 does indeed look at least a match for the top cars.

Grosjean wants more than his Haas is willing to give in this regard. Often he locks up and runs a little too deep into the corner. Puff of smoke, late on the throttle, more frustration for Haas at its home grand prix.

Austin is a great track, but a nightmare if the car isn't working well.

BEN ANDERSON



Hamilton crosses the line. 'Thank you, car' he says to his Merc

XPBIMAGES

Here are the Austin maestros celebrating on the podium



"All I could think about was the car making it to the end — nothing else — for the whole race," Hamilton said. "It was the longest afternoon I could remember in my whole career. Every single lap I was thinking something might happen."

"You are feeling all the vibrations through the engine from the RPM, through the rev range, through the gear shifts."

"I was trying to do fewer gear shifts though a lap, to make the gearbox go longer than perhaps it wants to. The same with the engine. I wasn't doing 100% throttle down the straight, I was pulling it back to 90%, trying not to stretch it."

"When I got on that back straight I was petrified. It [the engine] has a beautiful ring to it, but it had a beautiful ring in Malaysia. I was haunted by that, dreading that [failure] would happen, so I am so grateful it didn't."

"I was just trying to do everything to nurse it home. It wasn't until I got over the line that I was like 'thank you, I'm so happy!' rubbing the cockpit — 'thank you for getting me there.'"

Hamilton got everything right last weekend. He nailed pole position; the hard work he put in practising starts since the last race paid off; and he controlled the race expertly from the front to record the 50th win of his glittering grand prix career.

But Hamilton getting everything right is no longer enough to win him a fourth world championship. He needs outside help — from the higher power he mentioned in Malaysia, from the reliability gremlins that have continued to strike his car and not Rosberg's. And, failing that, he needs help from Red Bull.

Ricciardo was close, but not quite close enough here, and isn't expecting to be a serious threat again until maybe the final race of the season in Abu Dhabi.

"On paper I would say Abu Dhabi is probably where I fancy my best chances — it's been a strong circuit for me and us as a team have normally been pretty good there," said Ricciardo. "We'll keep trying, keep doing what we can. Obviously they're hard to beat, but maybe next time the virtual safety car will help us out. We'll see."

In the meantime all Hamilton can do is execute the remaining races perfectly and hope for the best. "History has shown lots of ups and downs," he said. "There have been times where it's dead certain

already, and there have been times where it has flipped."

"So that's exactly why I've got to keep my head down and keep trying to do the job I did this weekend, which I seriously believe I can do."

"So far it has been 100% reliable on Nico's side. But

often in seasons there can be 100% reliability on a car. Will that be the case on Nico's? Only time will tell. I can't get fixated on that. I have got to focus on mine, and I'm hoping for these last three races I will have 100% reliability — that would be a real breath of fresh air."

"I can't control what has happened to this point. It has already been set. All we can do is leave this season knowing I did everything with a full heart."

Rosberg now leads Hamilton by 26 points, with a maximum 75 left to win. A first world title is getting tantalisingly close to reality. Hamilton needs help. He is running seriously short of time to make this story end in a different way. ❄

"It's the longest afternoon of my career. I was just trying to nurse it home"

F1/UNITED STATES GRAND PRIX STORIES OF THE RACE

Spooked Vettel lucky to save 'violent' car

SEBASTIAN VETTEL backed off in his chase of Daniel Ricciardo's Red Bull towards the end of the US Grand Prix after his Ferrari's handling suddenly became violent through the high-speed esses.

Vettel suffered what the team called "rear-wing dropouts" as the wind picked up at Austin, costing the car downforce. Vettel almost lost control at speed through the esses, so backed off and settled for fourth, knowing there was little threat from behind following retirements for Max Verstappen and Ferrari team-mate Kimi Raikkonen.

Ferrari pitted Vettel with a few laps to go as a precaution, fitting super-soft tyres as

well as cleaning the rear wing. Team boss Maurizio Arrivabene said there was some rubber stuck on the rear wing, which was causing it to stall.

"It was quite violent," said Vettel. "We had some issues, especially at the end of the race. It is quite surprising if you lose downforce very suddenly. I was quite lucky in that instance to be able to save it. It was quite a big snap."

"I had a couple of moments in the race, and after that I slowed down a bit as we didn't have anywhere to go. We were 10 seconds behind Daniel and there was nothing going on behind."

Ferrari struggled in the windy conditions prevalent

at Austin, exposing weaknesses in the car in high-downforce spec, according to Arrivabene. The team was behind Red Bull, having got ahead last time out at Suzuka.

But the SF16-H was better in race trim, and Vettel believes the introduction of the virtual safety car, caused by Max Verstappen stopping on track with gearbox failure, cost Ferrari a podium shot.

"We had a good race, we pitted early to go on the medium tyre, to keep track position to Max, but a lap or two later the VSC comes out, so that was not ideal," Vettel added. "Otherwise, we could have had a crack at the podium."



HONEY/LAT



Ferrari fined for pitstop blunder

FERRARI WAS FINED €5000 FOR RELEASING Kimi Raikkonen's car unsafely from his final pitstop during the United States Grand Prix.

Raikkonen pitted for soft tyres at the end of lap 38 of 56, but pulled away before the right-rear wheelgun had been released, after receiving a green light to go from Ferrari's pitstop control system.

The Finn began to climb the hill after emerging from the pitlane, but he was told by the team to stop the car, as it was unclear whether or not the wheel had been securely fitted. Raikkonen rolled his Ferrari back down the slope, eventually stopping in the pits and retiring.

He had been running fourth, ahead of team-mate Sebastian Vettel, but was likely to finish behind him on account of a difficult second stint on soft tyres.

Raikkonen wants Ferrari to investigate the cause of the error. "The reasons behind why it went green, we have to investigate and understand," said Raikkonen. "The green light came on and obviously I will go. Why did it come on when we were not ready?"

Force India blames aggressive Vettel for Hulkenberg's race exit

FORCE INDIA BLAMED Sebastian Vettel's "aggressive" approach to Turn 1 for the collision that took Nico Hulkenberg out of the US Grand Prix and also ruined Valtteri Bottas's race.

Hulkenberg starred in qualifying and started seventh alongside Bottas. They headed into Turn 1 side by side. But Hulkenberg was sandwiched as Vettel turned in from a wide line and Bottas tried to pass Hulkenberg

on the inside.

The contact broke Hulkenberg's steering and gave Bottas's Williams a puncture and damaged floor. Hulkenberg retired to the pits and Bottas rejoined the race but struggled home to 16th.

"It's really disappointing to have another first-lap retirement," said Hulkenberg. "Sebastian turned in quite aggressively, made contact with me, and that pushed me into Valtteri."

"I think it could have been avoided if Sebastian had given us a bit more space, but it all happened so quickly and I had nowhere to go."

"It's really frustrating when you have a quick car and your race only lasts 10 seconds."

Vettel said it was not possible to see the two cars. "The angle becomes quite narrow for Turn 1," he said. "I had no chance to see what was going on behind me."



DUNBAR/LAT



The rear wing of Vettel's Ferrari malfunctioned

Alonso avoids sanction for Massa clash

FERNANDO ALONSO ESCAPED punishment for banging wheels with Felipe Massa's Williams in the closing stages of the US GP as they fought Carlos Sainz Jr's Toro Rosso for fifth.

Alonso caught sixth-placed Massa late in the race, having gained time from pitting under the virtual safety car. Massa had spent many laps stuck behind the Toro Rosso, having dropped behind it as a result of Sainz's own stop under VSC.

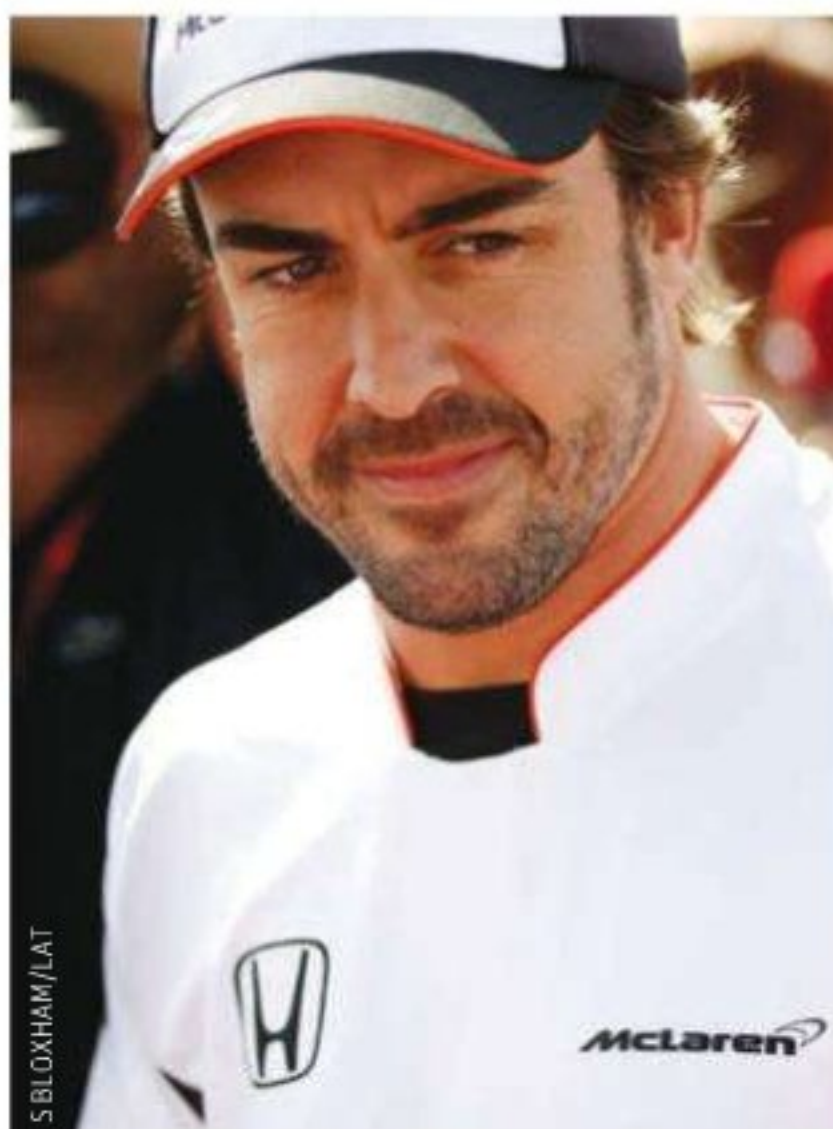
With four laps to go, Alonso dived up the inside of Massa into Turn 16, with the pair making contact wheel to wheel and Alonso getting ahead, while Massa ended up with a puncture.

"Felipe closed the door on me, I was already alongside him," said the Spaniard on team radio.

The stewards investigated the incident after the race but after speaking to both drivers deemed that no further action was necessary.

Alonso said: "It is difficult to overtake on the straight so I tried to on the inside, which was very aggressive. Unfortunately, we touched. Luckily, both cars continued.

"When I did the manoeuvre, I was



side by side, I was not one quarter ahead or something like that. It's not like I was coming from behind or it was any crazy thing, so there was not the space for him to turn in."

Massa said: "At the end, Fernando dived into the corner I was taking, hit my car and I got a puncture because of it. It destroyed every opportunity I had to finish the race in sixth, and potentially fifth."

Alonso snatched fifth from Sainz on the penultimate lap as the Toro Rosso driver struggled with soft tyres he admitted were "finished", thanks to a 26-lap final stint.

Q&A

ERIC BOULLIER McLAREN RACING DIRECTOR



Why was Japan so bad and this race so good for McLaren?

It's a mix of different things. The performance of our car is the same, but compared to the others we are losing a little bit in the high-speed corners. We are strong in the low-speed corners, but in the high-speed corners, no. For Japan we didn't get a good balance for qualifying, and in the race we got stuck behind people. If you look at the data, we did not overtake one car, so we got stuck at the back of the field. We didn't have a great start, didn't have a great first lap, and everything went wrong. That's it.

"Here, we were back to normal, and showed when we have the opportunity we are there, we passed many cars. This was more the true McLaren. If you look back over the last four or five races, this is where we are. Japan was just one glitch. But we have to be realistic because our position on merit is eighth, ninth – that's where we should be.

Can you address this problem this season, or is it not worth the hassle with the start of 2017 fast approaching?

It's not worth it. We just need to understand how to be strong next year in every kind of corner. But at least this is a positive step for us towards ending the season strongly going into '17.

It looked like a strong race for both drivers...

Yeah, very strong. They both had a good start, a very good first lap, and were very good on tyres throughout the race. If you look at what happened with Massa and Sainz, Fernando took a long time to catch up, a couple of tenths per lap, but he got them. And Jensen was really strong as well.



Palmer disappointed by lack of team orders

JOLYON PALMER WAS disappointed that Renault did not ask team-mate Kevin Magnussen to move over for him during the United States Grand Prix.

The Renault drivers spent a large portion of the race running in close proximity, with Magnussen ahead after Palmer lost ground in the opening laps as he struggled to get his tyres up to working temperature.

While Palmer hoped Renault would ask Magnussen to move

aside, no orders were issued, and Magnussen finished 10 seconds and two places ahead in 11th, after making an extra stop and using fresher tyres to get back ahead of Palmer. Magnussen was then handed a five-second penalty for leaving the track and gaining an advantage, dropping him to 12th.

"Mainly I was stuck behind Kev and I couldn't do anything more," Palmer told Autosport. "For a lot of the race I was within 1.5s, and struggling to

follow, damaging the tyres.

"I knew I was quicker but not close enough to get through. I was on the radio in the first stint saying I was quicker, but nothing happened. I was hoping they might switch it so we could chase the cars ahead.

"I felt like it wasn't the best call in the interests of the team. I was so much quicker and it's really frustrating. Considering I was held up for 30 laps, I could have been a long way up the road."



Kvyat calls for rules clarification after clash with Perez at US GP

DANIIL KVIAT WANTS a rules clarification from Formula 1 race director Charlie Whiting after receiving a 10-second penalty for colliding with Sergio Perez in the United States Grand Prix.

Kvyat's Toro Rosso made contact with the Force India while trying to pass Perez under braking at the Turn 11 hairpin on the first lap, spinning Perez around.

Kvyat was penalised 10s for causing the collision,

but feels Perez was in breach of fresh driving-standards guidelines issued during the race weekend, which said drivers would be reported to the stewards for overly aggressive defensive driving.

The new directive is designed to clamp down on unusual changes of direction in braking zones, as a result of controversies involving Red Bull's Max Verstappen in particular this season.

Kvyat felt Perez was guilty of this in their incident,

as the Force India came across to the inside line to defend position.

"They changed the rule – you cannot change [line] under braking and in my view he did that," Kvyat said.

"He moved maybe 10 metres in front of me and we got spun out. His race is ruined, my race is ruined as well, but don't create a rule if you don't enforce that.

"I want some clarifications because this rule isn't clear to me at the moment."



Grosjean scores at Haas home race

ROMAIN GROSJEAN SCORED THE HAAS TEAM'S first point since July's Austrian Grand Prix with a charge from 17th on the grid to 10th in the US GP.

Haas struggled badly for most of its home race weekend at Austin, with both cars shedding aerodynamic parts on the track during Friday practice, due to excessive vibrations from running over kerbs.

Esteban Gutierrez qualified a respectable 14th despite losing his new-spec front wing, but then suffered a brake-disc failure early on in the race.

Grosjean struggled with a handling imbalance in qualifying, but adopted an aggressive tyre strategy and charged up to 11th through the opening seven laps.

He lost a place to Sergio Perez's recovering Force India, but gained a top 10 finish when Max Verstappen's Red Bull and Kimi Raikkonen's Ferrari both dropped out of the race.





NEW

OLD

McLAREN'S NEW WING LOOKS AHEAD

McLaren has gone from its own left-field design ideas to following the fashions of the top teams in some areas, but last weekend at Austin it proved it is not afraid to try its own ideas. In practice, the team ran a new front wing that eschews the current 'outwash' design trend, most likely with an eye on the new aero regulations for 2017.

Rather than a wing shape

that is narrow and arched at the front, then diverges outwards towards the front tyre, the new wing has a near-straight profile that meets the endplate with a 90-degree joint and features nearly no outward curvature at all. With this shape, McLaren isn't able to create the 'outwash' of airflow out around the front tyre, as all the teams do currently.

Instead, the air is aimed to tightly pass alongside the front tyre. In doing this, McLaren risks the tyre's turbulence coming back in towards the rear of the car, upsetting the diffuser and rear wing. This suggests McLaren has other bodywork ideas to work in conjunction with this wing, most likely in the bargeboard area, which is freed up in the 2017 rules.

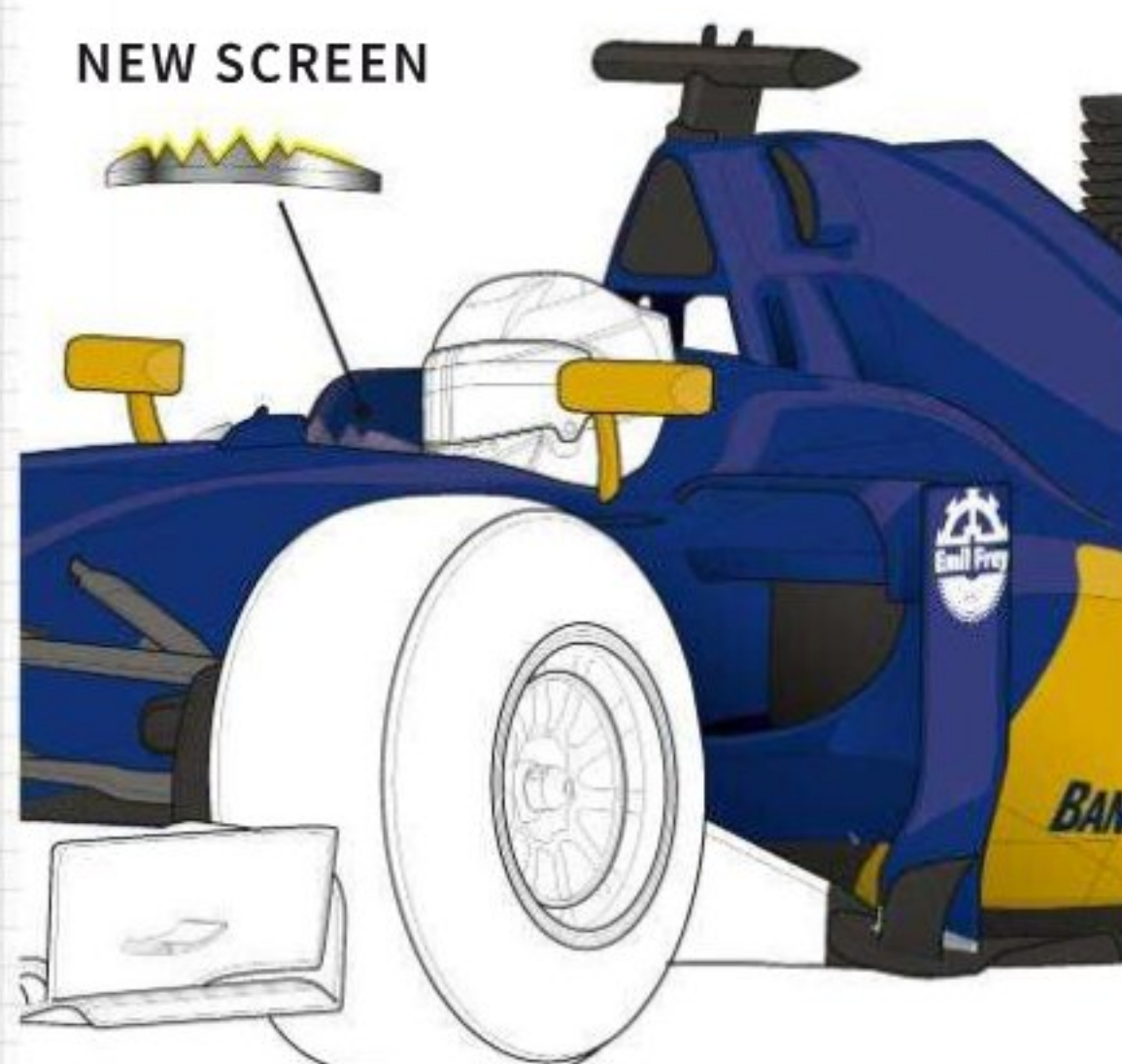
SAUBER FOLLOWS MERCEDES' SCREEN

All cars run a tiny screen ahead of the cockpit opening, this being less of an aerodynamic performance aid and more a means to keep the driver's head steady at speed. Without this screen the driver's helmet suffers lift and buffeting, making for an uncomfortable ride. Different screen designs suit different drivers with their preferred seating position and helmet design.

Mercedes has run a

screen with large teeth cut into the top profile for several years. Initially it was just used by Nico Rosberg, but – wearing a different brand of helmet – Lewis Hamilton now runs this design too. Sauber has used a jagged screen this year, and it trialed a new version in practice for the US Grand Prix to improve the drivers' comfort. Unusually, it was 3D-printed in a white plastic material, underlining that being able to see through the screen is not critical.

NEW SCREEN



F1'S WING FLEXING DEBATE RISES AGAIN

Since flexing rear wings to reduce drag on the straights first appeared in the 1990s, teams have continually pushed the limits of the regulations to alter aero performance at high speed. Currently, several teams are running front-wing flaps that clearly flex at speed.

Two years ago, Red Bull was found to use an overtly flexible front-wing-adjustment mechanism. Subsequently, rules to prevent the front-wing flap flattening at speed were introduced. But, as this season has gone on, the sights from the onboard

nose cameras have shown the front-wing flap starting to deflect at relatively low speeds, then to continue to flatten as speed rises, until the car brakes for a slow turn and the wing springs back up to its normal position.

No wing can be totally stiff, and the way wings wobble as the car runs over kerbs is not under question. But intended performance-enhancing flex – designed to pass the relatively low forces of the FIA test but deflect at the higher loads on track, reducing drag on straights and increasing

downforce in corners – does need to be addressed.

F1 regulations state that bodywork must "remain immobile in relation to the sprung part of the car", thus requiring no overt bodywork flexibility. But the rule is only enforced with static deflection tests.

The FIA needs to either accept that flexibility is now a part of F1 or find a solution for enforcing the regulations. Perhaps a calibrated, high-speed camera system fitted to the car to observe bodywork movement could work.

WILLIAMS TRIES 2017 TWEAK

Another team trying 2017 design ideas in free practice was Williams, which ran four underwing fences on its 2016 front wing. Usually the team runs just two fences, but found the beneficial effect on the 2017 wing was much more pronounced, so opted to test the concept on track. These fences both compartmentalise the different pressure zones

under the wing and also straighten the airflow to offset the tyre's turbulence passing inboard and upsetting the wing.

Offsetting the potential gain is more sensitivity to the wheels being steered. But this and other teams' work in this area show the front wing will still be of overriding importance to performance in 2017.



NEW

OLD

F1/UNITED STATES GRAND PRIX RESULTS



Race results / 56 laps – 191.643 miles							Fastest laps				
POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS	POS	DRIVER	TIME	GAP	LAP
1	Lewis Hamilton	Mercedes	1h38m12.618s	53		47.176s	1	Vettel	1m39.877s	-	55
2	Nico Rosberg	Mercedes	+4.520s			47.675s	2	Raikkonen	1m41.841s	+1.964s	26
3	Daniel Ricciardo	Red Bull-Renault	+19.692s			47.490s	3	Rosberg	1m41.897s	+2.020s	34
4	Sebastian Vettel	Ferrari	+43.134s	3		1m12.401s	4	Hamilton	1m42.386s	+2.509s	45
5	Fernando Alonso	McLaren-Honda	+1m33.953s			48.983s	5	Verstappen	1m42.424s	+2.547s	28
6	Carlos Sainz	Toro Rosso-Ferrari	+1m36.124s			49.059s	6	Magnussen	1m42.475s	+2.598s	45
7	Felipe Massa	Williams-Mercedes	-1 lap			1m11.460s	7	Ricciardo	1m42.555s	+2.678s	51
8	Sergio Perez	Force India-Mercedes	-1 lap			47.817s	8	Sainz	1m42.832s	+2.955s	33
9	Jenson Button	McLaren-Honda	-1 lap			49.248s	9	Massa	1m43.414s	+3.537s	33
10	Romain Grosjean	Haas-Ferrari	-1 lap			50.579s	10	Alonso	1m43.502s	+3.625s	36
11	Daniil Kvyat	Toro Rosso-Ferrari	-1 lap			37.837s	11	Ocon	1m43.585s	+3.708s	46
12	Kevin Magnussen	Renault	-1 lap			1m12.311s	12	Perez	1m43.925s	+4.048s	33
13	Jolyon Palmer	Renault	-1 lap			48.837s	13	Nasr	1m44.117s	+4.240s	55
14	Marcus Ericsson	Sauber-Ferrari	-1 lap			25.229s	14	Grosjean	1m44.335s	+4.458s	35
15	Felipe Nasr	Sauber-Ferrari	-1 lap			24.244s	15	Button	1m44.468s	+4.591s	37
16	Valtteri Bottas	Williams-Mercedes	-1 lap			52.320s	16	Palmer	1m44.724s	+4.847s	18
17	Pascal Wehrlein	Manor-Mercedes	-1 lap			51.241s	17	Kvyat	1m44.730s	+4.853s	48
18	Esteban Ocon	Manor-Mercedes	-2 laps			1m17.413s	18	Bottas	1m44.977s	+5.100s	34
R	Kimi Raikkonen	Ferrari	38 laps-loose wheel			1m13.218s	19	Ericsson	1m45.140s	+5.263s	19
R	Max Verstappen	Red Bull-Renault	28 laps-gearbox			59.601s	20	Gutierrez	1m45.364s	+5.487s	15
R	Esteban Gutierrez	Haas-Ferrari	16 laps-brakes			24.470s	21	Wehrlein	1m45.451s	+5.574s	36
R	Nico Hulkenberg	Force India-Mercedes	1 laps-steering arm			-	22	Hulkenberg	-	-	-

WEATHER Dry, sunny; track 35C, air 27C WINNER'S AVERAGE SPEED 117.075mph FASTEST LAP AVERAGE SPEED 123.474mph ● New ○ Used ● Ultra Soft ● Super Soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

6

Sainz matched the best finish of his F1 career in sixth

21

Sauber has now gone 21 races without scoring a point, the worst run in its history

40

Haas is the first US team to score at home since Penske's sixth at Watkins Glen 40 years ago

44

This was the 44th front-row lockout for the Mercedes team in F1

50

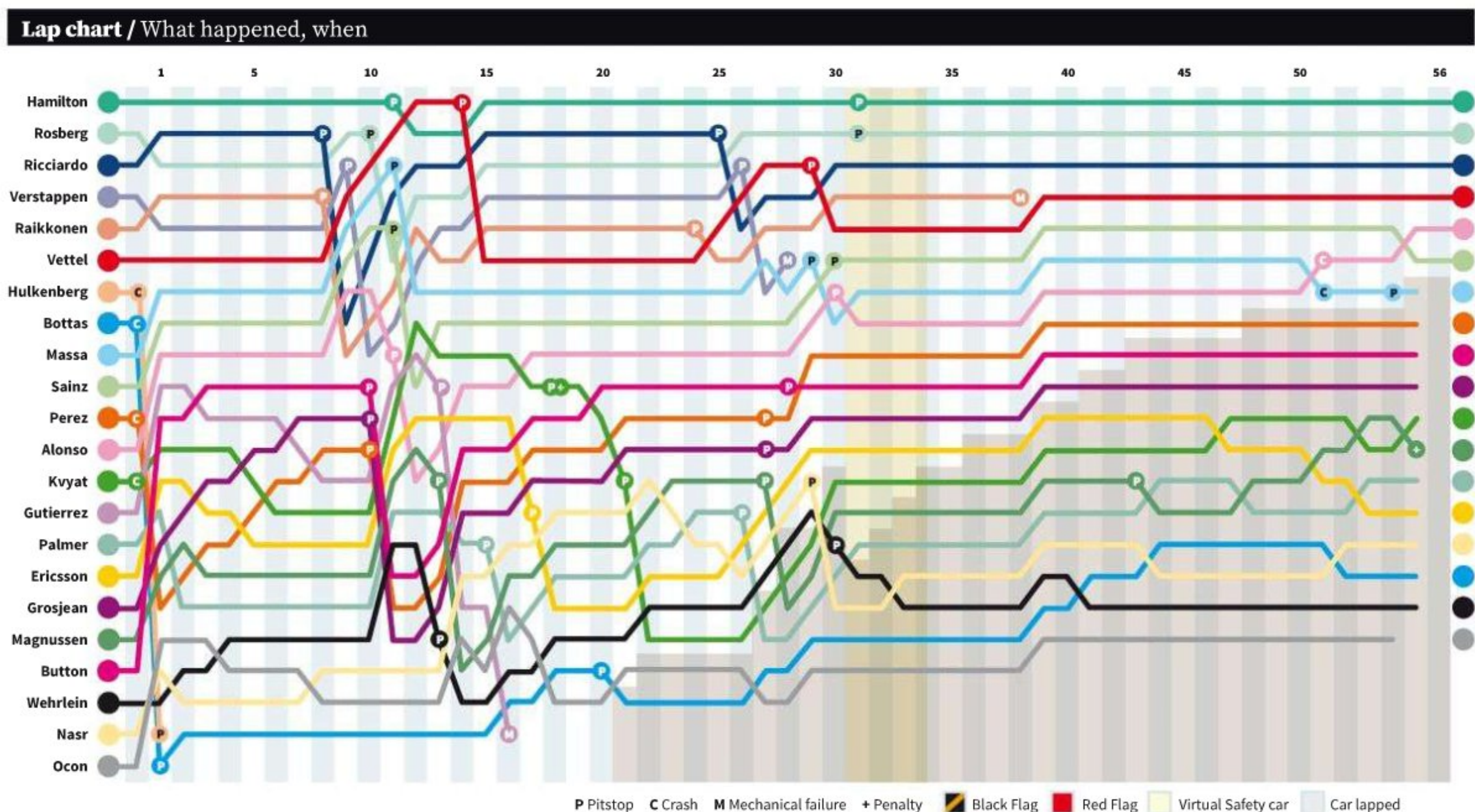
Hamilton is only the third driver, after Prost and Schumacher, to claim 50 wins

100

Grosjean started his 100th grand prix, marking it with his first point since July's Austrian GP

6020

Ricciardo has now notched up over 6000 laps raced in F1 – he's 47th in the all-time list





13 Kvyat #26
1m37.480s



14 Gutierrez #21
1m37.773s



15 Palmer #30
1m37.935s



16 Ericsson #9
1m39.356s



17 Grosjean #8
1m38.308s



18 Magnussen #20
1m38.317s



19 Button #22
1m38.327s



20 Wehrlein #94
1m38.548s



21 Nasr #12
1m38.583s



22 Ocon #31
1m38.806s

Qualifying 1

POS	DRIVER	TIME
1	Hamilton	1m36.296s
2	Rosberg	1m36.397s
3	Verstappen	1m36.613s
4	Ricciardo	1m36.759s
5	Hulkenberg	1m36.950s
6	Raikkonen	1m36.985s
7	Vettel	1m37.151s
8	Perez	1m37.345s
9	Massa	1m37.402s
10	Bottas	1m37.456s
11	Sainz	1m37.744s
12	Kvyat	1m37.844s
13	Alonso	1m37.913s
14	Ericsson	1m38.040s
15	Gutierrez	1m38.053s
16	Palmer	1m38.084s
17	Grosjean	1m38.308s
18	Magnussen	1m38.317s
19	Button	1m38.327s
20	Wehrlein	1m38.548s
21	Nasr	1m38.583s
22	Ocon	1m38.806s

WEATHER Dry, sunny; track 34C, air 23C

Race briefing

PRACTICE

JORDAN KING replaced Wehrlein in the Manor.
ALFONSO CELIS JR replaced Perez in the Force India.

RACE PENALTIES

KVYAT 10 seconds for hitting Perez.

MAGNUSSEN 5 seconds for gaining a position by leaving the track.

Qualifying 2

POS	DRIVER	TIME
1	Ricciardo	1m36.255s
2	Rosberg	1m36.351s
3	Hamilton	1m36.450s
4	Vettel	1m36.462s
5	Raikkonen	1m36.584s
6	Hulkenberg	1m36.626s
7	Verstappen	1m36.857s
8	Sainz	1m37.175s
9	Bottas	1m37.202s
10	Massa	1m37.214s
11	Perez	1m37.353s
12	Alonso	1m37.417s
13	Kvyat	1m37.480s
14	Gutierrez	1m37.773s
15	Palmer	1m37.935s
16	Ericsson	1m39.356s

Qualifying 3

POS	DRIVER	TIME
1	Hamilton	1m34.999s
2	Rosberg	1m35.215s
3	Ricciardo	1m35.509s
4	Verstappen	1m35.747s
5	Raikkonen	1m36.131s
6	Vettel	1m36.358s
7	Hulkenberg	1m36.628s
8	Bottas	1m37.116s
9	Massa	1m37.269s
10	Sainz	1m37.326s

Speed trap

Fastest for each constructor in qualifying



Free practice 1

POS	DRIVER	TIME
1	Hamilton	1m37.428s
2	Rosberg	1m37.743s
3	Verstappen	1m39.379s
4	Raikkonen	1m39.407s
5	Hulkenberg	1m39.712s
6	Bottas	1m39.776s
7	Ricciardo	1m39.963s
8	Vettel	1m39.988s
9	Kvyat	1m40.131s
10	Sainz	1m40.140s
11	Massa	1m40.191s
12	Nasr	1m40.287s
13	Alonso	1m40.362s
14	Grosjean	1m40.826s
15	Gutierrez	1m40.970s
16	Ericsson	1m41.170s
17	Celis	1m41.422s
18	Button	1m41.663s
19	Magnussen	1m41.942s
20	King	1m42.012s
21	Palmer	1m42.332s
22	Ocon	1m43.874s

WEATHER Dry, sunny; track 22C, air 18C

Free practice 2

POS	DRIVER	TIME
1	Rosberg	1m37.358s
2	Ricciardo	1m37.552s
3	Hamilton	1m37.649s
4	Vettel	1m38.178s
5	Verstappen	1m38.258s
6	Hulkenberg	1m38.508s
7	Perez	1m38.568s
8	Button	1m38.713s
9	Alonso	1m38.801s
10	Raikkonen	1m38.865s
11	Sainz	1m38.971s
12	Magnussen	1m39.159s
13	Nasr	1m39.189s
14	Bottas	1m39.197s
15	Kvyat	1m39.202s
16	Massa	1m39.281s
17	Palmer	1m39.455s
18	Grosjean	1m39.554s
19	Ocon	1m40.086s
20	Gutierrez	1m40.114s
21	Ericsson	1m40.219s
22	Wehrlein	1m41.131s

WEATHER Dry, sunny; track 36C, air 21C

Free practice 3

POS	DRIVER	TIME
1	Verstappen	1m36.766s
2	Ricciardo	1m37.032s
3	Raikkonen	1m37.284s
4	Hamilton	1m37.483s
5	Rosberg	1m37.784s
6	Vettel	1m37.894s
7	Hulkenberg	1m37.948s
8	Bottas	1m38.188s
9	Button	1m38.212s
10	Alonso	1m38.452s
11	Perez	1m38.512s
12	Palmer	1m38.528s
13	Massa	1m38.607s
14	Kvyat	1m38.691s
15	Sainz	1m38.710s
16	Gutierrez	1m38.939s
17	Grosjean	1m39.097s
18	Magnussen	1m39.105s
19	Ericsson	1m39.239s
20	Nasr	1m39.509s
21	Ocon	1m39.771s
22	Wehrlein	1m41.427s

WEATHER Dry, sunny; track 20C, air 17C

SEASON STATS

Drivers' championship

1	Rosberg	331
2	Hamilton	305
3	Ricciardo	227
4	Vettel	177
5	Raikkonen	170
6	Verstappen	165
7	Perez	84
8	Bottas	81
9	Hulkenberg	54
10	Alonso	52
11	Massa	49
12	Sainz	38
13	Grosjean	29
14	Kvyat	25
15	Button	21
16	Magnussen	7
17	Palmer	1
18	Wehrlein	1
19	Vandoorne	1
20	Gutierrez	0
21	Ericsson	0
22	Nasr	0
23	Haryanto	0
24	Ocon	0

Constructors' championship

1	Mercedes	636
2	Red Bull	400
3	Ferrari	347
4	Force India	138
5	Williams	130
6	McLaren	74
7	Toro Rosso	55
8	Haas	29
9	Renault	8
10	Manor	1
11	Sauber	0

Wins

Rosberg	9
Hamilton	7
Ricciardo	1
Verstappen	1

Fastest laps

Rosberg	6
Hamilton	3
Ricciardo	3
Vettel	2
Alonso	1
Hulkenberg	1
Kvyat	1
Raikkonen	1

Pole positions

Hamilton	9
Rosberg	8
Ricciardo	1

Qualifying battle

ROS	9	9	HAM
VET	10	8	RAI
MAS	3	15	BOT
RIC	10	4	VES
RIC	4	0	KVY
PER	9	9	HUL
MAG	11	7	PAL
KVY	4	10	SAI
VES	3	1	SAI
ERI	11	7	NAS
ALO	12	5	BUT
BUT	0	1	VAN
OCO	2	4	WEH
HAR	5	7	WEH
GRO	11	7	GUT

F1/UNITED STATES GRAND PRIX DRIVER RATINGS

Hamilton back in control

We review and rate each driver's grand prix weekend performance out of 10

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

MERCEDES



9 LEWIS HAMILTON

Hamilton was superb, delivering a mighty qualifying lap at the crucial moment, particularly in the tricky high-speed first sector, and getting a decent getaway. Controlled his pace and the race from there. Not a crushing display, but Hamilton was understandably concerned about protecting his engine.



7 NICO ROSBERG

Rosberg was second best to Hamilton at Austin, but that's all he needs to be from here on in. Was wary of fighting Ricciardo in Turns 1 and 2 on the opening lap, and decided to leave that battle for later in the race. Fortunate timing of the virtual safety car meant he didn't need to engage in the end.

FERRARI



7 SEBASTIAN VETTEL

Struggled to get his car working in Friday practice, and admitted to overdriving in qualifying, finishing up a couple of tenths shy of Raikkonen. Got stuck behind Verstappen on the first lap, but was quicker than Raikkonen on soft tyres in the second stint, so was favourite to finish ahead before the Finn retired.



7 KIMI RAIKKONEN

Raikkonen was very good in qualifying again, getting the better of Vettel for the second race in succession – and by a decent margin. His first stint was strong, but struggles on the soft tyre dropped him back from the Red Bulls and into a fight with his team-mate, before a botched third pitstop forced him out.

WILLIAMS



7 VALTTERI BOTTAS

A horrendous race for Bottas, who qualified well and made a good start, but got hit accidentally while inside Hulkenberg at Turn 1 on the first lap. That caused a puncture and damaged the car. He recovered past the Manors, before losing out to Nasr near the end. An ambitious 36-lap stint on mediums was asking too much.



6 FELIPE MASSA

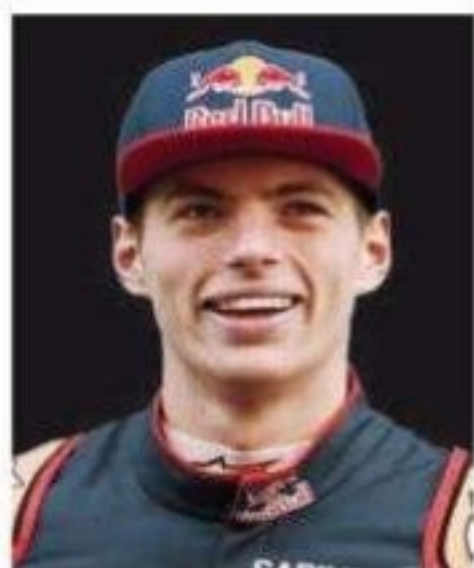
A race of two halves for Massa, who should have beaten Sainz and Alonso. The virtual safety car cost him, but he then spent 18 racing laps bottled up inexplicably behind the Toro Rosso. Massa was frustrated, but with F1's best engine turned up he should have passed a car powered by F1's slowest, before Alonso muscled in.

RED BULL



9 DANIEL RICCIARDO

A very good performance from Ricciardo after the disappointment of Suzuka. Needed a slightly better start to challenge for victory, but getting ahead of Rosberg was a good effort. Felt he could have held off the championship leader, but unfortunate timing of virtual safety car gave Rosberg the advantage.



7 MAX VERSTAPPEN

Verstappen struggled to find a decent set-up on Friday, and couldn't live with Ricciardo through the second sector in Q3. Fell behind one Ferrari at the start but held off the other, and was pressing Rosberg when he pitted before the team was ready. Gearbox failure let Vettel off the hook in the fight for fourth.

FORCE INDIA



8 SERGIO PEREZ

A decent salvage job by Perez, who was hindered by damage to parts of his brakes in qualifying, delayed by the Hulkenberg/Bottas collision at Turn 1, and hit by Kvyat under braking for Turn 12 on lap one. He battled understeer and a lack of traction, but a smart final stop got him ahead of Button.



9 NICO HULKENBERG

Hulkenberg starred in qualifying, getting among the Red Bulls and Ferraris briefly, and lapped miles clear of the rest of the midfield, but couldn't capitalise in the race. Got sandwiched between Vettel and Bottas at Turn 1, and contact broke the Force India's steering. Disappointing, given the promise of Saturday.

RENAULT



7 KEVIN MAGNUSSEN

Changing winds seemed to catch Magnussen out, and he didn't make the best job of qualifying. The race was much better. He switched strategies a couple of times, but charged through the field in the final stint. Time penalty for going off track passing Kvyat cost him 11th, but a good drive nonetheless.



7 JOLYON PALMER

Overall another decent display from Palmer, who made Q2 despite a disastrous last run in Q1, which began with impeding Button. Showed strong pace in parts of the race, and felt the team should have moved Magnussen aside. Ultimately, his poor pace on the opening two laps put him on the back foot.

Hulkenberg starred in qualifying but was disappointed in the race



S BLOXHAM/LAT

TORO ROSSO



6 **DANIIL KVIAT**

Kvyat had a disjointed weekend and didn't really shine after being re-signed by Toro Rosso before the race. He struggled to balance his car in qualifying, ending up well behind Sainz, then was given a penalty for hitting Perez under braking for Turn 12 on lap one. Was in go-slow, one-stop mode after that.



9 **CARLOS SAINZ JR**

A brilliant job by Sainz. Qualified strongly and kept Massa's faster Williams honest early on, before using the virtual-safety-car period to jump it in the pits. Then had to execute a tough 26-lap stint on softs while defending position. Tyres eventually gave out, making Sainz easy meat for Alonso.

SAUBER



6 **FELIPE NASR**

Looked in good shape on Friday, but lost his way in qualifying after minor set-up tweaks made the car more difficult to drive, which he described as "super strange". Fell behind all bar Bottas's delayed Williams after starting on the medium tyre. Recovered past the Manors and got back ahead of the Williams.



9 **MARCUS ERICSSON**

Another strong performance from Ericsson, who impressed rival team Manor with his Q1 lap, which was half a second quicker than Nasr's, and faster than the Renault and Haas drivers. Backed the team's one-stop gamble, but was passed by Kvyat and the Renaults in the closing stages while struggling on his tyres.

McLAREN



7 **JENSON BUTTON**

Button and McLaren made a hash of qualifying – too slow on the soft tyre, then dumped out in Q1 after encountering traffic. Salvaged the situation with a great first lap to rise to 11th. Overtook Gutierrez, and gained when Verstappen and Raikkonen retired, but lost out to Perez in the pits. Still, a solid effort.



8 **FERNANDO ALONSO**

A strong race for Alonso, who wasn't fast but scored the best result possible. His first stop stuck him behind both Renaults and a Sauber, but making the next under VSC paid off. Was at his relentless best hunting down and surprising Massa at Turn 15. Went off after passing Sainz, but kept it together.

MANOR



7 **PASCAL WEHRLEIN**

Another decent performance, after a tricky build-up in which he missed FP1 so Jordan King could drive, before beaching the car in the gravel in final practice. In the circumstances, was delighted to outqualify Ocon by 0.258s. Did what he could in the race, finishing close behind Bottas, but Manor was not competitive.



6 **ESTEBAN OCON**

Was looking pretty good until the final runs in Q1, when he took a bit too much from the tyres on the out-lap and ended up well adrift of Wehrlein, having pretty much matched him to that point. Started the race well, but struggled on the medium tyre and picked up some suspected damage that sent his race into freefall.

HAAS



8 **ROMAIN GROSJEAN**

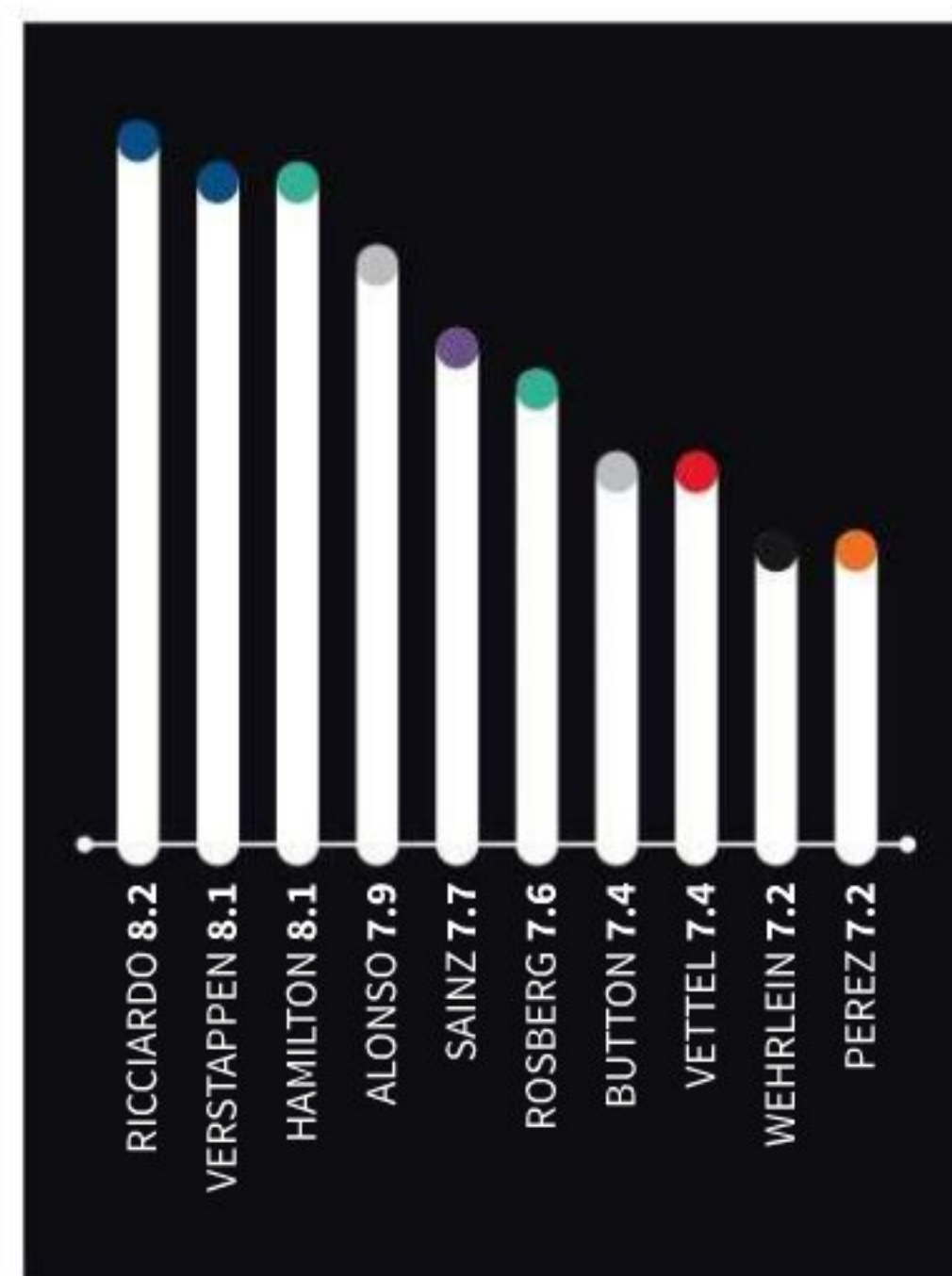
An excellent race from Grosjean, who on the first lap picked off Palmer, Ericsson and Kvyat to be right with team-mate Gutierrez after just five tours. Got past him after seven and, although Perez came through, Grosjean was able to score thanks to Verstappen's and Raikkonen's misfortunes.



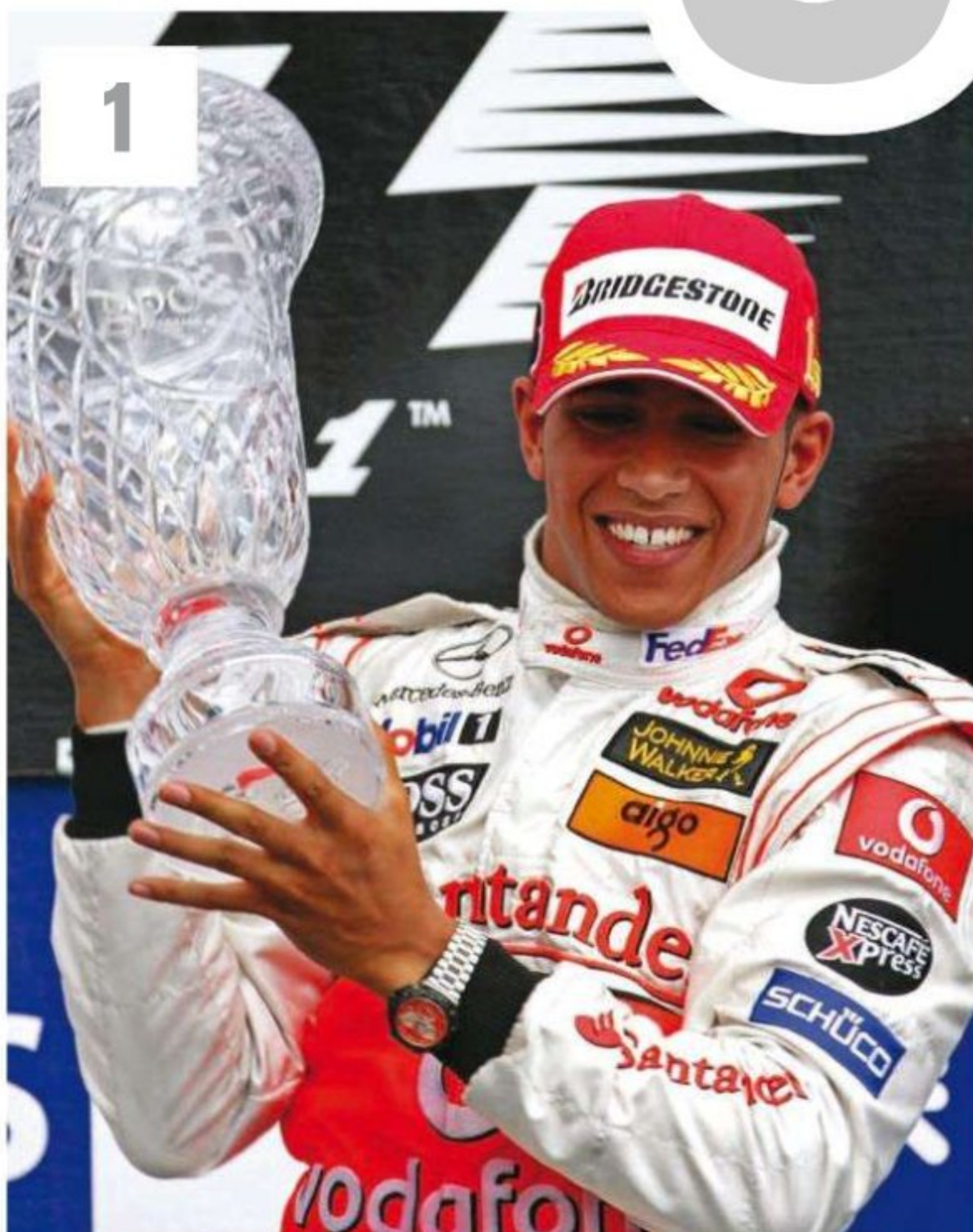
7 **ESTEBAN GUTIERREZ**

Produced what he felt was his best qualifying performance, after a terrible build-up for Haas, which included shedding aero parts on the track and terminally damaging his remaining new-spec front wing. Started the race well, but he slipped back in the first stint, before brake failure put him out after his first stop.

TOP 10 AVERAGE RATING



Hamilton's half century



1 CANADIAN GP

2007
CAR McLaren MP4-22
STARTED 1st
WINNING MARGIN 4.343s
(2nd: Nick Heidfeld)

3 HUNGARIAN GP

2007
CAR McLaren MP4-22
STARTED 1st
WINNING MARGIN 0.715s
(Kimi Raikkonen)

5 AUSTRALIAN GP

2008
CAR McLaren MP4-23
STARTED 1st
WINNING MARGIN 5.478s
(Nick Heidfeld)

7 BRITISH GP

2008
CAR McLaren MP4-23
STARTED 4th
WINNING MARGIN 1m08.577s
(Nick Heidfeld)

9 CHINESE GP

2008
CAR McLaren MP4-23
STARTED 1st
WINNING MARGIN 14.925s
(Felipe Massa)

2 UNITED STATES GP

2007
CAR McLaren MP4-22
STARTED 1st
WINNING MARGIN 1.518s
(Fernando Alonso)

4 JAPANESE GP

2007
CAR McLaren MP4-22
STARTED 1st
WINNING MARGIN 8.377s
(Heikki Kovalainen)

6 MONACO GP

2008
CAR McLaren MP4-23
STARTED 3rd
WINNING MARGIN 3.064s
(Robert Kubica)

8 GERMAN GP

2008
CAR McLaren MP4-23
STARTED 1st
WINNING MARGIN 5.586s
(Nelson Piquet Jr)

10 HUNGARIAN GP

2009
CAR McLaren MP4-24
STARTED 4th
WINNING MARGIN 11.529s
(Kimi Raikkonen)



10



13



11



12



14



15



16



17



18



19



20

11 SINGAPORE GP

2009

CAR McLaren MP4-24

STARTED 1st

WINNING MARGIN 9.634s
(Timo Glock)

13 CANADIAN GP

2010

CAR McLaren MP4-25

STARTED 1st

WINNING MARGIN 2.254s
(Jenson Button)

15 CHINESE GP

2011

CAR McLaren MP4-26

STARTED 3rd

WINNING MARGIN 5.198s
(Sebastian Vettel)

17 ABU DHABI GP

2011

CAR McLaren MP4-26

STARTED 2nd

WINNING MARGIN 8.457s
(Fernando Alonso)

19 HUNGARIAN GP

2012

CAR McLaren MP4-27

STARTED 1st

WINNING MARGIN 1.032s
(Kimi Raikkonen)

12 TURKISH GP

2010

CAR McLaren MP4-25

STARTED 2nd

WINNING MARGIN 2.645s
(Jenson Button)

14 BELGIAN GP

2010

CAR McLaren MP4-25

STARTED 2nd

WINNING MARGIN 1.571s
(Mark Webber)

16 GERMAN GP

2011

CAR McLaren MP4-26

STARTED 2nd

WINNING MARGIN 3.980s
(Fernando Alonso)

18 CANADIAN GP

2012

CAR McLaren MP4-27

STARTED 2nd

WINNING MARGIN 2.513s
(Romain Grosjean)

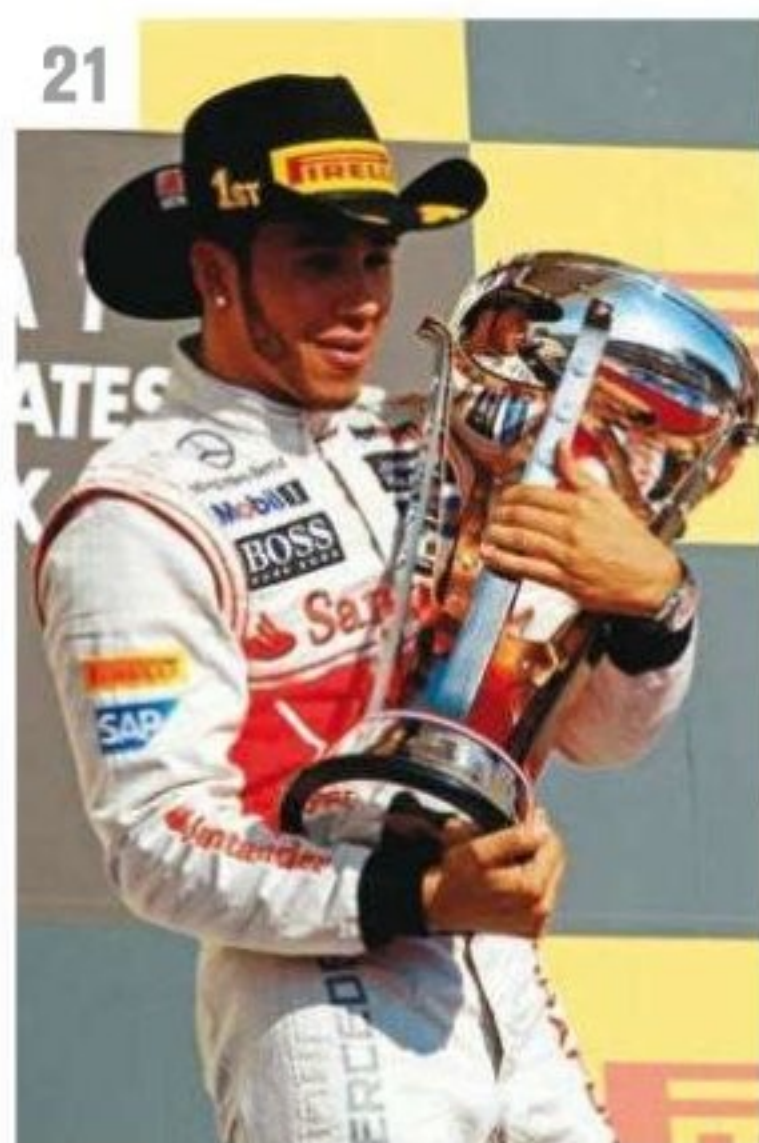
20 ITALIAN GP

2012

CAR McLaren MP4-27

STARTED 1st

WINNING MARGIN 4.356s
(Sergio Perez)



21 UNITED STATES GP
2012
CAR McLaren MP4-27
STARTED 2nd
WINNING MARGIN 0.675s
(Sebastian Vettel)

24 BAHRAIN GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 2nd
WINNING MARGIN 1.085s
(Nico Rosberg)

27 BRITISH GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 6th
WINNING MARGIN 30.135s
(Valtteri Bottas)

30 JAPANESE GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 2nd
WINNING MARGIN 9.180s
(Nico Rosberg)

33 ABU DHABI GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 2nd
WINNING MARGIN 2.576s
(Felipe Massa)

22 HUNGARIAN GP
2013
CAR Mercedes F1 W04
STARTED 1st
WINNING MARGIN 10.938s
(Kimi Raikkonen)

25 CHINESE GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 1st
WINNING MARGIN 18.062s
(Nico Rosberg)

28 ITALIAN GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 1st
WINNING MARGIN 3.175s
(Nico Rosberg)

31 RUSSIAN GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 1st
WINNING MARGIN 13.657s
(Nico Rosberg)

34 AUSTRALIAN GP
2015
CAR Mercedes F1 W06 Hybrid
STARTED 1st
WINNING MARGIN 1.360s
(Nico Rosberg)

23 MALAYSIAN GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 1st
WINNING MARGIN 17.313s
(Nico Rosberg)

26 SPANISH GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 1st
WINNING MARGIN 0.636s
(Nico Rosberg)

29 SINGAPORE GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 1st
WINNING MARGIN 13.534s
(Sebastian Vettel)

32 UNITED STATES GP
2014
CAR Mercedes F1 W05 Hybrid
STARTED 2nd
WINNING MARGIN 4.314s
(Nico Rosberg)

35 CHINESE GP
2015
CAR Mercedes F1 W06 Hybrid
STARTED 1st
WINNING MARGIN 0.714s
(Nico Rosberg)



36 **BAHRAIN GP**
2015
CAR Mercedes F1 W06 Hybrid
STARTED 1st
WINNING MARGIN 3.380s
(Kimi Raikkonen)

39 **BELGIAN GP**
2015
CAR Mercedes F1 W06 Hybrid
STARTED 1st
WINNING MARGIN 2.058s
(Nico Rosberg)

42 **RUSSIAN GP**
2015
CAR Mercedes F1 W06 Hybrid
STARTED 2nd
WINNING MARGIN 5.953s
(Sebastian Vettel)

45 **CANADIAN GP**
2016
CAR Mercedes F1 W07 Hybrid
STARTED 1st
WINNING MARGIN 5.011s
(Sebastian Vettel)

48 **HUNGARIAN GP**
2016
CAR Mercedes F1 W07 Hybrid
STARTED 2nd
WINNING MARGIN 1.977s
(Nico Rosberg)

37 **CANADIAN GP**
2015
CAR Mercedes F1 W06 Hybrid
STARTED 1st
WINNING MARGIN 2.285s
(Nico Rosberg)

40 **ITALIAN GP**
2015
CAR Mercedes F1 W06 Hybrid
STARTED 1st
WINNING MARGIN 25.042s
(Sebastian Vettel)

43 **UNITED STATES GP**
2015
CAR Mercedes F1 W06 Hybrid
STARTED 2nd
WINNING MARGIN 2.850s
(Nico Rosberg)

46 **AUSTRIAN GP**
2016
CAR Mercedes F1 W07 Hybrid
STARTED 1st
WINNING MARGIN 5.719s
(Max Verstappen)

49 **GERMAN GP**
2016
CAR Mercedes F1 W07 Hybrid
STARTED 2nd
WINNING MARGIN 6.996s
(Daniel Ricciardo)

38 **BRITISH GP**
2015
CAR Mercedes F1 W06 Hybrid
STARTED 1st
WINNING MARGIN 10.956s
(Nico Rosberg)

41 **JAPANESE GP**
2015
CAR Mercedes F1 W06 Hybrid
STARTED 2nd
WINNING MARGIN 18.964s
(Nico Rosberg)

44 **MONACO GP**
2016
CAR Mercedes F1 W07 Hybrid
STARTED 3rd
WINNING MARGIN 7.252s
(Daniel Ricciardo)

47 **BRITISH GP**
2016
CAR Mercedes F1 W07 Hybrid
STARTED 1st
WINNING MARGIN 8.250s
(Max Verstappen)

50 **UNITED STATES GP**
2016
CAR Mercedes F1 W07 Hybrid
STARTED 1st
WINNING MARGIN 4.520s
(Nico Rosberg)

FORMULA 1

Dennis: will he stay or will he go now?

FROM THE MOMENT THE F1 MEDIA TROUPE set foot in the Austin paddock last Thursday, speculation was rife that Ron Dennis would be at the centre of a media whirlwind for much of the weekend.

Autosport broke the news last Wednesday that Dennis, 69, was due to leave his position as chairman and CEO of the McLaren Group at the end of the year and many predicted he would 'come out punching', with a feisty press briefing.

Instead... silence. But this very silence, of course, spoke volumes, as it served to corroborate the belief that the game is finally up for Dennis, after more than 35 years at McLaren's epicentre.

All that exists in terms of an official McLaren position on Dennis's current and future role is the statement issued to Autosport last Wednesday: "In response to your question, Ron Dennis responded by stating categorically that he is not stepping down. Moreover, he remains contracted as Chairman and Chief Executive Officer of McLaren Technology Group, and he retains a 25% shareholding in the Group – exactly equal to that of Mansour Ojeh.

"Over many years, many decades, in fact, McLaren shareholders have often entered into dialogue on the subject of potential equity movements and realignments, and Ron and Mansour have always been central to those discussions. That is still the case. Their recent conversations can therefore be categorised as 'more of the same'.

"However, it would be inappropriate to reveal further details of such discussions, which are of course private and confidential."

While McLaren's carefully crafted statement may appear at first glance to quash any notion that Dennis will be departing as CEO, it is in fact what's known in the trade as a 'non-denial denial'.

For example, the phrase wherein Dennis "[states] categorically that he is not stepping down" is technically accurate. That's because his predicted departure will take the form of contract non-renewal, effective at the end of this year. Not the same as "stepping down".

Then: "Moreover, he remains contracted as Chairman and Chief Executive Officer of McLaren Technology Group, and he retains a 25% shareholding in the Group."

Both of these statements are true and accurate; neither of them are contradictory to any non-renewal of Dennis's contract. Far more important than these semantic dissections, however, is the overarching narrative of Dennis leaving against his will the team and organisation he has shaped in his image since 1980.

It speaks of a bloody boardroom battle that has been played out over the past two years, since Dennis's January 2014 return to the CEO role.

At that time, Dennis, a 25% shareholder in McLaren Technology Group – comprising McLaren Racing, McLaren Marketing and

McLaren Applied Technologies – presented his fellow major shareholders with a plan to buy them out and assume absolute boardroom control. Those shareholders are his long-time business associate Ojeh, with 25%, and the Bahraini sovereign wealth fund, Mumtalakat, with 50%. Trouble is, finding the estimated £200 million to achieve this has proven difficult, meaning that Dennis has in effect run out of time to complete the buyout.

Deadlines by which Dennis was required to come up with the cash have lapsed, Autosport understands, leaving Ojeh and Mumtalakat jointly empowered to act against Dennis, as they did in the week after the Japanese GP.

It remains possible, of course, that Dennis, one of the most ferociously competitive and driven men ever to inhabit the Formula 1 realm, may yet find the requisite backing and attempt to reassert his position. Recent reports that Apple might have been interested in acquiring McLaren's technological expertise seem remarkably coincidental, given what has subsequently emerged about Dennis's struggles. But even if he does find the backing – and one account heard by Autosport suggested that he may already have done so – that does not compel his fellow shareholders to sell.

And it is here, indeed, that Dennis faces his greatest fight, because at the heart of this brutal confrontation lies a tale of perceived betrayal and subsequent revenge. Back in 2014, when Dennis returned to the McLaren board, Ojeh was recovering from double

lung-transplant surgery and his place on the McLaren board was occupied in proxy by his younger brother, Aziz.

In returning, Dennis ousted his former protege Martin Whitmarsh as CEO, installing a new management structure based around Eric Boullier as racing director and Jonathan Neale as COO. Eight months later, Whitmarsh left McLaren altogether, after 24 years, 'by mutual agreement'. Crucially, however, Whitmarsh and Mansour Ojeh had always enjoyed a close relationship, and Ojeh regarded Dennis's power play as betrayal at a moment of near-deathbed weakness.

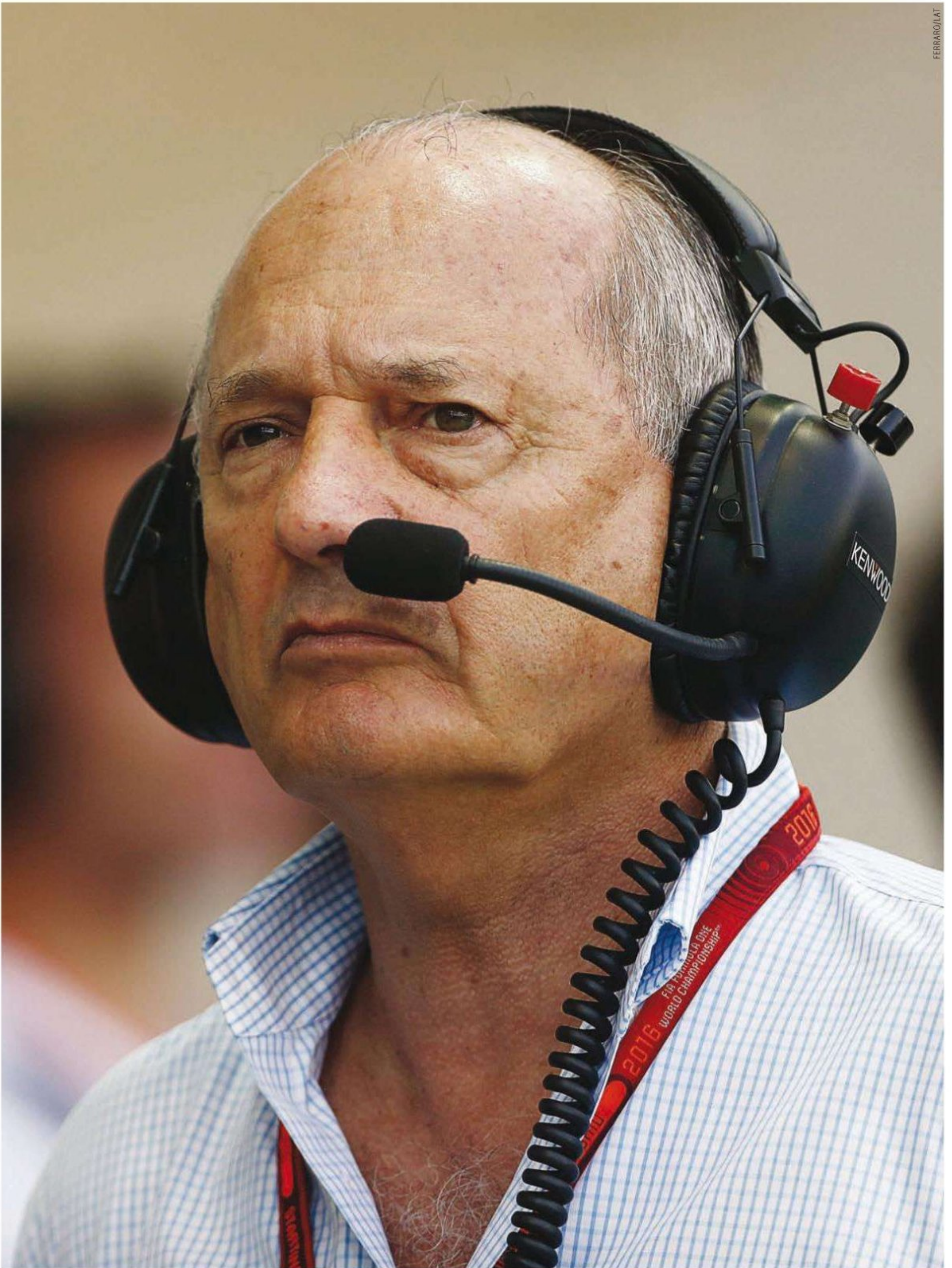
It would appear, two and a half years on, that this most Machiavellian moment has come back to haunt Dennis – when he requires the support, rather than the opposition, of board members.

Already there is speculation as to who could replace Dennis, with names such as Ross Brawn, ex-Sainsbury's CEO Justin King and Whitmarsh all emerging in recent days. A preferred candidate may already have been earmarked, although that person's identity is a closely guarded secret.

Whoever takes on the role will have to contend with the doubtless vocal presence of Dennis as a remaining 25% shareholder of both McLaren Technology Group and McLaren Automotive.

ANTHONY ROWLINSON

"Dennis faces his greatest fight in this brutal contest"



MEEKE: I NEED RAIN TO TAKE FIRST RALLY GB VICTORY

KRIS MEEKE'S CHANCES of becoming the first British driver in 16 years to win their home round of the World Rally Championship will depend on the weather in Wales this week.

The Dayinsure Wales Rally GB gets underway from Colwyn Bay this evening (Thursday) and the Citroen Racing star knows his best chance of becoming the first Brit to win since Richard Burns in 2000 lies with the kind of torrential rain that helped him to second place last year.

Sitting ninth in the championship, Meeke's DS 3 WRC will start the rally ninth on the road – and that's the main issue for the Briton.

"Last year I had really good pace running further back and that was because the constant rain was washing the road clean," he said. "If it's in-between conditions – if it rains a bit, but it's mainly just damp – then you get that layer of mud that turns to a kind of slime as more cars pass. There's nothing you can do with that."

"My hands will be completely tied; you simply can't overdrive in these conditions. You can push harder, but you're really starting to risk going off the road."

Meeke is not ruling himself out completely. His winning performance in Finland this year

showed a significant step forward from 2015: "When I went to Finland last year, I was always on the limit and I just couldn't put any time into the VWs. But this year it was different. This year I was able to find the speed to win."

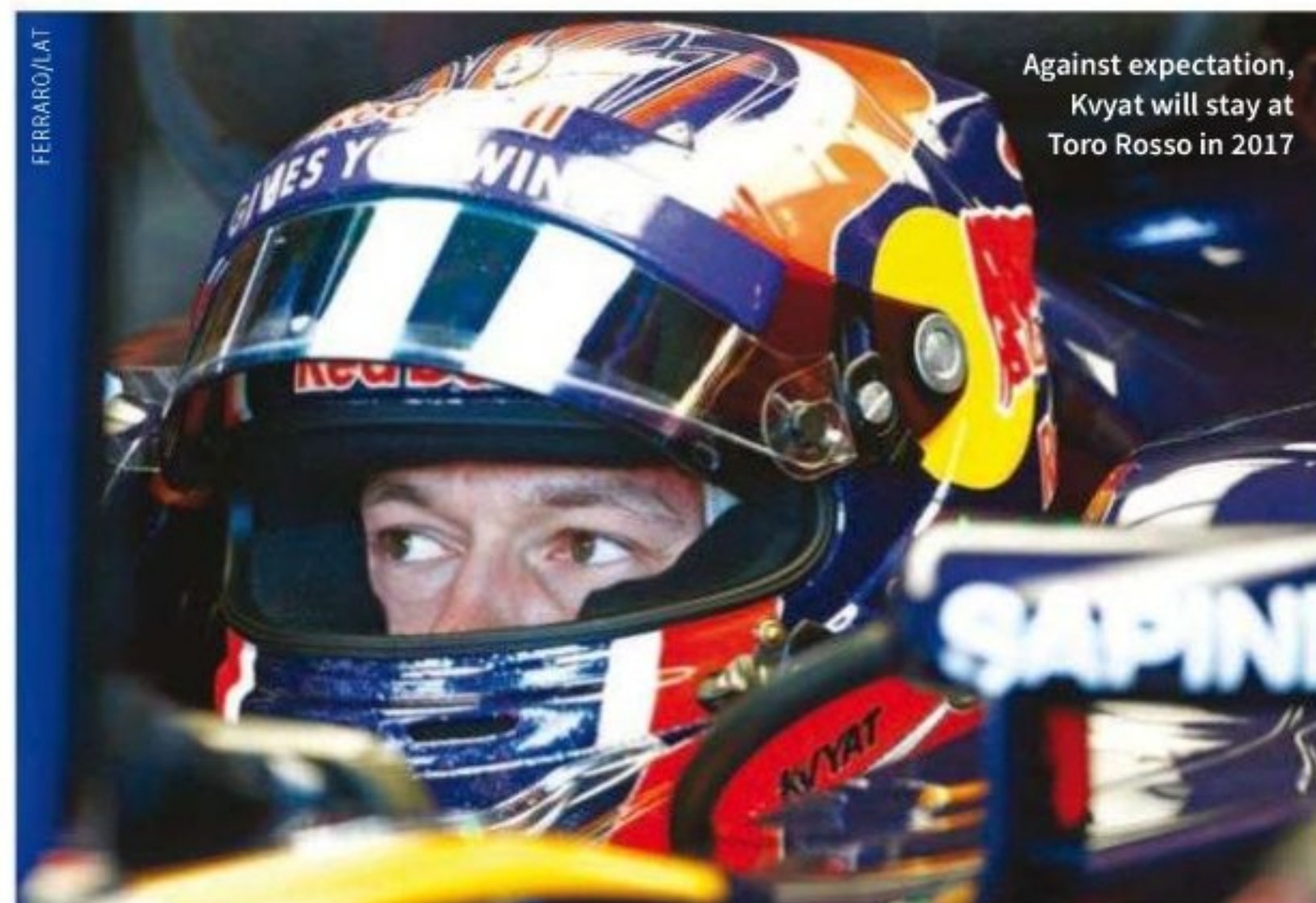
"Look at Rally GB last year – I was 30 seconds behind [Sebastien] Ogier; same story. It was only on the second pass of Hafren where I was able to take time. Everywhere else, he was able to take five, four, two, three seconds. It wasn't a lot, but it was enough for him to move away. Will I be able to do what I did in Finland this week? I don't know. We'll have to see, but the stages are mixed up a bit and that can only be a good thing."

Volkswagen's newly crowned world champion Ogier is likely to be Meeke's main rival. The Frenchman hasn't won on his favoured gravel surface this year, and wants to put that right this week.

"It's a little bit strange that I haven't won on gravel this season," he said. "But I think we have an idea why this is [because of him running first on the road and sweeping the surface]. But this makes Wales even more important for me. Gravel is my favourite surface and Wales is a rally that I really enjoy."

DAVID EVANS

McKLEIN



Against expectation, Kvyat will stay at Toro Rosso in 2017

FORMULA 1

Kvyat save shocks Red Bull's Gasly

THE LOOK OF RELIEF ON DANIIL Kvyat's face over the weekend of the United States Grand Prix in the wake of his new deal with Toro Rosso spoke volumes as to the weight that has been lifted from his shoulders.

Prior to the new deal, Kvyat had come across as a tortured soul desperate for one more chance after losing his seat at Red Bull earlier in the season to Max Verstappen and being demoted to Toro Rosso.

Going into the summer break he appeared all at sea, with seemingly no hope of salvaging his place, but an improvement in form and fortune since then has led to Kvyat retaining his seat ahead of GP2 title contender Pierre Gasly.

While Kvyat was naturally delighted, Gasly was left stunned by the thinking of the Red Bull hierarchy as he felt confident he would get the drive with Toro Rosso. "I didn't actually understand their decision and I didn't get any reasons as well," said Gasly.

"It was kind of looking good for me, talking about it with [Red Bull motorsport advisor] Helmut [Marko] and trying to make it. I don't know what has happened – everything went so quickly."

"They signed Kvyat. I didn't understand it. It looked like I was in the right place, but in the wrong moment, pretty much, from what I understood."

Gasly is now thought to be looking elsewhere in the paddock, with Manor believed to be on the radar to provide him with a foot up into F1. It

is understood that talks have taken place between Marko and Manor owner Stephen Fitzpatrick regarding a possible deal for the backmarker team to take the Frenchman in 2017.

At present, Manor has Mercedes juniors Pascal Wehrlein and Esteban Ocon in its seats, in exchange for significantly reduced costs on its power-unit supply deal with the German manufacturer. Ocon, however, is almost certain to move on as he is wanted by both Force India and Renault, with a potential tug of war likely to ensue.

Mercedes is happy to keep Wehrlein at Manor for another year, with the likelihood that he will be joined by Gasly if an agreement can be found with Red Bull.

Ocon would now appear to represent a key piece in the driver-market jigsaw that is close to being finalised. Should he go to Renault, he would join on a 'loan' deal as Mercedes is keen to keep an option on him for the future.

That would leave Force India looking at ousted Renault drivers Kevin Magnussen and Jolyon Palmer, while Sauber's Felipe Nasr also comes into contention.

Should Ocon head to Force India, which, like Manor, would get a deal on its engine supply, Renault would then choose between Magnussen, Palmer and Haas driver Esteban Gutierrez.

It is likely that Sauber will retain Marcus Ericsson and Nasr, with Haas set to keep Gutierrez.

IAN PARKES



IN THE HEADLINES

DA COSTA TO MAKE MACAU RETURN...

Antonio Felix da Costa has become the third Macau Grand Prix winner to be added to the entry list for the 2016 running of the blue-riband Formula 3 race. The BMW-contracted Portuguese rejoins British team Carlin, with which he won the 2012 running of the race.

...AS CARLIN GRABS RED BULL JUNIOR

Carlin has also added Sergio Sette Camara to its Macau squad, the Brazilian switching from Motopark. He and da Costa will join Jake Hughes and Lando Norris in Carlin's squad of VW-powered Dallaras.

CHICKEN TRIO TO REUNITE IN LMP2

BMW DTM driver Tom Blomqvist will make his World Endurance debut with the Extreme Speed Motorsports LMP2 squad at Shanghai. The Briton will replace Giedo van der Garde in the Indonesian KFC-backed Ligier-Nissan alongside Antonio Giovinazzi and Sean Gelael on November 6, reprising their 2014 days as team-mates in European F3.

MONTREAL FE VENUE REVEALED

Formula E's maiden Montreal ePrix will take place on a street circuit adjacent to Formula 1's Canadian GP venue. The 14-corner, 1.71-mile FE circuit, based by the banks of the St Lawrence River, will host the finale on July 29-30.

WHINCUP SLAMS BATHURST "DEBACLE"

Australian Supercars driver Jamie Whincup has slated the procedure around his Bathurst 1000 penalty as "a debacle". Whincup crossed the line first, but was dropped to 11th place by a penalty for his late-race clash with Volvo's Scott McLaughlin. His Triple Eight team appealed, but that was rejected on what it described as a "technicality".

WRC 2017 HOPES FADE FOR EVANS

Elfyn Evans's hopes of a full-time return to the World Rally Championship in 2017 appear to be fading, and he is set to miss Rally GB too. Sources close to M-Sport have told Autosport he will not compete in Wales as the lack of car availability has made that impossible.

MOOTED TURKEY RETURN DRAWS IRE

Plans for Turkey's return to the World Rally Championship in 2017 have met opposition from leading drivers and teams. World Rally champion Sebastien Ogier is among those arguing that security concerns amid recent terrorism and political instability should keep it off the calendar.

FRENTZEN TESTS ELECTRIC GT TESLA

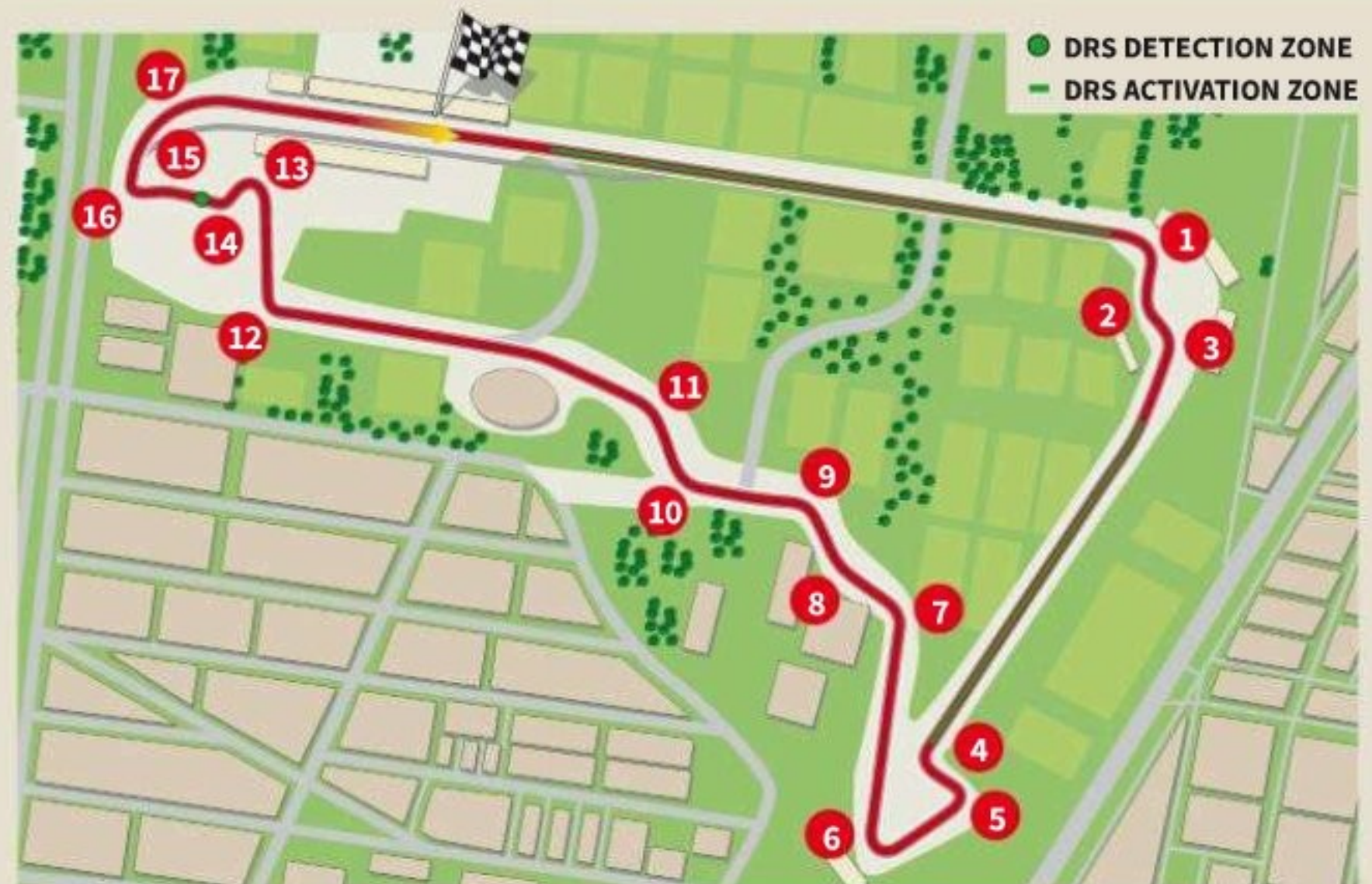
Ex-Formula 1 driver Heinz-Harald Frentzen has tested the Tesla race car being developed for the planned Electric GT Championship. Three-time grand prix winner Frentzen completed seven laps at the wheel of the Tesla Model S EGT at Paul Ricard on Monday. The series was at the French circuit to test Pirelli tyres before its debut in 2017.



F1 PREVIEW

Mexican Grand Prix

October 28-30



AUTODROMO HERMANOS RODRIGUEZ

LENGTH 2.674 miles **NUMBER OF LAPS** 71

2015 POLE POSITION Nico Rosberg 1m19.480s

POLE LAP RECORD Nico Rosberg 1m19.480s (2015)

RACE LAP RECORD Nico Rosberg 1m20.521s (2015)

**Tyre allocation****UK start times**

LIVE ON SKY SPORTS F1 & CHANNEL 4

FRIDAY

FP1 1600 **FP2** 2000

SATURDAY

FP3 1600 **QUALIFYING** 1900

SUNDAY

RACE 1900

RADIO COVERAGE

5 LIVE SPORTS EXTRA

Previous winners

2015	Nico Rosberg	Mercedes
1992	Nigel Mansell	Williams
1991	Riccardo Patrese	Williams
1990	Alain Prost	Ferrari
1989	Ayrton Senna	McLaren
1988	Alain Prost	McLaren
1987	Nigel Mansell	Williams
1986	Gerhard Berger	Benetton
1970	Jacky Ickx	Ferrari
1969	Denny Hulme	McLaren

Themes to watch**HAMILTON'S CHARGE**

Lewis Hamilton earned the win he so desperately needed at Austin but a long road lies ahead if he is to win the title. Victory in Mexico is a must.

FERRARI RESPONSE?

Ferrari has now gone four races without a podium. Can the Maranello boys put together a clean weekend to battle Red Bull and end that run?

WILLIAMS v FORCE INDIA

Williams has reduced the deficit to Force India to eight points, keeping up the tension in the battle for fourth place. Who will have the upper hand in Mexico?

FEEDBACK

Missed the Festival? You missed a treat

I've just got back from my first visit to the Formula Ford Festival at Brands Hatch for many years. Why did I stay away so long?!

Sixteen races, mostly very entertaining, and a slickly run operation by the organisers. Congratulations to all the winners and to the marshals and snatch teams who kept everything running ahead of time and avoided the onset of darkness.

One question: where were all the other fans? They missed a treat.

Rob Weighill
Sevenoaks, Kent

See the Festival report on [page 64](#) — ed

Thanks, MSV, for best Brands

I'm sure the Best Club Circuits feature (October 13) will have triggered many discussions up and down the country.

I won't dispute any of the results (I have much more limited experience of the circuits), but it has prompted me to write this as a 'thank you' to MSV.

I have been going to Brands at varying frequencies over the last 40 (actually it's closer to 50) years. I seem to recall even being there on a very cold Boxing Day. That long service means that I have

seen the changes over the years and really appreciate the difference since Jonathan Palmer took control. The facilities have improved in all areas.

Many thanks to MSV for the sunny (and not so sunny) days on the South Bank or by Druids.

Alan Hendry
By email

Crazy costs are Brits' bar to F1

Young British drivers are not making it to Formula 1 (October 13) because, apart from a few deluded parents and benefactors, nobody is crazy enough to invest in them.

Spiralling costs on every rung of the motorsport ladder mean it now costs £20million+ to get a young kart racer into F1.

What chance any return on that investment when F1's popularity is declining and next season's seat comes with another eight-figure invoice attached?

Mark Adams
By email

F1 is now a family affair

Britain's next Formula 1 ace? Sadly getting to F1 these days is more



The Formula Ford Festival packs a lot of action into a weekend

about dads than driving. If your pop is loaded (King, Lynn, Norris, Stroll), you're well on your way. If he has racing pedigree too (Palmer, Magnussen, Rosberg, Sainz, Verstappen) you're probably already there.

If (like Nigel, Jenson and Lewis) extraordinary ability and genuine fan appeal are your only assets, forget it.

When the next Alesi, Fittipaldi (x2), Newey, Palmer, Piquet and Schumacher arrive, there won't even be room for the rich boys!

John Martin
London

Hulkenberg's an unsung hero

Edd Straw's assessment of the challenges and opportunities for Nico Hulkenberg at Renault was great to read (autosport.com).

It is symptomatic of the extent to which 'The Hulk' is overlooked in F1 that there's rarely much written about him at all. And it's not helped by the peddling of the myth that he's being convincingly outperformed by team-mate Sergio Perez.

Such is the fickle nature of F1 that Perez is held in much higher esteem despite — in reality — the two being as closely matched as any driver pairing.

On at least three occasions in the last two seasons Hulkenberg was robbed of a probable podium through circumstances beyond his control, and these results would have transformed his reputation.

Thankfully Renault has been paying attention and is willing to put its faith in one of the most underrated drivers of the last decade.

Alex Roache
Leamington Spa, Warwickshire

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F1's self-made mess

From a mountain-out-of-a-molehill row over testing venues to in-race inconsistencies, grand prix rulemaking needs an overhaul

By Dieter Rencken, Special Contributor

[@RacingLines](#)

FOR SIX WEEKS, A BATTLE RAGED BACK AND FORTH over Barcelona or Bahrain as venue(s) for Formula 1's two pre-season tests before the final decision was facilitated by the simple expedient of consulting the sporting regulations, then deciding which of two conflicting clauses held sway.

At the heart of the matter lay two opposing agendas: one faction wished to test in hot climes ahead of major technical revisions for 2017; the other cited costs and proximity to their team bases as reasons for their insistence on Barcelona as test venue, as had originally been agreed by all teams and the FIA.

It should, though, never have to come to this, but so convoluted and contradictory is F1's rulebook – certainly in parts – that a group of (at least) 13 grown men debated the two alternatives over four grand prix weekends before eventually settling upon a return to the tried-and-tested Spanish venue that has served the sport so well for at least two decades.

Blame paragraphs d) and g) of clause 10.6 of the regulations for this: the former permits testing outside Europe with the permission of the majority of teams and FIA, while the latter permits testing only “on sites within Europe”. Thus the spirit of each clause came into play before the logical decision was taken, but not before F1 again left itself open to ridicule, with the situation symptomatic of its rule malaise.

Rather than operating to a stable set of unambiguous regulations, clauses are constantly ‘tweaked’ – oft in kneejerk fashion – in the name of ‘clarity’, whenever issues reach a crescendo. The ‘blue-flag’ rule, which has been around in some form or other ever since race horse gave way to race car, provides a classic case in point: after enough drivers complained at Suzuka, the matter was taken up in Austin.

But rather than simply applying the rule as published, a complex procedure was devised and imposed: when the gaps between lapping and lapped cars reach three seconds, a blue warning light is activated; at the one second mark its flashing signifies the lapped driver must yield at his earliest convenience. All well and good, save that backmarkers stated they had not noticed/been given the three-second warning...

Whatever, despite constant complaints about blue flags whenever F1 hits narrow and/or sinuous circuits, no driver has recently been penalised for ignoring said signals. This points to unenforceable regulations and/or ambiguous wording, and hence the need for clarity and Tokyo-by-night dashboards.

Simultaneously the ‘move-under-braking’ regulation was

clarified, again after sufficient teams complained after Suzuka. And yet, less than three hours after the provisions were ‘clarified’, precisely such a move went unpenalised at Austin when Sergio Perez moved on Daniil Kvyat. No doubt another ‘clarification’ will be issued after sufficient complaints.

According to a former team boss, the situation harks back to the Max Mosley era, when vague wording suited the then-FIA president, for looseness permitted the regulations to be interpreted as the president saw fit.

Subsequently the governance procedure was changed from a quasi-autocratic process under the former barrister to rule-by-committee, initially via a complex structure that saw the sporting/technical working groups devise regulations on behalf of the F1 Commission, which then escalated motions to the FIA's World Motor Sport Council for ratification.

In 2013, a Strategy Group, with six teams holding a vote each and the FIA and commercial-rights holder FOM each holding six, added another layer to the process in the name of ‘streamlining’. Over the years, matters became increasingly

convoluted to the extent that, earlier this year, the Strategy Group agreed to introduce elimination qualifying without considering the full implications of the concept. After just three races the procedure was abandoned, to much ridicule.

As F1's regulations become increasingly complex and numerous, so the window for their approval is compressed to ensure that regulations changes for the following year are approved by the end of February of the present season – ostensibly to provide more development time for independents – rather than the end of June as had previously been the case. This change ramped up the pressures.

Thus regulation changes are the product of committees working to tight deadlines, resulting in ambiguity and compromise, with individual agendas further complicating the process – to the chagrin of fans, broadcasters, race promoters, teams, drivers and the media – and transgressions are regularly left unpunished before becoming the norm until ‘clarified’.

F1 faces two choices: continue tweaking rules as issues arise, or be proactive by appointing small working groups manned by sporting or technical directors who are able to work through the rules from front to back in order to highlight any obvious discrepancies. All problem clauses should be amended or totally rewritten rather being ‘clarified’ after sufficient noise has been kicked about. ❄

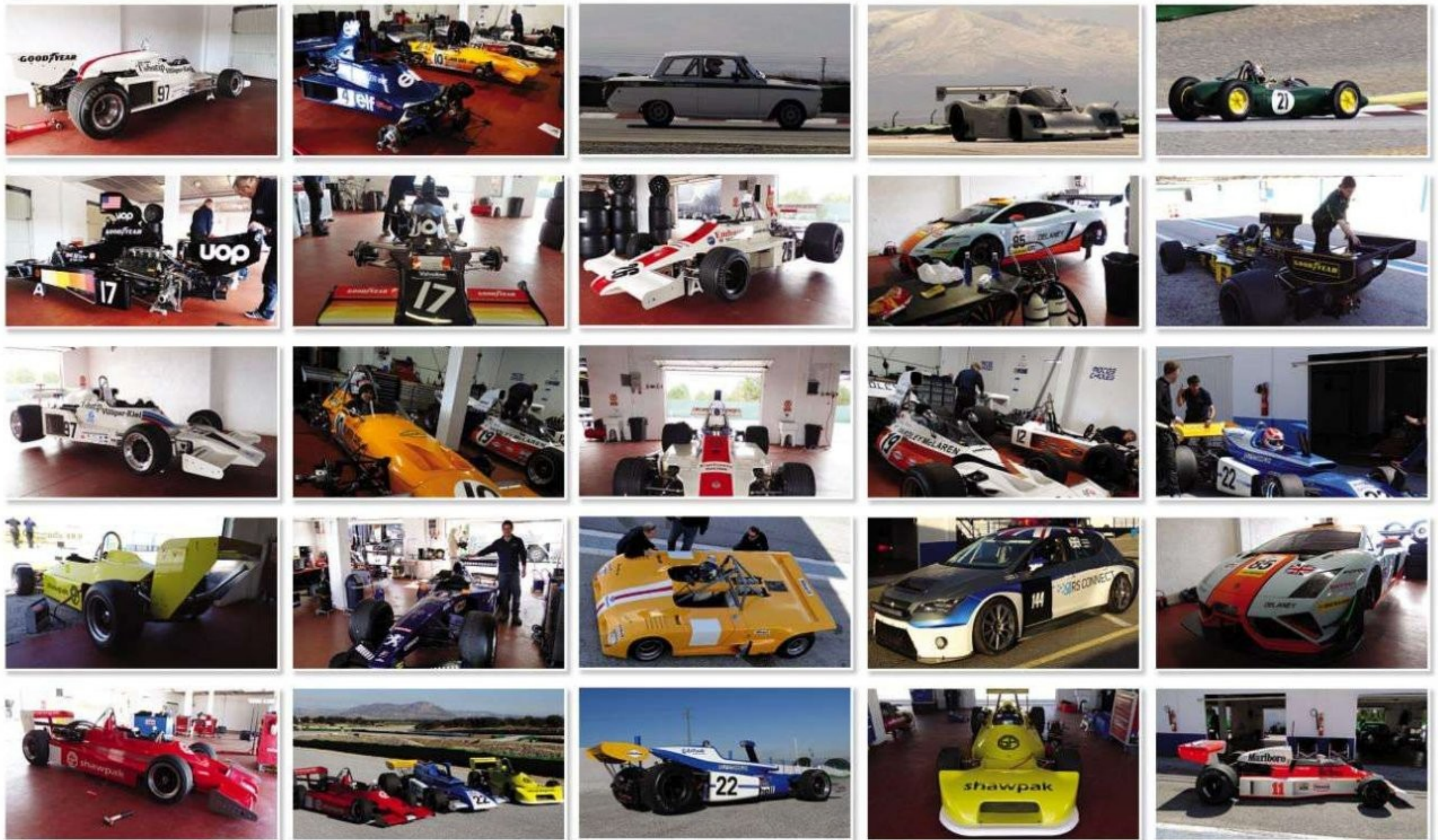
“F1 again left itself open to ridicule, thanks to its rule malaise”

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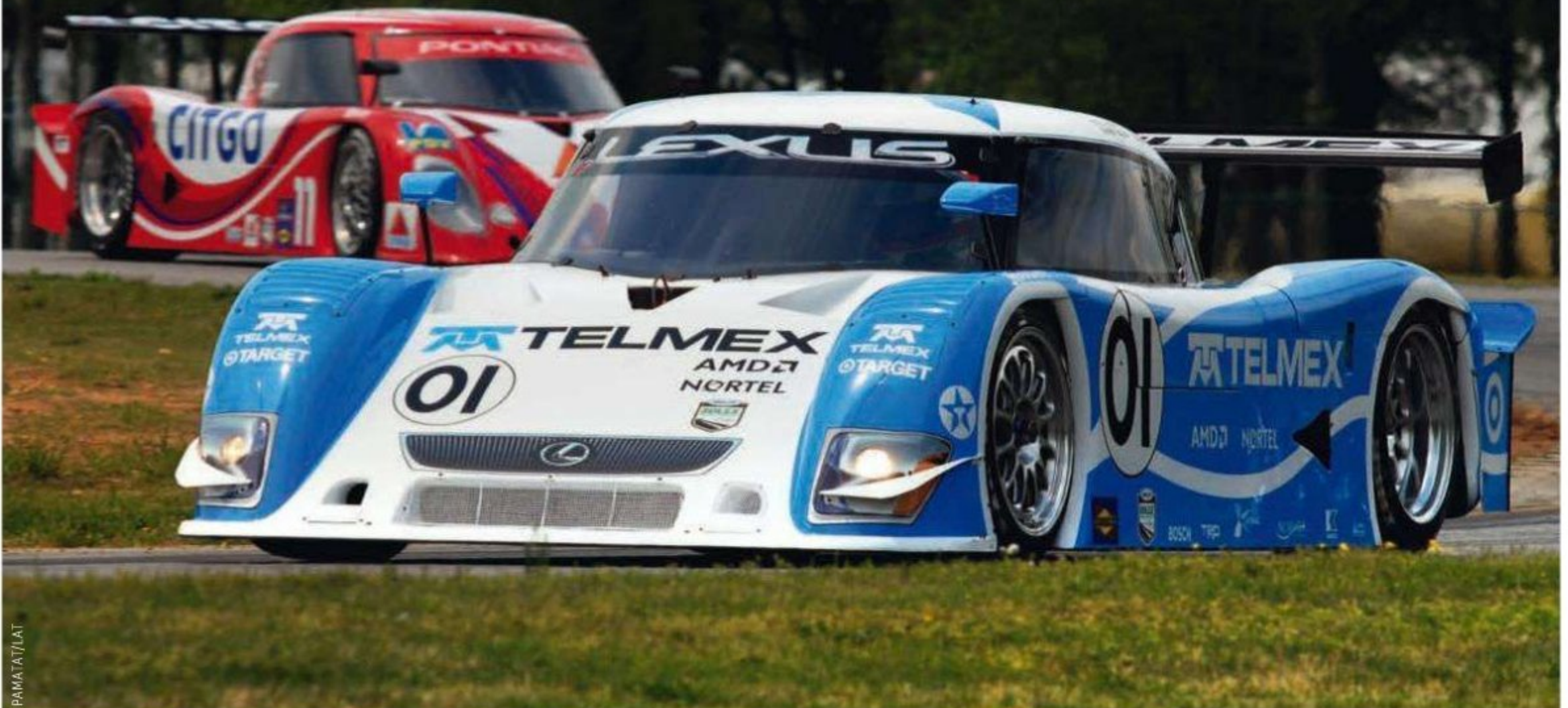
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Daytona Prototypes: goodbye or good riddance?

The adoption of a new top tier prototype in the IMSA SportsCar Championship means the end of an era for a class of sportscar racing that frequently divided opinion

By Gary Watkins, Special Contributor

🐦 @gazzasportscars



PAMATAT/LAT

DAYTONA PROTOTYPES/GOODBYE UGLY DUCKLINGS



Multimatic's offering and Pontiac-Crawford were among the DP designs

They were — or at least started out as — the ugly ducklings of the sportscar world. They forsook 20 or 30 years of technological advancements in motorsport. And they weren't as quick as what had gone before.

Daytona Prototypes had the odds stacked against them in our European eyes, but is it time to reinterpret the place in history of a class that took its last bow earlier this month at the Petit Le Mans enduro at Road Atlanta?

Should the category, created for the NASCAR-owning France family's Grand-Am series in 2003, be dismissed just because a Crawford, Riley, FABCAR or Doran DP wasn't an Audi R8 LMP1 car? Or that they weren't an MG-Lola EX257, the car that on occasion used to beat the German metronome in the rival American Le Mans Series in the years during which the DP class was establishing itself?

That's not the point. A DP wasn't trying to be an LMP1 car, not even a poor man's version of it. The category was something different altogether and needs to be judged on its own merits.

The DP class was a reaction to Le Mans-rules prototypes rather than some kind of North American copy. The formula was conceived so that indigenous constructors could make the cars at a time when the LMP cars on the ALMS grid were for the most part produced in Europe. Even the front-engined Panoz roadsters that fought Audi from '99-'02 were designed and largely built in the UK.

And it was devised to be cost-effective and accessible at a time when most teams in North America wouldn't have been able to afford to buy and run an Audi, even if they could get their hands on one. The DP category was inclusive in its philosophy. The idea was that the same specification of car would be available to all, and if your team and drivers were up to the job, you could be competitive.

Conception and philosophy

The Grand American Sports Car Series had been born in late 1999 after the demise of the United States Road Racing Championship, which had been created during the schism in US sportscar racing that pre-dated the establishment of the ALMS. The new championship kicked off in 2000 using machinery that was already out there, but there was always the intent to run its races to its own formula sooner rather than later.

"To start with, we pretty much allowed anything with fenders, but there was a conscious decision to have our own car to give us our own identity," recalls Mark Raffaui, one of the architects of the DP at Grand-Am and still one of the big cheeses at IMSA after the merger with the ALMS. "We also wanted to get away from that bullshit of trying to convince people from the other

series to race with us. The idea to have our own distinct formula was there from the very beginning of Grand-Am."

Raffauf and his colleagues in the rules team, Dave Watson and Rob Elson, struck a red line through many of the modern trends in racing car design. Instead of being built around a carbon-composite monocoque, a DP had at its heart a panelled, steel spaceframe, or a tubeframe as the Americans would say.

"There weren't a whole lot of people who could do carbon in North America in that era, but there were a lot who could do steel," recalls Raffaui. "There was a desire to support our industry, which was predominantly involved in stock car racing. We took a NASCAR approach to what we did."

"We devised the rules with a purpose: the cars were meant to be tough, cost-effective to run, reliable and fast. We achieved all of those things. Aesthetics weren't on that list. The DP wasn't aesthetically the best, but they looked that way for a reason."

That reason was safety. The oversize cockpit — or greenhouse — that defined the look of the first two generations of DP was devised to ensure a driver's head would not make contact with anything hard in the event of an accident.

The aerodynamics were hardly cutting edge, and again deliberately so. There were no rear diffusers, implicated along with giant flat floors in so many LMP prototypes taking off before and after. Carbon brakes and paddle gearshifts were not allowed. A DP was decidedly old-school by the standards of 2003.

Anyone can play

The DP category was an egalitarian form of prototype racing. Everyone could buy the same kit, chassis and engines, and the cars always ran on control tyres. Those were key components of its success.

"The beauty of the DP formula was that you could buy a car, and if you ran a good team and had a good driver, you could immediately run at the front," says Bill Riley, whose eponymous organisation built more DPs than anyone else.

Riley recounts a story about one of his cars that gives an insight into both the success of the category and his Riley Technologies concern. The MkXI designed by his father Bob didn't race until the second season of the DP formula for the simple reason that he was unable to sell any in 2003. Chip Ganassi Racing and Wayne Taylor bought cars for the following year, but it was the performances of smaller teams with Riley machinery that proved decisive.

"I sold a car to a guy called Paul Mears Jr, and Sylvain Tremblay ran the car at SpeedSource and was his co-driver," says Riley. "We were at Daytona for the July race and Wayne was in our car [Riley ran the car under the SunTrust Racing banner] and Scott Pruett was in the Ganassi car. Sylvain went past the both of them, and it was his first race with the car."

"I knew Sylvain was a pretty good driver, but no-one else »

"The DP was not the best aesthetically, but they looked that way for a reason"



DP racing enjoyed an incredible boom in the mid-noughties...

DOLE/LAT



...but the formula has been phased out as LMP2 rules have gone to the US

LEVITT/LAT

“We didn’t have that cycle where everything became worthless. It was a fantastic business model”



Smaller teams could fight the likes of Ganassi without a silly budget

did. The field saw a guy buy a car, show up and lead the race.”

Michael Shank Racing posted another game-changing performance the following year. The team that would go on to become a stalwart of the division, and a successful one at that, put its new MkXI on pole with Oswaldo Negri Jr driving at Laguna Seca. Mike Shank, whose team had entered the DP arena the previous season with a Doran chassis, praises the category for an accessibility that was the making of his team after its switch from single-seaters.

“I couldn’t afford to buy a P1 or P2 car and go and do the ALMS. But I could afford a DP,” he says. “I could buy the same stuff that Chip Ganassi could buy. I had good drivers, a good engineer and good mechanics, and we had a shot.

“We had that pole first time out and we were on the podium before the end of the season. Other guys who’d been doing open-wheelers saw what we had done. They remembered that they used to beat my team in Toyota Atlantic, and thought they’d have a go in sportscars.”

The boom years

The DP class boomed in the middle years of the noughties. There were 30 of the things on the grid at the Daytona season opener in 2006, a record that was nearly matched for the seasons either side. There were 29 DPs in 2005 and 28 in 2007.

Perhaps more importantly, the entries held up away from the prestigious enduros at the start of the season. Average car counts were nudging 25 in the glory years.

The chance to race Ganassi and other grandees of the series on equal terms had something to do with it. But so, too, did the relatively small budgets required.

“I was a driver at Daytona in 2002 when they announced the DP class and the tagline I remember was ‘prototype racing for the cost of GT racing,’” remembers Peter Baron, whose SAMAX and Starworks teams both enjoyed success in the DP ranks. “I was among the naysayers initially, but Grand-Am got it right.

“In my first year as a car owner in 2006, we did 15 races for a budget of \$1.8million. That was good value, and we knew that the cars were never scheduled for obsolescence. We didn’t have that three-year rules cycle, and then everything is worthless and

you’ve got to spend another million dollars to tool up again. As a business model, it was fantastic.”

The close competition

The division created some amazing racing. A readiness to deploy the safety car sometimes made it contrived to some eyes, but the cars were some of the most ‘raceable’ sportscars ever produced.

It wasn’t just that the cars were equal, and Grand-Am was always ready to balance the performance of the variety of engines used in the category. But the spec of the machinery had been devised with racing in mind. The low-downforce cars could run nose to tail. Steel rather than carbon brakes and control tyres, combined with the lack of aero, meant long braking distances.

“They were big cars to stop,” recalls former Grand-Am champion Max Angelelli. “Everything happened in slow motion. That meant you could make a mistake and get away with it, but it also made for great racing.”

Nudging and nerfing came from the way the cars were built.

“Those cars could take a hit,” recalls Pruett, Ganassi’s multiple Grand-Am champion. “You might knock the toe out, change the camber or plain bend up the car, but you could still go racing and get after it. It was hard, brash, fender-to-fender racing.”

The end

That philosophy of the DP was irrevocably altered upon the merger between Grand-Am and the ALMS for 2014. The need to increase the performance of the cars in the face of opposition from LMP2 machinery sent costs spiralling and removed a degree of the ‘raceability’ mentioned earlier. The rules stability on which so many teams had based their business case was also removed.

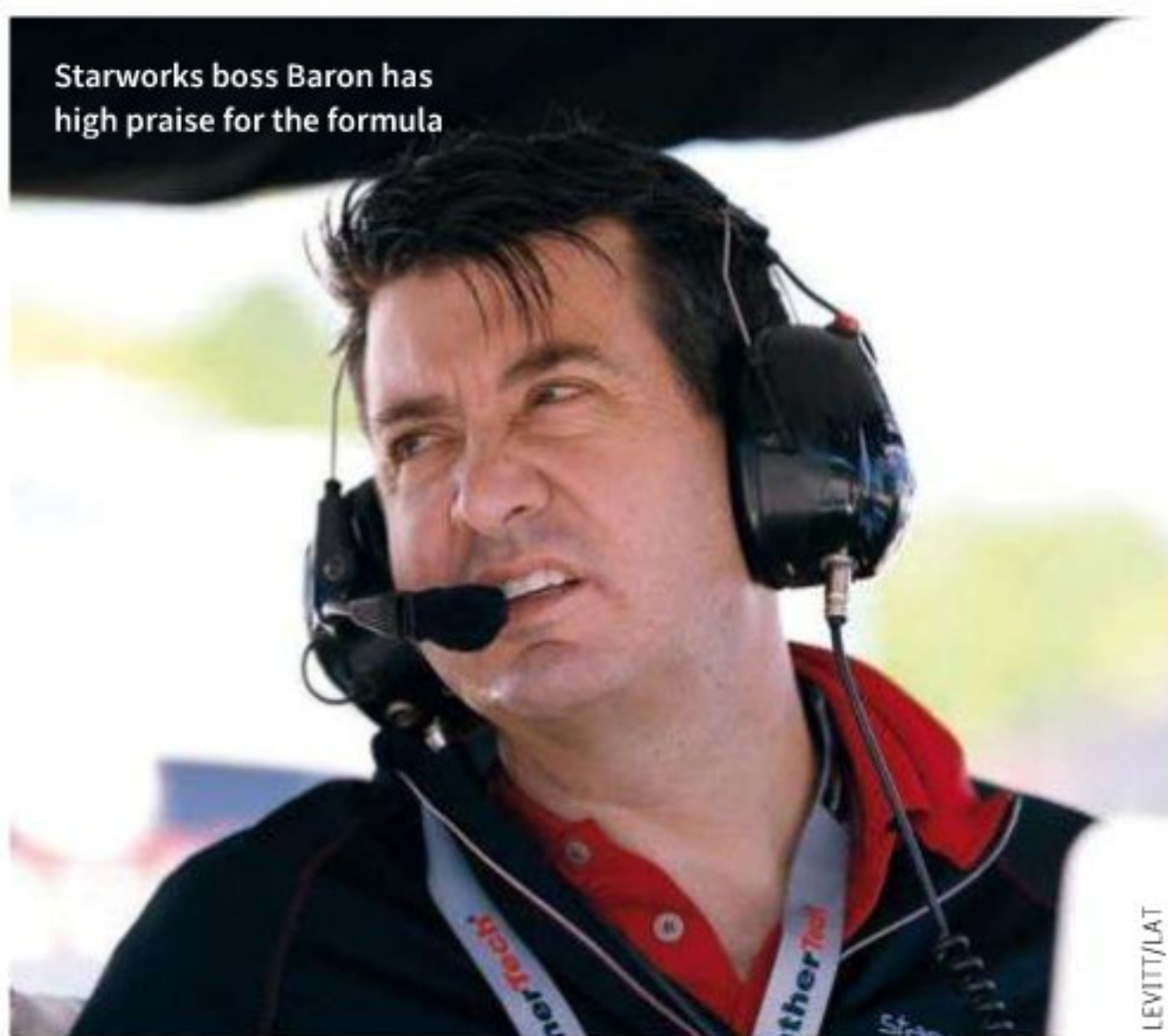
So that’s it for the tubeframe throwback that was the Daytona Prototype. They might have offended our European sensibilities, but the category achieved its goals. Walk up and down the pitlane at next year’s IMSA opener at Daytona, and you’ll be certain to find team owners and drivers ready to sing the praises of the cars we hated on this side of the Pond.

“I owe everything to the DP; I built my business on that class,” says Shank. “You’ll never get me to say one bad word about the Daytona Prototype.”

PROTOTYPES IN NUMBERS

172	Number of races (141 Grand-Am, 31 IMSA)
103	Total cars built
10	Number of constructors
47	Most cars built by one constructor (Riley Technologies)
46	Most wins by a team (Chip Ganassi Racing)
44	Most wins by a driver (Scott Pruett)
25	Most wins by one chassis (Riley MkX1 #004 – Ganassi)
77	Most starts by one chassis (Riley MkX1 #004 – Ganassi)

Starworks boss Baron has high praise for the formula



LEVITT/LAT



PHILLIPS/LAT

Small marques like Picchio (right) were able to build DP machines

Pruett was a five-time Grand-Am title winner



The mature student who topped the class

SCOTT PRUETT WAS the master of Daytona Prototype. His name dominates the record books for the class. He claimed a total of 44 victories from the category's 172 races, took the overall Grand-Am title on five occasions and won the Daytona 24 Hours series blue riband four times. Not bad for a driver who didn't get behind the wheel of a DP until he was into his mid-40s!

So... what made him so good behind the wheel of a DP?

"I really don't know, but what I can say is that I was with a really good team in Chip Ganassi Racing and I felt at home in those cars," he says. "I loved doing IndyCar and had success there with Patrick Racing. But when people say Scott Pruett in years to come, they are going to think of iconic American road racing."

Pruett enjoyed the biggest successes of his career in tubeframe sportscars. He made his name in the IMSA GTO class in the mid-'80s at the wheel of Roush Racing Ford Mustangs. He twice won the title, in 1986 and '88, and would take the first of his run of victories in the Daytona 24 Hours in one of Cunningham Racing's Nissan 300ZXs, a car of similar ilk.

"The Mustang and the Nissan required a similar driving style, and the DPs required that too," he says. "I had success in Trans-Am, which was also similar. I was most successful in those kinds of cars, but I can't tell you why."

Max Angelelli, one of Pruett's Grand-Am sparring partners for a dozen years, offers some insight into the veteran driver's success.

"When I was battling with Scott, I could never believe how his front

wheels were moving around in the corners," recalls the Italian, who's still competing in the IMSA enduros with the Wayne Taylor Racing squad. "He was making multiple steering inputs, but everything was always under control."

"That's a sign of a forgiving, low-grip car and something you can't do in a faster car with more downforce. You could play with the car in DPs, and Scott did that more than anyone else."

That suggests Pruett was a driver blessed with a deft touch and amazing car control. It wouldn't be for him to agree or disagree with that, but he does say: "I've driven all kinds of cars and downforce makes cars easier to drive; more physical, but easier."

"I was most successful in those kinds of cars but I can't tell you why"



DOLE/LAT

Britain waited 35 years for a top-class win – Crutchlow's now got two this season



Marquez low, Crutch high down under

MOTOGP
PHILLIP ISLAND (AUS)
OCTOBER 23
ROUND 16/18

STARTING WITH THE AUSTRALIAN GRAND Prix, the end of the 2016 MotoGP season was supposed to be Marc Marquez's victory lap after wrapping up a third premier-class title in Japan one week earlier.

The shackles would supposedly be released. The 'old Marquez' – hitherto hidden by his new, more conservative approach – was set to return as he chased wins. But the weekend at Phillip Island was ultimately about another Honda rider: Britain's Cal Crutchlow.

After a rain-hit start to proceedings, Marquez basically invented dry running in qualifying, successfully rolling the dice on slicks to take his seventh pole of the year, with Crutchlow securing second despite having to navigate the first phase of the session.

Sunday was genuinely dry and, after taking the lead at Turn 4 on the first of the 28 laps, Marquez seized control. The champion had built a lead of just under three seconds by the time Crutchlow reclaimed second from Aleix Espargaro on lap six. Marquez and Crutchlow were among a group of five riders to switch to the hardest front tyre on the grid, having tried it in the warm-up, and Crutchlow took six

tenths out of Marquez's lead during his first two laps in clean air.

Marquez's lead was still 2.4s and comfortable, and he responded the next time around, but then crashed at Turn 4 on lap 10. He accepted full responsibility for losing the front end, a crash that ended his perfect points-scoring record in 2016.

"If I had been fighting for the title it would've been an entirely different race, as I wouldn't have risked so much," he said. "I was maintaining the distance, but at one of the hard braking points I braked too late and instead of taking a wider line, which is what I had been doing throughout the year, I tried to keep going."

It put the race in Crutchlow's hands, with his closest challenger – somehow – Valentino Rossi from 15th on the grid, after his worst qualifying result in five years. And the time Crutchlow had spent behind Espargaro's Suzuki meant that the Yamaha was now just 1.8s behind. Post-race, Rossi said that at this stage of Sunday he thought he could catch Crutchlow and win, despite having classed the notion of victory as "quite impossible" on Saturday evening.

From there, though, Crutchlow was untouchable. He built his lead seemingly at will, and a mistake from Rossi at Turn 4 with 10 laps to go meant the LCR rider's advantage was never going to be dragged back in, as Crutchlow brought it home to win by 4.218s. It is his second



MotoGP victory in six races, after his Brno breakthrough that ended a run without a British winner dating back to Barry Sheene in 1981.

Crutchlow had a tough start to the season, crashing in four of the first five races, but only Marquez – and only by seven points – has scored more points than the 30-year-old in the past eight races, a period in which he's risen from 18th to sixth in the championship.

"There's no doubt I'm in a good moment in my career," he said. "I said that three or four races ago and it seems to be getting better, which is good. I targeted a few races this year. Honestly, I said I wanted to do a good job and be on the podium at Brno. I said I wanted to be on the podium at Silverstone, and I was, and somebody asked me last week what I thought about going to Phillip Island and I said I planned to come and win."

"I don't think they believed me, but I honestly did. I planned to come here and do a good job. It's nice to win one in the wet [at Brno] and the dry, because people think you can only ride in the rain when you win in the rain."

Rossi settled for second, and was joined on the podium by another rider who turned in a fine recovery, in this case his team-mate for next season, Suzuki's Maverick Vinales, who came from 13th on the grid. Vinales's team-mate Espargaro crashed out of the fight for third with five laps to go, which handed Ducati's Andrea Dovizioso fourth and the other Espargaro brother, Tech3 Yamaha's Pol, fifth.

Jorge Lorenzo qualified 12th but could not match Rossi's and Vinales's progress in the race, finishing a lonely sixth, 20s behind Crutchlow. Pramac Ducati's Scott Redding won a battle for seventh that included seven riders at times, with Bradley Smith snatching eighth on the line in his second start back from injury.

MITCHELL ADAM



RESULTS ROUND 16/18, PHILLIP ISLAND (AUS), OCTOBER 23, 27 LAPS – 74.624 MILES

POS	RIDER	TEAM	TIME
1	Cal Crutchlow (GB)	LCR Honda	40m48.543s
2	Valentino Rossi (I)	Yamaha	+4.218s
3	Maverick Vinales (E)	Suzuki	+5.309s
4	Andrea Dovizioso (I)	Ducati	+9.157s
5	Pol Espargaro (E)	Tech3 Yamaha	+14.299s
6	Jorge Lorenzo (E)	Yamaha	+20.125s
7	Scott Redding (GB)	Pramac Ducati	+28.369s
8	Bradley Smith (GB)	Tech3 Yamaha	+28.781s
9	Danilo Petrucci (I)	Pramac Ducati	+28.792s
10	Jack Miller (AUS)	Marc VDS Honda	+28.815s
11	Stefan Bradl (D)	Aprilia	+31.809s
12	Alvaro Bautista (E)	Aprilia	+47.734s
13	Yonny Hernandez (CO)	Pull & Bear Aspar Ducati	+47.749s
14	Eugene Laverty (IRL)	Pull & Bear Aspar Ducati	+54.311s
15	Mike Jones (AUS)	Avintia Ducati	+55.875s
16	Tito Rabat (E)	Marc VDS Honda	+1m06.395s
17	Nicky Hayden (USA)	Honda	+1m22.604s
R	Hector Barbera (E)	Ducati	24laps-accident
R	Alex Espargaro (E)	Suzuki	22laps-accident
R	Marc Marquez (E)	Honda	9laps-accident
R	Loris Baz (F)	Avintia Ducati	0laps-electronics

Winner's average speed 109.717mph. **Fastest lap** Crutchlow 1m29.494s, 111.179mph

QUALIFYING 2

1 Marquez 1m30.189s; 2 Crutchlow 1m30.981s; 3 P Espargaro 1m31.107s; 4 A Espargaro 1m31.673s; 5 Miller 1m31.754s; 6 Petrucci 1m32.420s; 7 Hayden 1m32.944s; 8 Bradl 1m33.015s; 9 Dovizioso 1m33.090s; 10 Barbera 1m33.914s; 11 Redding 1m34.682s; 12 Lorenzo 1m36.840s.

QUALIFYING 1

1 Crutchlow 1m38.467s; 2 Lorenzo 1m40.452s; 3 Vinales 1m40.744s; 4 Smith 1m41.129s; 5 Rossi 1m41.368s; 6 Laverty 1m41.532s; 7 Hernandez 1m41.766s; 8 Bautista 1m41.850s; 9 Jones 1m42.261s; 10 Baz 1m43.128s; 11 Rabat 1m44.096s.

RIDERS' CHAMPIONSHIP

1 Marquez 273; 2 Rossi 216; 3 Lorenzo 192; 4 Vinales 181; 5 Pedrosa 155; 6 Crutchlow 141; 7 Dovizioso 137; 8 P Espargaro 117; 9 Iannone 96; 10 Barbera 84; 11 A Espargaro 82; 12 Laverty 73; 13 Redding 71; 14 Bautista 67; 15 Petrucci 65; 16 Bradl 60; 17 Smith 53; 18 Miller 48; 19 Pirro 36; 20 Rabat 29; 21 Baz 24; 22 Hernandez 20; 23 Nakasuga 5; 24 Lowes 3; 25 Hayden 1; 26 Jones 1; 27 Aoyama 1.

MANUFACTURERS' CHAMPIONSHIP

1 Honda 341; 2 Yamaha 308; 3 Ducati 220; 4 Suzuki 187; 5 Aprilia 86.



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Vote for your heroes

Voting is open for the 2016 Autosport Awards, and you have the chance to decide who wins. There are nine categories open to reader vote, including the new-for-2016 Rider of the Year for those competing in MotoGP's three classes. The Awards cover everything from the top levels in Formula 1 and the

World Rally Championship, through to the British Club Driver of the Year Award.

You have a choice of how to vote. Either fill in the form in these pages and post it to us (no photocopies will be accepted) or those who are subscribers can vote through autosport.com online. Votes must be received by November 21.

The Autosport Awards will be presented at the Grosvenor House Hotel in London on Sunday, December 4, with your choices of the great and good of motorsport being honoured.



INTERNATIONAL RACING DRIVER OF THE YEAR

Open to professional racing drivers competing at an international level



1 SEBASTIEN BUEMI

As well as continuing to excel in sportscars, and cruelly losing victory at Le Mans, Buemi won the Formula E title and currently leads the 2016/17 points.

2 LEWIS HAMILTON

Hamilton's campaign has been blighted with bad luck and engine problems, but he remains in the title hunt and, at his best, is almost unbeatable.

3 SIMON PAGENAUD

His first season with Penske was disappointing, but his second was spectacular. Pagenaud won five races and took a maiden IndyCar title.

4 DANIEL RICCIARDO

Few doubt the Australian is a potential world champion with a strong enough car, and he deserves more than his single victory so far in Malaysia.

5 NICO ROSBERG

Currently leading the world championship, Rosberg has put together his most compelling title challenge yet and bounced back from a difficult 2015.

6 MAX VERSTAPPEN

Winning on his Red Bull debut was sensational. For all the criticism of his racing style, Verstappen has lit up the front of grand prix racing this year.

RACING CAR OF THE YEAR

Open to cars competing in any class of circuit racing



1 AUDI R18 E-TRON QUATTRO

The new R18 has been the fastest car in the WEC, but the overall results haven't matched the performance.

2 FORD GT

The controversial new GTE machine won at Le Mans, 50 years on from Ford's first outright win there, and also emerged as a race winner in the United States.

3 MERCEDES F1 W07 HYBRID

For the third year in succession Mercedes has dominated F1, taking the constructors' title with four races to spare.

4 PORSCHE 919 HYBRID

While perhaps not the fastest car in LMP1, the Porsche still won Le Mans and leads the World Endurance Championship.

5 RED BULL-RENAULT RB12

The only car other than Mercedes to win GPs, its TAG Heuer-badged engine is still not as strong as Mercedes' unit.

6 RENAULT Z.E.15

Renault had to develop its own motor, gearbox and inverter for the second season of Formula E, and emerged with the package to beat.

INTERNATIONAL RALLY DRIVER OF THE YEAR

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



1 CRAIG BREEN

Excellent Citroen debut in Sweden, and his season just got better from there. Podium in Finland was brave, brilliant and good enough for a full-time job.

2 KRIS MEEKE

Inspired with the confidence a long-term deal brings, Meeke won in Portugal and Finland in an out-of-date DS 3 WRC. The complete package now.

3 THIERRY NEUVILLE

After 18 months in the doldrums, the old Neuville returned with a win in Sardinia this season. Been in contention for a podium pretty much everywhere since.

4 STEPHANE PETERHANSEL

Drove a brilliant, tactical rally to take a 12th Dakar win, giving Sebastien Loeb the lesson of the tortoise and the hare.

5 SEBASTIEN OGIER

Outstanding as ever on his way to a fourth straight WRC title. Rules made it harder work, but he's still the best of the best in the best car.

6 HAYDEN PADDON

Delivered an exceptional maiden World Rally Championship victory in Argentina, edging none other than Ogier in a final-stage South American shootout.

RALLY CAR OF THE YEAR

Open to cars competing in rallying from international to national level



1 CITROEN DS 3 WRC

A year away from any development and still this car can win two rounds of the WRC. Remains a potent force at rallying's highest level.

2 FORD FIESTAS WRC

Despite the onset of its all-new 2017 car, the current Fiesta continued to evolve and Poland demonstrated its ability to beat the best in the right hands.

3 HYUNDAI i20 WRC

The New Generation i20 WRC was a major step forward for the Korean company at the start of the season – definitely the Polo-worrier in the pack.

4 PEUGEOT 2008 DKR

After a troubled birth, the second coming of this car rocked cross-country rallying to its core. It was simply superb and utterly dominant at this year's Dakar.

5 SKODA FABIA R5

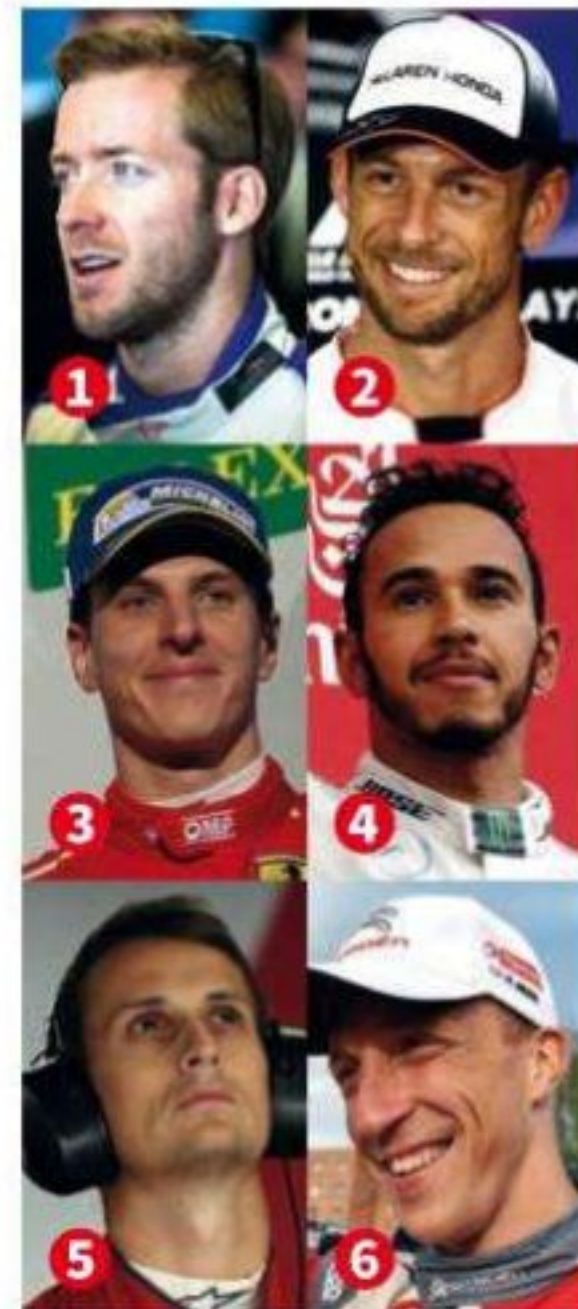
The Czech factory machine has had its work cut out trying to come to terms with the Fiesta R5, but it has shown speed and reliability for much of 2016.

6 VOLKSWAGEN POLO R WRC

The weapon of choice in the WRC for the fourth successive season. The pace hasn't dipped since it started winning in 2013.

BRITISH COMPETITION DRIVER OF THE YEAR

Open to British drivers competing in categories at international level



1 SAM BIRD

A GTE Pro race winner in the World Endurance Championship in his first full season with Ferrari, and is also a serious contender in Formula E.

2 JENSON BUTTON

The McLaren-Honda isn't the best package, but Button showed no signs of easing up before his year off and delivered good results in the circumstances.

3 JAMES CALADO

While he's not leading the GTE Pro points in WEC, Calado has excelled in the AF Corse Ferrari and been bitterly unlucky not to have won more regularly.

4 LEWIS HAMILTON

Hamilton bounced back strongly after early setbacks this season and is the third most successful Formula 1 driver in history in terms of race victories.

5 OLIVER JARVIS

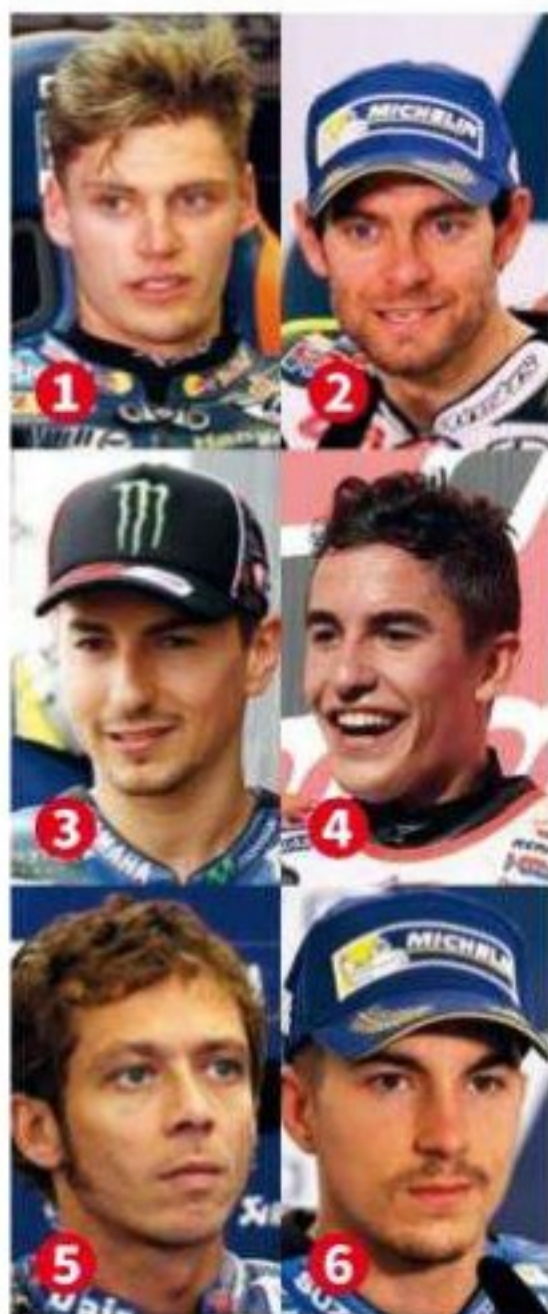
Claimed his first World Endurance Championship race victory for Audi at Spa, and has been a strong performer all year.

6 KRIS MEEKE

Flew every time he got out in the Citroen in the World Rally Championship, with his conquest of Rally Finland one of the great British rally feats.

RIDER OF THE YEAR

Open to riders competing in any of MotoGP's three racing categories



1 BRAD BINDER

The South African played a rare hand in dominating the fiercely competitive and frenetic Moto3 feeder class, sealing the title with four races to go.

2 CAL CRUTCHLOW

Bounced back from a tough start to become a multiple MotoGP race winner, and Britain's first victor in the top class since Barry Sheene in 1981.

3 JORGE LORENZO

A title defence didn't go the way Lorenzo wanted, but he still leaves Yamaha for Ducati having won multiple races in his final season.

4 MARC MARQUEZ

Marquez balanced supreme speed and consistency to wrap up a third MotoGP title in four years, with three rounds of an unpredictable season to spare.

5 VALENTINO ROSSI

The 37-year-old wound back the years and was a mainstay at the front, taking more pole positions than he managed in all of the 2010-15 seasons.

6 MAVERICK VINALES

Vinales shone in his second season in MotoGP, taking his maiden podium finishes and a British Grand Prix victory.

ROOKIE OF THE YEAR

Open to professional racing drivers in their first season in their respective categories



1 ANTONIO GIOVINAZZI

The Italian leads the GP2 championship heading into the Abu Dhabi finale after a stunning debut year for Prema.

2 CHARLES LECLERC

The French Ferrari protege currently leads the GP3 standings, and has impressed on Friday outings for the Haas Formula 1 team.

3 ESTEBAN OCON

After a difficult time in his first DTM season, Ocon was promoted to F1 after the August break and soon started to outpace Wehrlein at Manor.

4 JOLYON PALMER

Renault in 2016 wasn't the best place to be for a debut F1 season, but Palmer has acquitted himself well and took his first points in Malaysia.

5 ALEXANDER ROSSI

It was a challenging season in IndyCar for Alexander Rossi, but his victory in the 100th Indianapolis 500 made it an incredible year overall.

6 PASCAL WEHRLEIN

The Mercedes junior has impressed in his first season in F1, with the highlight being a point for 10th place in the Austrian Grand Prix for Manor.

NATIONAL DRIVER OF THE YEAR

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



1 JONNY ADAM

The Scot became the first driver to retain the British GT3 Championship crown after moving to the TF Sport team, taking two wins.

2 PHIL KEEN

Second in British GT driving for Barwell Motorsport, and won three times, wringing the neck of the Lamborghini Huracan every time he got into it.

3 GEORGE RUSSELL

Ended the Formula 3 European Championship season as the best non-Prema driver in third overall, taking victories at the classic Pau and Spa circuits.

4 GORDON SHEDDEN

Clinched a second successive BTCC crown, and third in total, after prevailing in an eight-way shootout in the Brands Hatch season finale.

5 SAM TORDOFF

Was in the thick of the BTCC title race all season, with 2016 marking his emergence as one of the top dogs in British tin-tops.

6 COLIN TURKINGTON

After a troubled start with Subaru, Turkington flew in the Levorg and stayed in the title hunt all the way to the finale.

BRITISH CLUB DRIVER OF THE YEAR

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



1 DANIEL CAMMISH

Secured a second successive Porsche Carrera Cup GB crown, breaking the record for most wins in a season in the process.

2 RICKY COLLARD

Recorded joint highest number of victories (five) during first season of rebadged British F3 Championship on his way to second overall with Carlin.

3 MAX FEWTRELL

Claimed the British Formula 4 title with an impressive victory in the final Brands Hatch race after an extremely consistent season.

4 SENNAN FIELDING

Just missed out on being British Formula 4 champion, achieving five victories despite having a fraction of the budget of some of his rivals.

5 LANDO NORRIS

Started four-series 2016 season with Toyota Racing Series crown in February, and later added Formula Renault Eurocup and NEC successes.

6 ANT WHORTON-EALES

Clinched the Renault UK Clio Cup title after a dramatic finale, winning half of the races and making some blistering starts.

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‘Mighty 38’ leaves it late for title

EUROPEAN LE MANS SERIES

ESTORIL (P)

OCTOBER 23

ROUND 6/6

HAVING COME SO CLOSE ON SO many occasions to winning the European Le Mans Series, Jota Sport could be forgiven for thinking it had missed the boat. The Jota guys had been the kings of qualifying, chalking up 12 out of 15 pole positions from 2013-15, but too often stumbled when it counted on race days and only managed to convert three wins.

With the Gibson 015S showing its age this season against significantly newer and more-sophisticated opposition, Harry Tincknell, Simon Dolan and F1 refugee Giedo van der Garde couldn't muster a single pole between them, but a second win of the year at Estoril – combined with starter-motor problems for the TDS Racing by Thiriet ORECA – was enough to overturn their 13-point deficit and deliver a long-awaited title.

True, fortune smiled on the G-Drive-named Jota team. Van der Garde escaped sanction for a misjudged move on the GTE Ferrari of Rui Aguas during the first hour, while the points-leading TDS

team could reasonably have expected to challenge, with Toyota protege Ryo Hirakawa and Mathias Beche still to take the controls, when the car was wheeled into the garage from third position after silver driver Thiriet's stint.

Nevertheless, this was still a victory Jota had to earn. Van der Garde troubled the polesitting Dragonspeed ORECA of Nicolas Lapierre throughout their opening stint and handed over to Dolan in the lead after Lapierre was baulked in traffic.

Dragonspeed's gamble to send Henrik Hedman out without changing tyres soon backfired when the Swedish amateur slid into the gravel on his out-lap. And TDS's lengthy delay (they would finish 28th overall) spared any need for complicated maths: Tincknell needed only to keep it on the island.

Lapierre surged through to second in the closing stages, but had no answers for the victorious 'mighty 38' Gibson on its final outing. Stefano Coletti's stern defence from Olivier Pla's Krohn Racing Ligier ensured third place for the SMP Racing BR01 he shared with Andreas Wirth and Vitaly Petrov.

The already crowned LMP3 champions of United Autosports ran as high as fourth

Tincknell speeds on in race and title-winning Jota Gibson-Nissan (above), while Aston claimed last-ditch GTE crown (below)

overall early on with Alex Brundle at the wheel, but were ruled out of contention for class honours when Mike Guasch spun into the GTE championship-leading JMW Motorsport Ferrari of Rob Smith, Rory Butcher and Andrea Bertolini, which was already hamstrung by gearbox problems. Thomas Laurent, Yann Ehrlacher and Alexandre Cougnard picked up the pieces to take a comfortable first win for Yvan Muller Racing.

With the Ferrari sidelined, the way was opened for the Beechdean Aston Martin to snatch the GTE title. A sterling drive from Alex MacDowall, supported by team owner Andrew Howard and Darren Turner, ensured they did it in style, with Alessandro Pier Guidi second in the fire-damaged AT Racing Ferrari.

RESULTS

1 Harry Tincknell/Giedo van der Garde/Simon Dolan (Gibson-Nissan 015S) 145 laps in 4h01m32.368s; 2 Nicolas Lapierre/Ben Hanley/Henrik Hedman (ORECA-N 05) +51.157s; 3 Stefano Coletti/Vitaly Petrov/Andreas Wirth (BRE-N BR01); 4 Olivier Pla/Nic Jonsson (Ligier-N JSP2); 5 Tristan Gommendy/Frederic Vervisch/Michael Lyons (O-N 05); 6 Dimitri Enjalbert/Patrice Lafargue/Paul Lafargue (L-Judd JSP2). **LMP3 1 Alexandre Cougnard/Yann Ehrlacher/Thomas Laurent (Ligier JSP3);** 2 Wayne Boyd/Matt Bell/Mark Patterson (Ligier); 3 Enzo Guibbert/Paul Petit/Eric Trouillet (Ligier). **GTE 1 Darren Turner/Alex MacDowall/Andrew Howard (Aston Martin V8 Vantage);** 2 Alessandro Pier Guidi/Alexander Talkanitsa/Alexander Talkanitsa Jr (Ferrari 458 Italia); 3 Matt Griffin/Aaron Scott/Duncan Cameron (Ferrari).

Points 1 Tincknell/van der Garde/Dolan 103; 2 Mathias Beche/Pierre Thiriet 96; 3 Wirth/Coletti 83; 4 Hanley/Lapierre/Hedman 76; 5 Ryo Hirakawa 70; 6 Julian Leal 60. **LMP3 1 Alex Brundle/Christian England/Mike Guasch 109.5;** 2 Trouillet/Petit 93; 3 Guibbert 81. **GTE 1 Turner/MacDowall/Howard 98;** 2 Andrea Bertolini/Rory Butcher/Rob Smith 93; 3 Talkanitsa/Talkanitsa 79.



Jolly on Palmer for first win in Eurocup

FORMULA RENAULT EURO CUP
ESTORIL (P)
OCTOBER 22-23
ROUND 7/7

WILL PALMER TOOK ADVANTAGE OF a final-lap clash between Lando Norris and Max Defourny to score his first Eurocup victory at Estoril, but would suffer the ignominy of finishing last in race two when a tyre gamble backfired.

Palmer was unable to match poleman Norris in the opening laps of race one, but ran a comfortable second until the appearance of the safety car allowed his R-ace GP team-mate Defourny to get on terms. The Belgian had carved his way through from 11th on the grid and made short work of Palmer at the restart, before closing relentlessly on the Josef Kaufmann Racing machine of Norris.

A small mistake by Norris at the Parabolica Ayrton Senna presented Defourny with his chance. Norris

squeezed him right to the pitwall, but Defourny kept his foot in and was fully alongside heading into the first corner when he locked up and clattered into the champion. In a flash, a possible victory and any hopes of second in the standings had slipped from Defourny's grasp.

Palmer was the grateful beneficiary, with Hugo de Sadeleer inheriting second ahead of wildcard entry Alex Peroni, although the Aussie would be bumped back to fourth after Robert Schwartzman, who finished third on the road, had a 25s penalty for overtaking under yellows revoked.

Palmer's joy would turn to despair 24 hours later. Starting 16th after a nightmare qualifying, Palmer was the only man to opt for slicks with the track still soaking wet. Although he would set the fastest lap, it

Palmer grabbed first victory of his Formula Renault 2.0 season

came far too late to rescue his race.

Tech 1 Racing's Sacha Fenestraz controlled proceedings, while Norris claimed second from Defourny with a decisive lunge at Turn 3 in the latter stages. Dorian Boccolacci recovered from an eventful first race to finish fourth and wrap up second in the points.

RESULTS

Race 1 1 Will Palmer 15 laps in 28m03.515s; 2 Hugo de Sadeleer +6.184s; 3 Robert Schwartzman; 4 Alex Peroni; 5 Dorian Boccolacci; 6 Harrison Scott.

Race 2 1 Sacha Fenestraz 15 laps in 27m25.170s; 2 Lando Norris +1.964s; 3 Max Defourny; 4 Boccolacci; 5 Henrique Chaves; 6 Schwartzman.

Points 1 Norris 253; 2 Boccolacci 200; 3 Defourny 178.5; 4 Scott 172; 5 Fenestraz 119.5; 6 de Sadeleer 89.

first round of pitstops.

Denny Hamlin and Austin Dillon battled race long for the eighth and final spot in the next stage of the Chase. At the chequered flag the Joe Gibbs Racing Toyota of Hamlin secured third behind Brian Scott, ending Dillon's title hopes.

Hamlin's team-mates Matt Kenseth, Carl Edwards and Kyle Busch dropped back early in a strategic move to avoid any potential wrecks, and stayed out of trouble for the remainder of the race, ensuring they took their whole team safely through

Logano recovered from this – and a penalty – to take Talladega win

to the next round of the Chase.

Polesitter Martin Truex Jr, who entered the race with a 13-point buffer to the cutoff, continued a run of bad luck when his engine blew, putting him out of the Chase.

Logano's Penske team-mate Brad Keselowski struggled twice with debris on his grille, causing him to sacrifice places early on and later requiring the help of Ryan Blaney from the affiliated Wood Brothers team, who passed him in an attempt to remove it. The assist came too late and Keselowski parked his smoking car, sidelining him from the Chase too.

Chase Elliott was unable to find his way to the front for the win he needed, taking 12th and ending his Chase chances.

RESULTS

1 Joey Logano (Ford Fusion) 192 laps in 3h11m38s; 2 Brian Scott (Ford) +0.124s; 3 Denny Hamlin (Toyota Camry); 4 Kurt Busch (Chevrolet SS); 5 Ricky Stenhouse Jr (Ford); 6 Kyle Larson (Chevy); 7 Kevin Harvick (Chevy); 8 Aric Almirola (Ford); 9 Austin Dillon (Chevy); 10 AJ Allmendinger (Chevy). **Round of 8** 1 Logano 4000; 2 Jimmie Johnson 4000; 3 Harvick 4000; 4 Matt Kenseth 4000; 5 Carl Edwards 4000; 6 Hamlin 4000; 7 Kurt Busch 4000; 8 Kyle Busch 4000.

Jackrabbit Logano levers himself to victory

NASCAR SPRINT CUP
TALLADEGA (USA)
OCTOBER 23
ROUND 32/36

JOEY LOGANO TOOK THE WIN TO secure himself a spot in the Sprint Cup Chase's 'Round of 8'.

Logano overcame two late cautions to defend his position at the restarts and into overtime, as well as surviving a penalty for driving an entire lap with a front jack attached to his Penske Ford following the



HARRISON/LAT

Red Bull boys are silver surfers

AUSTRALIAN SUPERCARS
SURFERS PARADISE (AUS)
OCTOBER 22-23
ROUND 12/14

RED BULL RACING AUSTRALIA'S Triple Eight-run Holdens completely dominated both Gold Coast races.

Shane van Gisbergen and co-driver Alex Premat dominated the Saturday race, while team-mates Jamie Whincup and Paul Dumbrell won on Sunday, and the two entries also split qualifying honours.

But the races themselves were complete opposites. After starting in the first race, Premat messed up a restart and earned himself a 10-second penalty. His driving and van Gisbergen's made sure they erased the disadvantage, the duo earning the rare distinction of setting the two fastest laps of the race.

If race one was a thriller, Sunday's was rather less so. Dumbrell won the start; he handed the car over to Whincup in the lead and, when Premat lost six positions by having to 'stack' in the pitlane while the team serviced Dumbrell, van Gisbergen was forced to charge hard, again, to snatch second place late in the race.

The only car with the speed to challenge was the Scott McLaughlin/David Wall Volvo. They backed up second on Saturday with third the next day, but only after a scintillating recovery from McLaughlin late in the going. They



Premat leads the pack during Gold Coast weekend

were ably backed up by team-mate James Moffat, whose co-driver James Golding put a horror month behind him with a polished drive in both races.

The speed of the Red Bull Holdens made the opposition wilt. The best that the Fords could manage was fourth and fifth, in both cases by the Prodrive Falcon of Mark Winterbottom/Dean Canto. Winterbottom was the only 'regular' driver to take on the 'co-drivers' at the start of Saturday's 300km race, his hand forced by starting a relatively lowly ninth. Sunday's result was more conventional, but post-race the outgoing Supercars champion admitted his car simply didn't have sufficient speed.

The talking point of the weekend was the number of crashes on the tight street

Amazingly, Coulthard's car was repaired

circuit — and one in particular. On Saturday Garth Tander was challenging Fabian Coulthard for fifth place, but with a handful of laps remaining the two cars tangled on the pit straight. Coulthard's Ford spun backwards into the concrete at more than 130mph and was severely damaged — indeed, he looked to be out for the weekend. But his DJR Team Penske crew performed something of a miracle to rebuild the car overnight, Coulthard describing it as being in "as new" condition in qualifying on Sunday.

For his role in the incident Tander was issued with a drivethrough penalty at the end of Saturday's race, and a 10-spot grid penalty for Sunday's.

The results mean that van Gisbergen has extended his points lead, and now heads to his home round at Pukekohe outside of Auckland, New Zealand with a real chance at a maiden Supercars title.

"There are still 600 points up for grabs, still a long way to go," van Gisbergen said.

Likewise countryman McLaughlin is a real challenger. Whincup will be desperate not to let title number seven get away.

PHIL BRANAGAN

RESULTS

Race 1 1 Shane van Gisbergen/Alexandre Premat (Holden Commodore) 102 laps in 2h21m45.5490s; 2 Scott McLaughlin/David Wall (Volvo S60) +0.6107s; 3 Jamie Whincup/Paul Dumbrell (Holden); 4 Mark Winterbottom/Dean Canto (Ford Falcon); 5 James Moffat/James Golding (Volvo); 6 Craig Lowndes/Steven Richards (Holden).

Race 2 1 Whincup/Dumbrell 102 laps in 2h09m10.5096s; 2 van Gisbergen/Premat +9.0794s; 3 McLaughlin/Wall; 4 Lowndes/Richards; 5 Winterbottom/Canto; 6 Chaz Mostert/Steve Owen (Ford). **Points** 1 van Gisbergen 2812; 2 Whincup 2664; 3 Lowndes 2427; 4 McLaughlin 2351; 5 Will Davison 2235; 6 Winterbottom 2139.





Guerrieri wins Toyota war

SUPER TC2000
SAN JUAN (RA)
OCTOBER 23
ROUND 10/12

ESTEBAN GUERRIERI RETURNED TO THE winner's circle with a hard-fought victory aboard his TTA Toyota Corolla.

Guerrieri and team-mate Matias Rossi had won the morning heats, so lined up side by side on the front row of the final. Guerrieri outsprinted Rossi, but Rossi would pressure Guerrieri all the way, with Peugeot's Facundo Chapur awaiting a possible mistake from the two leading Toyotas.

The final lap was a race apart, as Rossi attempted to grab the lead from Guerrieri and both of them lost time, allowing the irrepressible Chapur into second. Not content with the runner-up placing, in the final metres Chapur also

had a go at Guerrieri's lead and fell short by a mere 0.031s as the chequered flag fell, with Rossi third.

Post-race there was talk of team orders in the TTA squad for Guerrieri to allow Rossi (further up in the championship standings) past, and that Guerrieri had left it for the final moments, causing team-mate Rossi to get impatient and resulting in the collision. Points leader Agustin Canapino (Chevrolet Cruze) retired early in the race after a coming-together with another car.

TONY WATSON

RESULTS

1 Esteban Guerrieri (Toyota Corolla) 34 laps in 52m50.846s;
2 Facundo Chapur (Peugeot 408) +0.031s; **3 Matias Rossi (Toyota)**;
4 Facundo Ardusso (Renault Fluence); **5 Mariano Werner (Peugeot)**;
6 Emiliano Spataro (Renault). **Points 1 Agustin Canapino 182**;
2 Ardusso 164; **3 Rossi 137.5**; **4 Leonel Pernia 130**; **5 Spataro 121**;
6 Werner 121.

Muller beats Cairoli to crown

PORSCHE SUPERCUP
AUSTIN (USA)
OCTOBER 22-23
ROUND 9/9

THINGS COULD NOT HAVE BEEN GOING much better for Matteo Cairoli. The 20-year-old Italian was leading the first race of the title-deciding double-header at Austin after squeezing past poleman Mathieu Jaminet at the start and then holding off the Frenchman during a fraught first lap, aided by a liberal interpretation of track-limits rules. What's more, fellow Porsche Junior Sven Muller, who had a two-point advantage going into the race, was down in third.

Then just after half distance, Cairoli's Fach Auto Tech-run machine, which had been hastily rebuilt following a heavy shunt into the pitwall during qualifying a few hours earlier, began to stutter. The

cause was a failing fuel pump, and the devastated Cairoli could only limp back to the pits to retire.

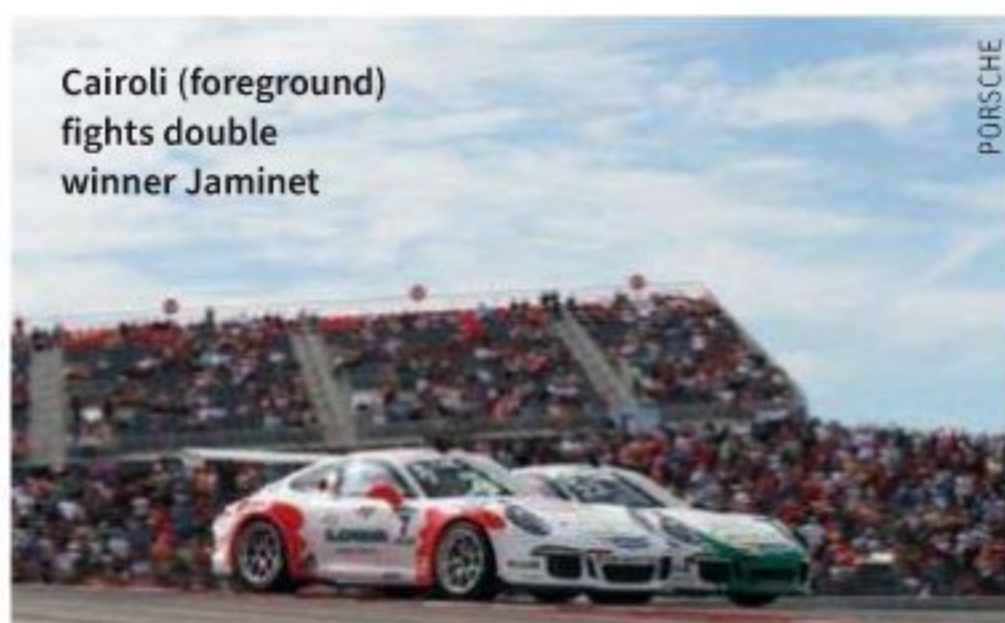
The one saving grace was that Muller was unable to take the lead from Jaminet and finished second ahead of Robert Lukas, which meant Cairoli did go into the second race still in title contention. The points situation could not have been simpler – Cairoli needed to win with Muller not scoring to take the title on countback to number of race wins. With points awarded down to 15th, that was always a desperately long shot.

Unsurprisingly, Muller opted to play it conservatively. From fourth on the grid, the Lechner Racing driver finished eighth, while Jaminet made it a double victory in his Almeras-run machine.

Cairoli tried his best to take the win he desperately needed to have any hope of the crown, challenging Jaminet on the run to the first corner before settling into second. He briefly got ahead early in the race before having to give the position back after exceeding track limits to make the move. But it was never going to be enough.

RESULTS

Race 1 1 Mathieu Jaminet 14 laps in 30m56.778s; **2 Sven Muller** +0.734s; **3 Robert Lukas**; **4 Michael Ammermuller**; **5 Christian Engelhart**; **6 Jeffrey Schmidt**. **Race 2 1 Jaminet** 14 laps in 31m00.274s; **2 Matteo Cairoli** +0.897s; **3 Schmidt**; **4 Lukas**; **5 Ammermuller**; **6 Alec Udell**. **Points 1 Muller 162**; **2 Cairoli 151**; **3 Jaminet 146**; **4 Ammermuller 129**; **5 Lukas 118**; **6 Schmidt 114**.



IN BRIEF

RENAULT SPORT TROPHY

An unforced error from Fabian Schiller allowed Miguel Ramos to take a popular home victory with Steijn Schothorst in an eventful Endurance race at Estoril. But second was enough for Schiller and Markus Palmtala to win the title after pre-event leader Fredrik Blomstedt's co-driver Raoul Owens was unceremoniously punted off by WEC refugee Nelson Panciatici. Schiller made amends with victory in the Am race ahead of Marc VDS team-mate Fran Rueda, while Schothorst dominated the Pro race after Kevin Korjus and Palmtala tangled on lap one. Schothorst's brother Pieter was confirmed as the Pro champion in the series' final weekend.

GT3 LE MANS CUP

Second place in the final round at Estoril was enough for SMP Ferrari duo Victor Shaytar and Aleksey Basov to be confirmed as champions, while a win netted Aston Martin squad TF Sport the teams' crown. Two offs for Basov in the first stint elevated Salih Yoluc in the Aston into the lead, and Euan Hankey consolidated that advantage. Shaytar had to fend off Klaus Bachler (Porsche) and Matteo Cressoni (Ferrari) in a late fight for second.

AUSTRALIAN FORMULA 4

Will Brown was crowned champion at Surfers Paradise, although the final round was won by BRM team-mate Harry Hayek. Hayek, Brown and Simon Fallon shared the race wins.

AUSTRALIAN CARRERA CUP

Matt Campbell sealed the title at Surfers, winning two out of the three races. The final race was won by veteran Alex Davison, who scored a record 44th career victory.

VLN

Land Motorsport Audi duo Christopher Mies and Connor de Phillippi won the final race of 2016 on the Nurburgring Nordschleife, leading home Jorg Muller and Nico Menzel (RBM BMW) and Jesse Krohn, Christian Kroghes and Victor Bouveng (Walkenhorst BMW). Felix Rosenqvist and Lucas Auer – both on their Nordschleife debuts – teamed with Daniel Juncadella in a Toyota GT86 to win their class and gain the necessary experience to be eligible for next year's 24 Hours.

MOTO2

Thomas Luthi moved into second in the standings with his fourth win of 2016 at Phillip Island. The polesitter was passed on the last lap by Franco Morbidelli, but edged back ahead on the line. With Alex Rins crashing, Luthi is now Johann Zarco's closest title challenger, 22 points behind after Zarco finished 12th.

MOTO3

New champion Brad Binder recorded his sixth win of the campaign with ease at Phillip Island, leading home Andrea Locatelli by six seconds. A crash-laden race included a red flag after a pile-up at Turn 10 on lap six, from which Scottish rider John McPhee was fortunate to escape with only a broken thumb.

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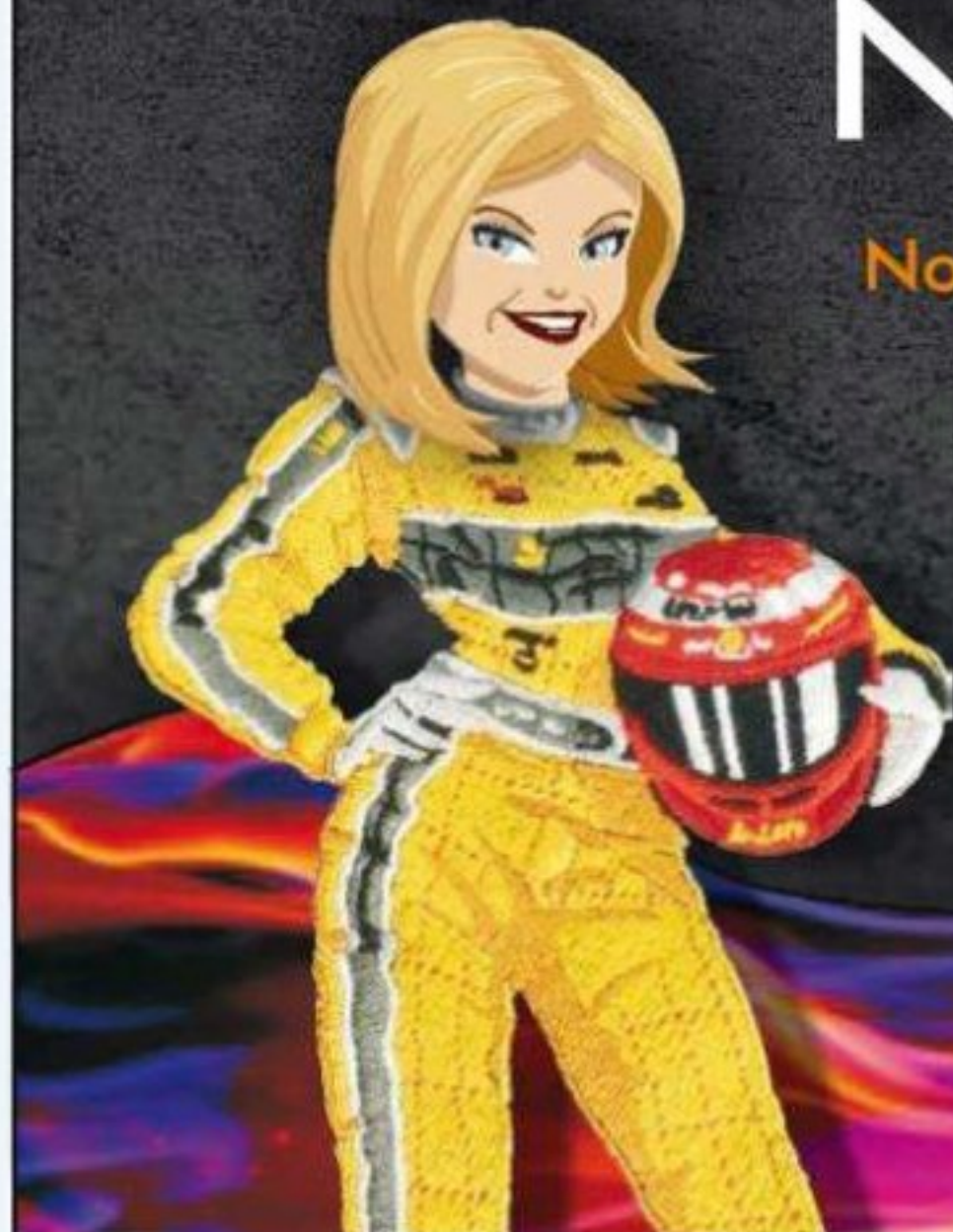
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For many fans of Formula One the sport exists between lights and chequered flag on a Sunday afternoon, but this is merely the tip of the spear. The reality of modern F1 is that of a complex and intertwined operation, every part of which needs to perform near its limit if success is to be achieved. Formula One is a team sport in a very literal sense, we win and lose together – That's why We Love What We Do.

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Schumacher conqueror to F3 Trophy

GERMAN FORMULA 4 CHAMPION Joey Mawson heads the entry list for this weekend's BRDC British Formula 3 Autumn Trophy at Snetterton.

Australian Mawson beat the son of seven-time Formula 1 world champion Michael Schumacher, Mick, to the ADAC-run F4 crown this year with Van Amersfoort Racing.

Mawson will race for Douglas Motorsport in the one-round event, and will have the chance to test one of the team's Tatuus F3-016s for the first time today (Thursday) as part of an exclusive test session at Snetterton.

Jamie Caroline, who finished 10th in British F4 this year with one victory, will join Mawson in Douglas's line-up.

"It's a great opportunity for us and for Joey," said Douglas Motorsport team owner Wayne Douglas. "It's a bit of a step up in machinery for him from the ADAC car, and a good chance for him to raise his profile in the UK."

"The deal with Jamie has been coming together for a few weeks now. I get on well with his father [ex-racer Lee] and grandfather. Last Thursday was the first

time he tested the car; he was fast in the wet, and struggled a bit in the dry, but he's learning to adapt to the aero. He loved it."

The Douglas pairing forms part of an expected 12-car entry for the event.

Ticktum to return to UK action

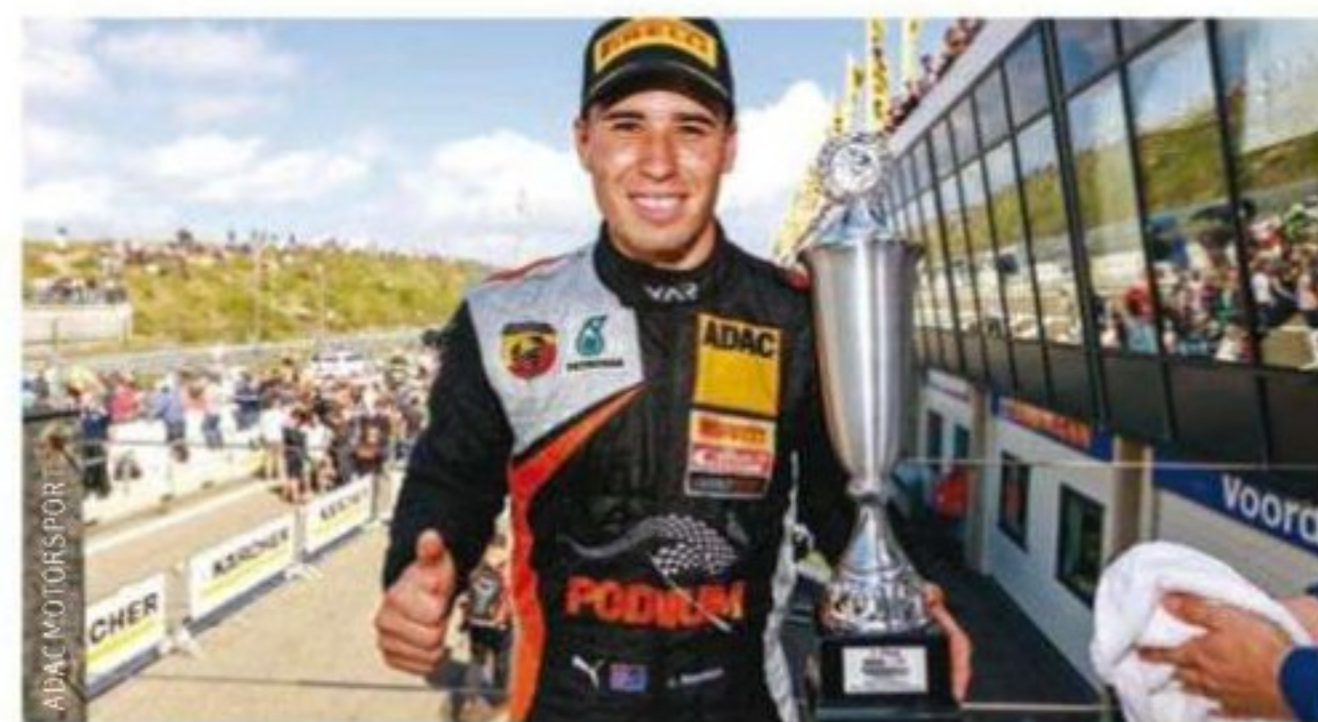
While Mawson tops the bill, British teenager Dan Ticktum is another high-profile driver to have signed up for the Autumn Trophy, and will make his first appearance in the UK in more than a year at Snetterton with Double R Racing.

Ticktum was handed a year-long ban by the MSA last September for deliberately crashing into Ricky Collard during an MSA Formula race at Silverstone, but has tested Double R's FIA-spec F3 car this year in private tests, and returned to racing in the European F3 finale earlier this month with Carlin.

Double R will enter two other drivers, one being Formula Renault Eurocup racer Marcus Armstrong.

Seven more entries for Trophy

Carlin has entered three cars for the event and will run Enaam Ahmed (who



Douglas Motorsport will run Mawson (above) and Caroline in BRDC British F3 Autumn Trophy

contested the main 2016 F3 series with Douglas), British F4 driver James Pull and US F4 champion Cameron Das.

Ben Hingeley, who raced in BRDC F3 this season with the outgoing HHC Motorsport outfit, has teamed up with Fortec – which helped Ben Barnicoat to last year's Autumn Trophy title – and is joined at the team by former Red Bull and Lotus junior Callan O'Keeffe.

Hillspeed will also run two cars in the event. Sasakorn 'Cutter' Chaimongkol will race one, while Omani karter Abdullah Al Rawahi will compete in the other.

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MSVR New Z Cars series for BMW Z3s/Z4s

MOTORSPORT VISION RACING WILL launch a new series dedicated to BMW roadsters for 2017 after joining forces with saloon car squad Gary Feakins Racing.

The new Z Cars series will consist of six rounds in 2017, and will cater for the Z3 and Z4 BMW sportscars.

The series will run a two-class format, with the first category running for the 1.9-litre Z3 and the top tier for the more powerful and more modern three-litre Z4.

MSVR plans to run double-header races at each round, with all sessions to be held in one day, where possible, to help cap costs.

GFR has built the first two cars – one of each class – and has already begun work on the second wave ahead of a winter testing programme.

Feakins, the 2015 Production BMW champion, said: “Our experience in club motorsport has allowed us to develop a set of technical regulations that will ensure close and competitive racing, at a cost-effective level.

“Launching a new series is a fantastic opportunity to demonstrate our ability to design, develop and build race cars to the highest of standards and showcase what we can do as an organisation.

“We wanted to run two classes because

the Z3 offers a budget-friendly way to get started in the series as donor cars can be bought for around £1500. Then the Z4 offers a logical step forward from the Z3 and many other club championships throughout the UK. GFR will be offering the cars for sale as fully built racers and also in kit form.”

MSVR race operations manager David Scott added: “The prospect of a grid of Z3 and Z4 race cars is really exciting. With the BMW expertise that Gary and his team has, the series will offer racing at a sensible budget with a technical specification designed to eliminate chequebook racing.”

BRITISH GT

British GT and Le Mans for TF Sport in 2017



TF SPORT WILL combine a British GT assault with a maiden run at the Le Mans 24 Hours next year.

Tom Ferrier's team has become the first to register cars for British GT3 for 2017, with Derek Johnston and Jonathan Adam returning to defend their title in their Aston Martin Vantage GT3. Former British GT champion Jon Barnes will also return in the sister car alongside Mark Farmer.

TF will be granted an entry into the GTE

Am class of the Le Mans 24 Hours as part of its prize for clinching the GT3 Le Mans Cup title last weekend.

Ferrier said: “Next season will be huge for us, and even bigger than expected now we have a Le Mans entry. It's always been our goal to race at Le Mans, and to have it already teed up for next year, for such a young team, is amazing.

“British GT next year is a big programme, as we'll have two crews going head-to-head for the title.”

RENAULT UK CLIO CUP

Westbourne plots major Clio entry

WESTBOURNE MOTORSPORT WILL RETURN to the Renault UK Clio Cup next season and will also take part in the new Junior series.

The team provided technical assistance to the PP Motorsport squad in Clios this season but will now enter its own cars for the first time since James Colburn finished fifth in 2014.

Recently crowned Michelin Clio Cup Series champion James Dorlin is one of the drivers set to test with the squad as he assesses a move to the British Touring Car feeder series next year.

“I'm really looking forward to having a go in the new car and the new challenge,” said Dorlin. “The plan is to get a feel for the new car and start to get used to it ahead of next year.”

Championship-winning squad Jamsport will also join Westbourne in the Junior series, with the reigning Clio champion Ant Whorton-Eales acting as a driver coach for the team's drivers in the series.

LEGENDS

BTCC driver Austin to race Legend

BRITISH TOURING CAR CHAMPIONSHIP racer Rob Austin will make a guest appearance in the final rounds of the Legends Cars Championship at Brands Hatch next weekend.

The Handy Motorsport driver, who scored three BTCC podiums this season in his Toyota Avensis, will make his Legends debut driving a car supplied by Simon Belcher. Belcher operates the Handy Motorsport team and is also the UK importer for Legends Cars.

"It will be a one-off, but I love the look of

the racing and the locked rear differential on the cars should make it good fun – the cars are sideways all over the place," said Austin.

"It will be great to get back into a rear-wheel-drive car again like the Audi [his previous BTCC car] was. I have missed that.

"I will have to start all of the races from the back because I am a newcomer to the championship, but that is OK – I got pretty used to starting near the back this season, so overtaking shouldn't be a problem!"



MINICHALLENGE

CB-H secures new car to defend title

REIGNING MINI CHALLENGE champion Charlie Butler-Henderson has secured a new car in time for this weekend's season finale at Snetterton after a crash wrecked his original car.

Butler-Henderson's F56 JCW machine was written off during an accident on the first lap of the first race

at Oulton Park in August.

He has since secured funding to have a new car built by Excelr8 Motorsport in time to try to defend his crown.

Butler-Henderson trails David Grady by 12 points, but leads the class by a single point on dropped scores.

"I've had to beg, borrow and call in every favour I've

ever been owed to get the car ready," he said. "About the only salvageable bit from the old car was my name sticker on the dash!"

"The new car was completed last Wednesday and we had time for a half-day test to shake it down. We managed to get a base set-up on it and the car feels really, really good."

FF1600

McDonald gets car for Walter Hayes

AFTER A HUGE CRASH AT DONINGTON Park threatened to ruin the rest of the season, George McDonald has been given a car to compete in the Walter Hayes Trophy.

McDonald will drive a similar Swift SC92 to the one that he crashed at Donington in August, after Glen Finn – who used to own McDonald's original car – from Emax Motor Sport stepped in.

"When I had my accident, he [Glen] rang me up and said 'I've got all the bits you'll need,' and he said 'Pay me as and when you can afford it,' which is really good of him.

"He said in chatting, as he knows I usually do the Hayes, 'I've got a car here which is ready to go with a fresh engine if you want to do it.' I thought the crash would be it for this year. It'll be nice to be back out."

IN BRIEF



VAN UITERT STARS ON FESTIVAL DEBUT

Dutch teenager Job van Uitert hasn't ruled out having another shot at the Formula Ford Festival next season after an impressive debut last weekend. He is currently fourth in Italian F4 and raced a Geva Racing Van Diemen RF89 at Brands Hatch. He put in a strong drive to finish second in the Historic Festival Final, having been elbowed down to 11th on the first lap. He was 12th in the main final.

DRIVERS TRY OUT GINETTA G57

Ginetta hosted a try-out day for its new G57 prototype at Donington Park last week. HHC Motorsport boss Charlie Kemp, McLaren GT man Andrew Watson and Ginetta GT4 Supercup regular Ben Green were among the drivers interested in trying the car.

JEDI COORDINATOR AND RACER UNITE

Formula Jedi coordinator Frazer Corbyn and racer Alok Ayengar will team up to race a Ginetta G50 next season. "I had a Lotus Exige project in GT racing, which became an aborted project 12 years ago, and that was the only time I have raced a GT car, so it's a new challenge for us," explained Corbyn.

KARTING STAR SARGEANT TO UAE F4

Hotly tipped American karting star Logan Sargeant makes his car racing debut this weekend at Yas Marina in the non-championship curtain raiser to the new UAE Formula 4 series. Sargeant is joined in the Motopark team by South African Jonathan Aberdein, a regular in German F4 this season. With this weekend's event clashing with the Italian F4 finale, the grid is expected to grow for later rounds.

F5000 BACK TO BARBAGALLO RACEWAY

Australian Bryan Sala (Match A50) and New Zealander Grant Martin (Talon MR1A) won twice apiece when the NZ Tasman Cup Revival Series opener brought Formula 5000 back to Perth's Barbagallo Raceway after 37 years last weekend. The debut of Ian Riley's stunning ex-AAR/Vern Schuppan Lola T332 HU46 (below) was a highlight.





CLASSIC AND SPORTS CAR SHOW The sight and sound of a six-wheeled Formula 1 car running in North London will be a highlight of this weekend's Classic & Sports Car Show. For the first time, live parades will be staged at Alexandra Palace on each day of the three-day show, and will be capped by the amazing spectacle of the six-wheeled Tyrrell P34 from 1976-77. The parades will be run along the South Terrace, in front of the famous London landmark. Hopefully it won't be as wet as it was at Zolder in '77 (Ronnie Peterson, above). **Photograph by LAT**

IRISH FORMULA LIBRE

Formula Renault hit by van



LEADING IRISH CLUB DRIVER BARRY RABBITT has been left counting the cost of repairs to his Formula Renault machine after it was badly damaged in a freak road accident last week.

Rabbitt was transporting the two-litre car he races in the Irish Formula Libre class to a test day at Kirkistown when the machine broke free from its trailer straps and slid into the road, where it was hit by an oncoming van.

"I have no idea how the car got loose from its straps, and I'd even stopped mid-journey to check the straps and they were fine," said Rabbitt.

"One theory is that a tyre was flat and, as it deflated on the journey, its circumference reduced and that had the effect of slackening the straps."

The car was split in half by the impact, but luckily Rabbitt's racing season was already over.

"I think it can be fixed but might be beyond economical repair," he said. "I have to do a parts list and do the maths."

FORMULA RENAULT 2.0

BRITISH F4 STARS TO EURO CUP TEST DAYS

FOUR BRITISH FORMULA 4 race winners were invited by Renault Sport to take part in this week's Formula Renault Eurocup rookie test day at Estoril.

Autosport reported earlier this month that F4 runner-up and McLaren Autosport BRDC Award finalist Sennan Fielding would be among the drivers in the test, which took place as we went to press on Tuesday. Fielding was out with Fortec Motorsports, joined at the team by British F4 rookie champion Alex Quinn.

Elsewhere, champion Max Fewtrell – who is targeting a move into FR2.0 next year – drove with the French Tech 1 Racing squad in the test alongside his Carlin F4 team-mate James Pull.

The Brits are among 12 drivers invited to take part in the annual test – comprising two four-hour sessions – from a number of European F4 categories. Other drivers were also on track, including another British F4 race winner, Rafael Martins with AVF.

Frank Bird, who made his Eurocup debut last weekend at Estoril, also took part in the test with Fortec.

750MC RGB

Spire has seven cars in build after dominant 2016 season in RGB

SPIRE SPORTS CARS IS BUILDING a run of seven new chassis this winter in response to customer demand for its latest GT3S.

The car has dominated this year's 750 Motor Club Road-Going Bike-engined [RGB] Class R Championship.

Factory drivers John Cutmore and Billy Albane won 11 of the 12 races run, finishing one-two in the rear-engined division.

Cutmore, who snatched the class title with victory over his team-mate Albane in a dramatic

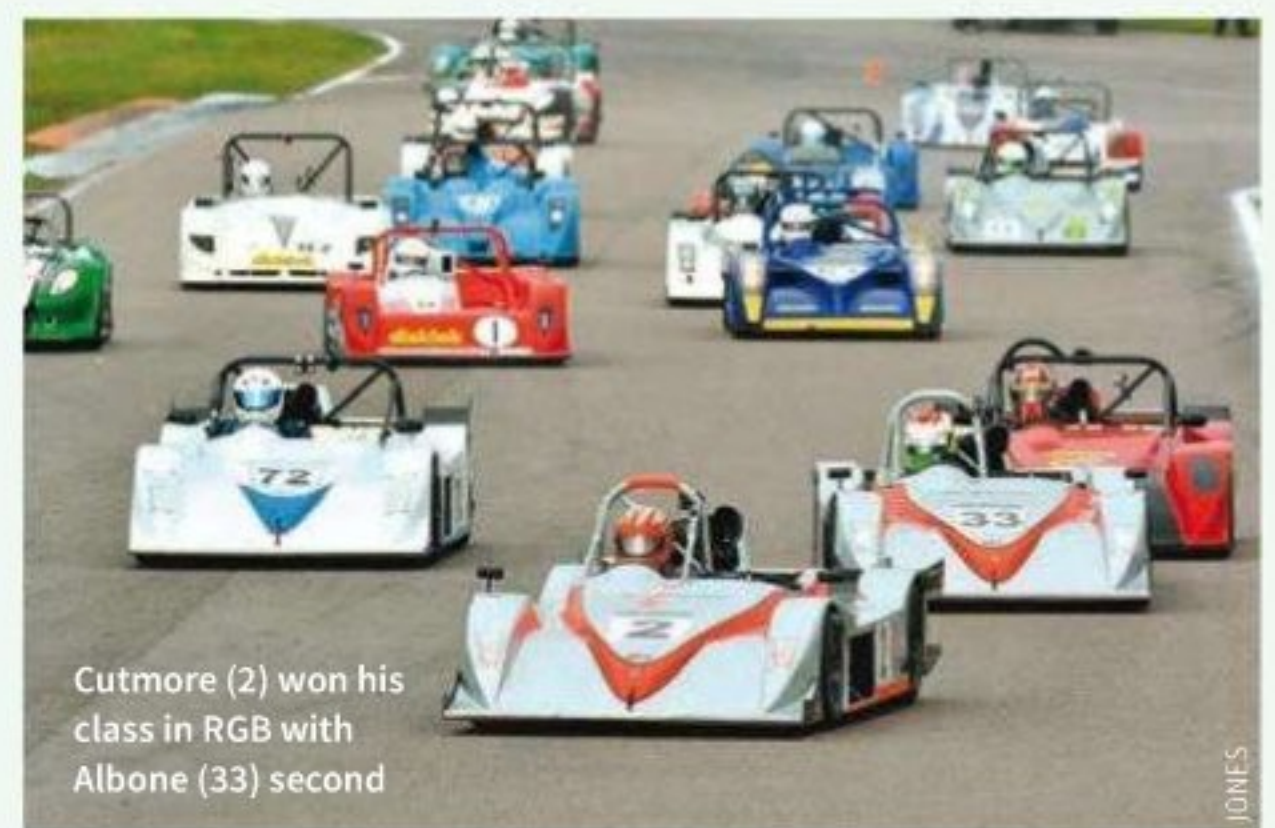
finale at Donington Park this month, was only beaten overall by 2013-14 champion Matt Higginson, who was undefeated in the front-engined class with his works-tended AB Arion.

Suffolk builder Cutmore has accrued 27 class and outright RGB victories since switching from a Westfield to a Spire chassis in 2009. He has been second overall in the title race for the past three seasons.

Of the seven cars on order,

five will be in RGB-spec and two will be configured for the BRSCC's Open Sports Series (OSS). Most are for existing customers of former single-seater racer Paul Nightingale's Derbyshire-based concern.

The cars will look slightly different in 2017, featuring full cockpit-width rollcages because the MSA has closed the loophole that permitted narrower rollcage systems (which Spire sought approval for) this season.



Cutmore (2) won his class in RGB with Albane (33) second

JONES



Rookies outrun the regulars in classic relay

By Marcus Pye, the voice of club racing

 @Autosport

THE LONGEST RACE IN BRITAIN WHEN IT DEBUTED in 1951 – although the first of three Goodwood Nine Hours events trumped it the following year – the 750 Motor Club's Birkett Six Hour Relay presents amateur competitors with a difficult yet enjoyable challenge to get their teeth into at the end of each season. An addictive one at that, for once bitten they tend to return time after time for another 'fix'.

Per tradition, fields are still eclectic, although we haven't seen a team of pre-war cars since the Birkett switched to Silverstone's Grand Prix circuit in 2010 and speed differentials grew. Chain-gang Frazer Nashes might have won the coveted handicap prize at Snetterton in 2000, but now it's bespoke Radical, Saker and Spire cars that set the pace – having supplanted Caterhams – pursued by production-based saloons and GT cars.

Since modern roadburners are quicker, more powerful and considerably more reliable than their charismatic forebears, tactics have increasingly come into play in the quest for Birkett Relay success.

While teams of up to six drivers (who may share cars) are eligible, many now opt for three or four to get more mileage for their money. Their problems start when one car breaks or is involved in an incident, but that's the choice they make.

Often the best-laid plans of vastly experienced crews – whose probable performance levels are well known to the handicappers – go awry and a less-overt effort, perhaps in an innocuous set of machines, steals glory. On Saturday, for instance, two Birkett virgins and a returnee won the day by being quick and consistent in seemingly bulletproof Hyundai Coupes, which came close to landing gold last year.

Congratulations to Alex Cursley, Simon Miles and Will Taylforth for joining the roll of honour.

Staying under the radar, keeping out of trouble, eliminating errors and reducing performance variables across a team are equally important contributors to often-elusive Birkett success. What's great is the mix of competitors, from drivers of the calibre of Dave Brodie, with more than half a century of racing under his belt, to teenagers James Clarke (a prodigious talent going places) and Taylforth. The race also attracts a good proportion of track-day graduates seeking a proper go at racing.

One of the event's greatest advocates is Sheffield's Chris Hart, whose Hart Attacks Clubmans team has become a fixture. The multiple scratch (distance covered) and handicap winner has a loyal roster of drivers and supporters. This year's squad included Howard Payne, Peter Richings and Barry Webb, all of whom were in the class of 1995 and landed the major prize the following season.

Richings won the Clubmans Cup championship this year and Webb a pair of B-Sport crowns to bring his tally within the formulas to an astonishing 15 titles.

Bolstered by 2015 Classic Clubmans B-Sport champion Clive Wood and the rapid Michelle Hayward (who also races in the VW Fun Cup), the Hart Attacks' eighth place on Saturday was their lowest for many editions, but extends a top-10 finishing record that stretches back more than 20 years.

Will they be back? Of course, not least in their endeavour to beat rivals The Defibrillators, whose drama-laced day started with the loss of probably its quickest car in practice, and went rapidly downhill, keeping young Clarke enthusiastically occupied as last man standing. 🏆

GT&SCC FINALE IN PORTUGAL AT ALGARVE CLASSIC FESTIVAL

The finest grand touring machinery of the pre-1966 era headlines this weekend's GT & Sports Car Cup's 10th-anniversary season finale at Portugal's Algarve Classic Festival, promoted by racer Diogo Ferrao.

More than a third of the stellar field will be battling for GT4-division honours at the head of the pack. Six Jaguar E-types – including the successful low-drag coupe of Julian Thomas – face a similar number of V8-engined monsters on one of Europe's most demanding circuits.

A quartet of Ford-powered AC Cobra 289s comprises those of Leo Voyatzides/Simon Hadfield, Carlos Monteverde/Gary Pearson (ex-Ford France), Chris Chiles/Chris Chiles Jr and local aces Rui and Pedro Macedo Silva.

The Chevrolet V8-engined Bizzarrini 5300GT of Georg Nolte/Frank Stippler and ISO Grifo A3/C of Steve Boulton-Brooks/Andrew Smith will be spectacular, but another Italian stallion, the Halusa family's GT3-contending Ferrari 250 'Breadvan' (right), will command most attention.

Two of the three Morgan +4 SLRs, a more conventional Super Sport and a batch of rorty Austin-Healey 3000s have the Ferrari to contend with,



while the GT2 fight is between Porsche 911s, TVR Granturas and MGBs.

Sports racing fans will be in their element with Motor Racing Legends' charismatic Pre-'61 enduro for its RAC Woodcote Trophy and Stirling Moss Trophy contenders. In contrast, the HSCC-co-promoted Pre-'80 Endurance Series finale includes the two-litre cars that were very popular in Portugal and Angola.



BRANDS HATCH

FORMULA FORD FESTIVAL OCTOBER 22-23

Marvellous Murray tames Festival field

NIALL MURRAY'S NAME WAS ON THE lips of almost every person in the Formula Ford Festival paddock last weekend.

Anyone who could win 12 races in the FF1600 National Championship was likely to be a favourite for the final, but the way in which Murray blitzed the field en route to victory in the first semi-final meant he was almost universally tipped as the man to beat.

The Irishman had already laid down a marker with the fastest time of anyone in qualifying before emerging victorious from heat two. But it was his four-second winning margin in his semi that really turned heads.

"Coming into the weekend, I knew I would have a pretty good chance, but it was very close between four or five cars in qualifying," said Murray, who carried the confident aura of someone in complete tune with their car all weekend.

Scott Malvern was the only person who could, perhaps, stand a chance of beating him. He too had won his heat and

then his semi – thanks to an amazing move around the outside of Luke Williams through Paddock Hill Bend and up to Druids – and was determined to put up a fight. "I think the start is going to be everything," said the 2011 winner. "I'm going to try and give him something to worry about."

He certainly did. By dint of the safety-

Bold overtake off Paddock and round outside of Druids gave Malvern second semi-final win



car period in his semi lasting a lap shorter than in Murray's, Malvern started from pole. And, importantly, he kept ahead as the lights went out.

Murray was not perturbed and set about harassing the Geva Racing driver. Then on lap two came the move. Murray's Van Diemen RF99 drew alongside Malvern exiting Clark Curve and the pair banged wheels as they went side-by-side down the pit straight, with Murray eventually sealing the breathtaking move into Paddock.

"He was trying to defend as best as he could," explained Murray. "I knew what he was trying to do but there was just enough room to get through Paddock."

Malvern was understandably frustrated. "He was being quite generous with his pushing of me," said the disappointed Mygale GV-15K racer. "I had the start I wanted – it all went to plan and I was holding him up for a while."

Third-placed Chris Middlehurst had a brilliant view of the action in front. "I



Murray got ahead of Malvern in final and went on to win



Roe and McArthur came to blows at Paddock Hill

couldn't believe they both stayed on," he said. "They interlocked wheels and there was smoke coming off the tyres! I held back because I didn't want to be hit."

But they were all able to continue and, once out front, Murray started to pull away. There was no way anyone could stop him. And, sure enough, he claimed his second Festival win (2013 being his other triumph) by 3.7s.

"It was just amazing," he enthused. "It's never comfortable because you know if you make a tiny mistake they're probably going to close straight back in. I lost concentration a couple of times and then I was just winding down the laps."

Malvern hung onto second but

admitted to making a couple of mistakes in his attempts to keep pace with Murray on the straights. "I feel we had a car good enough to win the race," he commented.

Those mistakes drew the chasing pack much closer. An error at Clearways from Middlehurst meant that he was briefly headed by Team USA Scholarship driver Oliver Askew, but he soon got back ahead as the American retired with a puncture (see right). It was then a fight between Middlehurst, Williams, Stuart Gough and Chase Owen for the final podium spot.

After a terrific scrap it was ex-Formula Renault BARC champion Middlehurst who took the place in his Van Diemen, while Firman driver Williams passed >>



Askew was right in scrap for second until puncture

Askew asks right questions of experienced hands

"WE MADE A STATEMENT," SAID TEAM USA Scholarship driver Oliver Askew after the final. He certainly had.

He was third in qualifying for his heat, finished third and took an excellent second in his semi. But then came his best performance of them all. He was running fourth in the final when disaster struck and he picked up a puncture after running over the Druids kerb while part of the tight battle for second.

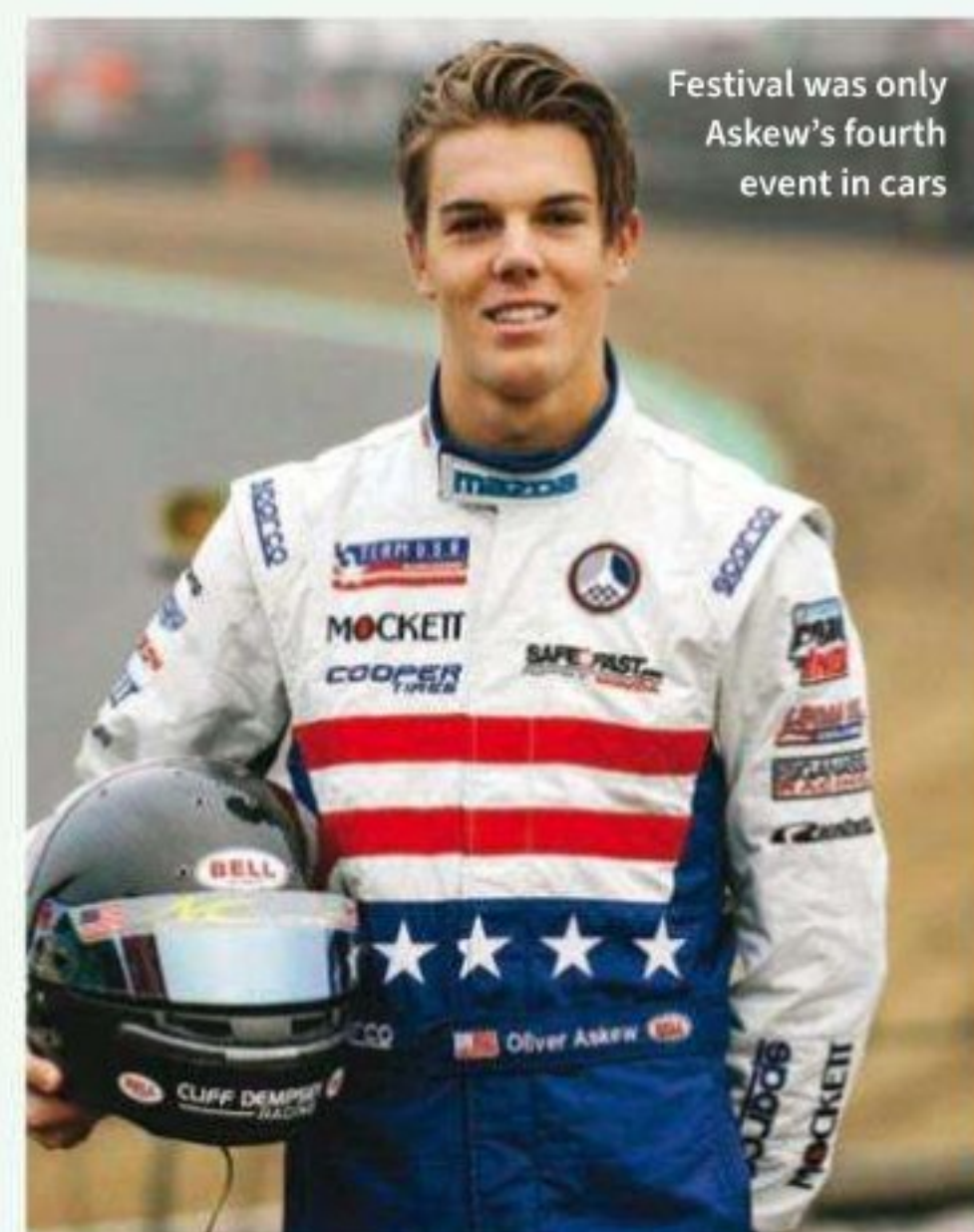
It was a bitterly disappointing end to an excellent Festival debut – especially when you consider it was only his fourth ever car-racing weekend.

"We had the car to win – the guys provided me with a great car," said the Floridian. "But sometimes these things happen."

Askew estimated that he has completed around 500 laps in the Cliff Dempsey Racing Ray GR15 in preparation for the event at various venues. But not all of these were entirely incident-free as he did collide with fellow Team USA driver Kyle Kirkwood at Brands last Wednesday. A car exited the pits onto the racing line and Askew just misjudged his braking and collected his team-mate.

He has certainly improved a lot since then and will be one to watch at the Walter Hayes Trophy.

STEPHEN LICKORISH



Festival was only Askew's fourth event in cars

ALL PICS: HAWKINS



Gough's Van Diemen for fourth at Clearways with a lap to go.

"I'm made up with third," beamed Middlehurst, who consistently improved throughout the event. "That's better than I expected!"

Heat one winner Gough was left ruing a set-up change for the semi that didn't work and meant he started fifth for the final. "Coming fourth or fifth is irrelevant – I was hoping to get third," he said, having rounded out the podium for the past two years. "I got fastest lap and it's good to be fighting up there – you've

Host of hopefuls caught out in Festival frenzy

WHILE LUKE WILLIAMS highlighted the pace of the new Firman RF16 with second on the grid for heat two – just 0.033s behind Niall Murray – Graham Carroll's similar machine didn't fare so well.

The 2015 Walter Hayes Trophy winner was one of the expected frontrunners not to feature as engine issues blighted his weekend and he decided to head home early.

A first-lap collision in heat one also had a significant impact on several drivers' Festivals. An overambitious move by 2003

winner Joey Foster on Chase Owen and Canadian scholarship driver Parker Thompson ended in disaster. Owen wasn't aware of Foster's dive up the inside and the duo collided, delaying Thompson, while Stephen Daly's miserable Festival run continued as he was caught up in the melee. Foster's resultant semi-final grid penalty wrecked his chances.

Neil MacLennan was another driver in the wars when he hit the barriers in the second semi after the safety-car boards came out.

"I slammed on the brakes and it threw me to the left," said the Scottish champion. "I think something sheared. It's such a shame as Saturday went so well [he was third in heat three]."

His desperate bid to make the final via the Last Chance race was thwarted by an early safety car, and he missed out by one spot, finishing seventh.

STEPHEN LICKORISH



RESULTS

HEAT 1 (12 LAPS) 1 Stuart Gough (Van Diemen DP08);

2 Andy Charsley (Ray GR15) +0.540s; 3 Noel Robinson (Van Diemen JL012K); 4 Joey Foster (Ray GR08); 5 Oliver White (Van Diemen JL015K); 6 Parker Thompson (Ray GR08). **Class winners** Conor Murphy (Van Diemen RF83); Laurie Hughes (Van Diemen RF78). **Fastest lap** Foster 50.710s (85.75mph). **Pole** Thompson. **Starters** 21.

HEAT 2 (12 LAPS) 1 Niall Murray (Van Diemen RF99);

2 Luke Williams (Firman RF16) +0.467s; 3 Oliver Askew (Ray GR15); 4 Chris Middlehurst (Van Diemen LA10); 5 Job van Uitert (Van Diemen RF89); 6 Graham Carroll (Firman RF16). **CW** van Uitert; Mark Armstrong (Van Diemen RF80). **FL** Murray 50.409s (86.26mph). **P** Murray. **S** 21.

HEAT 3 (12 LAPS) 1 Scott Malvern (Mygale GV15-K);

2 Luke Cooper (Swift SC16) +0.267s; 3 Neil MacLennan (Ray GR14); 4 Jake Byrne (Ray GR13); 5 Jordan Dempsey (Van Diemen LA10); 6 Kyle Kirkwood (Ray GR07). **CW** Matthew Cowley (Reynard 88FF); Stuart Kestenbaum (Van Diemen RF79). **FL** Cooper 50.581s (85.97mph). **P** Cooper. **S** 21.

SEMI FINAL 1 (15 LAPS) 1 Murray; 2 Askew +4.012s;

3 Gough; 4 Robinson; 5 Cooper; 6 Byrne. **CW** van Uitert; Kestenbaum. **FL** Murray 50.419s (86.24mph). **P** Murray. **S** 30.

SEMI FINAL 2 (15 LAPS) 1 Malvern; 2 Patrik Pasma

(Mygale SJ08) +0.932s; 3 Williams; 4 Middlehurst; 5 Chase Owen (Ray GR14/15); 6 Dempsey. **CW** Murphy; Armstrong. **FL** Malvern 50.652s (85.85mph). **P** Malvern. **S** 30.

LAST CHANCE RACE (8 LAPS) 1 Alan Davidson (Mondiale

M89S); 2 Matt Round-Garrido (Van Diemen JL016K) +0.737s; 3 Ben Tinkler (Reynard 89FF); 4 Jay Bridger (Van Diemen RF032); 5 Tom McArthur (Van Diemen LA10); 6 Martin Byford (Mygale SJ2001). **CW** Round-Garrido;

Kestenbaum. **FL** McArthur 51.353s (84.68mph).

P Klaus-Dieter Hackel (Van Diemen RF88). **S** 30.

FINAL (20 LAPS) 1 Murray; 2 Malvern +3.706s;

3 Middlehurst; 4 Williams; 5 Gough; 6 Owen. **CW** van Uitert. **FL** Gough 50.485s (86.13mph). **P** Malvern. **S** 30.

HISTORIC FORMULA FORD FESTIVAL (15 LAPS)

1 Alan Davidson (Mondiale M89S); 2 Job van Uitert (Van Diemen RF89) +4.470s; 3 Conor Murphy (Van Diemen RF83); 4 Klaus-Dieter Hackel (Van Diemen RF88); 5 Ben Tinkler (Reynard 89FF); 6 Stuart Kestenbaum (Van Diemen RF79). **CW** Kestenbaum. **FL** van Uitert 51.156s (85.00mph). **P** Murphy. **S** 13.

FORMULA FORD FESTIVAL MASTERS (15 LAPS)

1 Stephen Daly (Ray GR11); 2 Jay Bridger (Van Diemen RF032) +7.890s; 3 Rory Smith (Van Diemen JL15K); 4 Adam Quartermaine (Van Diemen RF99); 5 Andy Middlehurst (Van Diemen LA10); 6 Stuart Kestenbaum (Van Diemen RF79). **CW** Kestenbaum; Ivor Mairs (Reynard 84FF). **FL** Daly 50.603s (85.93mph). **P** Bridger. **S** 14.

CLASSIC FORMULA FORD (BOTH 15 LAPS) 1 Adriano

Medeiros (Van Diemen RF80); 2 Tom Brown (Van Diemen RF79) +0.904s; 3 Stuart Kestenbaum (Van Diemen RF79); 4 Mark Armstrong (Van Diemen RF80); 5 Simon Jackson (Javelin JL5); 6 Scott Guthrie (Crossle 25F). **CW** Chris Stuart (Crossle 16F). **FL** Medeiros 51.723s (84.07mph). **P** Medeiros. **S** 25.

RACE 2 1 Medeiros; 2 Kestenbaum +15.749s; 3 Nigel Lingwood (Van Diemen RF80); 4 Brown; 5 Stuart; 6 Kevin Mansell (Crossle 32F). **CW** Stuart. **FL** Paul Quinn (Royale RP21) 51.231s (84.88mph). **P** Medeiros. **S** 24.

FIESTA CLASSES A, B & D (BOTH 21 LAPS) 1 Alastair

Kellett (Zetec S); 2 John Cooper (Zetec S) +0.338s; 3 Jamie White (Zetec S); 4 Stuart Robbins (Zetec S); 5 Jessica King (Zetec S); 6 Jack Youhill (Zetec S). **CW** Adam Lynch (Si); Christopher Horne (Zetec). **FL** Cooper 57.201s



Gough won heat but could not replicate podiums from previous two Festivals

got to take the positives from it.”

The other Team USA Scholarship driver, Kyle Kirkwood, put in a strong display to claim seventh from 16th on the grid. Any hopes of finishing higher were dashed by an off for Patrik Pasma at Clearways in the early stages that enabled the top six to get away.

But none of them could get close to Murray. “It’s been an amazing season, really,” he said. “Walter Hayes is the only thing left on the list and nobody has ever won the two titles in the same year...”

STEPHEN LICKORISH

(76.02mph). **P** Kellett. **S** 18. **RACE 2** 1 Cooper; 2 Kellett +0.159s; 3 White; 4 Robbins; 5 King; 6 Lynch. **CW** Lynch; Home. **FL** Kellett 57.277s (75.92mph). **P** Kellett. **S** 18.

FIESTA CLASS C (22 LAPS) 1 Simon Horrobin; 2 Sam Priest +6.726s; 3 Alfonso Skriczka; 4 JJ Ross; 5 Jamie Going; 6 Myles Baker. **FL** Horrobin 55.844s (77.87mph).

P Horrobin. **S** 19. **RACE 2 (20 LAPS)** 1 Horrobin; 2 Aaron Thompson +1.009s; 3 Priest; 4 Nathan Edwards; 5 Ross; 6 Baker. **FL** Horrobin 55.832s (77.88mph). **P** Horrobin. **S** 21.

FIESTA JUNIOR (19 LAPS) 1 Bradley Burns; 2 James Waite +1.610s; 3 Jack Davidson; 4 Elliot Wilson; 5 Callum Hawkins-Row; 6 Nicholas Reeve. **FL** Burns 56.864s (76.47mph). **P** Davidson. **S** 18. **RACE 2 (21 LAPS)** 1 Burns;

2 Waite; 3 Davidson; 4 Wilson; 5 James Hillery; 6 Angus Dudley. **FL** Davidson 57.106s (76.14mph). **P** Burns. **S** 17.

SPORTS 2000 PINTO (25 LAPS) 1 Colin Feyerabend (Lola T90/90); 2 Clive Steeper (Tiga SC80) +6.174s; 3 Mike Dodd (Tiga SC79); 4 Chris Snowdon (Tiga SC80); 5 Paul Streat (Lola T87/90); 6 Simon Aldworth (Lola T492). **CW** Steeper; Mike Fry (Lola T86/90). **FL** Snowdon 51.295s (84.77mph). **P** Snowdon. **S** 16.

SPORTS 2000 DURATEC (38 LAPS) 1 Patrick Sherrington (MCR); 2 Michael Gibbins (MCR) +1.399s;

3 Paul Trayhurn (Van Diemen); 4 Tom Stoten (Gunn TS11); 5 David Houghton (MCR); 6 Giles Billingsley (MCR). **CW** Trayhurn; Colin Peach (Van Diemen RFSC02). **FL** Sherrington 47.371s (91.79mph). **P** Sherrington. **S** 13.

ASK SUPERCARS (BOTH 17 LAPS) 1 Andrew O’Brien;

2 Bob Cameron +7.152s; 3 Graeme Colfer; 4 Alan Watkins (Sylva Stryker); 5 John Cardoo; 6 Robbie Allen. **CW** Watkins. **FL** O’Brien 52.361s (83.01mph). **P** O’Brien.

S 17. **RACE 2** 1 O’Brien; 2 Cameron +20.433s; 3 Alan Kessie; 4 Cardoo; 5 Watkins; 6 Allen. **CW** Watkins.

FL O’Brien 52.193s (83.31mph). **P** O’Brien. **S** 17.

BRANDS HATCH SUPPORTS OCTOBER 22-23

Davidson drives to dominant Historic victory

BEFORE THE ILLUSTRIOUS FINALE OF the Formula Ford Festival, the winner of the Historic Final had to be decided with a grid filled with pre-’90 and ’82 cars.

Those honours went to Alan Davidson, the County Antrim man navigating his Mondiale from sixth on the grid to take victory. After getting a blistering start and taking advantage of Job van Uitert’s excursion over the greenery of Graham Hill Bend, Davidson soon found himself leading the pack.

Faster than his nearest rivals, Davidson was afforded the luxury of stretching his lead to a comfortable margin, allowing the scrap for the final podium places to ensue. While Conor Murphy looked likely to claim second, a resurgent van Uitert, who had finished an impressive ninth in his semi-final, carved through from last place after his first-lap blunder to pip Murphy in the dying stages of the race.

The Festival weekend also marked the return of the Formula Ford Masters race, the one-off shot for supremacy between former stars of category, with Ireland’s Stephen Daly a surprising winner. Daly, who had been tipped for a place in the Festival final, had been blighted with bad luck all weekend, scoring a DNF in his heat and getting a puncture in the Last Chance race. As a late call-up to the grid following a number of no-shows, the Festival timetable proving too much for some cars, Daly began from the back, but his Ray proved too strong for the rest of the pack. Former F3 driver Jay Bridger and Rory Smith rounded out the podium.

With Adriano Medeiros only needing one point to secure the Classic Formula Ford title, the Brazilian claimed it in emphatic style with pole and both race wins. After sealing the title behind the safety car, caused when Alaric Gordon’s wheel came off at Graham Hill, Medeiros managed to



Davidson won comfortably in his Mondiale

get a proper celebration as his Van Diemen RF80 crossed the line 15 seconds ahead of Stuart Kestenbaum in race two.

Alastair Kellett confirmed his place as the Quaife Fiesta champion, becoming the second driver from Class D to take the plaudits in the past three years. The Irishman beat John Cooper and Jamie White in race one, but he couldn’t make it a double as a quick start from Cooper in race two meant the champion had to settle for second ahead of White, as the same trio took the top three places.

With the overall championship all wrapped up, all eyes were on Class C to see who would take the individual class title. A clean sweep of pole, race wins and fastest laps still wasn’t enough for Specialized Motorsport’s Simon Horrobin as he had to concede the crown to team-mate Sam Priest. Priest had led the championship for a number of months and finished second in race one and third in the finale behind Junior graduate Aaron Thompson.

A brace of victories for Bradley Burns wasn’t enough for him to pip Harry Gooding to the 2016 Fiesta Junior Championship. Despite going off at Druids in race one and deciding not to go out in race two, the Jam Sport driver confirmed the title he’d had a grasp on for most of the season.

There was a champion’s procession in the Sports 2000 Pintos with Colin Feyerabend taking victory in his Lola. Michael Gibbins sealed the Duratec title with second behind the similar MCR of Patrick Sherrington.

Andy O’Brien celebrated his 2016 championship victory with two comfortable wins in the Irish Supercars.

DOM D’ANGELILLO



Gibbins (76) secured title despite Sherrington (1) win

Congratulations to 14-year-old JamSport driver Harry Gooding on winning the BRSCC Fiesta Junior Championship at Brands Hatch last weekend in his first season in the series.



If you would like to get involved with one of Britain's rising stars, contact us at jayne.gooding@btconnect.com for sponsorship information



SILVERSTONE
750MC BIRKETT OCTOBER 22

A first and a 60th for Radical squad

NARROWLY BEATEN LAST YEAR, gobsmacked Hyundai returnee Alex Cursley and event rookies Will Taylforth and Simon Miles landed a breathless one-lap victory over the closest four of 69 team rivals in Saturday's gripping 750 Motor Club Birkett Six Hour Relay race at Silverstone, where the hallowed event was inaugurated in 1951.

Awarded two fewer credit laps than their sister team, which finished fourth, the Jon Winter-managed Carbon 8 Coupe Cup B squad pulled clear of the baying pack in the final hour, having been strong victory contenders in the diverse field, ranging from Fabulous Fiat (750) Formula Cars to a Mini 7 Racing Club 50th-anniversary team.

Red Rascals, one of two super-competitive BMW E46 Cup teams that battled throughout, emerged runners-up. They also got the better of the Tegiwa M3 Cup 'enemy' by a lap of the 3.66-mile Historic Grand Prix circuit in the concurrent scratch competition in the closing stages. When Luke Sedzikowski's car lost power, Carl Shield dashed out again, but they slipped to sixth.

DHD Motorsport's Honda and Proton equipe, which featured two rorty Integras, and the Routec Racing Compact Triers – father Martin Roche with sons Simon and Neil – earned third and fifth, split by the second ultra-reliable Hyundai posse in the final reckoning.

The handicappers' work was extraordinary. Their pre-race calculations and allocation of credit laps to balance performance produced a result in which the teams placed sixth to 18th were classified on the same total, with just 17 minutes under safety cars factored in.

Seven equipes, including one of Smart 4Twos, the Cheng Lim-managed Grunties – in which Geoff Hobbs's Chevrolet Corvette Stingray commanded attention – and the Armed Forces Racing



Challenge had covered 27 laps on corrected scores after an hour. The eventual victors sat ninth then as they acclimatised to constant traffic.

From the start We Don't Like Second's Aaron Bailey – a 2013 and '14 scratch winner – scorched his Radical-Suzuki SR3RX 4.5 seconds clear of 750MC Bikesports champion Phil Knibb's SR3 on the opening lap, but JPR Motorsport's Paul Rose reeled Bailey in with his Subaru-powered Saker, setting a superb 104mph fastest lap in their subsequent duel. Engine problems for Bailey precluded father Lee's stint, while the Saker trio's aspirations to repeat their 2012 triumph faded when exhaust issues hobbled both surviving cars, the third Rapx having been trailered with an ECU fault after practice.

Fortunately, the Radicals of Simon Garmston and returnees Brian Murphy and Doug Carter ran reliably thereafter, but the scratch victors finished 60th on handicap! They outran Chris Tilly's Tracktime Solutions set, whose SR3 was shared by Knibb, Travis drummer Neil Primrose and Ben Sharich, leaving Andrews Rath and Higginbottom short Lotus Exige runs, by four laps.

RGB'argy lost Adrian Moore's Sabre to a dropped valve in practice, so he shared pal Tim Hoverd's T2A 'Hovercraft' evolution, the body of which they

We Don't Like Second Radical crew lived up to their name and won scratch race by four laps

created. Their sterling efforts and those of Doug Lague (Spire) and Colin Chapman (BDN) netted a sensational third overall through a fast, feisty and trouble-free race. The resurgent Sakers certainly kept them on their toes, covering one lap fewer.

The Rock 'N' Roll Centres BMW E36 M3s, finished strongly by Piers Reid, won a tight scrap with the Allsorts Porsche and Caterhams for fifth.

MARCUS PYE

RESULTS

HANDICAP 1 Carbon 8 Coupe Cup B: Alex Cursley, Will Taylforth, Simon Miles (Hyundai Coupes) 159 laps (128+31 credit); 2 Red Rascals: Kevin Dengate, Jamie Ingram, Kenny Coleman, David Kidd, Chris Lovett, Reece Jones (BMW E46 M3s) 158 (141+17); 3 DHD Motorsport: Danny Cassar, Nigel Ainge (Honda Integras); Steve Cassar, Garry Barlow (Honda Civics), Daniel Adams (Proton Satria) 158 (137+21); 4 Carbon 8 Coupe Cup A: Gary Miller, Matthew Plumb, Jeff Alden (Hyundai Coupes) 158 (125+33); 5 Routec Racing's Compact Triers: Martin, Simon and Neil Roche (BMW Compacts) 158 (132+26); 6 Tegiwa M3 Cup: Luke Sedzikowski, Craig and Adam Shepherd, Julian McBride, Carl Shield, John Brown (BMW E46 M3s) 157 (140+17). **Class winners** Red Rascals; Fabulous Fiat Formula Cars: Andrew Lake (Darvi 91D), Bill Rutter (Batten 3), Mark Glover, Ian Barley, Oliver Collett, Martin Kemp (Racekits Falcons) 157 (131+26); Allsorts: Craig Wilkins (Porsche Boxster), Neil Hinson (Caterham C400), Carl Woodwiss (Caterham R300) 156 (143+13).

SCRATCH 1 We Don't Like Second: Aaron Bailey (Radical SR3RX), Simon Garmston, Brian Murphy (Radical SR3s), Doug Carter (Radical PR6) 152 laps; 2 Tracktime Solutions: Phil Knibb, Charles Graham, Neil Primrose, Ben Sharich (Radical SR3s), Andrew Rath, Andrew Higginbottom (Lotus Exige) 148; 3 RGB'argy: Doug Lague (Spire GT3), Tim Hoverd, Adrian Moore (Sabre T2A Hovercraft), Colin Chapman (BDN S3 LDV) 147; 4 JPR Motorsport: Paul Rose, Steve Harris, Mark Burton (Saker Rapx S1s) 146; 5 Rock 'N' Roll Centres: Rory Hinde, Piers Reid, Neville Anderson, Owen Fitzgerald (BMW E36 M3s) 143; 6 Allsorts 143. **CW** RGB'argy; Rock 'N' Roll Centres; Gradsports: Alex Gurr, Tristan Judge, Zoltan Csabai, Jason Gale, Scott Lawrence, Lee Bristow (Caterham 7 Supersports) 141. **Fastest lap** Rose 2m05.80s (104.15mph). **Pole** Bailey. **Starters** 70.



The Hyundai Coupe squads were strong on Handicap with B (centre) winning

WHAT'S ON

How to watch WRC on screen

THE FUTURE OF RALLY TELEVISION. Crack that one and you'll be the richest and most popular person in rallying.

Much has been made of the battles that the WRC faces with television. Slowly, the coverage available to WRC fans has eroded to a point where there's half as much as there was in the 1990s. The most enjoyable part of the season used to be picking up the season review before Christmas. Do they even make those anymore?

Anyway, the future direction of where rally TV lies is a long and probably unanswerable question. What you can

do is get better at using what's out there right now. The number of people who don't know what WRC plus is and how to use it is baffling.

WRC plus (plus.wrc.com) is the WRC's online streaming service, and it provides a wealth of rallying footage. It costs £5 per month, but it offers hours of relentless entertainment, plus all the coverage you would see on any subscription TV channel service anyway.

The first feature for consideration: onboard action. Every stage from 2014 to date is available on the site, most with a number of different cameras, and taken

on most of the WRC cars in the top 10.

Whereas your TV review may show a few seconds of onboard footage, WRC plus gives you the chance to watch the whole thing. You can binge-watch as you would your favourite Netflix series, or watch just a few minutes at a pop and move on. Perfect.

Fancy riding along with Kris Meeke in Finland as he broke the average speed record for a WRC event? Check. Witness Sebastien Ogier throw away the 2015 Rally Spain win on the powerstage? Check. See Elfyn Evans obliterate allcomers in Corsica last year? You get the picture.

Online viewing at least means you won't get soaked to the skin



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HOT ON THE WEB THIS WEEK

YouTube A LESSON IN HOW TO OVERTAKE

Search for: Kevin Eriksson Goes Round The Outside!

Ford Fiesta ST driver Kevin Eriksson claimed his first World Rallycross victory after this sensational and audacious sideways move around the outside of the pack, usurping front-row starters Petter Solberg and Mattias Ekstrom, at the start of the race at Estering in Germany.



WRC PLUS

The best part is that the onboard are usually updated at night or, at the latest, the next day. And you can dual-screen, so you can see where people have made up and lost time, who's taking a different line and who has a different style.

There are also the inward-facing cameras, which chart the emotions of the driver and co-driver in tandem. You can see the fear in the eyes of the drivers when they make an error, and you can see the amount of work the co-driver is doing in the passenger seat. How do they manage while hardly ever looking up? It may be a mystery but the entertainment of watching it is available on your screens.

As well as the onboard archive, there's everything you see on TV. Uploaded to the site each night is the daily review show you'll see at roughly 2230 on BT Sport, Motors TV or S4C for our Welsh readers. So, by having WRC plus, there's no need to have a subscription to any channels just for the sake of having access to WRC coverage.

There's also the helpful Live Maps section, which tracks each car in the stage. One of the most frustrating things about watching rallying live is that you can't follow every car. With the maps function you can make sure your favourite driver is still circling and doesn't have an issue. And maybe even put a hex on their rivals.

With Rally GB upon us, get yourself a £5-per-month subscription and get a lot closer to a sport that at times seems so far away to its fans.

While streaming coverage is still in its infancy with sports broadcasting, WRC plus doesn't do a bad job at all. And, with the opportunity to sit alongside Meeke or Ogier as they head over the famous Sweet Lamb jumps and watersplash on this year's event, it's one not to be missed.

JACK BENYON

TV PICK OF THE WEEK

RALLY GB

BT Sport 1 Sunday 0900

It's time for the biggest event in UK rallying: Rally GB. Can Kris Meeke finally end the long wait for a home winner? There are a plethora of different ways to find out but, if you don't want to brave the Welsh weather, BT Sport is showing some of the Sunday morning stages live, so be sure to tune in

INTERNATIONAL MOTORSPORT

MEXICAN GRAND PRIX

Formula 1 World Championship
Rd 19/21
Mexico City, Mexico

October 30

WATCH ON TV

Live Sky Sports F1, Sunday 1730; Channel 4, Sunday 1800 **Highlights** Sky Sports F1, Monday 0000

FORMULA V8 3.5

Rd 8/9

Jerez, Spain

October 29-30

WATCH ON TV

Live BT Sport 2, Saturday 1245; BT Sport 1, Sunday 1300

EUROFORMULA OPEN

Rd 7/8

Jerez, Spain

October 29-30

WATCH ON TV

Live Motors TV, Saturday 1405; Sunday 1205

SUPER FORMULA

Rd 7/7

Suzuka, Japan

October 30

NASCAR SPRINT CUP

Rd 33/36

Martinsville, Virginia, USA

October 30

WATCH ON TV

Live Premier Sports,

Sunday 1730

ASIAN LE MANS SERIES

Rd 1/4

Zhuhai, China

October 30

MOTOGP

Rd 17/18

Sepang, Malaysia

October 30

WATCH ON TV

Live BT Sport 2, Sunday 0645



EBREY

UK MOTORSPORT

BRANDS HATCH MSVR

October 29-30

VW Cup, Formula Vee, Monoposto, Victor Meldrew Trophy, Spirit of the 8 Clubs, Allcomers, Lotus Sprint

SNETTERTON MSVR

October 29-30

Mini Challenge, British

F3 Autumn Trophy, Mini Challenge, Lotus Cup, Lotus Elise

RALLY GB

October 27-30

World Rally Championship

WATCH ON TV

Live stages plus.wrc.com

Highlights Channel 5, Monday 1900

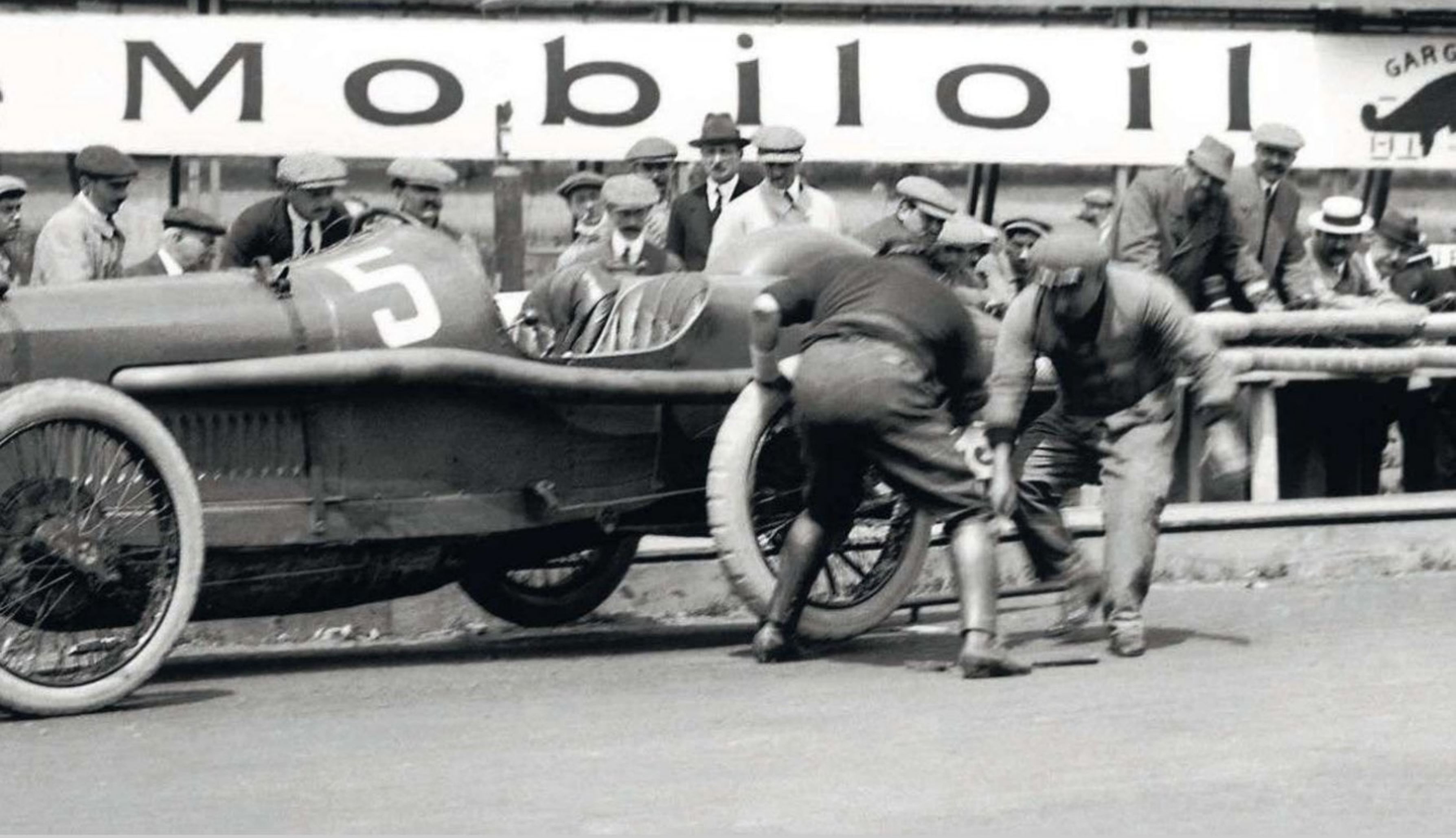
THE ARCHIVE

Georges Boillot fits new Dunlops to his Peugeot EX5 during one of the eight stops he was obliged to make due to excessive tyre wear during the 1914 French Grand Prix at Lyon. It won't have helped with the workload of those tasked with keeping that extraordinary lap chart up to date. Despite Boillot's efforts, he failed to make the finish, dropping out on the final lap. This was the last grand prix held before the start of the First World War – indeed, it took place only days after the assassination of Archduke Franz Ferdinand.

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28	29	30	31	32	33	34	35	36	37	38	39	40	41		
MERCEDES II	ALDA III	OPHEL III	WAGNER III	PEUGEOT III	SCHEER III	HAZARD III	DELAGE III	SIMON III	ANDRÉ III	FIAT III	MERCEDES III	MERCEDES IV	MERCEDES V		
22' 31"	25' 01"	25' 48"		22' 22"	27' 59"	28' 55"	21' 30"	22' 34"		23' 04"	26' 55"	23' 33"	22' 18"		
44' 3"	54' 05"	50' 05"		44' 48"	53' 36"	58' 6"	42' 54"	44' 58"		45' 41"	48' 03"	45' 47"	44' 06"		
1' 4' 54"	1' 23' 21"	1' 14' 06"		1' 7' 20"	1' 18' 51"	1' 26' 59"	1' 4' 10"	1' 6' 44"		1' 7' 36"	1' 9' 18"	1' 7' 25"	1' 5' 29"		
1' 26' 01"	1' 47' 53"	1' 38' 14"		1' 23' 59"	1' 45' 17"	1' 55' 46"	1' 25' 23"	1' 28' 22"		1' 29' 30"	1' 30' 38"	1' 29' 7"			
1' 46' 57"	2' 13' 23"	2' 1' 52"		1' 53' 7"	2' 11' 04"		1' 46' 51"	1' 49' 46"		1' 51' 15"	1' 51' 43"	1' 50' 24"			
2' 8' 5"				2' 16' 21"			2' 9' 32"	2' 11' 7"			2' 12' 39"	2' 11' 40"			



INTRODUCING



HARRISON SCOTT

There is no headline title to shout about on Harrison Scott's CV, but the Essex driver has proved his worth in everything he's raced, and has done so with teams who lack the clout of the big junior-single-seater hitters.

Twice a runner-up in British Formula Ford with Falcon Motorsport in 2013 and '14 (he only lost the second of those in an MSA appeal regarding the driving of eventual champion Jayde Kruger), Scott has for the past two seasons raced in the Formula Renault Eurocup with the AVF squad of Adrian Valles, finishing fourth this year with three wins. He's also been competitive in a bit-part BRDC F3 campaign and the preceding F4 Autumn Trophy in the past 12 months, has been a McLaren Autosport BRDC Award finalist, and qualified within a second of pole on his FIA-spec F3 debut in the Masters at Zandvoort.

"We've always had that struggle of not being able to go where we'd ideally like to; we've always been with 'lesser' teams, as such," says Scott. "But it's made me stronger because at a number of teams I've never had a quick team-mate. That makes the strong results really rewarding not just for myself but also my family – particularly when it's achieved with limited seat time."

That last sentiment is an important factor to consider when evaluating his 2016 Eurocup campaign, given most of his competitors also contested the Northern European Cup series. Perhaps more impressive, though, has been Scott's ability to recover from defeat. Twice he's faced the disappointment of being pipped to titles and, while that arguably highlights a weakness in high-pressure circumstances, Scott's response has always been impressive.

"The way I've gone about things is that you always have your bad days in motorsport, and probably more of them than you have good," he says. "I was desperately disappointed both times because I wanted them [FFord and Autumn Trophy titles] so badly, but I was quickly able to switch on to the next thing."

What's next? He makes his debut in Euroformula Open (for F3 chassis) at Jerez this weekend, but Scott accepts that budget is king for 2017. Formula V8 3.5 with AVF is a possibility, although he's likely to spend another winter of uncertainty. ❧

JACK COZENS



CV

Age	20
2016	4th in Formula Renault 2.0 Eurocup
2015	2nd in BRDC F4 Autumn Trophy; 12th in FR Eurocup
2014	2nd in British Formula Ford Finalist: McLaren Autosport BRDC Award
2013	2nd in British Formula Ford
2005-12	Karting

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RALLY GB PREVIEW

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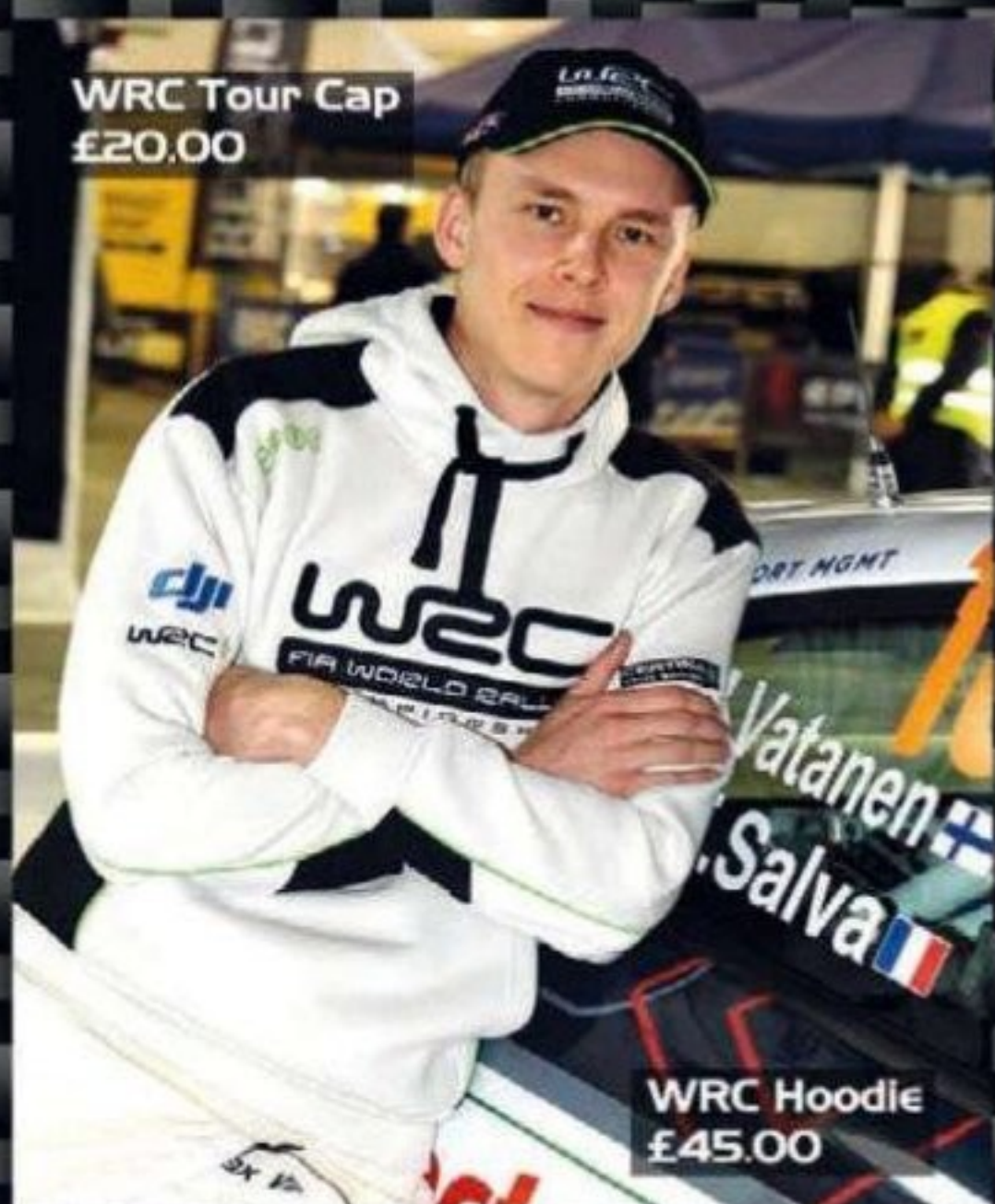
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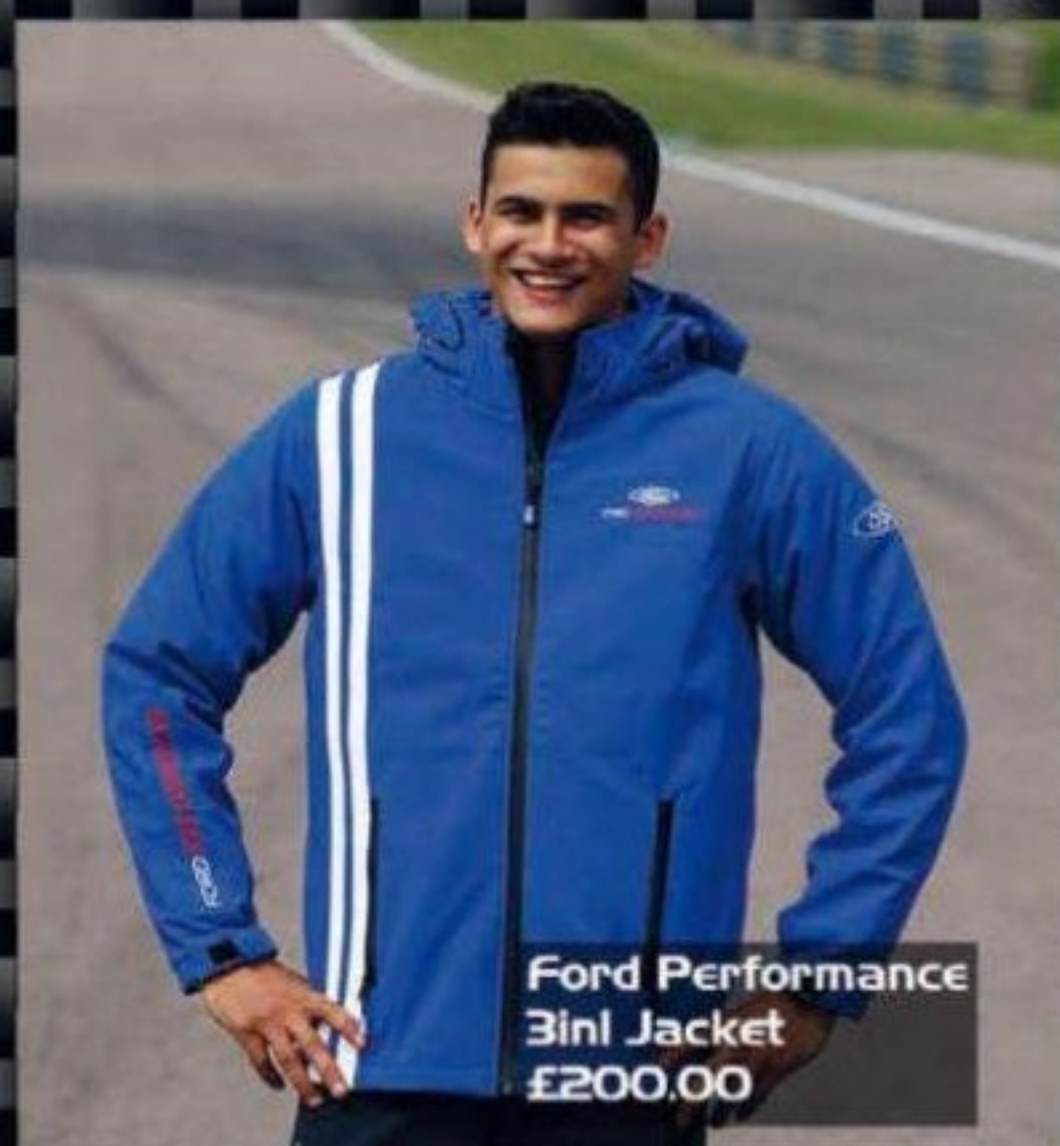
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04 RUNNERS AND RIDERS Who to look out for this week

Sebastien Ogier and Kris Meeke will be the men to watch, but there are many more with a point to prove

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Meeke prepares for his home round by driving... a van. We go along for an interesting ride

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Two of rallying's brightest young talents will go head to head in Vauxhall Adams as they battle for R2 honours

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Where, when and how much? Co-driver Seb Marshall gives you some vital Rally GB tips

I HAVE TO SAY THIS IS A BIT OF

a first for me. I've never been an editor before. Trust me, the pay's not as good as you might think!

I've been reading *Autosport* and *Motorsport News* for as long as I've been competing, so it's nice to have the chance to have some input into this Network Q guide. Especially as I'm competing this week in what's a fairly special car for me.

Forty years (can it really be that long?) after I drove a Vauxhall Magnum for the first time on the RAC Rally, I'm doing the same again – thanks to the help of Network Q, Pirelli and, of course, MIX Motorsport, which has built the car and will run it.

I've been fortunate enough to compete all around the world and I can tell you, there's nothing quite like competing at home. Naturally, I'd quite like it if the rally ventured to the right side of Hadrian's Wall and headed into Scotland, but I'm happy to admit the Welsh stages are some of the finest you will find anywhere in the World Rally Championship.

And I'm very happy to be back in Chester again. We have so many fantastic memories of that city, it'll certainly bring a few of those back when we line up there on Friday night.

If you're coming out to the event, please hang around for a wee while – we're doing WRGB National – and give us a wave. The spectators have really come back in the last few years and that helps create a very special atmosphere.

Ben Taylor, Andrew Kellitt and the whole team have worked really hard to get Rally GB back to the kind of event it was, and I'm proud to be taking part in it again this year.

I hope to see you on the stages, but just make sure it's from a safe distance – we all need to listen to the marshals. Have a safe and enjoyable Wales Rally GB. Oh, and enjoy the next few pages. It's all my own work...

JIMMY McRAE
GUEST EDITOR

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THE FIGHT TEAM



VOLKSWAGEN MOTORSPORT

Based Hannover, Germany
Rally GB wins 3
Rally GB podiums 5



1 SEBASTIEN OGIER

Nationality French

Age 32

Co-driver Julien Ingrassia

Car number 1

Team Volkswagen Motorsport

WRC debut 2008

Wales Rally GB starts 8

Wales Rally GB wins 3

Undoubtedly the man to beat, Ogier is firmly back in the winning routine. Having gone six rallies without a victory in the middle of the season, he has won Germany, Corsica and Spain on the bounce. And he's going to take some stopping in Wales this week. Some consolation could be taken from the fact that even he struggled in the horribly wet weather on the day-one dirt in Spain earlier this month. And if there is a chink in the Frenchman's armour, it's driving flat-out with the car bouncing in and out of the ruts with zero consistency of grip and feel beneath his Volkswagen Polo. And we're bound to be in for a bit of that this week.



2 JARI-MATTI LATVALA

Nationality Finnish

Age 31

Co-driver Miikka Anttila

Car number 2

Team Volkswagen Motorsport

WRC debut 2002

Wales Rally GB starts 14

Wales Rally GB wins 2

Latvala badly needs a win in Wales. The Finn could well succeed in Australia next month, where he'll benefit from his team-mate cleaning the road at the front of the field, but winning this week in a straight fight with the all-conquering Frenchman would give him a major shot of confidence ahead of next season. He's done it before – not very often – but he has done it. There are no excuses for not finding confidence immediately, with the rally opening with his favoured Myherin stage (even if it is running in the opposite direction), and there is also no excuse for the kind of soft shunt he had in Sweet Lamb last season. Come on J-ML, your moment has arrived. Dazzle us.



9 ANDREAS MIKKELSEN

Nationality Norwegian

Age 27

Co-driver Anders Jaeger

Car number 9

Team Volkswagen Motorsport II

WRC debut 2006

Wales Rally GB starts 6

Best Rally GB result 3rd (2015)

A decade ago, a 17-year-old Norwegian living in Ruthin (the place where the shakedown is based this week) made his World Rally Championship debut – right here on Rally GB. He arrived in the WRC having won six national rallies in Wales in just a handful of months since becoming legally allowed to drive on British roads. He crashed out of the 2006 event, but not before posting a top-10 stage time on his maiden appearance at the highest level. Since then, Mikkelsen has taken two IRC titles and a brace of WRC wins. He knows the conditions in Britain well and he should feature in the podium fight. If everything's going his way, he could be fighting for the top step.



3 THIERRY NEUVILLE

Nationality Belgian

Age 28

Co-driver Nicolas Gilsoul

Car number 3

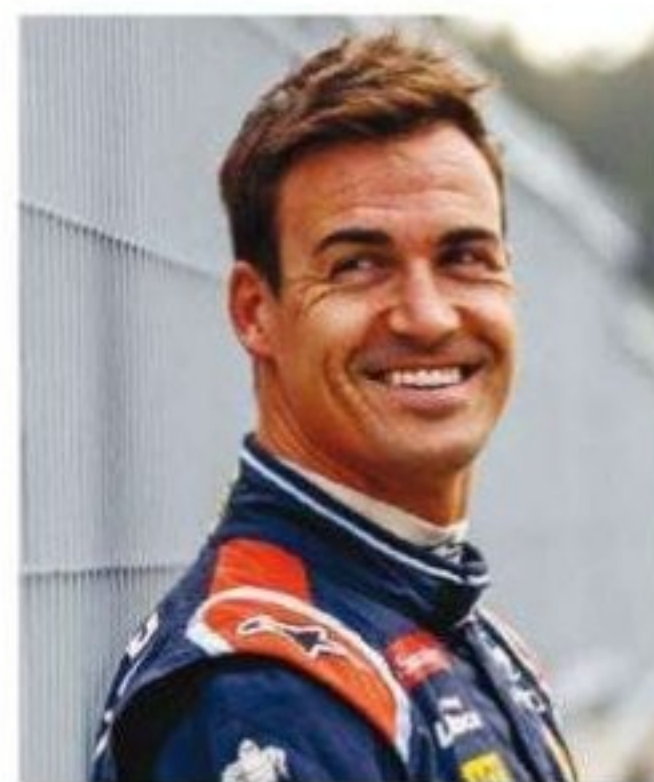
Team Hyundai Motorsport

WRC debut 2009

Wales Rally GB starts 4

Best Rally GB result 3rd (2013)

So much of Rally GB is about getting the best out of marginal conditions and, strange as it might seem, Neuville's Belgian background stands him in good stead. He grew up on asphalt stages, but they were asphalt stages with hugely varying grip levels, which forced him to find a way to make a car work and perform out of its comfort zone. His best result in Wales came with third place in 2013 – a graphic demonstration of man and machine in perfect harmony. The move to Hyundai certainly trousered him more cash, but it also upset the balance Neuville had found and left him teetering on the brink of rallying oblivion. He's back now and he's stronger, and a potential winner this week.



4 DANI SORDO

Nationality Spanish

Age 33

Co-driver Marc Martí

Car number 4

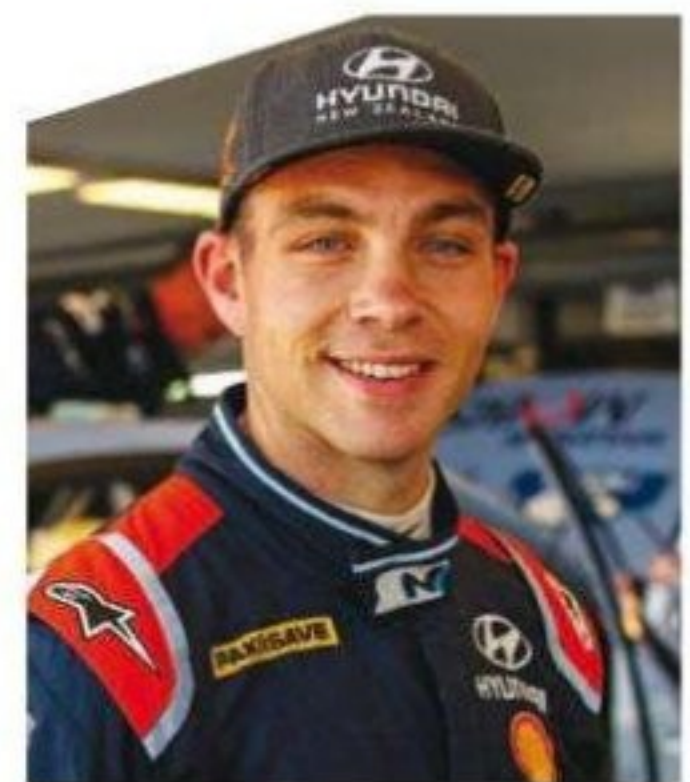
Team Hyundai Motorsport

WRC debut 2003

Wales Rally GB starts 8

Best Rally GB result 3rd (2008 & '09)

Has always struggled with the changeable conditions that will prevail this week, but that excuse no longer stacks up. The likeable Spaniard showed great fortitude and outstanding adaptability to make the most of some horrible weather on the gravel day of Rally Spain earlier this month. So he's shown he can do it, he can get the best out of a car on a wet-dry-wet-wet-soaking day on the dirt. He has, however, never truly clicked with this rally, so a steady, dependable fifth place probably beckons. He's not going to set the stages alight, but he will deliver points as Hyundai clings to a fading hope that it may be able to deny Volkswagen a fourth straight makes' crown.



20 HAYDEN PADDON

Nationality New Zealander

Age 29

Co-driver John Kennard

Car number 20

Team Hyundai Motorsport N

WRC debut 2007

Wales Rally GB starts 6

Best Rally GB result 5th (2015)

There will be times this week when Kiwis Hayden Paddon and John Kennard will swear they're back home on the South Island – and this has nothing to do with the levels of rainfall Wales throws at them. NZ's not all about big cambers and super-smooth wide roads. There are stacks of forest stages littering the country, and the surface and nature of those stages is similar at both ends of the Earth: between the trees is between the trees. Paddon loves these kinds of roads and is overdue a return to the sharp end. Since winning Argentina, he's only been on the podium (Poland, third) once. Driving for the Hyundai N team, he'll be free to do his own thing without worrying about manufacturer points.



M-SPORT WORLD RALLY TEAM

Rally GB wins 4 Rally GB podiums 19



5 MADS OSTBERG

Nationality Norwegian

Age 29

Co-driver Ola Floene

Car number 5

Team M-Sport World Rally Team

WRC debut 2006

Wales Rally GB starts 10

Best Rally GB result 2nd (2011)

The Norwegian has starred on this rally before and has a team of people behind him with more experience of these conditions and this rally than any other in the service park. The Ford Fiesta RS WRC is still a machine capable of winning at the highest level too. So, what can we expect from Mads Ostberg? A win? Hmm... tough one. Two years ago, Mikko Hirvonen was in a similar position to Ostberg, struggling to get the best out of everything – but the Finn came to life in Wales. Admittedly, that was his final outing in the world championship, but it showed how a driver could bounce back. It would be great to see Ostberg right up there and in the thick of the fight.



6 ERIC CAMILLI

Nationality French

Age 29

Co-driver Benjamin Veillas

Car number 6

Team M-Sport World Rally Team

WRC debut 2014

Wales Rally GB starts 1

Best Rally GB result 12th (2015)

The Frenchman has polarised opinion in the service park since he was announced as Elfyn Evans's replacement in the M-Sport World Rally Team 12 months ago. Coming into Evans's backyard presents Camilli with a gilt-edged opportunity to show what he's capable of. At the same time, it's worth remembering this is only his 11th start in a World Rally Car. It's also his 11th start in a factory Ford Fiesta RS WRC. Two years ago, he'd only done two WRC rounds in his life and he'd probably never even heard of Pantperthog. He finished second in WRC2 on his GB debut last year, so he does have an idea of what to expect. But anything in the top six this week would be a very big ask.



12 OTT TANAK

Nationality Estonian

Age 29

Co-driver Raigo Molder

Car number 12

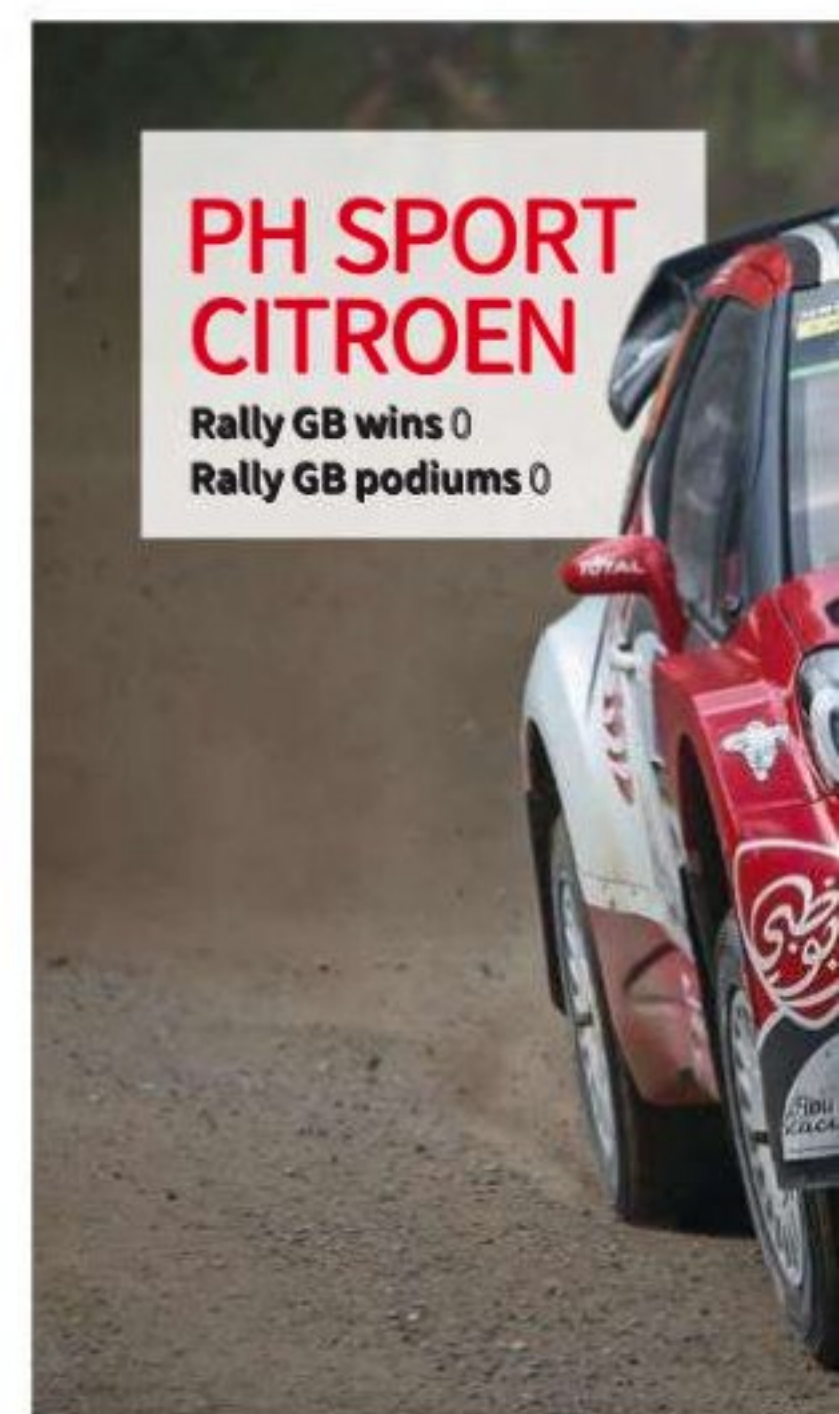
Team DMACK World Rally Team

WRC debut 2009

Wales Rally GB starts 5

Best Rally GB result 6th (2011)

In terms of raw pace, raw speed and natural ability, Tanak is right up there with the best in this championship. Anybody who can drive down the road as fast as he did in Poland this year is either unhinged or a World Rally champion in the making. The Estonian is definitely the latter, provided he makes the finish. One thing working in Tanak's favour is the fact that DMACK has pretty much tailored a tyre for what are likely to be some slightly chilly and fairly damp conditions in Wales this week. Certainly, his boots should be better able to cope with the mud beneath them than anybody else's.



PH SPORT CITROËN

Rally GB wins 0
Rally GB podiums 0



7 KRIS MEEKE

Nationality British

Age 37

Co-driver Paul Nagle

Car number 7

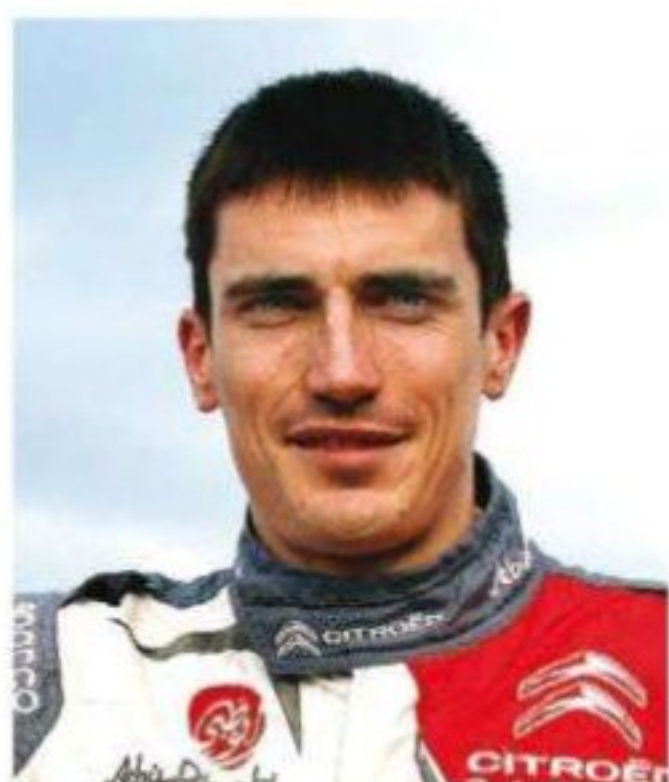
Team Abu Dhabi Total World Rally Team

WRC debut 2002

Wales Rally GB starts 8

Best Rally GB result 2nd (2015)

Five years ago, Deeside roasted in a new record for the hottest October day ever. It was 28.2 degrees. Admittedly, it was a little bit closer to September than November, but it still shows what this place can be like. Meeke needs 28 degrees this week, plus a Sirocco wind direct from the Sahara to blast any dampness into oblivion. Then he'd benefit from his low starting position as others 'sweep' the stages and could stand a chance of scoring the first home win on Rally GB in 16 years. Anything less and it could be tricky. But one thing's for sure: Meeke will push as hard as he dares to deliver the dream being dreamed by British rally fans.



8 CRAIG BREEN

Nationality Irish

Age 26

Co-driver Scott Martin

Car number 8

Team Abu Dhabi Total World Rally Team

WRC debut 2009

Wales Rally GB starts 5

Best Rally GB result 12th (2010)

Two years ago, Breen was on Rally GB in a media role, interviewing the drivers. Back then, his hopes and aspirations of making that final push were intrinsically linked to – how best to put this – a troublesome Peugeot 208 T16. Much as that car frustrated the heck out of him and Scott Martin, it got them a foot in another door on the other side of Paris. Since swapping blue for red overalls, Breen's shown just how comfortable he is at rallying's highest level. The only toughie for him in Wales will be lack of experience with the car and the absence of a pre-event test to dial himself in. Neither matters. He's here on merit and he's here to stay.



14 STEPHANE LEFEBVRE

Nationality French

Age 24

Co-driver Gilles de Turckheim

Car number 14

Team Abu Dhabi Total World Rally Team

WRC debut 2013

Wales Rally GB starts 2

Best Rally GB result 8th (2015)

First event back since his Germany crash, Stéphane Lefebvre – like team-mate Breen – is in the lovely position of having nothing to prove in Wales this week. He's got a deal with Citroën for the next two seasons, so he can take his time and drive his own rally. It will be a tricky one for him without his usual co-driver Gabin Moreau, but Lefebvre knows they'll be reunited next season. He has Gilles de Turckheim as a stand-in for this week in Wales and the pair can and will be forgiven for taking a slightly more restrained approach to the event. There's plenty of experience to be gained on some of the world's most technical and tricky stages.

THE CO-DRIVERS BRITS IN THE 'OTHER' SEAT

Since the World Rally Championship began in 1973, how many different Brits have won their home round of the series? And how many times?

Unfortunately, on the face of it, the maths doesn't take too long. It's three: Roger Clark, Colin McRae and Richard Burns. Total number of victories from 31 years in the full World Rally Championship? Seven.

Well, that's not exactly the full story. Actually, there has been a Brit on the podium's top step 18 times in 31 years, 19 if we add Irishmen.

How's that? Because 12 times a British or Irish co-driver has won the RAC Rally as it was – or Wales Rally GB as it is – with an overseas driver.

Most recently, Phil Mills won his home event four times on the bounce with Petter Solberg. Before his switch to sit alongside Colin McRae, Nicky Grist won a snowy 1993 RAC alongside Juha Kankkunen. Four years earlier, Ronan McNamee and Pentti Airikkala won for Mitsubishi.

Terry Harryman scored his only RAC win in 1984 with Ari Vatanen, while Henri Toivonen won the event twice with two different homegrown co-drivers: Neil Wilson in 1985 and Paul White in '80. Before that, Henry Liddon shared an early-'70s hat-trick with legendary flying Finn Timo Mäkinen.

Meanwhile, Scotsmen Derek Ringer and Robert Reid both won – and took world titles – in these woods alongside Richard Burns and Colin McRae respectively.

And British co-drivers are still a big part of the event. Look at the entry list and you'll see factory Citroën co-driver Scott Martin's name alongside Craig Breen, Michael Orr with Yazeed Al-Rajhi in a Ford Fiesta RS WRC and Hyundai star Seb Marshall with Dutchman Kevin Abbring in an i20 R5.

Coming from across the Irish Sea from his home in Killarney is the man who has called Kris Meeke home to victory in Portugal and Finland this

Mills's Welsh flag flew with Solberg's Norwegian colours



“Phil Mills won his home event four times on the bounce”

season: Paul Nagle.


Reconnaissance and pacenotes were only permitted on the RAC Rally from 1990 onwards. Before that, British and Irish co-drivers offered a genuine and tangible advantage in terms of map-reading ability and local knowledge on the event.

Since then, the strength and depth of navigators coming from these parts simply hasn't dropped away and still we continue to develop them at a tremendous rate.

During one week earlier this year, British and Irish co-drivers were present testing 2017-specification World Rally Cars for Citroën (Nagle, Martin and Chris Patterson), Hyundai (Marshall) and M-Sport's all-new Ford Fiesta RS WRC, with Stuart Loudon working with Matthew Wilson.




Liddon guided Mäkinen to RAC victory in 1974




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PREPARING FOR RALLY GB...



...IN A VAN

IT'S AN UNCONVENTIONAL WAY TO LIMBER UP FOR THE BRITISH ROUND OF THE WRC, BUT KRIS MEEKE'S MORE THAN UP FOR THE CHALLENGE. **DAVID EVANS** WENT ALONG FOR THE (WILD) RIDE

The tone of Kris Meeke's voice has changed. The laughing's stopped. Or at least momentarily paused. He's got something to say. "Seriously," he grins, "if she rolls, you'd better find something to hold on to."

Of the two of us, only Meeke is laughing now. Not least because he imparts this piece of advice shortly after we've started our third lap. Approximately three seconds later... "Right, come on, let's see just how quick we can get this first corner."

At this point my input gets even louder. Louder and more sweary. Meeke yanks on the handbrake and chucks us at the first corner: a long, long right-hander. I was rubbish at physics, but even I know its laws dictate this isn't going to end well. I shut my eyes.

Regular readers of these pages may have noticed a bit of an absence of stories from Citroen's various development tests through the season.

Between you and me, we've been on the naughty step in Versailles. Last December we ran a story revealing that Meeke would be joining Citroen. That story was landed the good old-fashioned way, with plenty of legwork, prodding of sources and a bit of assumption.

Regardless of the story's integrity (not to mention that it was factually spot-on), it wasn't well received in Paris. Thunder in Citroen Racing is well protected, never stolen. So, no 2017 tests for us. At least not until we'd learned our lesson.

We haven't learned our lesson. But a softening of approach, largely thanks to inbound PR Sandie Benoit and a hand from Citroen UK, has brought Autosport to the only test that really matters for Meeke and co-driver Paul

Evans's laughter soon turns to expletives



Nagle this season. Welcome to the Wales Rally GB test.

This has been a strange season for Meeke. At the time of writing he's competed on six rallies and won two of them. Competitively speaking, that's been his season. Yet he's never been busier. After this GB test at Silverstone, he's starting a non-stop seven-week tour. That's a long time without sleeping in his own bed.

"Of course it's hard to be away from the family," he says. "Having said that, our youngest is in the middle of teething right now, so it's quite noisy in the house... Seriously, it

is tough but, like I said, this is what I've always dreamed of doing. Being involved with a manufacturer with the kind of heritage and history Citroen has in the World Rally Championship is fantastic. But being the driver leading the development on a World Rally Car that came off a clean sheet of paper is really something else.

"It's fair to say the reality has lived up to the dream. At least it has so far."

Meeke's not about to reveal anything terribly technical about how the C3 WRC is shaping up, but his confidence



KRIS MEEKE'S COMPANY CARS

CITROEN DS 3 WRC

Price £350,000 (approx)
Engine 1.6-litre turbo
Power 315bhp
Torque 313lb ft
Transmission four-wheel drive
Gearbox six-speed sequential with paddleshift
Suspension MacPherson strut with adjustable dampers
Fully-loaded weight 1360kg
CO2 emissions er...
MPG definitely less than 55.4 (combined)
Entertainment Paul Nagle



“Meeke yanks on the handbrake and chucks us at the first corner. I was rubbish at physics, but even I know this isn't going to end well”

with the new car has been growing with every test.

And his self-confidence has rarely, if ever, been higher. Meeke's a completely different fella from the one who talked about the potential of tending his garden through 2017 when we were last in Wales. Since then, he landed the three-year deal he always knew would alter his approach and frame of mind. How could it not?

“This time last year I didn't have a job,” says Meeke. “It was that straightforward. OK, there was some talking, but there was no deal, no contract and no guarantees of anything. Driving an event knowing it could be your last is never going to be the easiest thing to do.”

But it is something Meeke's become accustomed to. “You're right,” he says. “Before now, if you look back at my career it's always been like that in the world championship – it was different when we had the Peugeot deal in the IRC [Intercontinental Rally Challenge]. Remember the Mini thing?”

‘The Mini thing’ is Meeke's description of a dream deal that turned into a nightmare when the Prodrive-Mini agreement went south, leaving him on the sidelines just six rallies into a supposedly career-making, life-changing three-year contract. That was five years ago.

There's not a trace of bitterness or resentment at the time it's taken for Meeke to regain that lost ground. Just

simple gratitude that he has managed it. Even if it's taken until the age of 37 to stand on the verge of his first title tilt.

The age thing couldn't matter less. Meeke's spent his entire life in this sport and, while he may not know each WRC round with anything like the familiarity of, for example, Jari-Matti Latvala, he's garnered plenty of raw rally experience. And it's this that has stood him in good stead to deal with the knocks and the knockers as well as the good times that are coming his way now.

And don't even think about questioning Meeke's physical fitness. He met Mike Tyson in the summer and pictures of the pair together revealed the Dungannon man looking much more iron-like than his childhood hero.

Meeke's never been more ready for his moment. Which is just as well, because we're in the middle of a fairly big moment ourselves as our showroom-fresh Citroën Dispatch van lurches and leans into that long – at this precise point seemingly endless – right-hander.

Van. That's right, I did say van. Citroën Racing isn't officially competing in any WRC rounds this year. Private French squad PH Sport has been running DS 3 WRC entries on behalf of the Abu Dhabi Total World Rally Team instead. Part of the purpose of this year has been for Meeke and Nagle to retain a competitive edge, while the other reason was the opportunity to run the rule ▶

CITROEN DISPATCH

Price £24,918 (£28,230 as tested)
Engine 1.6-litre turbodiesel
Power 115bhp
Torque 250lb ft
Transmission front-wheel drive
Gearbox six-speed manual
Suspension MacPherson (front), trailing arm (rear)
Fully-loaded weight 3100kg
CO2 emissions 137g/km
MPG 55.4 (combined)
Entertainment seven-inch touchscreen with DAB



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Meeke's antics remind him of "misspent youth"

GRIFFITHS

“The van starts to skip. I’m waiting for him to wind some lock off. Not a bit of it. He’s having too much fun”

over Craig Breen and Stephane Lefebvre. From both perspectives, the season has been a roaring success. Meeke's won twice and Citroen has signed Breen and Lefebvre until the end of 2018.

With no development on the DS 3 WRC in the past year, there's been no real need for a pre-event set-up test; base settings from last season are adequate, with the money saved being invested into 2017. Hence Meeke's only pre-Rally GB running in a Citroen coming today. In the van.

And what about the van? Well, it's nice. It has arrived in Passion red (metallic paint was added as a £432 option) and has Citroen's 'Look Pack' bolted on for another £540.

I'm not sure what the Look Pack is, but I'm feeling slightly aggrieved on Citroen's part: at the apex of the right-hander, I'm doing anything but look. The only alteration that has been made to the van is the rudimentary creation of a fly-off handbrake.

“We used to tape a 10p across the end,” says Meeke, “but these boys have done it properly. At least it's not one of those bloody electronic things that you can get – those things are absolutely ruining hire cars right now!”

Yanking the handbrake with some simultaneous wheel action has set the 1600kg Dispatch at 45 degrees to the road. And we're still showing around 50mph. Meeke piles on the power, cracking the whip over all 115 horses and

plundering the 250lb ft of torque to keep us drifting.

Maintaining the speed is crucial. Adding to the slide is no bother – Meeke's left hand rarely leaves the handbrake. I'm almost lost for words. Apart from rude ones.

Approaching another longish right, this one leads into a tighter left. Meeke throws the van into a Scandinavian flick. And puts Radio 2 on. Tina Turner.

I'm absolutely certain he's overcooked it this time. We're sliding wildly, left-rear 16-inch steel nibbling away at the soft dirt bank. And now, with all that lock on, he's got to get us through a left-hander that's virtually upon us.

I turn the radio up. *Nutbush City Limits* (actually, that was *Ike & Tina Turner*, not *Tina on her own* – pedantic 1970s Music Ed).

The lock's off, he's stamped on the brakes, whipped the handbrake again and got us sliding in the other direction.

That last lap's totally on the limit. We now seem to be rewriting the laws of physics and totally defying what this five-metre long and two-metre tall thing could and should be doing. One more quick corner and it gets everything: handbrake and full throttle. Mid-corner, it starts to skip. I'm waiting for KM to consider winding some lock off, lessening our commitment. Not a bit of it. He's having too much fun.

“Misspent youth,” he grins as we slide to a halt, having painted the sides of the van Silverstone Rally stage brown. He continues: “I have to say, I'm impressed with this thing. I've hammered the shit out of it all day and it's still going – having said that, it's only got 100 miles on the clock!”

Meeke, it turns out, has a history with vans. “Back when I first got my licence I did the last full, five-day Circuit of Ireland,” he reminisces. “It was in Bertie Fisher's tyre van with 18 wheels in the back. I was used to it sliding around. But that was a bit different: that was a rear-wheel-drive Transit with a diff in it.”

There's some debate about whether the value of the Dispatch has risen or fallen in the past couple of hours. The general acceptance is that an ex-Meeke motor is worth more these days. The same might not have been said about Fisher's tyre van.

“That one was rented,” he says, “and when I left it

back at the rental place the guy was really putting out about it. He said everybody had been calling him because they'd seen this van going about the place. I don't think he was too impressed, but it couldn't have been too bad – I didn't have to pay any extra!”

It wasn't long after the Transit exploits that Meeke saw a competition in Autosport's sister publication *Motorsport News* to find the next Colin McRae or Richard Burns. He put pen to paper and posted his entry.

It worked. “The competition was actually held here,” says Meeke. “It was on this stage 16 years ago that I won the drive that led me to where I am today. It's pretty amazing to be back here. Even more so to be back here in a van!”

And to complete the reminiscence, Brian Svenson is here. Svenson is a long-time Silverstone instructor. It was him – among others – that Meeke impressed. “It's thanks to this guy I'm here,” says Meeke.

Svenson is a straight-talking Yorkshireman, not easily impressed. Meeke impressed him then as he does now. “As an instructor,” he says, “you can sense with a driver how hard they're pushing and there was definitely a feeling with Kris that he could have gone quicker that day. He didn't need to, but he could have done. When a driver's pushing hard and they're on the limit, you can see it and you can hear all the heavy breathing down the intercom. There was none of that with Kris. It just flowed.”

“It's great to see how he's progressed, and one thing I have to say about Kris is that he's never forgotten that day 16 years ago. Whenever I see him, he always makes a point of coming over and saying hello.”

It'll be a while before anybody forgets this day at Silverstone. Citroen's Dispatch has been seen from – and at – all angles now. When the invitation landed, I laughed it off. Forget it. Now? Wouldn't have missed it for the world. It was comfortably one of the most amusing and surreal moments involving Kris Meeke, Ike & Tina Turner and a load capacity of 6.1 cubic metres.

If you're after a van, the Dispatch is a neat piece of kit. But the driver is world class. Look out for him in Wales this week. Van not included. ■



Svenson spotted Meeke's talent

GRIFFITHS



JIMMY McRAE'S

TOP TEN

RALLY GB MEMORIES

Jimmy McRae competed on his first RAC Rally 40 years ago. At this week's Dayinsure Wales Rally GB, the five-time British Rally champion is going back to where it all began: a Vauxhall Magnum.

With the help of Network Q, the superstar Scot and head of the world's greatest rallying dynasty will return to the woods four decades down the road from where his great adventure began. As well as scoring podium finishes, he's picked up some incredible memories from his time on Britain's round of the World Rally Championship.

Here, in chronological order, are Jimmy's top 10 RAC and Wales Rally GB memories.

01 1976 Vauxhall Magnum, 12th

I had been rallying for a couple of years when I did my first RAC. Earlier in 1976 I'd done the Circuit of Ireland, so I had a bit of an idea of what long rallies were like. But that first RAC was still a bit of a shock when you were out of your bed and driving for two nights. It was fantastic, a real adventure.

I remember having a great battle with Bror Danielsson for the Group 1 win. We finished second, and 12th overall – I was pretty pleased with that for my first time on the event. It was so different to how it is now. We were driving for the SMT Vauxhall team, but we had help from Dealer Team Vauxhall and had service after just about every stage.



01
02 | 03



02 1983 Opel Manta 400, 3rd

Sitting on the start line of the stages on this rally, I used to watch the Audi Quattros drop the clutch and go. It was pretty depressing really – immediately you knew you'd lost a load of time. We would pull our Opel Manta 400 up, the marshal counted us down and we sat there with a load of wheelspin.

Back in those days, when you couldn't compete with the Quattros, the best thing you could aim for was to be top two-wheel-drive car and we got that in 1983 and finished third overall. That Manta was a great car, the best of the two-wheel-drive cars – so nicely balanced with plenty of power. Just a shame it didn't have a front diff!

03 1986 MG Metro 6R4, 8th

I'm so glad I got the chance to drive a proper Group B car on the RAC, even just for one year. It was run by David Richards and Prodrive, and was a real beast of a thing to drive. I was back in it this year at a Group B commemoration at Shelsley Walsh. As soon as I gave it some throttle it was darting all over the road. It brought the memories flooding back and made me think, 'How the bloody hell did we drive these things?' There was no handbrake to slide the car; it really was quite difficult to drive. On the event itself I was setting times the same as Pandy [Tony Pond, factory driver], but what hampered me was being on Dunlop tyres; I think we had six or seven punctures during the rally.

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04 1987 Ford Sierra RS Cosworth, 3rd

At the start of 1987 it looked like I was going to get a Lancia Delta, which was pretty exciting. A road car was sourced by the RED team for the first round of the British Championship, but it was really a standard car with some suspension and a rollcage. Not long after that it was clear the Lancia thing wasn't happening, so I called Peter Ashcroft at Ford and he agreed to supply a Sierra.

One of the guys drove down to Boreham to pick up this plain white Cosworth road car, which he drove back to RED in Widnes for the guys to strip and build it into a rally car. Arriving back at the factory, the guy jumped out of the car and went in to open the big roller door to drive the Sierra inside. When he went back outside, the car was gone. Somebody had nicked it! I thought that was it – that was the end of the season right there.

The police called later that day to say they'd found the car on an estate in Liverpool. The only damage to it was on the rear spoiler – where it had been reversed through the window of a local television shop. Our rally car hadn't done an event yet, but it had done a ram raid!

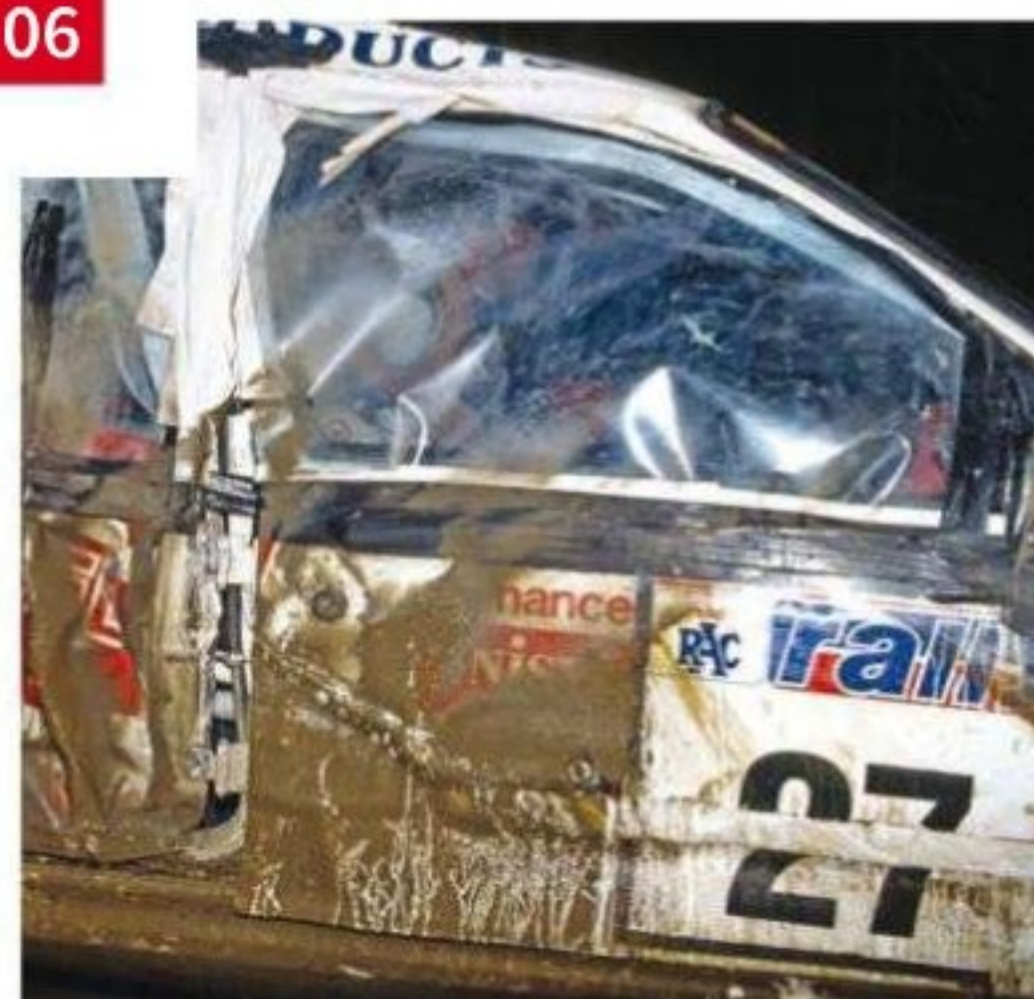
I used the car all season, won the British Championship and finished third on the RAC. That was a nice result to end the year, but that's definitely a car I'm not going to forget!



05 1988 Toyota Celica GT-Four, retired

Toyota had started competing in the World Rally Championship with the Celica, Toyota GB was bringing a car to Britain and they wanted me to drive it. I was so pleased to have something really competitive. I did a load of testing before the RAC and I got to the start thinking, 'Right, this'll be the thing...' Then the engine went early on. I couldn't believe it. The deal for the following year was looking good with Toyota, but then Ford came and offered a car for me and for Colin, so I went with Ford.

I definitely remember the RAC in 1989, but I'm not sure it was one of the highlights... that was the year with all the snow. John Haughland came past us in his Skoda and I just couldn't keep up with him – our Sierra Cosworth on gravel tyres was all over the place! I remembering saying to Rob [Arthur, co-driver] at the time, 'Bloody hell Rob, we've been passed by a Skoda – don't tell anybody about this!'



06 1990 Ford Sierra RS Cosworth, retired

Colin and I both had new and identical four-wheel-drive Sierras for this event – his was run by RED while Mike Little ran mine. There was definitely a feeling that something could be done with a really competitive car. Unfortunately, I crashed really early on [SS3,

Scunthorpe] in the fog. After that I followed Colin – Alister hadn't started the RAC that year.

I was in a bit of a difficult position, though – how could I give Colin any advice? It was definitely a case of 'do as I say, not as I do!' In the end he didn't really need any advice and drove very well. Yes, there was the odd moment here

and there – don't forget this was the event that the door on Derek's [Ringer, co-driver] side of the car was held shut with the bolt from a farm gate! They finished and set some fastest times and some really, really good times. That was the rally that helped to set everything up. After that, we had nothing, but then David Richards called with a plan...



07 1994 Colin McRae's first Rally GB win

I didn't start the rally that year, but I'd been doing it off and on for a few years – just when I could get a deal. The emphasis had shifted onto the boys. Colin was out in the Subaru and Alister was there in the factory Nissan Sunny F2 car. In those days, F2 was so competitive and Alister had come to the RAC after winning the class in Sanremo, so we were really looking for a result. It didn't happen, though – he retired with an electrical problem in Kielder.

By then Colin was leading the rally. He'd led for the three years before that, so we were all holding our breath and holding out for the finish. The only thing that could have stopped him from winning was if he had to slow down and let Carlos [Sainz, team-mate] take the victory to help him beat Didier Auriol in the championship. But then on the final morning Carlos went off the road in Pantperthog.

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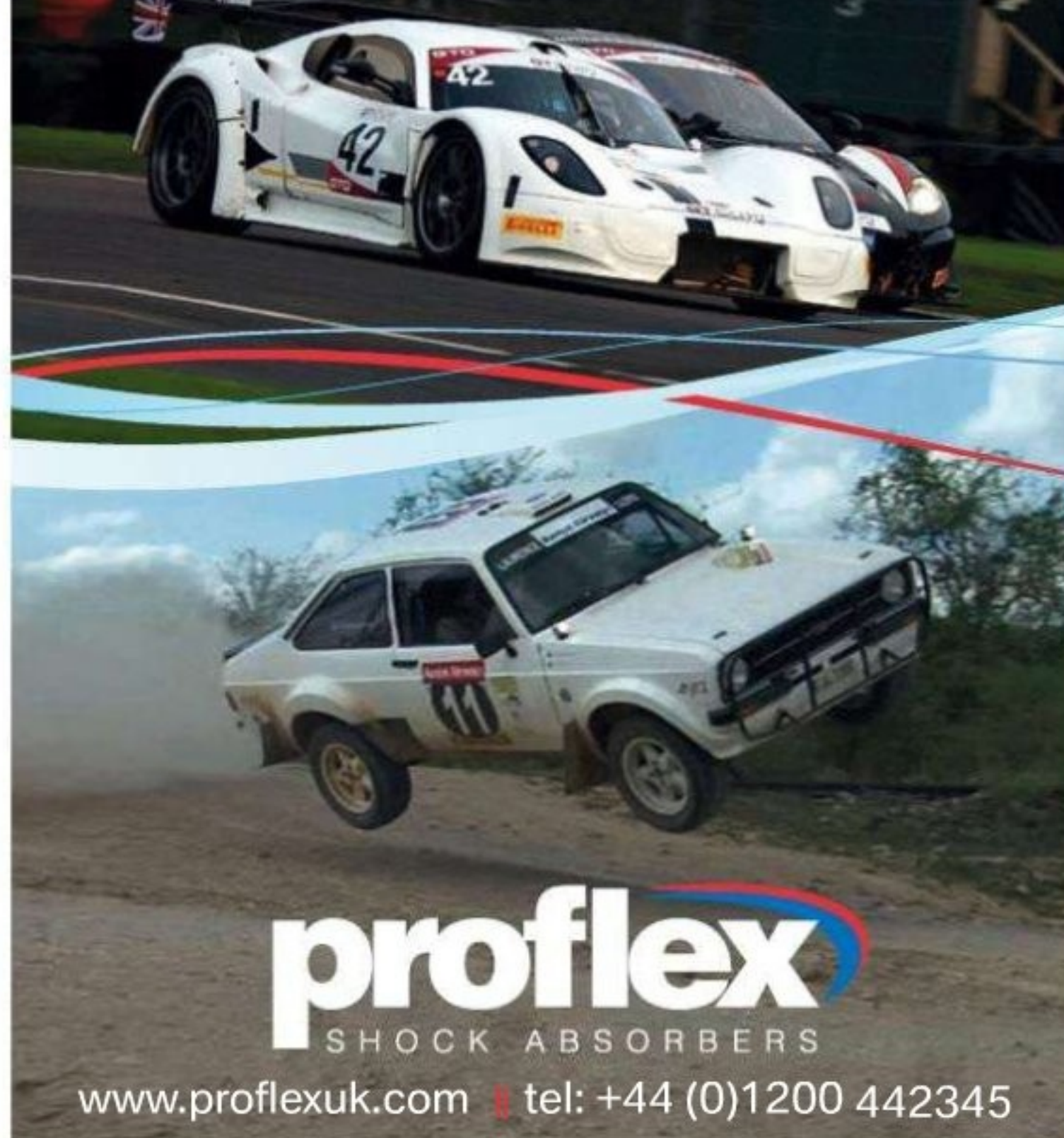
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08



08 1995

Porsche 911, RAC International Historic, 1st; Colin McRae wins main event and World Rally Championship

Again, I didn't start the main RAC this year – but I did do the Historic, which finished before the main event. When I won that one in a Porsche 911, I thought maybe that was a good omen!

The build-up to the final WRC round of the season was pretty intense. Colin had had a wee disagreement with David Richards at the previous round in Spain. We got all that sorted and Colin was actually really relaxed when he got to the start in Chester. He was like that, Colin – he'd deal with something and it was done. No lingering bad feeling; just a rally and a championship to win.

There were a few issues along the way and I have to admit a few moments of concern, not least when he dropped a couple of minutes with a puncture in Kielder, but Colin and Derek [Ringer] were so calm in the car. Nothing was going to be a problem for them and they just got on with the job. They destroyed Carlos [Sainz] and everybody else; no-one could get close to the sort of times they were setting. And by Wednesday afternoon on November 22 1995, the job was done. I remember my old co-driver interviewing Colin for the television. 'Colin McRae, you are the new World Rally champion...' he said. It sounded incredible! It was great to have everybody there as well, all the family.

But one of the big things that people often overlook is the emotion my wife Margaret and I had on that event for Alister and Colin. Alister had just won the British Rally Championship title and he went on to finish fourth in a private Ford Escort Cosworth – first non-Subaru behind Colin, Carlos and Burnsie [Richard Burns].

We were pretty proud parents that night. From memory, there might have been a bit of a party!

09 1996

Porsche 911, RAC International Historic, 1st

By this point, I had started to do a few more rallies in historic cars. I'd done the RAC the year before and that had been pretty straightforward, but when it came to 1996 there was a fair bit of snow and ice around. We were running through Yorkshire from memory, starting in Leeds.

I wasn't sure what to expect. I'd tried to be a bit careful with these historic cars and when I saw some bits of the route for 1996 I thought, 'Oh, bloody hell, there are potholes everywhere'. I wondered if the car would make it through. We were in a Tuthill car that year, I think. It made it through and it took everything we could throw at it.

Despite the conditions we were really pushing on and having so much fun. When you got it right in those cars, the feeling was great. We won by more than three minutes.

10 1997

Hyundai Accent, 32nd

I suppose we could call this my last-ever works drive. David Whitehead [MSD boss] called me out of the blue and asked if I would be prepared to drive a showroom-class car to help try to get the Koreans interested in rallying. The thinking was that we could generate a bit of publicity. I thought the

car was going to have a bit of work done; I thought it might be something like a proper rally car. It wasn't. It was a standard car that couldn't pull the skin off a rice pudding!

Rob [Arthur, co-driver] and I were a bit surprised when we tested the thing before the start, but we said we'd give it a go. With the typical RAC conditions being pretty wet and muddy, we were actually able to set some half-decent times. I think we beat Robbie [Head] on one stage. He was in his Renault Megane, but he just couldn't get the power down. I didn't have any of those problems – I didn't have any power and we only had these really narrow tyres on.

We made it to the finish second in class, but ultimately the thing was a success because it did help get Hyundai interested and, of course, Alister drove for the team for a few years. Since then, I've been in historic cars mainly – and I'm certainly looking forward to being back in the Magnum this weekend.

If this had been my top 11 moments – and there could have been a good few more – then 2003 would have been in there. John Lloyd loaned me his Group A Subaru Impreza 555 for the event. Pauline Gullick co-drove for me and we had a great run, finishing 17th overall and second privateer. I really enjoyed that. It was fantastic to get out there and drive a car that had played such a big part in our lives again. Great car, fantastic noise and incredible memories. All of them. ■



10



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A WORLD CHAMPION'S NEW CHALLENGE

BRITISH MOUNTAIN BIKE STAR
GEE ATHERTON WILL SWAP
TWO WHEELS FOR FOUR THIS
WEEK. **BY JACK BENYON**

Sébastien Ogier isn't the only Red Bull-backed world champion heading to Rally GB. This year – in terms of success, at least – there's a rival. And he's a Brit. Meet downhill mountain biking extraordinaire Gee Atherton.

The 31-year-old is one of the world's best when it comes to the discipline of downhill mountain bike racing. But this week, just a year on from making his rallying debut on an asphalt airfield, he'll make his first World ►



Rally Championship appearance on Rally GB, albeit in the shorter WRGB National element that covers half the stages.

If you were going to choose a path to rallying not involving a car, downhill mountain biking is probably it.

Not dissimilar to rallying, events are run on dirt through mountains and forests, and feature jumps, trees and troublesome scenery. 'Geeman' is a multiple World Cup Series champion and a name that strikes fear into his opponents. Not unlike Ogier in rallying.

Atherton's roots lie in Mid Wales, growing up near Builth Wells. Despite his destiny to ride bikes becoming clear early on, cars were also a part of his childhood.

"Living in Wales, going to Rally GB is something we've always been into and we've always gone and watched the WRC round each year," says Atherton. "Even when we were younger we had old cars we'd race around the lanes. We used to have a lap time board on the wall in the barn for the lanes and tracks to our house."

However, he found it difficult to find a point of entry into the sport and cycling beckoned. Two World Cup Series titles and eight World Cups only tell a small part of the story. Atherton's aggressive and flamboyant style on a bike has set him apart ever since he made his debut at 15, and won his first World Cup at 19.

Just like rally drivers, mountain bikers have to choose a line into a corner, balancing entry and exit speed, and Atherton's are usually the most spectacular. This also leads to crashes.

You could say much the same in rallying, and Atherton has found the transition from bike to car much easier than you might expect.

"Coming from mountain biking I was at a huge advantage," reckons Atherton. "I can judge speed well,

look for different lines, judge traction. Changing conditions and, to a certain extent, car set-up have come relatively easy to me from bike to car."

And Atherton has impressed. After his debut on the Enville Stages in 2015, he threw himself straight into a national rally on forest stages – the Cambrian. It featured stages that have been used in Rally GB in the past. On his second ever event.

But that sums Geeman up perfectly. If it's bikes or cars, throwing himself in at the deep end sharpens his

“Changing conditions and, to a certain extent, car set-up have come relatively easy to me from bike to car”

mind and creates the best results. Or so his multiple championships suggest.

"It was a drop in the deep end to do the Cambrian," he agrees. "I think, from where I started to where I am now, it's always been about throwing myself in at the deep end, and signing up for the British Rally Championship after only doing two events was another one. But I need that pressure and that drive to apply myself to survive in that situation.

"My competitive drive is huge, but that in itself isn't enough to have any sort of success in rallying."

Atherton made the step into the new-for-2016 BRC in a Ford Fiesta R2. Down to a technicality, Gee doesn't have any wins to his name in the BRC 4 championship category, as he didn't register for the class. But he would have won the class in the four events he finished in the championship this year. Only a gearbox detonation on the Scottish Rally stopped a clean sweep.

"I have been pleased. I think rallying is something you get a lot better at with experience, and I was a bit out of my depth in the BRC," adds Atherton. "I was really happy with how we were going and the pace was good. A few events we didn't finish because of mechanical issues with the car, which may be down to my inexperience and the fact that I couldn't see them coming. Every time I'm in the car it's a massive learning curve and I improve during every event I do."

An endearing element to the story is that there is no big team or big sponsor for the world champ. He and a few mechanics have run the car themselves. He's also brought in a young co-driver in Keaton Williams, who has shone in helping Gee acclimatise to full-on rallying.

Williams was suggested by Shaun Gardener, a BTRDA Gold Star champion, who has helped Atherton in his adaptation to the sport.

"I was lucky with knowing Shaun," says Atherton. "He was there from when I started with so much advice and tips. It was all down to him that I knew where to go and what to do, who to talk to and how to get into events. He hooked me up with his co-driver Ben Innes, but of course he was doing events with Shaun, so they managed to find me Keaton. We got on really well, we have good



01
02 | 03



1. Atherton is used to dirt stages
2. And winning lots of trophies
3. Racking up miles in a Fiesta

craic together and Keaton is an amazing co-driver."

And Williams has stepped up to the mark. The 21-year-old has shown maturity beyond his years in taking the reins in the car, getting the duo to the end of events with the maximum amount of experience gained. The performances helped get him onto the Motor Sports Association's co-driving academy run by Colin McRae's former co-pilot Nicky Grist.

"We said to Keaton, 'Look, you're younger and don't have a huge amount of experience, but in a lot of these circumstances you're going to have to be the boss,'" adds Atherton. "I wanted to make sure he wasn't scared to tell me to lift off and stop being an idiot. He did do that and he saved us [from accidents] a couple of times. And the other way around too: if I was being a bit soft, he's not scared to say 'You can crack on here!'"

Williams' input can't be underestimated. As he explains, while Gee can relate to elements of rallying from his biking experience, listening to a co-driver is completely new.

"To have someone telling him what to do and where to go is probably the most difficult thing for him," says Williams. "When he's on his bike he's not got anyone sat on the back telling him what to do or where to go. But his car control and lines and things like that have been great, and his cycling has obviously helped that."

Gardener isn't Atherton's only mentor and inspiration. British champion Elfyn Evans has been a friend since before Atherton drove for the first time as both are backed by Red Bull. There aren't many better teachers than Evans, plus he's a fan of downhill mountain biking and often spectates at Gee's events.

"I've known Elfyn a few years," confirms Atherton. "He's helped me out a lot. I spent a day with him at M-Sport and

that was a huge jump forward for me. He's the kind of guy who's such an amazing driver and an amazing athlete but also so humble. It's been great to have him there. I like to think if Elfyn fancies himself on a downhill bike that we can reverse the roles one day. I've suggested it to him but he didn't seem that keen!"

So with a car, navigator, driver and mentorship all hooked up perfectly after a brilliant learning year, Atherton is chomping at the bit to start Wales Rally GB.

"I've raced at World Cup level for years so to be in an event itself doesn't feel any different, really," he says. "The only difference is I'm in a completely different vehicle. In some respects I'm relaxed about it and looking forward to it, and other times I'm thinking this is a big step up after only driving a car for the first time last year."

"It's something I'm really excited about and, if I could have, I would have rallied every weekend this year. The more events I can do the better. Being able to be part of Wales Rally GB is enormous for me."

Gee will enter the National element of the rally, so he'll have one pass through the stages rather than the two the WRC drivers have. But it's still run over three days, which will also be new to him. He has a long way to go to get to where he wants to be, but the year he's had will go some way to preparing him for the challenge, and competing on national events has given him the knowledge of the weather. But nothing can really prepare you for Rally GB.

His outfit will be a little different to his fellow champion Ogier, with a few friends running his car, not 300 experts from Hannover. But if he can finish and score a good result, it will be the equivalent to Ogier winning outright. The switch from bikes to cars and the rate of progression, may even make the result sweeter. ■

WRGB NATIONAL ITINERARY

FRIDAY OCTOBER 28

STAGE	TIME
SS1 Myherin	1050
SS2 Sweet Lamb	1141
SS3 Hafren	1154
SS4 Dyfnant	1345
Chester regroup in	1601
Deeside service in	1641

SATURDAY OCTOBER 29

S16 Cholmondeley	1059
SS12 Pantperthog	1337
SS13 Dyfi	1410
SS14 Gartheiniog	1446
SS15 Aberhirnant	1551
Deeside service	1736

SUNDAY OCTOBER 30

SS20 Clocaenog	1226
SS21 Alwen	1307
SS22 Brenig	1401
Finish Llandudno	1519

ALL THE GEAR FOR THE FOREST

Performance Clothing is the official merchandise partner of the Dayinsure Wales Rally GB. Its collection of clothing and gadgets comes with the WRGB logo and will help keep you warm and your phone topped up while spectating in the woods



1 KEEP THAT HEAD WARM

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2 DONT OVERHEAT

Keeping warm is all about layers but getting too hot can also be a problem, this technical t-shirt is the perfect base layer as it draws moisture away from the skin, so if you do underestimate the temperature and start to sweat you won't be shivering once the temperature drops again, it's also really soft and comfortable to wear next to the skin and when the rally is over it's going to be just as useful in the summer, it's £25.00 which is what you would expect to pay for a t-shirt and with the moisture technology as an added extra this would be our pick.

3 ADAPT TO THE GREAT BRITISH WEATHER

With this 3in1 Jacket you can prepare for just about any eventuality in the unpredictable weather that we have in the UK, this Jacket consists of two layers that can be worn together or as two separate Jackets, the Outer Layer is a heavy duty Softshell fabric, it is fully waterproof with taped seams and zips ready for infamous Welsh rain, windproof with a detachable hood and plenty of pockets. The Inner Jacket is down filled so it is really warm and really light, it is ideal for squashing into your Rucksack, it also has removable sleeves so that it can be worn as a Gillet just in case by some miracle the sun makes an appearance, this really is the perfect all rounder so if you are a hardcore spectator who has to be prepared for anything this is the Jacket for you, it is priced at £200.00 and considering what you are getting for the money is a good price, it's one hell of a Jacket!

4 EASY ACCESS

We have all been there you arrive at a Stage or the Service Park and you see a row of fluorescent vests....now where did I put that pass?! This lanyard is a bargain at £6.95 it saves the hassle of digging around in your bag looking for your pass and after the rally it's a great souvenir of the season and it also really useful as a keyring if you are also guilty of losing your keys in said Rucksack on a regular basis!

5 PACK IT UP

If your off for a day in the forest then you are going to need a lot of stuff, this Rucksack is perfect for shoving everything in, it's made from hardwearing woven polyester and has loads of pockets, there is a small pocket on the front which is great for chucking your wallet or a bit of change because it's easy to grab, there is then a bigger pocket still on the front, ideal for maps etc. the main pocket has loads of space and also features a laptop sleeve and a really cool mesh pocket that is perfect for storing sunglasses or keys or any small item that normally gets lost at the bottom of the bag, there is plenty of room in this bag for some space layers, food, change of shoes and anything else that you might need, it also has a side pocket to stick your flask in and the straps are really padded and comfortable so if it gets really heavy it won't be cutting into you it also has a chest strap its £35.00 and a perfect partner to take on the stages.

6 POWER UP

You have been out in the forest all morning using your phone to take pictures and videos and post on social media and now it's starting to look like the battery will run out before the next stage! Fear not! With this power bank there is more than enough power to charge you phone or tablet up from completely flat! So don't miss out on taking those pictures and grab one of these before you head out to the stages. At just £15 this is definitely going in our bag!

7 STAY COMFY AND COSY

We all love a Hoodie and this one is really warm, great for an extra layer and comfy for that drive home after you have taken a few layers off, its £45.00 and its one of those items that you know you will wear over and over again.

8 SAVE IT

Get back to the room after a long day and there is one last thing left to do! Download those fab shots and videos that you have taken and keep them all safe on our WRGB Memory stick, priced at £10.00 it's a great way to keep your files safe and a nice memento of the Rally!

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NOT JUST THE SUPPORTING CAST



AN IMPRESSIVE LINE-UP JOINS THE ENTRY LIST FOR THE WRGB NATIONAL EVENT THIS WEEK

One of the fastest drivers in national rallying joins the fray for this year's Wales Rally GB National rally. Luke Francis missed the event in 2015, but returns to battle with last year's frontrunners Jock Armstrong and Mike Faulkner.

Armstrong (above) gets a free entry through winning the Scottish Rally Championship, and he hopes to gain redemption after last year's drama. A broken ball joint on his Subaru Impreza cost him a comfortable win, on the last stage. He and co-driver Paula Swinscoe will be tough to beat on the event they dominated in 2015.

If anyone can be a match, though, it's Francis. He won more BTRDA events than anyone this year but an engine issue on the Malcolm Wilson Rally and some misdemeanours ruled him out of contention and Charlie Payne took the series. Payne has a free entry, but won't take part.

Faulkner has won the last two events and will be a frontrunner, while evergreen national driver Roger Duckworth brings a Subaru Impreza S6 WRC back to Rally GB.

Two runners positioned behind will also challenge. Dylan Davies is a rapid young driver, while Thomas Preston has been sharpened by competing in the British Rally Championship this year and could be in the mix in his Skoda Fabia R5.

Of the Historic entries, Rudi Lancaster will be formidable in his Ford Escort Mk2. The similar cars of Ben Friend and Mark Bentley shouldn't be ruled out, while Jimmy McRae will provide the crowd pleasing in his Network Q-backed entry. The Scot made his GB debut on this event 40 years ago and drives the same car – a Vauxhall Magnum.

Other major entries include Gee Atherton, the second R2, with Stuart Larbey in his MG Metro 6R4. The first R2 on the entry belongs to Michael 'Mick' Harris, the MH Motorsport boss who will run Osian Pryce's Ford Fiesta R5 on the international event.

British Cross Country duo Louisa Felice and Jessica Reynolds enter a Land Rover Freelander.

The National event uses exactly the same stages as the International rally, but only once, with the crews taking in 107 miles over 12 stages.

WRGB NATIONAL PREVIEW SELECTED ENTRIES

#	DRIVER	CO-DRIVER	CAR
201	Mike Faulkner	Peter Foy	Mitsubishi Lancer E9
202	Jock Armstrong	Paula Swinscoe	Subaru Impreza
203	Luke Francis	John H Roberts	Mitsubishi Lancer E9
204	Roger Duckworth	Alun Cook	Subaru Impreza S6 WRC
205	Thomas Preston	Carl Williamson	Skoda Fabia R5
206	Dylan Davies	Llion Williams	Subaru Impreza
207	Bruce McCombie	Michael Coutts	Mitsubishi Lancer E9
208	Barry Groundwater	Neil Shanks	Mitsubishi Lancer E10
209	Wug Utting	Bob Stokoe	Subaru Impreza N12B
210	Rudi Lancaster	Guy Weaver	Ford Escort Mk2
218	Ben Friend	Cliff Simmons	Ford Escort Mk2
222	Jimmy McRae	Paula Swinscoe	Vauxhall Magnum
228	Mike Harris	Steven Davey	Ford Fiesta R2T
235	Stuart Larbey	Simon Larbey	MG Metro 6R4
236	Barry Jordan	James Gratton-Smith	Hillman Avenger BRM
246	Matt Jackson	Claire Williams	Subaru Impreza
248	Gee Atherton	Keaton Williams	Ford Fiesta R2
249	Rikki Proffitt	David Alcock	Datsun 240Z
252	Bob Vardy	Simon John Rogers	Ford Fiesta R2+
277	Louisa Felice	Jessica Reynolds	Land Rover Freelander

VENTURING BEYOND WALES

Stages at English stately homes used to be a feature of old 'RAC'

THE RETURN TO ENGLAND

THIS WEEK THE BRITISH ROUND OF THE WRC CROSSES THE WELSH BORDER FOR THE FIRST TIME SINCE 1999. BY DAVID EVANS

For reasons best known to himself, Offa felt the time had come to draw the line between Wales and England. From the River Dee in the north to the River Severn in the south, Offa's men dug a 150-mile dyke. Little did he know, 1250 years later, that his boundary would contain Britain's round of the World Rally Championship for a decade and a half.

OK, we can't be entirely certain what Offa was thinking when he dug his ditch, but the Mercian monarch probably wasn't thinking that it would keep the WRC off his patch for a long period from 1999 onwards.

It's been a long 17 years for those on the eastern side of the Dyke. When Terry Colley's tail-ending Mini crossed the finish line of SS7, Cheltenham on Sunday November 21 1999, little did anybody think it would take until this Saturday for another stage time to be set outside of Wales on Britain's round of the World Rally Championship.

And it's seven years longer since a stage started and finished north of Hadrian's Wall.

This policy of containment is the flipside of government funding. Wales's money has kept Britain's round of the World Rally Championship alive, but it has also, arguably, kept it away from the masses.

Prior to Wales, Rally GB, Rally of Great Britain and the RAC Rally had three title sponsors: Network Q, Lombard

and the *Daily Mirror*. None had any regional bias and all three were happy to see their name being flashed on the side of rally cars touring through Britain's four corners.

In 2000, the event crossed the Severn Bridge to be based outside England for the first time in its then 68-year history. For its first three years in Wales, the rally was still backed by Network Q, but an agreement with Cardiff City Council rooted the service park in South Wales and WRC regulation kept it there – such was the restrictiveness of the then-favoured cloverleaf formation, which insisted that competition comprised two loops of stages in and out of the service park on each day.



It's not just Welsh mud that will be spattered

Heading out of Cardiff and over the border for a stage before getting back to the city for lunch was impossible, so the event simply stayed and never troubled Offa's Dyke.

Actually, that's not completely true. Rally GB has been in England regularly and often for the past few years. Not in stage mode, but certainly using roads including the A483 and the A5 to circumnavigate places such as Oswestry, where the border curves curiously around the town.

The face of Britain's round of the World Rally Championship has changed beyond all recognition from the linear events that once routed from London Airport to the Highlands and back.

Any kind of a return to that genuine round-Britain tour is unworkable in terms of the current WRC format directives on how long and how far people can drive without a rest. It's generally frowned upon to drive three days and two nights without stopping, even if there are more effective modern-day stimulants than the 1970s and '80s staple of Coca-Cola, Pro Plus and a fag.

A time control in Chester on Friday night and a 1.11-mile dash around Cholmondeley Castle on Saturday afternoon are not about the start of a revolution. But they do mark a sea change in the attitude of the event organisers and the Welsh government.

Rally GB managing director Ben Taylor has worked wonders on the event, turning around what was a failing



1986 'Lombard' started in Bath

“A return to a genuine round-Britain tour is unworkable. It’s generally frowned upon to drive three days and two nights without stopping”

round of the WRC and creating a rally with a genuinely bright future in the series. Taylor has also relied heavily on route coordinator Andrew Kellitt’s sublime and unsurpassed knowledge of every available rally road in Britain, and clerk of the course Iain Campbell’s dedicated and dynamic approach.

It was the move to Deeside three years ago, however, that delivered the most significant upturn in the rally’s fortunes. Crews voted with their feet in favour of a route refresh and this year’s entry is 100% up on the last year it was based in Cardiff.

And Deeside has offered an easy route back into England. Question is, how much further could it go? Liverpool and Manchester would both be workable options for a ceremonial start, while a day in the Lake District could just about be made to work with a remote service or tyre zone. But is there a day’s rallying in the Lakes?

When the current deal with Wales is up in 2018,

WRC Promoter would like to see the event back near a major conurbation. Almost inevitably, that means back to England.

For many, that can’t come soon enough. And that’s nothing against Wales; it’s a reflection of a yearning to see the best of the best back in Yorkshire, Kielder, the Tweed Valley, all of those places that have missed world championship rallying for so many years.

It’s taken a lot of work and quite a shift in mindset to get us to Chester on Friday night – and the symbolism in taking Wales outside Wales is significant. Funded by Wales’s Major Events Unit, the investment into Rally GB is to bring people into the country – but exporting it and showing Wales’s wares on the far side of Offa’s Dyke has to bring benefit too.

It’s been a long road from Cheltenham to Cholmondeley, but Wales’s vice-like grip on world rallying is loosening. People of Mercia, seize the moment. ■

CHOLMONDELEY CASTLE FUN TAKES CENTRE STAGE

Stately homes have long played a part in Britain’s round of the World Rally Championship. To a generation of rally fans, ‘Mickey Mouse’ had everything to do with Chatsworth House and Sutton Park and nothing whatsoever to do with Walt Disney.

Getting a car slowed down on muddy, greasy asphalt covered by autumn leaves before threading it through a thousand-year-old arch outside some ancestral home or between a straw-bale chicane became part of the appeal.

After being absent for years, that challenge came back with Chirk and Kinnel more recently, but this time Cholmondeley should surpass anything previously achieved in terms of sheer entertainment value.

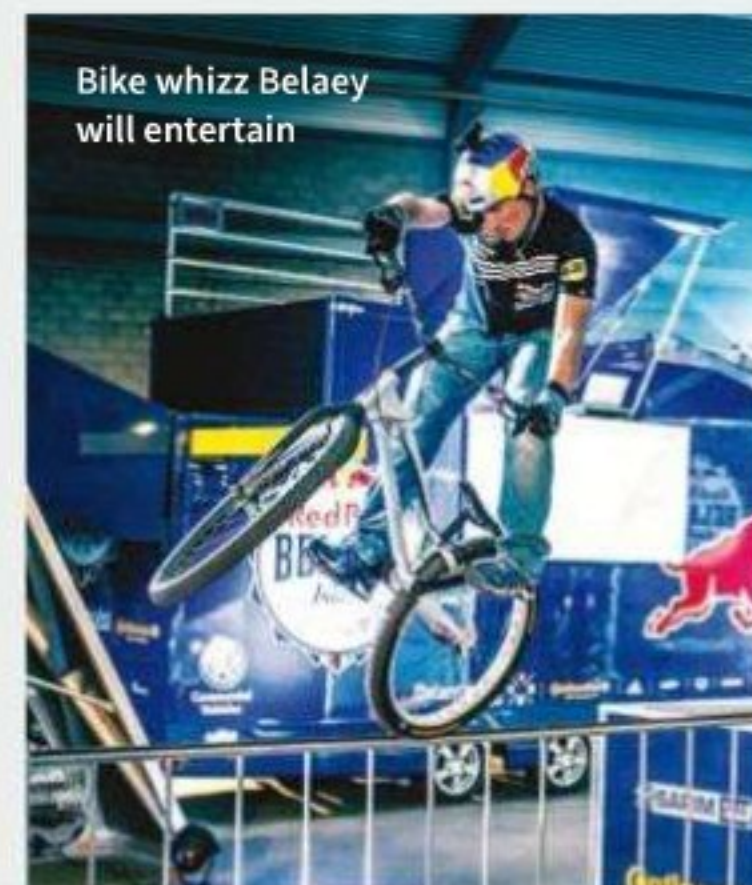
In many ways, the World Rally Championship will actually get in the way of what’s being touted as a day of family fun.

The Cholmondeley stage goes live at 1515, but gates open at 0800 at the Cheshire venue. You’ll have only just parked the car and started thinking about a bacon sandwich in time for the first Supercar display, then there will be historic rally cars parading past, passenger rides, BAC Mono madness, a series of lawnmower races and Kenny Belaey showing you what a mountain bike is capable of.

And, if you fancy it, you can have your face painted and race a Scalextric car. Just not at the same time.

When the WRC does come along, there’s the added bonus of a mid-stage autograph session, when the world’s top drivers will come back into the stage after they’ve driven it to meet, sign and smile for the fans.

See, not everything was better way back when...



Bike whizz Belaey will entertain

Vauxhall expects
fierce fight from
Adam pair



THE JUNIOR BATTLE YOU SHOULD WATCH

S

wap Dungannon for Manchester, Waterford for Killarney. Most eyes may be focused up front, to where Citroen team-mates Kris Meeke and Craig Breen are hoping to finish on Wales Rally GB, but there's another UK-Irish battle going on between two of the most talented drivers from their respective regions further down the order.

The European two-wheel-drive champion, Cheshire-based Chris Ingram, will take on British Junior champion Rob Duggan for R2 honours. Both will drive identical Vauxhall Adams run by the Vauxhall Junior Rally Team in association with Network Q.

Vauxhall team boss Simon Mauger reckons we're in for a great battle. "They're both brilliant drivers," he says. "I think it's going to be interesting to see who comes out on top. They're two of the best young drivers at the moment. Hopefully we can give the car another

"Finishing. That's what it's all about. It's easy to go out because it's so long"
Chris Ingram

class win. I don't think you can put money on either of them – it will be really close."

Both drivers are bullish. Autosport asks if they plan to play any mind games. Duggan responds: "I don't play mind games. I let my stage times do the talking outside of the car. I don't need to worry

about anybody else's mind, just my own."

An assured response from the man who won five of the seven BRC Junior rounds this year. But what of Ingram?

"I haven't really thought about that," he says. "He seems like a nice lad and I think it will be a good battle. It's a really tough rally."

Both have had a whirlwind 2016. Duggan was new to gravel, but proved he could dominate on that surface as well as asphalt. In Ingram's first season in the Adam in the European Rally Championship he's gone toe to toe with a formidable team-mate who's had three years in the car.

Ingram and Duggan both competed on Rally GB last year. Duggan won a prize drive to pedal a Citroen DS 3 R3T on the event, while Ingram also made the step up after an impressive year in his Peugeot 208 R2. But the Briton struggled after a huge accident on the Barum Rally – a terrifying roll through the Czech scenery – in the run-up to Rally GB shook his confidence.

TECH SPEC VAUXHALL ADAM

Engine 1.6-litre ECOTEC 16v
Power 185bhp at 7750rpm
Torque 140lb ft at 6200rpm
Transmission sequential Sadev five-speed gearbox, limited-slip differential
Suspension Reiger Racing, three-way adjustable, McPherson struts with Uniball mounts
Steering electro-hydraulic power-steering
Wheels EVO Corse aluminum, 6x15
Brakes hydraulic fly-off handbrake, pressure regulation for rear axle; AP Brakes, four-piston front calipers; 278mm ventilated discs (gravel, front), 264mm discs (asphalt and gravel, rear)
Tyres DMACK
Length 3698mm
Width 1720mm



Duggan was running strongly last year before engine woe



Road-section incident ended Ingram's Rally GB in 2015



Ingram just missed out on 2016 ERC Junior title

"Last year I'd just come off the back of a massive crash," he explains, "and I didn't get on too well with that car. It was a bit of a write-off, to be honest." The car then flooded on a road section, ruling him out.

Duggan had already retired. He wasn't registered for WRC3 or JWRC, so was not on the official timing screens with Ingram, but was ahead before engine problems put him out. It was still a strong debut for Duggan, and a first time writing gravel notes.

Now the Irishman has the chance to prove himself against one of Europe's best R2 drivers before he decides on his next step. Drive DMACK Trophy is his favoured end point after winning a subsidised entry through the BRC. But with the chance to impress on Rally GB, all that's on hold.

"I suppose after we did the British championship, the European or world championship is the next step up," Duggan says. "It'll be nice to get a rough idea and see if we

can go up against him in the same car, same everything. "He's a really quick driver and has a lot of experience of the event. We'll go out and have a go and try to beat him."

Ingram has won his class on every Rally GB he's entered, bar last year, including taking R2 laurels in 2014.

"It's not as simple as just going flat-out to try to beat him [Duggan], there's a lot more to it," says Ingram. "To get a front-wheel-drive car around that event is tough. It's a walk in the park for the [four-wheel-drive] R5 cars, but it's not ideal for the R2. Finishing. That's what it's about. It's easy to get caught up and go out because it's so long."

So with similar cars, run by the same team and on the same DMACK tyres, the variables are very limited. Which means that on Rally GB you're about to see two of the British Isles' finest young drivers going at it, no holds barred. If that's not enough to get you excited, you're probably reading about the wrong sport. ■

JACK BENYON

CVs ROBERT DUGGAN

Age 23

From Killarney, Republic of Ireland

2016 Wins five out of seven Junior British Rally Championship rounds on the way to the title and a subsidised entry into the Drive DMACK Trophy

2015 Road to Wales winner in the Northern Ireland Rally Championship, beating Jon Armstrong. Prize Rally GB drive in a Citroen DS 3 R3T starts well before engine problems

2014 Four-wheel-drive debut in a Group N Mitsubishi, class winner on multiple events

2013 First full season of rallying in the Irish National championship in a Honda Civic. Multiple class wins



CHRIS INGRAM

Age 22

From Manchester, England

2016 ERC3 champion; missed out on ERC Junior title when electrical gremlins struck while leading the series on the last round

2015 Full season of Junior ERC with Peugeot UK. Won Juniors, 2WD and McRae Trophy on Rally Azores

2014 Youngest ever ERC Colin McRae Trophy winner on the Circuit of Ireland; signs with Peugeot in JERC. Takes victory in Rally GB R2 class

2013 First in R2 class on WRC debut on Rally GB

2012 MSA Young Driver of the Year Award

2011 British Junior 1000 champion

2010 Debut in Junior 1000 category



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MILLENNIUM II RALLY
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4 SPOKE RACE
13X5.5 TO 13X10.0



4 SPOKE RALLY
13X5.5 TO 13X10.0



5 SPOKE RALLY
15X5.5 TO 15X9.0



RFX RALLY
13X5.5 TO 13X6.0 / 14X5.5 TO 14X6.0



8 SPOKE RALLY
13X6.0 TO 13X9.0 / 15X5.0 TO 15X10.0

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ALL YOU NEED TO KNOW

WITH HYUNDAI CO-DRIVER SEB MARSHALL

Wales Rally GB only happens once a year, so you'd better make sure you've planned where you're heading to watch. To help out, Autosport enlisted World Rally Championship co-driver Seb Marshall, who kindly gave up putting up a fence the week before the big event to tell us where he's sending his mum and dad to watch him co-drive with Hyundai's Kevin Abbring. Make sure you say hello to them when you're there...

27 THURSDAY Shakedown

There is only one car park. There's a sequence of really heavily cambered bends around 400m before the finish. They turn square right towards the end and then it goes right-left-right. They're hanging the back end around the edge there. That's probably one of the coolest places to watch on shakedown. Obviously you see the cars so much more on the shakedown than on any time of the rally so it's a hidden gem and I always recommend that people go.

28 FRIDAY Sweet Lamb

Sweet Lamb runs in the opposite direction this year, and it hasn't been run that way for a long time on GB. You've got three jumps and a watersplash within the space of 300 metres. The atmosphere is brilliant and there will be entertainment between stages. There's room to get away from the people if that's not your thing and the viewing areas are just as good.

Dyfnant

Hopefully it's Irish Corner. I'd heard it may not go ahead this year but I'm sure whoever is there will make the atmosphere electric. For Craig Breen and Kris Meeke it will be incredible, although the spectators support everyone of course. It's a fast, off-cambered, downhill right-hand bend, and then there's a long left that's flat-out through a dip. It's a cool place and close to the car park!



29 SATURDAY Dyfi

I'd go to car park 'I' near the end of the stage. They've done a lot of felling, so you can see the cars around a kilometre earlier than before. It's where Robert Kubica crashed in 2013 and Latvala and Meeke had their moments a few years back. It's a nice overview of a classic Welsh forest stage.

Aberhirnant

Car park 'L'. It goes all the way to the top of the stage and they've built a new road up there. There are ditches that will swallow cars if crews aren't careful. There's a technical section and after that it's banzai fast. You can hear who's committed and trusting their pacenotes and on a push, because the engine note will be singing.

30 SUNDAY Alwen

My tip for Sunday is for Alwen. The main car park is near a hairpin right around halfway through the stage. But if you go a little bit after that, you're heading towards the Alwen reservoir. There's a really cool section of rolling crests and fast, committed corners alongside the reservoir. It's a great place for spectators so that's where I send my folks when they go to watch.

HOW TO BUY TICKETS

WORLD RALLY PASS £99

Access to all stages and car parks, including parking at Deeside service park. Also includes access to shakedown in Clocaenog.

DAY PASSES (FRI, SAT, SUN) £25

(PLUS £2 BOOKING FEE)

Access to all stages and car parks.

CHOLMONDELEY RALLY FEST £20

(PLUS £2 BOOKING FEE)

Access to stage and car park. Group B demo runs plus two runs through the stage for the International and National entrants.

SINGLE-STAGE TICKETS £30

Available on the day, these tickets grant access to one car park and stage. Please note these tickets don't allow you to leave and then re-enter car parks. Subject to availability, single-stage tickets can be purchased for Shakedown, Myherin, Sweet Lamb, Hafren, Dyfnant, Dyfi, Gartheiniog, Aberhirnant, Cholmondeley Castle RallyFest, Clocaenog, Brenig and Alwen.

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WHEN TO WATCH ITINERARY

FRIDAY OCTOBER 28

STAGE	TIME
SS1 Myherin 1	0820
SS2 Sweet Lamb 1	0911
SS3 Hafren 1	0924
SS4 Dyfnant 1	1115
Regroup Newtown	1236
SS5 Myherin 2	1354
SS6 Sweet Lamb 2	1445
SS7 Hafren 2	1458
SS8 Dyfnant 2	1649
Regroup Chester	1905
Service Deeside	1955

SATURDAY OCTOBER 29

SS9 Pantperthog 1	0818
SS10 Dyfi 1	0851
SS11 Gartheiniog 1	0927
Regroup Corris	1023
SS12 Pantperthog 2	1104
SS13 Dyfi 2	1137
SS14 Gartheiniog 2	1213
SS15 Aberhirnant	1318
SS16 Cholmondeley Castle	1541
Service Deeside	1643

SUNDAY OCTOBER 30

SS17 Clocaenog 1	0831
SS18 Brenig 1	0908
SS19 Alwen 1	0928
SS20 Clocaenog 2	1033
SS21 Alwen 2	1114
SS22 Brenig 2	1208
Finish Llandudno	1326



SS16 Cholmondeley Castle

This year, Wales Rally GB switches Wales for England and Chirk for Cholmondeley. The usual spectator stage heads to Cheshire where there is some incredible entertainment on offer.

This year's event – Cholmondeley Rallyfest – celebrates 30 years since the last Group B WRC event in Europe, with Ari Vatanen and Miki Biasion, Michele Mouton and Harri Toivonen among the guests.

More Group B cars will be on show than in 1986 and, between the special stages, they'll be out running demonstrations too.

The National rally comes through in the morning just before 1100.



REGROUP Chester

Placing the rose-tinted spectacles on for a second, Chester is one of the places most synonymous with Rally GB. Hearing the cars blast through the city centre after being repaired at (former local Ford dealership) Quicks is a memory that lives on with many in the area.

The historic Roman city returns to the itinerary this year, with muddy rally cars passing under the famous Eastgate clock once more. The regroup is a chance to get close to the stars and cars and witness a fantastic spectacle.



WHO TO KEEP AN EYE OUT FOR INTERNATIONAL ENTRIES

#	DRIVER	CO-DRIVER	CAR
1	Sebastien Ogier	Julien Ingrassia	Volkswagen Polo R WRC
2	Jari-Matti Latvala	Miikka Anttila	Volkswagen Polo R WRC
3	Thierry Neuville	Nicolas Gilsoul	Hyundai i20 WRC
4	Dani Sordo	Marc Marti	Hyundai i20 WRC
5	Mads Ostberg	Ola Floene	Ford Fiesta RS WRC
6	Eric Camilli	Benjamin Veillas	Ford Fiesta RS WRC
7	Kris Meeke	Paul Nagle	Citroen DS3 WRC
8	Craig Breen	Scott Martin	Citroen DS3 WRC
9	Andreas Mikkelsen	Anders Jaeger	Volkswagen Polo R WRC
12	Ott Tanak	Raigo Molder	Ford Fiesta RS WRC
14	Stephane Lefebvre	Gilles de Turckheim	Citroen DS3 WRC
20	Hayden Paddon	John Kennard	Hyundai i20 WRC
32	Teemu Suninen	Mikko Markkula	Skoda Fabia R5
33	Esapekka Lappi	Janne Ferm	Skoda Fabia R5
42	Kevin Abbring	Sebastian Marshall	Hyundai i20 R5
50	Fredrik Ahlin	Andrew Roughead	Ford Fiesta R5
51	Osian Pryce	Dale Furniss	Ford Fiesta R5
54	Gus Greensmith	Katrin Becker	Ford Fiesta R5
61	Simone Tempestini	Giovanni Bernacchini	Citroen DS3 R3T
87	Chris Ingram	Elliott Edmondson	Vauxhall Adam R2
88	Rob Duggan	Ger Conway	Vauxhall Adam R2

WALES RALLY GB ON TV

FRIDAY

End-of-day review
2200-2230 BT Sport 2
2235-2305 Motors TV
1930-2000 S4C

SATURDAY

End-of-day review
2145-2215 BT Sport 2
2235-2305 Motors TV
2235-2305 S4C

SUNDAY

SS18 0900-1000 BT Sport 1
SS 22 1200-1300 BT Sport 1
End-of-day review
2215-2245 BT Sport 2
2235-2305 Motors TV

MONDAY

Highlights 1900-2000 Channel 5

RADIO followonwrc.com

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THE COUNTDOWN IS ON

NOT LONG TO GO UNTIL THE SHOW OPENS

The sensational Classic & Sports Car Show, London's most glamorous classic car spectacular, is almost ready to open its doors for the second time – and this year it's set to be even bigger and better than 2015.

From Friday 28th – Sunday 30th October, enthusiasts from all corners of the world will descend on the historic Alexandra Palace and be treated to a truly intoxicating festival of automotive excellence.

More than 300 of the world's most prestigious classic cars from famous collectors and renowned classic car specialists, along with the rarest and

most exciting sports cars, will form a mouthwatering motoring art gallery.

But that's not all: this year's show will serve up several brand-new features, including a live classic car auction by Coys and a star-studded live interview stage hosted by Goodwood and the familiar voice of Henry Hope-Frost.

Plus, a team of specialists from one of the world's leading restoration companies, Classic Motor Cars of Bridgnorth accompanied by Total Oils, will demonstrate its art on a one-off 'lost' 1954 Pininfarina Jaguar XK120 that will be making its first public appearance in 40 years.

Other show cars will take part in unique parades on closed roads around Alexandra Palace Park and give visitors the chance to see these spectacular models in all their glory and doing what they were designed to do.

This year's centrepiece event will see the greatest supercar of all time crowned live at Alexandra Palace. Over 17,000 votes have been cast in The Classic & Sports Car Show's *Century of Supercars* poll, so far whittling 33 remarkable candidates down to the final 11. With voting now closed on that shortlist, the world's greatest ever supercar will be revealed live at the show.

Don't miss out!

TICKET PACKAGES 2016

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Adults £23

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