

**F1 HOW McLAREN-HONDA WAS TORN APART**

# **AUTOSPORT**

**SINGAPORE GP DRAMA**

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**Vettel blunder  
hands Hamilton  
huge points gift**

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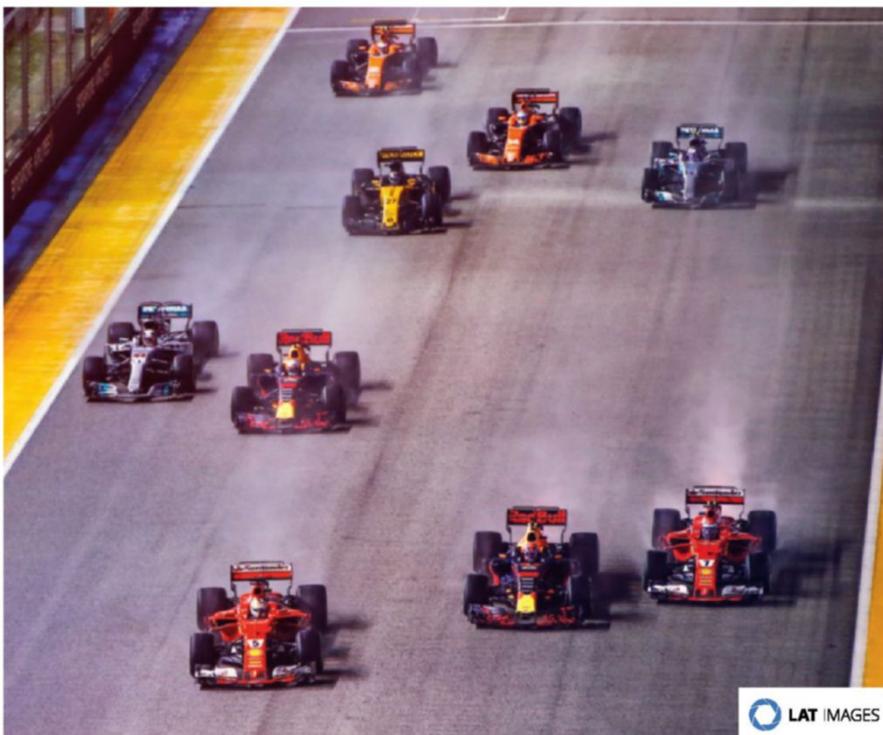
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# Vettel robbed us all, as well as himself

## WHEN SEBASTIAN VETTEL MISJUDGED HIS MOVE

across the track at the start of the Singapore Grand Prix last weekend, he robbed us of what could have been a great contest.

Red Bull was genuinely competitive for the first time this season and rain brought Lewis Hamilton into the equation. He hasn't lost a rain-affected GP since Hungary 2014 (and a proper wet event since Brazil in '12), so the Mercedes' apparent unease around Marina Bay would have been minimised. A fight between the two most successful drivers of the last decade and the exciting Red Bull duo was a tantalising prospect, even around a circuit on which overtaking is tough.

As it was, Vettel moved too far left, presumably unaware that Max Verstappen and Kimi Raikkonen were there. The ensuing crash took out three key players, not to mention the Fernando Alonso wildcard, and left Hamilton to score a relatively easy victory.

Along with the points he threw away in Baku, Vettel's error could prove decisive in the battle for the world championship, but Ferrari fans shouldn't panic just yet. Although Vettel is now 28 points behind Hamilton, the dry pace of the SF70H was as strong as expected.

Added to its fine performance at Spa last month, that suggests Vettel will still have a powerful weapon at his disposal for the final six races. He just needs to use it to score points rather than create carnage...



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Hone/LAT Images

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# NIGEL ROEBUCK

## Vettel back in the dock

The bruising start to the Singapore GP cost Ferrari the most, but that doesn't make instigator Sebastian Vettel's driving any more acceptable

[@autosport](#)

**NO ENTRIES THIS WEEK IN SERGIO MARCHIONNE'S** Monster Book of Fun, for although Singapore qualifying went as expected, with Ferrari looking set to make amends for the embarrassing defeat at Monza, Lewis Hamilton gave Mercedes what was a wholly unexpected victory, his third in four weekends. Assuredly, with both his cars gone within seconds of the start, the Ferrari chairman will not have been in genial mood.

It was therefore an odd race, this, with no red in it, just as there had been no silver at the post-qualifying press conference. In relative terms, Marina Bay has always been a bogey circuit for Mercedes, and in qualifying Hamilton and Valtteri Bottas had no answer to Sebastian Vettel and Kimi Raikkonen – nor, for that matter, to Max Verstappen and Daniel Ricciardo.

A Red Bull, in fact, was fastest in every session – until Q3, when as usual Mercedes and Ferrari flicked up the power that last notch (a facility sadly unavailable to Renault, let alone Honda). If this were enough to help Vettel to pole position, however, it didn't allow Hamilton or Bottas into the top four.

Even though it included a sizeable clout against a wall, Vettel's lap was something to see, but still Ricciardo remained confident of a win for Red Bull. Hamilton,

meantime, was glum, but on race morning his spirits lifted: for the first time in its 10-year history, the Singapore Grand Prix had rain, and as soon as he saw it, Lewis believed a victory was on. In the event he didn't even have to fight for it.

The debacle at the start – which accounted not only for the Ferraris, but also Verstappen's Red Bull and Fernando Alonso's McLaren – was investigated by the stewards, and if that were no surprise in itself, rather more of one was their decision that no action need be taken, because

no-one was 'wholly or predominantly to blame for the incident'. Either they – or perhaps I – are in urgent need of an appointment at Specsavers.

In the incident I saw, and subsequently

watched again umpteen times, from the front row Vettel and Verstappen were relatively slow away, with Sebastian then doing his usual number, chopping across to block Max.

As we know, such driving manners have long been accepted – even acceptable – in Formula 1, but they necessarily rely on the guy being squeezed having the space to react, and that Verstappen didn't have, for by now Raikkonen, who had made a blistering getaway, was alongside him. Thus... *carambolage*.

How the stewards can have concluded that no-one

**“This sort of driving has no place in racing at any level, let alone Formula 1”**



Conspiracies rife on Verstappen's supposed role

SUTTON

Vettel watches the field stream past his stricken car



LAT IMAGES

was ‘wholly or predominantly to blame’, I am at a loss to understand. Can anyone tell me what Max or Kimi did wrong? Until Sebastian clumsily intervened, they were running straight, side by side, giving each other room, and in my judgement they were utterly blameless. Emphatically, as Verstappen said, this was not simply ‘a racing incident’.

Still, the stewards chose to see it differently, and Vettel, who had already racked up an impressive number of points on his ‘bad behaviour’ card, was given no more. In terms of the world championship that is perhaps just as well, for otherwise the possibility of a one-race ban might have come into play, and that would never do.

In a world ever more obsessed with conspiracy theories, it was no surprise to note on the websites all manner of responses to the accident, many of them not less than moronic, like the one suggesting that not only had it been all Verstappen’s fault, but that Max was on a promise: if he took out the Ferraris, a Mercedes drive was guaranteed in 2019. On these occasions the sheer *anger* of such mouth-breathers is disturbing, as with those constantly within a beat of road rage. Let’s say it again: this is only a sport.

Some will argue that there was no need to punish Vettel, that in stupidly putting at risk a likely victory he had done that to himself, and more. In itself, that is undeniable, and we may come to look back on it as the moment he lost the world championship. That said, I am always happy to see the biter bit, and to me this sort of driving has no place in racing at any level, let alone Formula 1. “Any idiot can block,” as Gilles Villeneuve used contemptuously to say.

In point of fact, had there been no coming-together, the likelihood is that Raikkonen would have led into the first corner, then – given that he well knows what is expected of him – let Vettel through at the first opportunity. As it was, Seb quite unnecessarily threw 25 points away, and took three innocent bystanders with him: after a scintillating start, Alonso was up in third place, having sidestepped the mayhem, but it caught up with him at the first corner, where Raikkonen unavoidably pitched Verstappen into the McLaren.

What looked like being an intriguing race was thus effectively neutralised in the opening seconds, and Hamilton, scarcely able to believe his luck, found himself in the lead. As his race engineer said, it was now a matter of bringing the car safely home, but Lewis had already worked that out for himself, and he made no mistakes.

After qualifying he had given himself little chance of taking on Ferrari and Red Bull, but Sunday’s rain cheered him, for there is none better on a treacherous surface, and perhaps he might anyway have come out on top. As it was, the carnage left him with only Ricciardo to worry about, and Daniel’s pace was compromised almost from the outset by a gearbox problem.

Even by the standards of today, overtaking in Singapore is difficult, more so than anywhere save Monaco, and, with four leading lights immediately wiped out, perhaps inevitably the race was as flat as it was long. Lewis won’t care, though: it’s winning when you shouldn’t that settles world championships. ❄



L-r: Yamamoto, Moriyama and Tost meet the press at the Singapore GP

## FORMULA 1

# Why Toro Rosso may not

LAST FRIDAY, OVER THE COURSE OF 12 minutes, a flurry of announcements was made in the Singapore Grand Prix paddock.

McLaren had got its way and dissolved its Formula 1 partnership with Honda, taking on Renault power instead; Honda would remain in the championship, with Toro Rosso becoming its works team.

The Toro Rosso-Honda liaison is one of F1's more unusual works partnerships, but it's clear why it makes sense for both parties. After a torrid time with McLaren, which pushed it to the brink of quitting F1, Honda has another chance to prove that it has what it takes to succeed in the world championship.

For Toro Rosso, it gives the Italian squad the works programme it has craved, and boosts its budget as the engines and development will be free. The team will also act as a guinea pig for senior team Red Bull, which would be interested in taking the engine for 2019 if Honda shows sufficient improvement.

The pressure placed on Honda to succeed, both by its own board and that of McLaren, gradually became too much to bear on its return to F1. The more it struggled, the greater the pressure and the worse things got.

With Toro Rosso that pressure will be lifted, at least early on. It is a smaller operation and one that seems more open to change. Honda can focus on trying to get on top of its engine and development with reduced expectation. Toro

Rosso receives an engine that could eventually help it contend for the fifth place in the constructors' championship it has long targeted.

"Working with McLaren, I've realised that they are a very big company that is very systematic," said Honda motorsport chief Masashi Yamamoto. "It's obviously very strong because of that but at the same time they can find it hard to adapt to change.

"Compare that to Toro Rosso – it's a company that is growing. It's very important for us to work in partnership together, heading towards the same goal. So for us we are very much looking forward to being able to work closer.

"Take this for an example: if we compare both teams with different cuisines, let's say McLaren is a very sophisticated French cuisine – that's the way it is. Then Toro Rosso is more like a countryside, homemade delicious stew where you can add new ingredients. We're excited to do that."

Honda also hopes communication will be much easier. That proved to be a key failing in its relationship with McLaren. "[Toro Rosso team boss Franz] Mr Tost understands the culture and it's a good communication that we have," added Yamamoto. "We have seen that they also have a young factory and are growing, which for Honda is very important because we can work with the same mentality and have the same approach. It's a new start with a team with a similar mindset to move forwards together."



IN THE HEADLINES

**ASTON FOR RED BULL TITLE DEAL?**

Aston Martin is set to become title sponsor of the Red Bull Formula 1 team in 2018, according to strong sources. The Red Bulls have carried Aston branding since '16, and Aston has cooperated with Red Bull Advanced Technologies on its Valkyrie hypercar. Team boss Christian Horner said: "You can speculate all you like but I'm not going to confirm anything."

**SHARK FINS SET FOR REPRIEVE**

The not-universally-popular shark fins on F1 cars look set for a reprieve following the latest technical regulations meeting. The fin is a preferred place to put the bigger car numbers mandated this year or driver names, thus freeing up sponsor space elsewhere on the cars.

**PREMA DECIDES AGAINST GP3**

Top single-seater team Prema has decided against expanding into the GP3 Series for 2018 after all. Prema recently gave four young talents a rookie test at Magny-Cours in European Formula 3 machinery: Formula Renault Eurocup race winners Robert Shwartzman and Gabriel Aubry, German and Italian Formula 4 points leader Marcus Armstrong, and another F4 standout in the form of Juri Vips.

**PIGOT GETS FULL INDY SEASON**

IndyCar up-and-comer Spencer Pigot has been given his first full season in 2018 by Ed Carpenter Racing. This year Pigot has driven road and street tracks and handed over to team boss Carpenter for ovals, but next season he switches from the #20 car to replace JR Hildebrand in the #21.

**GOW ANGER AT BTCC CRASHERS**

British Touring Car Championship boss Alan Gow is keen on "lowering the bar" when it comes to dishing out race bans in the wake of a series of accidents. Rob Collard and Will Burns were hospitalised last weekend at Silverstone after a heavy shunt. "I'm not happy at all with the amount of contact and body damage, despite the fact that we have clearly been increasing the amount and severity of penalties for driving infringements," said Gow. "Some drivers are truly superb to watch in close duels, but many simply don't give enough 'racing room' to each other."

**LE MANS WINNER TO BTCC FINALE**

British Porsche LMP1 star Nick Tandy will demonstrate a 919 Hybrid at next week's British Touring Car Championship finale at Brands Hatch. Tandy, whose JTR team competes in the Carrera Cup GB on the BTCC support bill, said: "It's very special to demonstrate the 919 there."



# be Honda's rebound

A new start is exactly what Honda needs. Honda, the brand, has been damaged and needs repairing. With a three-year deal that takes it up to the end of the current F1 engine-regulations cycle at the end of 2020, Honda aims to show improvements in its technology and highlight "Honda's potential", according to Yamamoto.

"That is very important for us, to let the world see how we will progress and how we can make it a success," he added.

But what makes Toro Rosso so sure Honda can deliver in a way it couldn't with McLaren? "Four years ago, it was in October, before the Japanese GP, I visited the Honda factory," said Tost. "They have a fantastic infrastructure and in the meantime they have learned a lot about the new power unit, and I'm convinced within the next three years, also within the short term, Honda will improve their performance dramatically."

"They have already come up with really good upgrades during this season – unfortunately, because McLaren is very close to us."

Honda chief officer of brand and communication operations Katsuhide Moriyama set a top-three target for 2018 with Toro Rosso. That will be very difficult to achieve, particularly given its performance over the last three years.

On top of that, Toro Rosso's engine switch has come quite late, putting pressure on the technical team to incorporate the new unit into its 2018 design.

Tost provided a more cautious, and perhaps realistic, expectation. "Toro Rosso is not Ferrari, Mercedes; we have another infrastructure," he said. "But I can promise you that we, within our possibilities, will do the best possible job and then the rest we will see. It's not always only the money that is decisive for success. I hope

at Toro Rosso we will work efficiently, because this is our slogan, and to get the most out of the package. The future will show [what happens].

"If necessary, then of course maybe we will bring in more people, increase even the infrastructure, whatever is necessary to have the success

that Honda wishes, but this is too early a stage to talk about the details of the infrastructure. But I am convinced we are in a position to fight successfully within the midfield or the forward part of the midfield."

If Toro Rosso can achieve that in year one, that will represent a major success for both the team and its engine supplier.

**"Toro Rosso is more like a homemade delicious stew"**

LAWRENCE BARRETTO

→ P34 HOW McLAREN-HONDA WAS TORN APART

## FORMULA 1

# Aitken gets Renault F1 run

GP3 FRONTRUNNER JACK AITKEN WAS set to test Renault's Lotus-built E20 Formula 1 car at the Jerez circuit yesterday as part of his work with the French manufacturer's Academy, as Autosport closed for press.

## Q&A

### JACK AITKEN RENAULT F1 TESTER



#### How did the test come about?

As a product of the Renault Sport Academy, they set us goals at the start of the year and expected certain things, performance-wise. If we achieve those then they want to continue our

development. The test was discussed earlier in the year, but I was told to keep my head down and do what I needed to do. It's a reward for the performances that I've had so far this year.

#### How did you prepare?

Because of the work I've been doing on the [2017] simulator, I was quite familiar with a lot of the processes. I also talked to the engineers and had discussions about what to expect.

#### Is this a step up in your relationship with Renault?

I wouldn't view it as binary as 'this being a step up'. It was something that we talked about and my relationship with Renault has been growing since last year [when Aitken joined the Renault Academy]. Time and effort and money went into it and it was a nice reward to have that backing.

#### Did Renault suggest that if the test went well you'd get a wider future role?

They told me just to enjoy my day and approach it with an open mind – try to learn as much as I can. Obviously, I want to impress but [my plan is] to go out and enjoy it as best as I can. If something good comes out at the end, then great. But I'm purely thinking about [the test], rather than anything that happens afterwards.

ALEX KALINAUCKAS



## FORMULA 1

# Kubica shakes up the market again

ROBERT KUBICA HAS EMERGED AS a contender for a Williams Formula 1 seat in 2018, with the team set to give him an evaluation test before next month's Japanese Grand Prix.

Kubica has tested during the summer for Renault. But with his running – in both a 2012 car and the current machine – proving inconclusive, the team has signed Carlos Sainz Jr to partner Nico Hulkenberg. Kubica's test will be in the '14 machine Williams has used to assist with Lance Stroll's development.

Kubica is pushing hard for a return to racing in F1 after the rallying accident that could have killed him in February 2011. During the Singapore Grand Prix weekend, it emerged that reigning world champion Nico Rosberg, an old karting rival of Kubica's, has joined the Pole's management team.

But there are concerns about Kubica's fitness to compete at his old level, and much of his work behind the wheel is having to be done by his left arm. His lap times in the post-Hungarian Grand Prix test for Renault proved he is capable of lapping at a decent pace, but there remain question marks over his consistency.

Williams brought back Felipe Massa – who had been forced into F1 retirement by the lack of a drive – to replace Valtteri Bottas for this season. While Massa has scored 31 points this year and proved to be an effective experienced hand alongside rookie Stroll, there are question marks hanging over whether he is getting the maximum out of the car.

But Massa remains in contention to

stay on, and is keen to do so. Jolyon Palmer and Paul di Resta, who contested the Hungarian Grand Prix for Williams, are also candidates.

#### Perez on board at Force India

During the Singapore Grand Prix weekend, Force India confirmed that Sergio Perez will continue at the team next season. He will again partner Mercedes protege Esteban Ocon, who is bound to the team for three seasons unless the manufacturer chooses to promote him to its factory team.

This leaves relatively few drives open for next season. Toro Rosso has not confirmed either driver, with Daniil Kvyat favourite to stay alongside Pierre Gasly. The Frenchman is the next cab off the rank of the Red Bull junior scheme and is in the hunt for the Japanese Super Formula crown, and there was even the possibility that he could make his grand prix debut next time out in Malaysia in place of Sainz should Renault drop Palmer to allow an early move for the Spaniard.

Palmer's career-best sixth place in Singapore is understood to reduce the likelihood of this, as Renault's priority is to ensure that it challenges for fifth in the constructors' championship. Honda protege Nobuharu Matsushita is also a contender, superlicence points allowing.

Ferrari is pushing for its two top junior drivers, Charles Leclerc and Antonio Giovinazzi, to race for Sauber next year, while Fernando Alonso's McLaren future should be finalised in the next month.

EDD STRAW



Kubica has his eye on a seat at Williams



**WORLD ENDURANCE CHAMPIONSHIP** BMW officially unveiled its new M8 GTE contender at the Frankfurt motor show last week. The car, which had previously been photographed only in camouflage, has now completed multiple tests ahead of its twin programmes in the World Endurance Championship and the IMSA SportsCar Championship next year. “We can say that we are on target at this point in terms of the objectives that we have set ourselves,” said BMW Motorsport boss Jens Marquardt, who reported that so far six of the marque’s roster of GT drivers had driven the car. **Photograph by BMW**

DTM

## DTM drops hated performance-balance system

FEW EXPECTED THE DTM TO DROP its controversial performance-weight system last week – at a crucial point of the season, with just two rounds remaining and drivers from all three manufacturers in the title hunt.

Perhaps this is a fine illustration of the persuasive powers of new-for-2017 DTM chairman Gerhard Berger. The series has long been mired in a democracy of organisation – fine for governments, not so for sport – but Berger, who has made no bones of his contempt for performance balancing, is renowned as a guy who gets things done and doesn’t mind going against accepted procedure.

The performance-balancing equation got ever-more complicated this season, leaving fans baffled and strategists salivating. Over the summer, criticisms have been fired from one manufacturer to another accusing them of sandbagging in order to get an advantage in the next race.

Audi is believed to be the party that vetoed a move, last month at Zandvoort, to scrap the system immediately. In the next event, at the Nurburgring, the Audis – 25kg heavier than the BMWs and 10kg above the Mercedes – were off the pace...

Performance balancing has clearly not worked. Our graph on the right shows the gap between the best and worst manufacturers in each of the

14 qualifying sessions this season, based on the mean average of each make’s qualifying positions. In an 18-car field, comprising three teams of six cars, the maximum possible discrepancy is 12 – ie, a top-six lockout would give an average of 3.5; a bottom-six lockout would be 15.5.

If performance balancing had worked,

the discrepancy should hover between 0 and 4. Only twice out of 14 sessions has it been 4 or below, and in the majority of cases it’s between 6 and 9, which means that in 12 of 14 rounds at least one manufacturer has been utterly hobbled. And that’s exactly what performance balancing was conceived to prevent.

**MARCUS SIMMONS**

HOW PERFORMANCE BALANCING HAS FAILED TO WORK



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## WORLD ENDURANCE CHAMPIONSHIP

# Silverstone plans to keep August WEC fixture slot

SILVERSTONE IS TARGETING A LONG-TERM FUTURE as part of the World Endurance Championship after making a quick return to the calendar for next season.

The British venue was given an August date in the transitional 2018-19 superseason last week after initially falling off a downsized schedule that includes two editions each of the Le Mans 24 Hours and Spa 6 Hours. Silverstone bosses want to maintain that calendar slot for 2019 and beyond after the WEC transitions into a winter series, with each season climaxing at the Le Mans 24 Hours.

"We are taking a long view and want to be part of the WEC moving forward, though our deal for the moment only covers 2018," said Silverstone Circuits Ltd managing director Stuart Pringle. "We definitely want to stick about.

"We don't know what kind of grid we are going to get

next year, but sportscar racing is very important in the history of Silverstone, and the British Racing Drivers' Club [the owner of the track] was born at Le Mans."

Silverstone believes that a switch from the April date it has filled since 2013 to the penultimate weekend of August can result in a major increase in the crowd. "We are very happy with the new date, but we will have to see how it meets with everyone's approval, including the fans," Pringle explained. "With the race coming after Le Mans, this presents an opportunity to market the event to the many British fans who go to Le Mans."

Silverstone's date replaces the vacant February 2019 slot on the original schedule. The reshuffle means that there will now be five races during 2018 and three in 2019.

GARY WATKINS



## NASCAR CUP

# Patrick loses her Stewart-Haas seat

DANICA PATRICK AND ARIC Almirola are the latest NASCAR Cup stars to be facing an uncertain future after both learned last week that they will lose their current rides in 2018.

Ex-Formula Ford Festival runner-up and IndyCar race winner Patrick confirmed on her Facebook page last week that she would not be staying with Stewart-Haas Racing "due to a new sponsorship arrangement in 2018". She had begun '17 with

Nature's Bakery as the primary sponsor on her #10 Ford but the company pulled its backing before the season began.

After a court battle that ended in a settlement, Nature's Bakery sponsored SHR at four more races this season but only one with Patrick (above) and the others with her team-mate Clint Bowyer.

Meanwhile, Richard Petty Motorsports is expected to replace

Almirola with Darrell Wallace Jr, who subbed for Almirola in four races this season while he recovered from a back injury. Smithfield Foods, Almirola's backer at Petty, announced last week that it would cut ties with the team at the end of this season and switch to Stewart-Haas, but team boss Richard Petty issued a statement in response accusing Smithfield of renegeing on a deal.

JIM UTTER & LEE SPENCER

## INDY 500

# FRENCH EX-F1 BOSS ENTERS INDY 500

EX-FORMULA 1 TEAM BOSS Didier Calmels is returning to the top echelons of single-seater racing by fielding a car in next year's Indianapolis 500.

Calmels was a co-founder of the Larrousse F1 team, which first competed in 1987, but was subsequently convicted of killing his wife. The sentence was lenient because it was held by the French courts that it was a 'crime of passion'.

Now the co-owner of World Endurance Championship team Signatech, his Calmels Sport team has linked up with established IndyCar squad Schmidt Peterson Motorsports to run Indy 500 debutant Tristan Gommendy. The 38-year-old Frenchman races in the WEC with Jackie Chan DC Racing, but has a strong single-seater pedigree.

Gommendy was a race winner in Superleague Formula, raced in Champ Car in 2007, was a race winner in Formula Renault 3.5 in '05, and won the Macau Grand Prix and the French Formula 3 Championship in '02.

"Competing in the Indianapolis 500 is a dream come true; it was a career goal when I was racing in Champ Car," said Gommendy. "Even though I grew up driving open-wheel cars, everything is completely new when you get to Indy. The first steps, including my first simulator test, went well, but much more work needs to be done."

The blue-and-red mock-up of the car livery even looks like an old Larrousse F1 car. But because we're retro nerds we'll show you a picture of Yannick Dalmas in the 1988 Larrousse Lola (below).

JIMMY BARRETT JR



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# Only the talk is cheap

A budget cap is on the agenda yet again, although this time it might actually happen. But will there be collateral damage?

By Dieter Rencken, Special Contributor

[@RacingLines](#)

**TO LIBERTY MEDIA, OWNER OF THE FORMULA ONE** Group, the share price of its Formula 1 asset FWONK is king: the better F1's prospects of raking in money, the higher the price. As in any 'shopkeeper' model, Liberty's profit is dependent upon minimising costs of sales and maximising revenues: cut costs and/or boost income, and profits are optimised, with commensurate impact on the share value.

Liberty's two-pronged plan is to grow revenues while reducing outgoings. By far its largest cost driver is the team's collective slice of F1's revenues, which constitute a sliver over 50% of income, or around two-thirds of retained revenues. To put this differently, of F1's approximate £1365million annual income, around £750m will this year flow to the teams, while F1's owners trouser about half that.

Growing revenues via expanded calendars is one option; intensified broadcasting activity provides another. Both are, though, long-term works-in-progress, particularly as the hosting-fee trend is southwards, as attested to by Sepang and Silverstone. But Wall Street rewards short, sharp results, and punishes uncertainty.

Thus Liberty's focus is on outgoings, more particularly team earnings. Cut these by, say, a third, and profits (and share prices) rise accordingly. Obviously, though, the likes of Mercedes or

Ferrari are as unlikely to countenance such reductions as you or I would be willing to accept a pay cut; if, however, the costs of competing could be reduced by similar amounts (or more), their boards are more likely to be receptive to revenue reductions.

The quickest and most equitable solution is to cut costs through budget caps. Hence this thorny topic is being revisited with renewed vigour, with a target date for implementation of January 1, 2021, when new sporting/technical regulations and revised commercial agreements come into effect.

That is a little over three years away, which accounts for the great urgency, for budget caps will not only shape the regulatory process, but the entire F1 landscape for years to come. In order to achieve the objective, a glide path to the end of 2020 has been proposed as precursor to annual caps, and a figure of \$150m (£115m at prevailing exchange rates) is being bandied about.

That figure excludes engines (already capped at around £16m and decreasing), driver earnings, executive remuneration (private yachts are expensive) and marketing.

All-in, then, that's around \$200m to operate two cars on 20 (or so) weekends per annum – and at the moment some teams

are spending well over double that. Those above the proposed ceiling are, in diminishing order of spend: Ferrari, Mercedes, Red Bull Racing, McLaren and Renault.

With engine usage and prices controlled and tyres standardised, restrictions on testing, limits on race team personnel, controls on windtunnel hours and CFD usage, and other blanket restrictions, it costs about the same – whether you're Ferrari or Force India – to run two cars for a season. That figure is estimated to be around £80m. Any spend over that figure comes through development cycles as the major teams compete to throw parts at their cars.

Therein lies Liberty's challenge. It has to persuade the big spenders that levelling the financial playing field will still enable them to win against teams that have evolved into major forces on far leaner budgets. Consider the magnificent job Force India has done on sub-£100m budgets, then imagine the challenge the team could mount given financial parity with Mercedes.

The shame of manufacturer teams getting regularly creamed by their engine customers could be too much for their boards

to bear, and thus they may decide to exit F1, or concentrate on Formula E – which could, in turn, cause further issues. Should they walk, would they, for example, take their engine supplies with them? If so, who to plug

such voids? Incoming manufacturers would face the same risks.

Then there is the human cost. Reduced budgets equal headcount cuts, with (conservative) estimates suggesting the quintet currently operating above the \$200m all-in threshold would need to collectively reduce manning levels by around 1400 heads over three years. True, at Ferrari some staff could be absorbed within its road car division, or, in the case of Red Bull, be transferred to Toro Rosso, but what about the rest?

Mercedes' F1 team isn't in the same country as its road car manufacturing operation. While British-based independents might increase their activities and absorb some staff, the number of families who could be directly affected by layoffs if Mercedes pulled the plug is up to 800. Factor in the cost of redundancy packages, and projected savings diminish rapidly – but not, of course, for Liberty...

Talk of budget caps is cheap, but their implementation could prove extremely expensive unless handled with due care and circumspection. That they are vital for the sport's future health – and, by extension, Liberty's share price – is a given. Yet, as is too often the case in F1, time is running out. ❄

**“Imagine the challenge Force India could mount given financial parity”**

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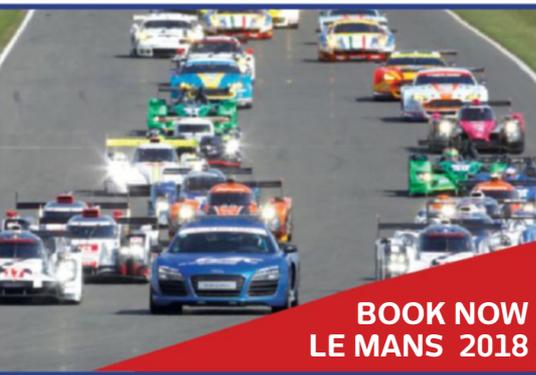
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# FEEDBACK

## Vettel needs to have more belief in himself

Last year we had the 'desperate-to-be-champ' Nico Rosberg taking deliberately too-deep lines into some bends and forcing rivals (and even his team-mate) off track. Now we have Sebastian Vettel veering left to stop Max Verstappen taking the lead on lap one of (a scheduled) 61.

How can a multiple champion have so little faith in his own abilities to repass the Red Bull driver later in the race? Finishing second would have earned the German 18 valuable points, so it's hard to understand why he took such a short-term view of his 2017 title chances.

Hamilton's confidence of winning another crown, in striking contrast to Vettel's, must now be sky high.

**David Windsor**  
Byemail

### Vettel's the villain of Singapore

From where I was sitting (the comfort of my armchair) the villain of Singapore was Vettel, who squeezed Verstappen into Kimi Raikkonen, setting off a train of events that took out Fernando Alonso.

But the true culprit is surely the governing body of F1 for allowing, for so many years, dangerous driving to go unpunished. Ayrton Senna, Michael Schumacher and now Vettel have been allowed to get away with outrageous 'racing' manoeuvres for far too long. Add to this a set of rules that makes (genuine) overtaking increasingly rare... and Singapore is the outcome.

No-one should be surprised. The sad thing is that we all were robbed of what could have been two hours of motorsport magic in difficult and challenging conditions; a perfect showcase for F1 and the skills of its drivers.

**Guy Wrench**  
Byemail

### What's the point of night races?

I write on the Saturday of the Singapore GP weekend with the main thought being 'what's the point'? I fully understand the idea of a 'world' championship, visiting beautiful locations beyond the traditional realm of F1, but it's in the dark. I fail to see the appeal of night races. Sure, the paintwork shines nicely, but you can't see anything beyond the floodlights. You could, literally, be anywhere. They could save a lot of money by running it around Leicester in the middle of the night.

If the motivation is to visit exotic locations but still have the start times to suit the European audience, I believe it's counter-productive. If the European TV audience is so important, perhaps more races in, say, Europe, to suit them?

**Rob Johnson**  
Leicester

### Lift the lid on helmet changes

Unless my short-term memory is starting to fade, wasn't it the case that after Sebastian Vettel's almost race-by-race helmet changes a couple of years



Vettel's fatally hurt Ferrari about to make its exit from the Singapore Grand Prix

ago, we were told that only one or two 'slight' changes would be allowed in future? Could have sworn that Seb has now changed his helmet, albeit slightly, for the last three races. Is he taking a 'Liberty' with the 'Media'?

**Brian McCausland**  
Portishead

### Fun, fun, fun in the T-bird

I own a 1959 Ford Thunderbird, and I can't tell you what a kick it was to see Tom Kristensen driving what I think was a 1958 T-bird (they are all but identical) at Goodwood. I would never dream of wrestling it through turns like that! Thank you for a real thrill.

**Michael Reilly**  
St Louis, Missouri

### McLaren's leap of faith

With Alonso's track record of changes and choosing his teams, one just wonders if McLaren is following the right leader in its very expensive engine swap.

It seems like if you don't have a Merc bolted behind, you might as well not turn up if you want to challenge for wins and the championship, discounting one of the red machines Alonso ditched for good.

McLaren went down the wrong path – but is this just another panic move into the dark?

**Sami Seppala**  
By email

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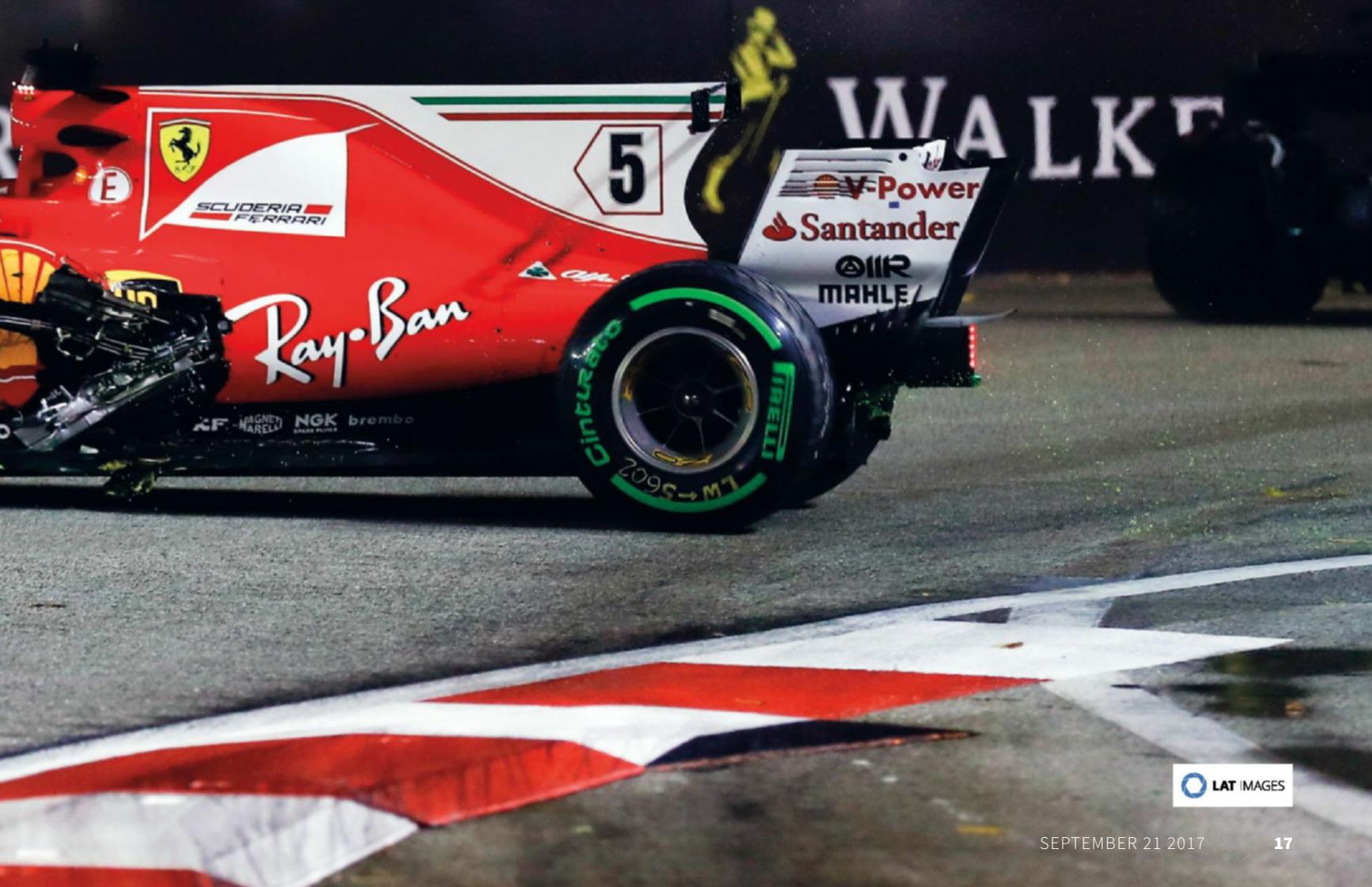
# How Vettel shot himself in the foot

By Edd Straw, Editor-in-Chief [@eddstrawF1](#)

JOHNNIE WALKER



# JOHNNIE





**“YOUR GUESS IS AS GOOD AS MINE,” WAS LEWIS HAMILTON’S DOWNBEAT** response, a few hours after qualifying fifth, when asked how he intended to limit the damage Sebastian Vettel would inflict upon him in the following evening’s Singapore Grand Prix.

But there is a flip side to the damage-limitation coin, which Ferrari discovered to its cost in the race. In a few moments, the combination of Vettel’s so-so start in wet conditions, team-mate Kimi Raikkonen’s spectacularly good one and Max Verstappen’s decent launch set the top three on a collision course. Ferrari inflicted enormous damage, but it did so upon itself – and with devastating consequences.

Regardless of the verdict of the stewards, who deemed no driver was “wholly or predominantly to blame for the incident”, Vettel only had himself to blame for a missed opportunity that, if it doesn’t cost him the world championship, has certainly reduced the chance of him winning it. This was Ferrari’s worst-case scenario, a nadir from which it may not recover in 2017.

It took around six seconds for Ferrari’s day of destiny to turn into one of disaster. Vettel was a little slow off the line from pole, then appeared to suffer a dab of wheelspin in the second phase of the start. Vettel was vulnerable, and he knew it. Around three and a half seconds after the lights went out, he glanced to his left and made his call. He invoked the Michael Schumacher start chop, a technique he has deployed well in the past, to cover Verstappen. Bad decision.

In taking this course of action you are often asking the driver alongside you on the straight to accommodate you. And it was impossible for Verstappen to extend this courtesy to Vettel. This was partly down to Raikkonen struggling on a track where he normally goes well and being well off his team-mate’s qualifying pace, leaving him fourth on the grid behind the Red Bulls instead of alongside Vettel on the front row.

Raikkonen’s rapid start had catapulted him between Verstappen and the pitwall, and, for a few seconds, looked like it would give him the race lead. But Vettel’s move led to the moment when Verstappen was doomed. Around five seconds after the start, he had a wall and then a Ferrari on his left, and a horse prancing towards him from the right. Stuck in the middle, out of options.

The result was Raikkonen, tagged by Verstappen’s front-left wheel, being pitched into a spin and torpedoing his team-mate. Vettel did make it through the first corner, but with a hole in his sidepod and fluid streaming from his car. Hamilton, who had made a great start to charge up the right-hand side – critically, jumping Daniel Ricciardo’s Red Bull – wisely kept to the left on the exit of Turn 3 to keep away from the fluid and watched Vettel spin into the wall moments later.

Verstappen had survived the initial contact with Raikkonen and was just explaining to the team that he had damage when the rudderless Finnish torpedo hit him amidships and pushed him into Fernando Alonso’s McLaren. The Spaniard had made a great start and was making his way around the outside of Verstappen. While he survived for longer than Vettel, the damage Alonso had sustained eventually put him out.

The stewards took no action against Vettel, who was the subject of the investigation. The verdict stated that Vettel “moved to the left-hand side of the track; car 33 and car 7 then collided”. This is true, but critical to the lack of

## **“Vettel was the trigger, but had been punished in the heaviest way already”**

punishment is that the causal link between the first statement and the second is implied, rather than emphatically stated. The stewards knew exactly what happened and how the last car to be hit had created the situation, but opted to use the fact that the initial contact was between Raikkonen and Verstappen as a way out.

There’s nothing fundamentally wrong with the stewards doing that from a practical point of view. Vettel and Ferrari had been punished in the heaviest way possible already, and as a rule F1 does well to minimise penalties for racing accidents even when, as in this case, Vettel was the trigger. Why? Because Raikkonen and Verstappen were driving in a straight line, and he wasn’t.

Crucially, this was on a straight and well before the braking zone. If you make a move on a straight requiring another driver to move over, brake or vanish completely to avoid a collision, you are at fault. It doesn’t matter how many car widths there are, it is playing >>



Ferrari will rue  
points lost in a race  
it should have won



with fire. This was Vettel's miscalculation. The whole Ferrari team later did its best to avoid the media, and Vettel explained what happened in the most prosaic terms possible.

"I had an average start and then went to the left trying to fend off Max and the next thing I get a bump on the side and see Kimi's car," was his summary. At least he was emphatic in confirming that his move was aimed at defending against the Red Bull.

Raikkonen took a similar approach, while Verstappen was quick to pile in and blame Vettel for instigating the accident.

"I tried to back out of it because I could see it coming, but the rear tyres are wider than the front so I couldn't back out of it any more," said Verstappen, who was unable to reverse the front of his Red Bull out of the closing Ferrari vice. "I was in the middle without doing anything wrong, I was just trying to have a clean start.

"I'm happy that not only I retired, so we all have a bit of pain. If I make a mistake myself and go off, that's a different story. I could see Kimi had a great start so I tried not to defend that as it's a long race, but after 200 metres everything was done."

Verstappen is right that he could see it coming, and if you watch his onboard replay there is a moment where you can feel his helplessness. It might tally with the tedious ongoing narrative of Verstappen as an impetuous young lunatic, but short of vanishing into the ether he could do nothing to prevent this.

Hamilton, meanwhile, will have been elated by what he saw. Already delighted by what he described as "his conditions" thanks to the pre-race rain that split the field between intermediate and

wet rubber, he made a great start to tuck in behind Vettel into second place. With Vettel out of the way a few moments later, the whole complexion of the race had changed. As he led Ricciardo around under the safety car, he knew it was a two-horse race.

"I saw this commotion happening," said Hamilton. "I was alongside Daniel, I had a great Turn 1 and came out behind Sebastian. And then I came out of Turn 3 and I was just excited to race Sebastian. I was like, 'It's on, I'm ready'. But then he had a problem with the car and he lost control. Then I was in the lead."

But he was now against a Red Bull that was, on paper, seriously fast. Hamilton did an immaculate job of the restart, crossing the line already 1.2s clear. By the end of the first racing lap, he was 3.6s ahead. In the ensuing five laps of racing, before Daniil Kvyat locked up into Turn 7, ran wide and piled into the barrier to trigger a second safety car, Hamilton was an average of

0.322s faster than Ricciardo. Both were on intermediates, so it was a straight fight. Probably just Hamilton's virtuosity in the wet, right?

Ricciardo capitalised on the second safety car to make a stop for fresh intermediates. This unnerved Hamilton, who enquired about the wisdom of Mercedes not doing the same. What's more, the strategy move didn't even cost Ricciardo a position because a lap later the two drivers who had got ahead of him — Renault's Nico Hulkenberg and Force India's Sergio Perez — also pitted. Surely, now, Ricciardo would pile on the pressure... But no.

From the lap 15 restart through to the start of lap 28, at the end of which Ricciardo pitted to take on slick ultra-softs, Hamilton's

## “Short of vanishing into the ether, Verstappen could do nothing”



SUTTON



LAT IMAGES

average advantage was 0.556s per lap. This built up a gap of 10 seconds, and when Hamilton pitted a lap later than the Red Bull he emerged with a lead that settled at just under nine seconds.

Now, with the track basically dry and the cars running tyres on which Ricciardo had been seven-tenths a lap faster in Friday practice, was surely the time... But again, no. Aside from a moment after the restart when Hamilton dropped 2.5s (thanks to some instructions from the team not to take too much out of the tyres, and suggesting he bunch people up to stop anyone pitting and capitalising on clear air using fresh rubber), all was well.

Ricciardo did seem to be a little closer to the pace of Hamilton, but the reality is that the Mercedes driver had it all under control. At no point in this race, even with a tyre advantage on intermediates and through a range of conditions, did Ricciardo >>

Hamilton led from Ricciardo (above) as a consequence of the startline fracas (top)

## QUALIFYING



SEBASTIAN VETTEL DIDN'T NEED TO GO ANY FASTER, BECAUSE HE already had pole position banked. But as he embarked on his second Q3 run with a set of fresh ultra-soft Pirellis on his Ferrari, he had no way of knowing this. And after a brush with the wall in the third-gear Turn 19 right-hander under the grandstand, he was delighted with a fourth Singapore pole position that had looked pretty unlikely earlier in the weekend.

"I struggled this morning, I shouted probably as loud as them [the crowd] – it was unbelievable," said Vettel shortly after getting out of the car. "I'm still full of adrenalin. I love this track."

And with good reason. Vettel's pole lap was ragged in places, but the commitment was huge and his ability to handle the inevitable imprecision created by the bumpy track was spectacular. It left Red Bull drivers Max Verstappen and Daniel Ricciardo, who had finished Q1 and Q2 first and second, with no answer.

Verstappen's final Q3 effort was disappointing and he failed to improve on his first, puzzlingly describing it as "great" despite

**“Unbelievable. I’m still full of adrenalin. I love this track”**

Sebastian Vettel

that. While Ricciardo got to almost the same time as his team-mate, Red Bull's lack of pole-challenging pace was a letdown, although a big chunk of the deficit was in the more power-hungry first sector.

Marina Bay was always expected to be a weak track for Mercedes and it wasn't a surprise to see Lewis Hamilton and Valtteri Bottas delivering the team's worst qualifying performance of the season by locking out the third row at a circuit where it has struggled throughout the V6 hybrid era.

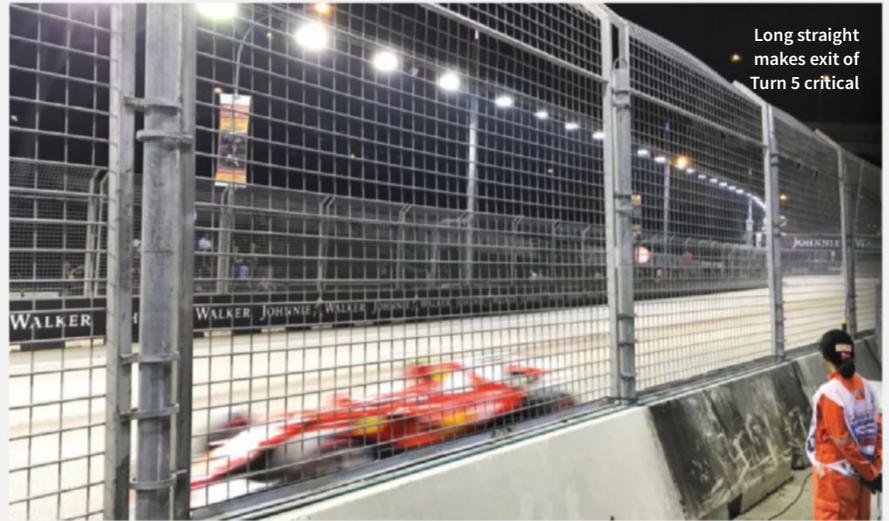
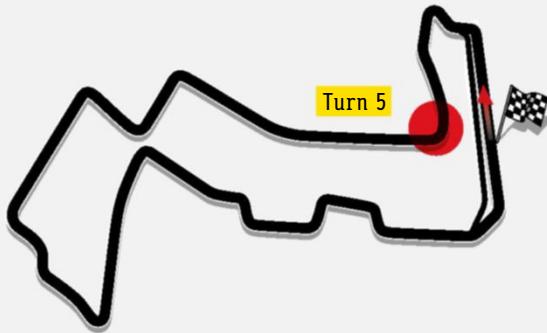
But it's hard to fault Hamilton's performance. The gap to Vettel was a massive 0.635s, although you could argue that pipping the lacklustre Kimi Raikkonen, who struggled throughout practice and said "it wasn't easy" in qualifying – even though the car was the best it would have been – was possible. Hamilton didn't quite manage to match his personal best third sector time on his final Q3 run, and had he done so he would have only been three hundredths behind the second Ferrari driver. So had he made the same gain proportionally in the final sector as he did in the first two, he could have been just ahead. But that's the most minor of quibbles, and far more relevant was that he was almost seven tenths faster than the struggling Bottas.

"The qualifying session was actually just as strong as ones where I qualified on pole," said Hamilton. "I got everything I could out of the car, they were very consistent laps, every single lap was right on it. I didn't have mistakes which cost me a ton of time. While I'm not in the position I want to be in, I'm generally happy with my own performance."

Behind them, Nico Hulkenberg was delighted to beat the McLarens of Fernando Alonso and Stoffel Vandoorne to best of the rest honours in a Renault that, while rapid, looked a handful to drive around the twists and turns of Marina Bay.



“YOU CANNOT MISS HOW HARD THE DRIVERS HAVE TO WORK”



Long straight makes exit of Turn 5 critical

NO MATTER WHO YOU ARE watching, no matter where you are around Singapore's Marina Bay circuit, you cannot miss how hard the drivers have to work here. A bumpy, busy track offers little respite and the difference between the drivers who can commit on the brakes, turn in confidently, control the rear wheels on the throttle and keep the back end of the car dancing on the limit without stepping out too much is clear.

The Turn 5 right-hander, which leads on to Singapore's longest straight, is one of the critical corners of the lap given the need to maximise exit

speed. It's no surprise that Fernando Alonso grabs the attention here during free practice two, defiantly late on the brakes as he yanks the car to the left side of the track after the kink that precedes the turn, turns in decisively, then controls the rear beautifully on the throttle. What is perhaps more surprising is that, a few seconds later, he seems to come past again. But this time, it's the apprentice Stoffel Vandoorne, looking ever more at home in F1 and able to emulate Alonso's use of the car in a way that eluded him earlier in the season.

There are others who stand out, Lewis Hamilton perhaps most of all for the way he keeps the car effortlessly in line from apex to exit. While others, including Valtteri Bottas, struggle to replicate the same line from lap to lap, Hamilton is immaculate.

It's a similar story for the Red Bulls. Daniel Ricciardo and perhaps more so Max Verstappen are stunningly

committed on entry. By contrast the Ferraris are struggling, with Kimi Raikkonen looking tentative and Sebastian Vettel having to make far more adjustments than is ideal, and several times finding himself perilously close to the wall on the exit.

But even then, the Ferrari looks more benign than the rest of the field, who lack grip by comparison. The Force

Indias are extremely sensitive to the way the car is set up at turn-in, sometimes picking up understeer, sometimes oversteer. Nico Hulkenberg is stunningly committed in the Renault, but is all elbows as he issues countless minor corrections. The latter is proof that even a car giving away grip can be hustled to good effect around Singapore.

**EDD STRAW**



Hamilton's win was a very unlikely one



look like a credible threat. So where did Red Bull's pace go?

Part of the answer is simple. Under the first safety car, Red Bull detected a gearbox problem that it anticipated would prevent Ricciardo making the end of the race. The result was a conservative approach to downshifts, less engine braking, and a little more lift-and-coast to avoid overdoing it on the brakes. That certainly cost Ricciardo a few tenths per lap, but it doesn't explain everything.

So let's rewind to where we started, with Hamilton talking about his expectations in the aftermath of qualifying fifth, when victory seemed an impossibility.

"Watching the onboard footage, their car has a different level of grip to ours," said Hamilton of Vettel. "I think it's more mechanically than overall downforce. It's exactly the same [problem] we've had for years here."

And yet, come race day, the Mercedes was strong. Potentially strong enough even to give Ferrari something to think about had either of its cars lasted. In some ways, this isn't a surprise as qualifying tends to extend gaps between cars compared with those over a long run. But even so, it was clear things were better for Hamilton. Mercedes boss Toto Wolff pointed to the track conditions as one explanation.

"Tyre temperatures," he surmised when asked to explain the difference in performance. "We were running always in a zone where we had the tyre temperatures under control and yesterday it was hotter. In order to extract it on one lap, you need to run them higher. The track was green, the grip was less than in qualifying yesterday and it was cooler and there was less push [understeer]."

## **"The reward was a victory snatched from the jaws of likely defeat"**

The track temperature was certainly a little lower in the race, around eight degrees off Saturday's peak, and that clearly helped. Significant, too, perhaps was the fact that Mercedes had struggled with the balance of the car on ultra-softs during practice whereas Hamilton had set a prodigiously fast pace on soft-compound Pirellis in free practice two. That, perhaps, hinted at the underlying potential of the Mercedes.

So it was a combination of factors that did the job for Hamilton. First, the accident at the start that wiped out three of the four drivers who outqualified him. Second, the fact that he gained track position over Ricciardo at the start. Third, the gearbox problem that held his pursuer back a little.

But there is a fourth factor, namely Hamilton's virtuoso performance. He didn't put a foot wrong in the race, and was on a different level to team-mate Valtteri Bottas, who finished an

unspectacular third. But as Hamilton alluded after the race, his hero Ayrton Senna's crash while leading by a country mile at Monaco in 1988 was a reminder of what can go wrong when you seemingly have the race won and your concentration slips. That sharpness meant that even without Ricciardo's problem, this was surely destined to be a Hamilton victory from the moment Vettel thought going left was a good idea.

The reward was a victory snatched from the jaws of defeat, and the biggest championship lead of the season. And all thanks to a title rival who, in the course of six fateful seconds, turned a winning arsenal on himself and deployed its firepower through his foot. ❦



LAT IMAGES

## SAINZ TAKES 'UNTHINKABLE' FOURTH PLACE

TORO ROSSO DRIVER CARLOS Sainz finished a career-best fourth, capitalising on Nico Hulkenberg's problems but aided only in part by the start-line accident.

Sainz started 10th after making Q3, despite the Toro Rosso not being at its best on the streets of Singapore. He ran only ninth early on (in spite of the fracas up front) after the anti-stall kicked in at the start. But unlike several of the drivers who ran ahead of him, he started on intermediate tyres rather than wets and jumped ahead of Stoffel Vandoorne, Esteban Ocon, Jolyon Palmer and Sergio Perez when they switched to inters under the second safety car.

Nico Hulkenberg's troubles allowed him to move up to fourth, although Sainz took the slower super-softs and had to repulse attacks from Force India driver Perez early in his final stint.

"It was a result we really earned, doing the right thing every time," explained Sainz. "There were complicated moments, especially when I had people with new inters behind me and mine were used.

"Then when everybody was on ultras I was on the super-softs, and I had to defend very hard from people who were a second quicker than us because of the tyres. Things started to happen, we passed some people and we finished fourth, which is incredible, unthinkable."



SUTTON



## Stewards take no action after

FORMULA 1'S STEWARDS DID not issue any penalties for the start crash that eliminated Max Verstappen and Kimi Raikkonen, as well as causing the damage that led to Sebastian Vettel's retirement later in the lap.

The stewards' panel, which included five-time Le Mans 24 Hours winner and former Benetton and Scuderia Italia F1 driver

Emanuele Pirro, deemed no driver to be "wholly or predominantly to blame" for the clash. A statement read: "The stewards examined video evidence and heard from Sebastian Vettel, the driver of car 5, Kimi Raikkonen, the driver of car 7, Max Verstappen, the driver of car 33, and the team representatives.

"Driver of car 7 had a very good start and was able to attempt

overtaking on car 33 on the left-hand side. At the same time, car 5, which had a slower start, moved to the left-hand side of the track; car 33 and car 7 then collided resulting in a chain collision with car 5 and, ultimately, car 14 (Fernando Alonso) at the next turn.

"The stewards consider that no driver was found to have been wholly or predominantly to blame for the

## Off-weekend for Bottas yields a podium



LAT IMAGES

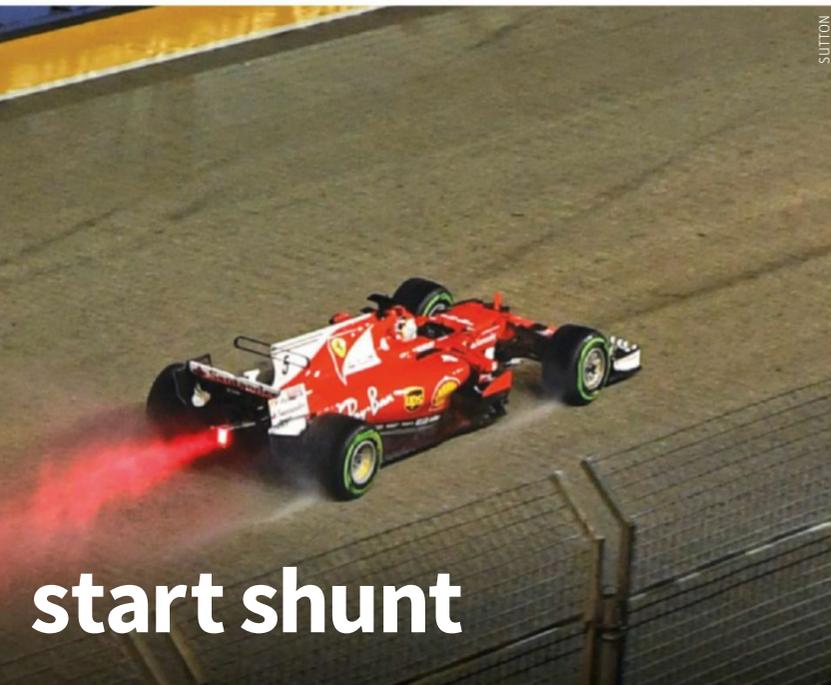
VALTTERI BOTTAS CLAIMED HIS 10TH PODIUM finish of the season in the Singapore Grand Prix after a difficult weekend during which he was unable to match Mercedes team-mate Lewis Hamilton's pace.

During practice and qualifying, Bottas struggled with keeping the rear end stable on the bumps and was visibly a little more tentative on turn-in. This resulted in him qualifying almost seven tenths slower than Hamilton.

Bottas ran fifth early on despite three cars that started ahead of him being eliminated thanks to a slow start. But Nico Hulkenberg and Sergio Perez ahead of him, as well as Jolyon Palmer (who passed him at the first restart) all started on wets. Bottas started on intermediates so did not have to make an early switch from wets, moving ahead of the trio when they stopped.

He then ran third for the rest of the race, but was unable to match the pace of Hamilton or Daniel Ricciardo ahead. He ended the race 8.8s behind Hamilton and just over four behind the Red Bull and did show better pace in the dry part of the race than in practice and qualifying. But he never threatened the lead battle.

"Just the feeling I had in the dry, in terms of the rear stability of the car, was much better today than any point of the weekend so far," said Bottas of his race performance. "That was the reason for the pace – cooler temperatures, some damp patches still on the track. I think the cooler temps helped us and me as well. It meant I could lean on the car more, so it [the improvement] came from the rear stability."



SUTTON

# start shunt

incident and will therefore take no further action.”

This season stewards have been more lenient after incidents, owing to a directive to apply the “wholly or predominantly to blame” test. The fact that Raikkonen and Verstappen had the initial contact, even though it was caused by Vettel’s move, appears to have muddied the waters enough for Vettel to escape sanction.

Former world champion Jacques Villeneuve was among those to criticise Vettel for his move across the track at the start, saying he “only has himself to blame”.

A Tweet published by Ferrari blamed Verstappen for the incident. The team stuck to its guns in the face of negative responses, later maintaining that it was a “factual” description of what happened.



LAT IMAGES

# Alonso denied ‘shot at win’

FERNANDO ALONSO HAD climbed from eighth on the grid to third at the start of the Singapore Grand Prix when his race was ruined by the damaged Kimi Raikkonen collecting Max Verstappen at Turn 1.

Alonso was on the outside of Verstappen at the time after a flying start, and was pitched into the air by the impact. Although he continued in 12th, the damage led to him retiring after eight laps.

Alonso claimed after the race that he was “guaranteed” a podium and could have fought for victory, although since he had started on

wets, he would have had to make one more stop than those who started on intermediates. But he was certainly in a position where he would have finished fourth at worst.

“The podium was guaranteed or maybe we would be even fighting for victory,” said Alonso. “It hurts because a podium is always a podium, but when we all arrive in the first corner at the start and you are on the outside, if one driver goes wide he hits you.”

McLaren team-mate Stoffel Vandoorne finished a career-best seventh after a strong weekend.

# Palmer claims best grand prix finish

JOLYON PALMER CLAIMED THE BEST RESULT OF his grand prix career, and only his second points finish in 33 starts, with sixth place in Singapore.

Having narrowly missed out on making Q3, Palmer ran sixth in the early stages, moving up to fifth after the restart following the first safety car by capitalising on his wet rubber to overtake Valtteri Bottas.

When the safety car was deployed for the second time, he pitted for intermediates and lost track position to Bottas and Carlos Sainz. Nico Hulkenberg’s problems allowed Palmer to move back up to sixth.

## Q&A

JOLYON PALMER  
RENAULT DRIVER



**It seems the race went pretty much as you would have hoped.**

Yeah, finally a smooth race and in the least smooth conditions with the rain on the grid and using all three tyres – wet, inters and ultra-soft. The car was really good, especially in the wet. We made a good start and getting ahead of Bottas on the restart was a nice touch. We lost a bit of

ground on the switch to the ultra-soft and nearly got done by Stoffel Vandoorne, and I lost time out of the pits getting blocked by Pascal Wehrlein. It shows what we can do.

**After a frustrating season, how important is it to show that you can deliver points-scoring finishes?**

I know I can. We should have had a good haul of points already but there was the gearbox penalty and getting stuck in traffic at Spa, then at Monza we started at the back and didn’t finish the race, but the performances on those two weekends have been very competitive with what we have got, and then finally the clear one here.

**You are looking to secure your future in F1, so how significant is this result for that process?**

Honestly, I don’t feel any difference to the previous 13 races. The pressure is on in F1. I always want to do well. I needed good results and I wish this result had come earlier. I’m still focused on each race as it comes. There’s six races to go, and whatever lies in the future lies there, but I want to do the best in each race and leave the team with my head held high at the end of the year.



LAT IMAGES

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## Kvyat and Ericsson caught out

DANIIL KVYAT AND MARCUS ERICSSON both retired from the rain-affected Singapore Grand Prix after hitting the barriers.

Toro Rosso racer Kvyat ran 11th in the early stages and had just passed Haas driver Kevin Magnussen for 10th when he locked up the front-left wheel under braking for the Turn 7 left-hander. He attempted to make the corner, but failed and hit the barrier. This led to the safety car being deployed for the second time.

“Unfortunately, I made a mistake and missed a good opportunity of scoring a good result today,” said Kvyat. “I managed to overtake Magnussen

and straight after that I locked my front wheel and went straight into the wall. I didn’t expect this to happen, so it’s very disappointing.”

This was Kvyat’s ninth consecutive race without a points finish, which is the worst run of his F1 career. His last top-10 result was in May’s Spanish Grand Prix.

Ericsson was running 14th when he spun on the Anderson Bridge and tagged the wall with his left-rear wheel. Although he kept the engine running, he was unable to recover and had to retire (below), admitting he “went a bit over the limit” trying to make up for the 20s lost in his previous pitstop.

## Hulkenberg denied strong finish

NICO HULKENBERG LOST fourth place to an oil leak that forced an extra pitstop and his eventual retirement after a strong performance.

The Renault driver was best of the rest behind the big three teams in qualifying and ran third in the early stages after starting on wets. He dropped behind Valtteri Bottas thanks to having to

make a stop to change to intermediates under the second safety car, and held fourth position despite an oil leak hobbling him.

When the third safety car was deployed after Marcus Ericsson spun, Hulkenberg — who had dropped back from third-placed Bottas — pitted for the problem to be worked on and rejoined 10th,

but retired after 48 laps for “preventative” reasons. This led to an apology from the team.

Hulkenberg’s retirement denied Renault the chance to overhaul Toro Rosso for sixth in the constructors’ championship, with Carlos Sainz gaining a place and extending his team’s advantage by four points.



## Gelael makes F1 weekend debut

SEAN GELAE MADE HIS FORMULA 1 WEEKEND debut, replacing Carlos Sainz Jr at Toro Rosso during first free practice.

This was the first of four outings for the 20-year-old Indonesian, who lies 15th in Formula 2 and drove for the team in the post-race tests in Bahrain and Hungary. He completed 26 laps, ending up 18th fastest with a best lap 3.350 seconds slower than team-mate Daniil Kvyat.

Gelael plans to test more with Toro Rosso next year, but an F1 seat would need a vastly improved F2 season in 2018 to earn the requisite superlicence points.

“I’m quite happy with it,” said Gelael of his performance. “We realise that we need a really good result in Formula 2 to get the points, so hopefully we can do that next year in Formula 2.”

Antonio Giovinazzi also had his third FP1 run for Haas, replacing Kevin Magnussen.





# CONGRATULATIONS



**Jack Butel**  
who took his first LMP3  
Cup win at Donington  
Park last weekend with  
**Speedworks Motorsport**

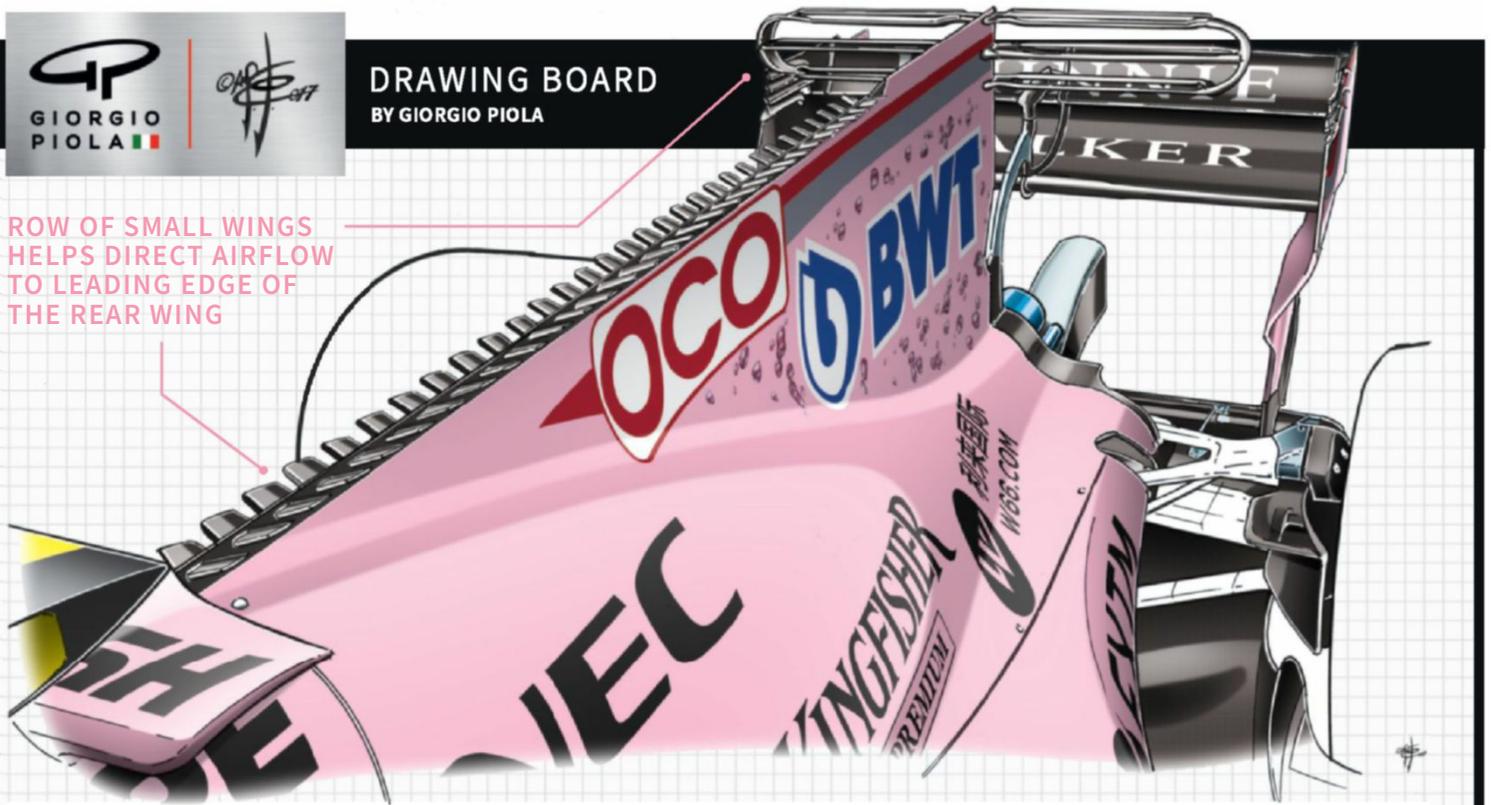


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**DRAWING BOARD**  
BY GIORGIO PIOLA

ROW OF SMALL WINGS HELPS DIRECT AIRFLOW TO LEADING EDGE OF THE REAR WING



**FORCE INDIA 'STEGOSAURUS' WINGS AID AIRFLOW'S ANGLE OF ATTACK**

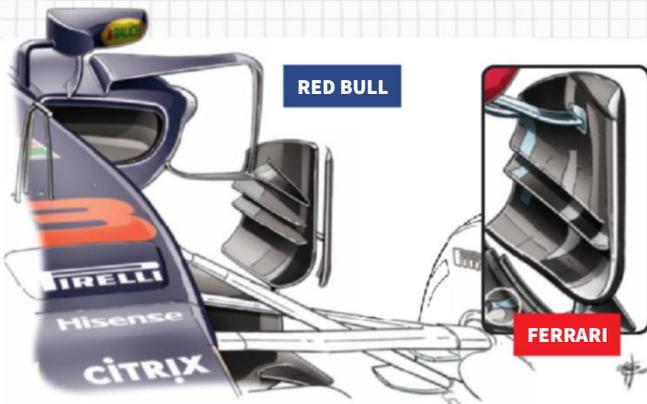
To help the overall efficiency of the rear wing, especially in high-downforce configuration when using the triple-element shark-fin wing, the angle of attack of the airflow onto the leading edge

of the main rear wing is very important. This is what Force India is trying to improve. With the bulk of the car in front of the rear wing, it is difficult to get the airflow to turn back down onto what

is called the separation point. This is where the airflow decides what is going over the top of the wing and what is going under the wing. A higher separation point effectively

means a more cambered – or banana-shaped – wing, which will produce more downforce. This small row of wings angled downwards will help turn the airflow towards the

rear-wing leading edge. For reference, it is the opposite to what Mercedes was doing earlier in the season when it had a cooling exit in this area. **GARY ANDERSON**



**RED BULL FLOW CONDITIONER**

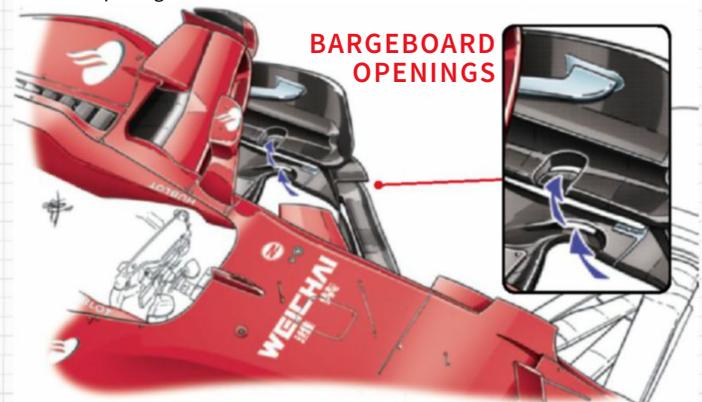
I often say that you can't really copy components from one chassis to another, but Red Bull's Ferrari-inspired outer turning-vane development proves that sometimes you can. This turning vane is actually fairly detached from the rest of the car's 'aerodynamic flow structures', as the aerodynamicists now like to call them. Its main function is to manage the turbulent airflow wake coming off the front tyre.

Everyone has the same tyres, perhaps making it easier to translate the idea from car to car. It's critical that this turbulent airflow is not allowed to get pulled into the leading edge of the underfloor or the sidepod undercut. This turning vane will pick up that airflow and do its best to tidy it up, meaning it will do less damage. In turn, the underfloor will work more efficiently. **GARY ANDERSON**

**FERRARI FINE-TUNING WITH SLOTS**

Once a certain development has been introduced and the team is happy that it's seeing correlation between the track and windtunnel/CFD, the aero engineers will start to optimise the component that little bit further. Ferrari introduced its louvred bargeboards a few races ago and for Singapore it introduced some small openings around the lower

louvre. This is to optimise the airflow in a very specific area. It will either eliminate an airflow separation problem or, more likely, set up a stronger vortex that will extend down the side of the underfloor, helping to seal the underfloor and allowing the car to be run higher at the rear. In turn, this will generate higher levels of underbody downforce. **GARY ANDERSON**



# F1/SINGAPORE GRAND PRIX RESULTS

## STARTING GRID



## Race results / 58 laps - 182.464 miles

## Fastest laps

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES	TIME IN PITS
1	Lewis Hamilton (GB)	Mercedes	2h03m23.544s	58	●●○	28.466s
2	Daniel Ricciardo (AUS)	Red Bull-Renault	+4.507s		●●○	58.776s
3	Valtteri Bottas (FIN)	Mercedes	+8.800s		●○●	29.089s
4	Carlos Sainz (E)	Toro Rosso-Renault	+22.822s		●●●	30.093s
5	Sergio Perez (MEX)	Force India-Mercedes	+25.359s		●●●	59.314s
6	Jolyon Palmer (GB)	Renault	+27.259s		●●●	1m00.053s
7	Stoffel Vandoorne (B)	McLaren-Honda	+30.388s		●●○	1m06.528s
8	Lance Stroll (CDN)	Williams-Mercedes	+41.696s		●●○	29.412s
9	Romain Grosjean (F)	Haas-Ferrari	+43.282s		●○●	29.049s
10	Esteban Ocon (F)	Force India-Mercedes	+44.795s		●●●	1m29.643s
11	Felipe Massa (BR)	Williams-Mercedes	+46.536s		●●●	1m29.404s
12	Pascal Wehrlein (D)	Sauber-Ferrari	-2 laps		●●●	2m21.401s
R	Kevin Magnussen (DK)	Haas-Ferrari	50 laps-power unit		●●●	1m30.015s
R	Nico Hulkenberg (D)	Renault	48 laps-oil leak		●●○	2m09.087s
R	Marcus Ericsson (S)	Sauber-Ferrari	35 laps-accident		●●●	2m31.284s
R	Daniil Kvyat (RUS)	Toro Rosso-Renault	10 laps-accident		●	-
R	Fernando Alonso (E)	McLaren-Honda	8 laps-damage		●	-
R	Sebastian Vettel (D)	Ferrari	0 laps-accident		●	-
R	Max Verstappen (NL)	Red Bull-Renault	0 laps-accident		●	-
R	Kimi Raikkonen (FIN)	Ferrari	0 laps-accident		●	-

POS	DRIVER	TIME	GAP	LAP
1	Hamilton	1m45.008s	-	55
2	Ricciardo	1m45.301s	+0.293s	57
3	Bottas	1m45.405s	+0.397s	54
4	Sainz	1m46.537s	+1.529s	52
5	Palmer	1m46.722s	+1.714s	52
6	Vandoorne	1m46.722s	+1.714s	57
7	Perez	1m46.731s	+1.723s	52
8	Massa	1m47.055s	+2.047s	58
9	Stroll	1m47.512s	+2.504s	55
10	Magnussen	1m47.585s	+2.577s	44
11	Grosjean	1m47.637s	+2.629s	54
12	Ocon	1m47.677s	+2.669s	52
13	Hulkenberg	1m48.011s	+3.003s	37
14	Wehrlein	1m49.061s	+4.053s	56
15	Ericsson	1m52.496s	+7.488s	35
16	Kvyat	2m10.512s	+25.504s	10
17	Alonso	2m13.579s	+28.571s	6
18	Vettel	no time	-	-
19	Verstappen	no time	-	-
20	Raikkonen	no time	-	-

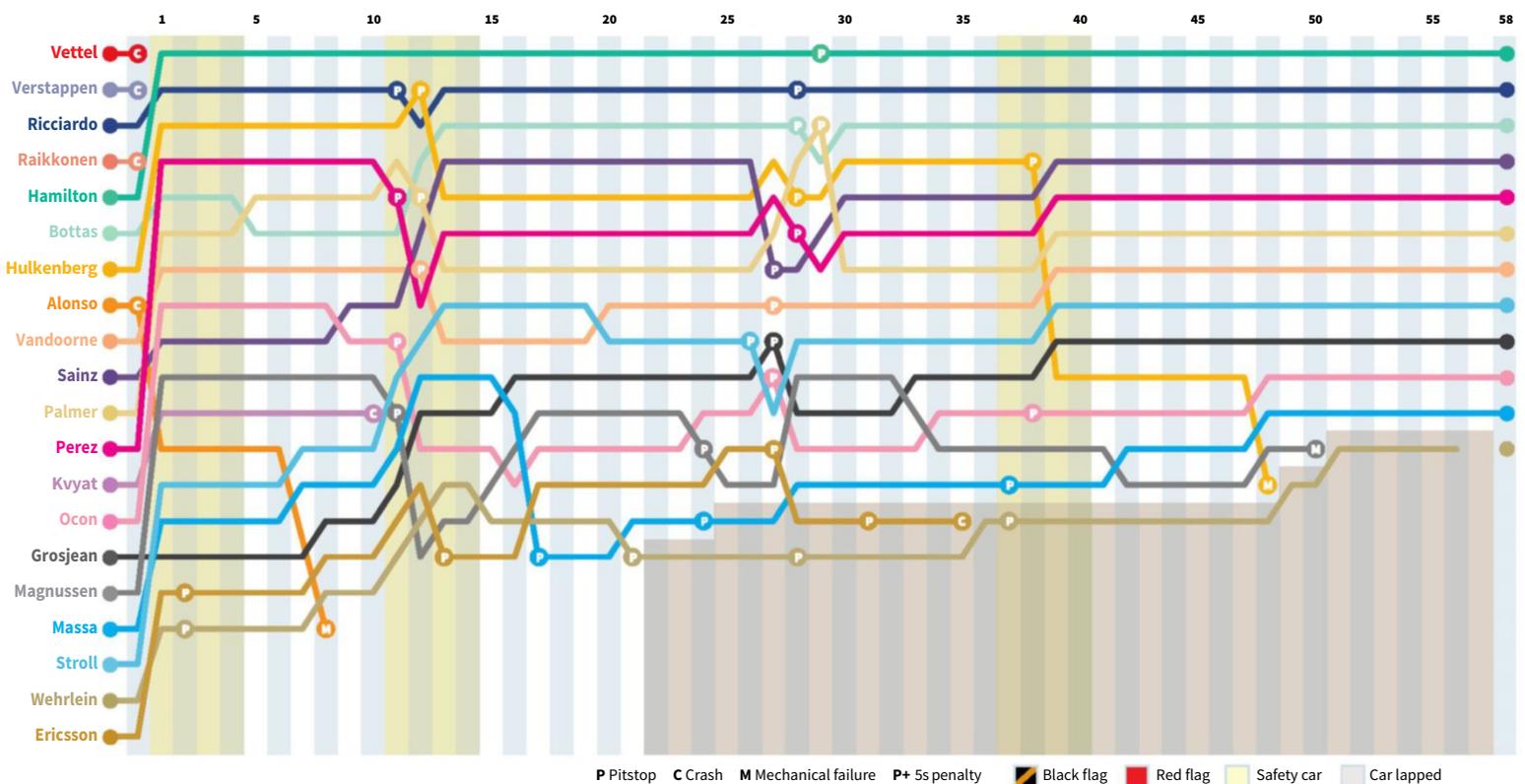
WEATHER Rain/drying, 28C WINNER'S AVERAGE SPEED 88.719mph FASTEST LAP AVERAGE SPEED 107.897mph

Laps through the pitlane under the safety car (laps 1-3) without tyre changes are not listed

● New ○ Used ● Ultra-soft ● Super-soft ● Soft ● Medium ● Hard ● Wet ● Intermediate

<h3>2</h3> <p>This was the second time no Mercedes started on the first two rows in the turbo hybrid era, which started in 2014</p>	<h3>7</h3> <p>Vandoorne claimed his best finish in F1, eclipsing his previous best of 10th</p>	<h3>25</h3> <p>This was Ricciardo's 25th podium finish in 123 F1 starts</p>	<h3>60</h3> <p>Hamilton took his 60th F1 victory, meaning he is now 31 wins behind Michael Schumacher's record</p>	<h3>129</h3> <p>Hulkenberg has set a new record for F1 starts without a podium finish (129), moving him clear of Adrian Sutil</p>	<h3>488</h3> <p>Palmer ended 488-race drought without a family member in the top six, going back to dad Jonathan's sixth in Portugal 1989</p>	<h3>2510</h3> <p>Hamilton broke the 2500-point barrier in F1 - the first driver to do so thanks to the post-2009 points system</p>
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## Lap chart / What happened, when



12 Perez #11  
1m42.246s



14 Ocon #31  
1m42.760s



16 Magnussen #20  
1m43.756s



18 Stroll #18  
1m44.728s



20 Ericsson #9  
1m45.570s



13 Kvyat #26  
1m42.338s



15 Grosjean #8  
1m43.883s



17 Massa #19  
1m44.014s



19 Wehrlein #94  
1m45.059s



### Qualifying 1

POS	DRIVER	TIME
1	Verstappen	1m42.010s
2	Ricciardo	1m42.063s
3	Alonso	1m42.086s
4	Sainz	1m42.176s
5	Vandoorne	1m42.222s
6	Hamilton	1m42.455s
7	Palmer	1m42.472s
8	Kvyat	1m42.544s
9	Hulkenberg	1m42.586s
10	Bottas	1m43.137s
11	Raikkonen	1m43.328s
12	Vettel	1m43.336s
13	Perez	1m43.594s
14	Ocon	1m43.626s
15	Grosjean	1m43.627s
16	Magnussen	1m43.756s
17	Massa	1m44.014s
18	Stroll	1m44.728s
19	Wehrlein	1m45.059s
20	Ericsson	1m45.570s

### Qualifying 2

POS	DRIVER	TIME
1	Verstappen	1m40.332s
2	Ricciardo	1m40.385s
3	Raikkonen	1m40.525s
4	Vettel	1m40.529s
5	Hamilton	1m40.577s
6	Vandoorne	1m41.227s
7	Hulkenberg	1m41.277s
8	Bottas	1m41.409s
9	Alonso	1m41.442s
10	Sainz	1m41.826s
11	Palmer	1m42.107s
12	Perez	1m42.246s
13	Kvyat	1m42.338s
14	Ocon	1m42.760s
15	Grosjean	1m43.883s

### Qualifying 3

POS	DRIVER	TIME
1	Vettel	1m39.491s
2	Verstappen	1m39.814s
3	Ricciardo	1m39.840s
4	Raikkonen	1m40.069s
5	Hamilton	1m40.126s
6	Bottas	1m40.810s
7	Hulkenberg	1m41.013s
8	Alonso	1m41.179s
9	Vandoorne	1m41.398s
10	Sainz	1m42.056s

### Race briefing

#### FRIDAY PRACTICE

ANTONIO GIOVINAZZI replaced Magnussen at Haas

SEAN GELAEI replaced Sainz at Toro Rosso

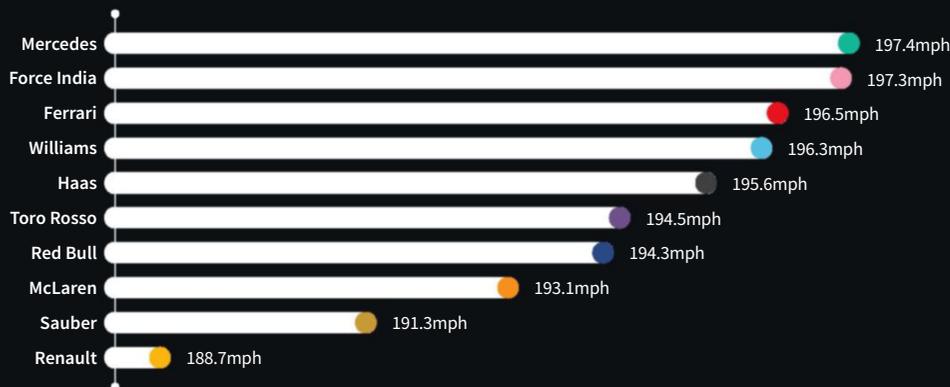
#### GRID PENALTIES

ERICSSON Five-place penalty for replacement gearbox

WEATHER Dry, dark, 30C

## SPEED TRAP

Fastest for each constructor in qualifying



### Free practice 1

POS	DRIVER	TIME
1	Ricciardo	1m42.489s
2	Vettel	1m42.598s
3	Verstappen	1m42.610s
4	Hamilton	1m42.904s
5	Perez	1m43.423s
6	Bottas	1m43.434s
7	Raikkonen	1m43.734s
8	Alonso	1m43.759s
9	Hulkenberg	1m44.101s
10	Kvyat	1m44.220s
11	Vandoorne	1m44.340s
12	Palmer	1m44.961s
13	Ocon	1m45.053s
14	Massa	1m45.084s
15	Grosjean	1m46.456s
16	Giovinazzi	1m46.782s
17	Stroll	1m47.190s
18	Gelael	1m47.570s
19	Ericsson	1m47.699s
20	Wehrlein	1m47.886s

### Free practice 2

POS	DRIVER	TIME
1	Ricciardo	1m40.852s
2	Verstappen	1m41.408s
3	Hamilton	1m41.555s
4	Bottas	1m42.104s
5	Hulkenberg	1m42.448s
6	Vandoorne	1m42.501s
7	Alonso	1m42.788s
8	Perez	1m42.826s
9	Raikkonen	1m42.835s
10	Ocon	1m43.054s
11	Vettel	1m43.104s
12	Sainz	1m43.236s
13	Kvyat	1m43.608s
14	Palmer	1m43.795s
15	Massa	1m43.836s
16	Stroll	1m44.301s
17	Magnussen	1m44.417s
18	Grosjean	1m44.928s
19	Wehrlein	1m45.673s
20	Ericsson	1m45.721s

### Free practice 3

POS	DRIVER	TIME
1	Verstappen	1m41.829s
2	Vettel	1m41.901s
3	Hamilton	1m41.971s
4	Alonso	1m42.383s
5	Vandoorne	1m42.439s
6	Ricciardo	1m42.517s
7	Hulkenberg	1m42.549s
8	Bottas	1m42.592s
9	Raikkonen	1m42.708s
10	Perez	1m43.010s
11	Ocon	1m43.109s
12	Sainz	1m43.356s
13	Palmer	1m43.368s
14	Kvyat	1m43.574s
15	Massa	1m43.724s
16	Magnussen	1m44.041s
17	Stroll	1m44.223s
18	Grosjean	1m44.295s
19	Wehrlein	1m45.760s
20	Ericsson	1m46.339s

WEATHER Sunny, 31C

WEATHER Dark, 30C

WEATHER Dusk, 32C

# SEASON STATS

## Drivers' championship

1	Hamilton	263
2	Vettel	235
3	Bottas	212
4	Ricciardo	162
5	Raikkonen	138
6	Verstappen	68
7	Perez	68
8	Ocon	56
9	Sainz	48
10	Hulkenberg	34
11	Massa	31
12	Stroll	28
13	Grosjean	26
14	Magnussen	11
15	Alonso	10
16	Palmer	8
17	Vandoorne	7
18	Wehrlein	5
19	Kvyat	4
20	Ericsson	0
21	Giovinazzi	0
22	Button	0
23	di Resta	0

## Constructors' championship

1	Mercedes	475
2	Ferrari	373
3	Red Bull	230
4	Force India	124
5	Williams	59
6	Toro Rosso	52
7	Renault	42
8	Haas	37
9	McLaren	17
10	Sauber	5

## Wins

Hamilton	7
Vettel	4
Bottas	2
Ricciardo	1

## Fastest laps

Hamilton	7
Raikkonen	2
Vettel	2
Alonso	1
Perez	1
Ricciardo	1

## Pole positions

Hamilton	8
Vettel	3
Bottas	2
Raikkonen	1

## Qualifying battle

HAM	9	5	BOT
RIC	4	10	VER
VET	10	4	RAI
PER	11	3	OCO
STR	2	11	MAS
STR	1	0	DIR
VAN	2	11	ALO
VAN	0	1	BUT
KVY	6	8	SAI
GRO	9	5	MAG
HUL	14	0	PAL
ERI	4	8	WEH
ERI	2	0	GIO

# Vettel off his mettle

Lowest mark goes to Ferrari's world championship title contender

By Edd Straw, Editor-in-Chief

[@eddstrawF1](#)

## MERCEDES



**10 LEWIS HAMILTON**  
The only thing you can mark Hamilton down on is the fact that perhaps he didn't quite get the maximum out of the closing stages of his Q3 lap and could have outqualified Raikkonen. But beyond that, he was exemplary, executing a superb race in a car that looked very third favourite at the start.

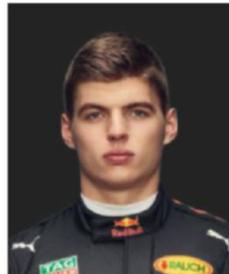


**6 VALTTERI BOTTAS**  
Bottas simply could not live with Hamilton in Singapore and was visibly less comfortable with rotating the rear on the brakes on turn-in and, in particular, struggled with managing the wheelspin in the corner-exit phase. It wasn't that he drove badly as such, but he wasn't on the same level as his team-mate.

## RED BULL



**8 DANIEL RICCIARDO**  
Ricciardo always flies here, but even when Verstappen fluffed his second Q3 attempt the Australian couldn't beat him. That, and a mediocre start that helped Hamilton gain track position, are the only criticisms. Ricciardo drove an excellent race considering he was nursing a gearbox problem.



**8 MAX VERSTAPPEN**  
There is a school of thought that Verstappen is always the master of his own downfall, and it's easy to shoehorn Singapore into that narrative. But he wasn't to blame for what happened. What was disappointing was that he didn't make a better fist of going for pole and failed to improve during his second Q3 run.

## FERRARI



**4 SEBASTIAN VETTEL**  
He secured a brilliant pole position with a couple of flamboyant laps in which he grabbed the car by the scruff of the neck. But it wasn't smart to squeeze Verstappen after a so-so start. Regardless of the stewards' verdict, he was responsible for squandering a great opportunity by triggering the startline crash.



**6 KIMI RAIKKONEN**  
Never looked at one with the car during practice, and the fact that he was better in qualifying but still 0.578s off Vettel says how tricky a weekend he was having. But he made a stunning start, wasn't to blame for the crash and would have had a shot at victory had he not been wiped out through no fault of his own.

## FORCE INDIA



**8 SERGIO PEREZ**  
Perez never looked entirely at home with the way the Force India handled, but he does know how to hustle a car round Marina Bay in races. The only thing you could question about his well-executed race is whether he should have passed Sainz early in the final stint when he had a tyre advantage.



**6 ESTEBAN OCON**  
This wasn't Ocon's best performance, but it wasn't quite as disappointing as the result suggests. Shaded by Perez in qualifying, Ocon didn't seem as comfortable in the wet conditions that he's usually happy in, either on pace or in battle, and was disadvantaged by poor track position that compromised his race.

## WILLIAMS



**7 LANCE STROLL**  
The Williams wasn't blessed with great grip and Stroll struggled to match Massa for pace, but in the race he was on the right strategy. There were a couple of mistakes, such as allowing Vandoorne to pass him and then kissing the wall, but he did a good job to keep Grosjean behind.



**7 FELIPE MASSA**  
His pace was fundamentally stronger than Stroll's, but he had a difficult race, which wasn't helped by starting on wets when Stroll was on inters. From there he never managed to recover, although his pace wasn't a problem. This was just one of those races that started on the wrong foot.

## McLAREN



**8 STOFFEL VANDOORNE**  
Vandoorne looked very at ease on the streets of Singapore, and gave his team-mate a run for his money. Drove a tidy, effective race and was rewarded with the best finish of his grand prix career. Wasn't far off Palmer, but given Renault seemed to have the edge all weekend it's hard to argue he should have finished higher.



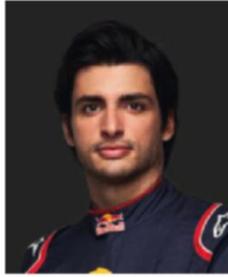
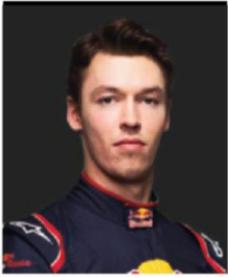
**9 FERNANDO ALONSO**  
Performed with his usual verve in qualifying, and he needed to with the improving Vandoorne breathing down his neck. His flying start was momentarily rewarded with third place, before the start collision caught up with him at Turn 1. Battled on for a while but was effectively out of the race at the first corner.



Hulkenberg was superb until he was forced out

LAT IMAGES

## TORO ROSSO



**5 DANIIL KVIAT**  
Kvyat couldn't match Sainz's pace, and while he struggled to switch the tyres on in Q2 so did his team-mate. His race was feisty as far as it went, which was only to Turn 7 on lap 11 when he piled into the barrier. Understandable given the conditions, but he was the only one to make the error.

**9 CARLOS SAINZ JR**  
About the only criticisms you can level at Sainz is that he didn't get the best out of the car in Q3 because he couldn't get the tyres working and let the revs drop too low at the start. As he usually does in tricky conditions, Sainz executed the race brilliantly and held off Perez when he needed to.

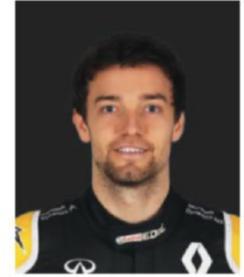
## HAAS



**7 ROMAIN GROSJEAN**  
Grosjean had more than his fair share of off-track moments, but beat his team-mate into Q2 before struggling there. Had a strategic advantage over his team-mate in the race, and also one of pace, leading to Magnussen being asked to let him past shortly after both had switched to slicks.

**6 KEVIN MAGNUSSEN**  
Magnussen had the disadvantage of sitting out the first free practice session to allow Antonio Giovinazzi to drive. Still only just missed out on Q2. Starting on the wets worked against him, but he deserves credit for being bold enough to be the first on slicks even though he had to let the quicker Grosjean past.

## RENAULT



**10 NICO HULKENBERG**  
The Renault didn't look like the easiest car to drive, but Hulkenberg handled it with virtuosity and was robbed of a great result by an oil leak that eventually forced his retirement – as well as compromising his lap times. Not that you'd know it as he managed to threaten Bottas for third place.

**8 JOLYON PALMER**  
This was, at last, the clean weekend that Palmer craved. He might have made Q3 but for the rear tyres getting away from him at the end of his second Q2 run, but after jumping to sixth amid the start chaos had a good race. Wasn't as fast as Hulkenberg, but amid huge pressure he delivered a very useful points haul.

## SAUBER



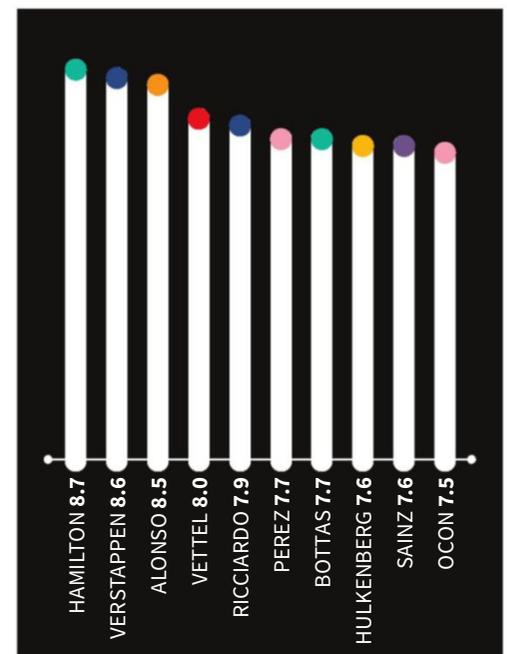
**5 MARCUS ERICSSON**  
Ericsson seemed to be living close to the edge throughout the weekend, with a spin into the wall in qualifying guaranteeing him a start at the back of the grid thanks to gearbox damage. He then looped it in the race – albeit after losing almost 20 seconds in his third pitstop. Pace was fine but too many errors.

**6 PASCAL WEHRLEIN**  
Had a cleaner weekend than his team-mate and, in dry conditions, seemed to have an edge on pace (although lost time to Ericsson when both were on inters) and made fewer errors. But Sauber left him out too long on the wets, aiming to go straight to slicks, and the track dried too slowly and he had to take inters.



Hamilton won in a car that wasn't the best

## TOP 10 AVERAGE RATING





# McLAREN HONDA



**“DOMINATION”, IN THE MANNER OF WHAT McLAREN-HONDA ACHIEVED IN THE LATE 1980s, IS WHAT RON DENNIS HAD SET AS A TARGET”**



# HOW McLAREN HONDA WENT UP IN SMOKE

By Ben Anderson, Grand Prix Editor

🐦 @BenAndersonAuto

**A**nyone who's followed Formula 1 closely over the past three years will say this outcome was only a matter of time; but now, finally, after nearly three seasons of woeful underachievement, the second coming of the McLaren-Honda alliance has been dissolved.

Last week's news followed a series of frantic meetings between McLaren and Honda during the recent Italian Grand Prix weekend, as McLaren served notice that it intended to walk away from the multi-year works engine partnership that began in earnest in 2015.

It wasn't meant to end this way – McLaren-Honda was meant to rule the world. "Domination", in the manner the previous incarnation of this alliance achieved in the late 1980s, is what Ron Dennis had set as the target.

But what McLaren-Honda managed this time around was merely derision, as it singularly failed to achieve anything

approaching its lofty ambition. The decision for the two entities to finally go their separate ways follows a sustained – some may say endemic – period of underachievement that has tested McLaren's patience beyond breaking point.

Relations were highly strained during the first season of the reformed partnership, but became much better last year as Honda showed a firmer grasp of the complex hybrid power loop that defines the potency of F1's current breed of V6 turbo engine, helping McLaren climb from ninth to sixth in the constructors' championship.

Meanwhile, McLaren had undergone a serious overhaul of its technical structure, including rehiring Peter Prodromou from Red Bull. The aim was to improve McLaren's car design processes and rate of development, in readiness for a championship challenge once the Honda engine came good.

The minimum target in 2017 – not publicly stated but admitted privately – was to finish inside the top four. In fact, McLaren chief operating officer Jonathan Neale said >>



McLaren-Honda  
glory days: 1991  
Belgian Grand Prix



the team would be “disappointed” to finish fourth.

McLaren felt the MCL32 produced by its revised technical team would maximise the potential of this season’s new, enhanced aerodynamic regulations. This, coupled with a redesigned Honda engine concept – lighter and lower than its predecessor – was meant to allow McLaren to leapfrog the midfield and carry the fight to Mercedes, Ferrari and Red Bull.

But pre-season testing revealed serious shortcomings. The Honda engine was leaky, unreliable and less powerful than the old version. It also shook uncontrollably, as the transmission produced terrible vibrations that weren’t predicted during winter testing on Honda’s Sakura dyno.

McLaren’s pre-season preparations were thoroughly ruined as the team struggled to turn laps during two weeks of winter testing, its rivals gaining an advantage with every frustrating minute that passed without the MCL32 on the track.

Star driver Fernando Alonso was furious; the whole McLaren team was furious. This was setting the squad up for a worse season than its *annus horribilis* of 2015, but without the genuine excuses of a manufacturer new to the V6 game.

It was nothing short of a crisis. Moves began behind the scenes to terminate the partnership and for McLaren to seek a return to the Mercedes customer engine fold. Ironic when

you consider a major part of the team’s rationale for partnering with Honda was a belief that it couldn’t win the world championship as a customer team in the hybrid era.

Nevertheless, the McLaren board figured it could lean on past ties to secure a supply, perhaps even in-season. The Mercedes board was supposedly happy to help McLaren out – they go way back, after all – the Mercedes F1 team less so. But first McLaren faced a tricky conundrum: how to extricate itself from a works partnership with Honda that also commercially puts significant funding into McLaren’s budget?

McLaren initially tried to repair the damage by brokering an arrangement for Honda to work with Mercedes on a consultancy basis, by which Mercedes agreed to provide advice on component supply chain and other technical matters. News of this potential partnership broke during the Russian Grand Prix weekend, but apparently hit the skids amid Honda’s understandable reluctance to reveal the inner workings of its power-unit design to a rival. McLaren was initially furious, but eventually conceded that this would have been an untenable situation for Honda.

So, it was left to Honda to clean up its own mess. The Japanese manufacturer had already begun work on fixing its shortcomings, bringing in Ilmor – the organisation employed



2017 engine  
promised great  
leap forward



McLaren boss  
Brown confers with  
engineers in testing

by Renault during its own period of early struggle with this formula in 2015 – around the time of April’s Chinese Grand Prix.

Honda managed to fix a few of its pre-season problems, but it still suffered a serious lack of power and continued unreliability – particularly with the MGU-H – during the opening races of the campaign. To avert this growing crisis, and rescue the partnership from dissolution, McLaren demanded that Honda achieve parity with the Mercedes customer engine it was seeking to obtain as an alternative.

They drew up a three-stage development plan to achieve this by an agreed deadline. The first step was scheduled for May’s Spanish Grand Prix, the second for the Canadian GP in June, and the third and final step – to match the estimated Mercedes customer engine output – was meant to arrive in time for August’s Belgian GP.

Honda brought updates to each of these races, but they were not sufficient. As its F1 project leader Yusuke Hasegawa admitted in the FIA press conference at Spa, Honda “failed” in its task, and was now in breach of the development plan agreed with McLaren, opening the door for separation.

Anticipating that Honda-Ilmor wouldn’t succeed in its task, McLaren continued efforts to secure a supply of engines from Mercedes. The F1 team was supposedly reticent to agree to this, fearing that an Alonso-driven McLaren would be a threat to its own prospects at certain tracks. Nevertheless, feeling it had the support of the Mercedes board, McLaren was confident.

Then Sauber fired team boss Monisha Kaltenborn and installed Frederic Vasseur as team principal. Kaltenborn had signed a memorandum of understanding that Honda would supply engines to Sauber for 2018 and beyond, but the deal fell apart amid the growing uncertainty over McLaren’s future, and whether Honda would even continue in F1 without McLaren. >>



Alonso’s fug set in early and has failed to lift

**“STAR DRIVER FERNANDO ALONSO WAS FURIOUS; THE WHOLE TEAM WAS FURIOUS”**



Scale of crisis dawned in 2017 pre-season tests



McLaren hoped to take fight to Mercedes this year

Vasseur immediately cancelled Sauber's proposed Honda engine deal, undoing weeks of work at Hinwil that had already begun in preparation for Honda coming on board in 2018.

McLaren believes Vasseur went straight to his old friend Toto Wolff to ask for a customer engine supply from Mercedes and was rebuffed, but supposedly Sauber never considered doing a deal with Mercedes in the first place, preferring instead to focus on renewing terms with Ferrari. Apparently, there was not enough time to make a fresh collaboration with Mercedes work in any case, whereas renewing a pre-existing relationship with Ferrari made things easier for Sauber's 2018 preparations, given the mid-season timing of its decision to cancel the Honda deal.

Mercedes says it does not have the capacity to supply a fourth team properly anyway, having seen the 2016 title battle between Nico Rosberg and Lewis Hamilton affected by serious reliability problems while it supplied a fourth set of engines to the now-defunct Manor team.

McLaren believed Mercedes would rather supply no fourth team at all than see a customer supply head back to McLaren, and began to suspect that, even if a deal could be brokered, it wouldn't receive parity with the works team on fuel supply and engine mapping. Talks thus began with Renault around the time of July's British Grand Prix, as Ferrari and Mercedes both ruled out supplying McLaren with engines. The sticking point was that Renault also does not want to supply a fourth team, given the reliability problems it has suffered while servicing three outfits in 2017.

With Mercedes, Ferrari and Renault all locked in to supplying no more than two customers each, as well as their own works outfits, attention turned to breaking the deadlock.

Toro Rosso is a team in need of funding, while the Red Bull/Renault partnership has long been strained, following Red Bull's failed attempt to divorce Renault in 2015 and jump into bed with Mercedes. The relationship appears so broken that there seems little chance of Red Bull ever returning to special-customer status with Renault. Why not allow Toro Rosso to work with Honda for a year, then jump in on the deal when Red Bull's own Renault contract expires, or is terminated, as Renault appears keen to do? Works Hondas have potential for Red Bull in the medium term; second-rate Renaults do not.

The sweetener in the deal was Toro Rosso driver Carlos Sainz Jr, a longtime target of Renault. The plan was for Sainz



First stage of upgrade plan arrived in Spain...



SUTTON



Renault talks started around time of British GP

**“WHAT McLAREN WANTS IS TOTAL PARITY WITH THE WORKS RENAULT OUTFIT”**

to go to Renault to compensate the French manufacturer for releasing Toro Rosso from the final year of its engine deal, allowing Honda to strike a fresh deal with Red Bull’s second team to remain in F1, while McLaren takes over the vacated Renault engine supply. Everyone goes home happy.

Renault said it was open to a partnership with McLaren on the same terms as Red Bull, and McLaren can count on the bonus of already dealing with Renault’s fuel and lubricants supplier BP. McLaren also believes it can help Renault technically, having assisted development of elements of Honda’s energy recovery systems.

What McLaren wants, which it feels it wouldn’t get with Mercedes, is total parity with the works outfit – something Red Bull feels it does not receive currently, incidentally, though Renault has pledged extra support in the wake of Max Verstappen’s repeated reliability problems in races this year.

McLaren believes Renault’s new 2017 engine concept is capable of producing 570kW (764bhp), but current reliability concerns make 20bhp of that potential inaccessible. Work is ongoing at Viry to correct this for ’18.

McLaren estimates that a fully operational Renault engine, with BP fuel and works mapping, would produce 5bhp more than a current customer Mercedes unit, which it reckons is 15kw (20bhp) down on the works engines due to the software mapping it believes Mercedes only makes available for Hamilton and team-mate Valtteri Bottas in qualifying.

Renault F1 boss Cyril Abiteboul spoke before this season about Renault’s new engine concept having the potential to beat Mercedes, and it seems McLaren agrees with that assessment.

Concerns about Honda’s long-term commitment to F1 in a

post-McLaren world could have scuppered the proposed Toro Rosso deal, and therefore McLaren’s hopes of a Renault engine deal, during F1’s August break, so McLaren was faced with a three-way choice as F1 reconvened at Spa:

1. Stick with Honda but potentially lose Alonso, who privately told McLaren he would definitely sign a new contract once McLaren agreed an engine deal with Renault.
2. Urge further negotiation of a deal between Toro Rosso and Honda by helping convince Honda to maintain its longer-term commitment to F1, freeing up the Renault engine supply McLaren seeks.

3. Divorce Honda but convince it to quit F1 altogether as part of the severance, placing the onus on the FIA to find McLaren an alternative engine for 2018 if one of the remaining manufacturers is not forthcoming.

In the week following the Belgian Grand Prix, McLaren decided once and for all against option one and told Honda that its works partnership would cease at the end of 2017, leaving Honda free to do a deal with Toro Rosso to remain in F1, or disappear completely. Honda motorsport boss Masashi Yamamoto met with McLaren chiefs in Japan before flying >>



...followed by changes for the Canadian GP

**“THERE SEEMED A FUNDAMENTAL MISMATCH IN IDEOLOGY BETWEEN McLAREN AND HONDA”**



into Monza for crunch talks during the Italian Grand Prix. It seems Honda still harboured hopes of convincing McLaren it has developments in place for 2018 that could persuade the team to remain in alliance. Both McLaren commercial chief Zak Brown and Alonso suggested they'd be keen to see those plans. Hasegawa said he feared Honda wouldn't be able to convince McLaren to remain on board for next year.

The FIA and F1's new owners declared themselves ready to step in to resolve matters if necessary. F1 of course wants McLaren and Alonso to be properly competitive next year, for the good of its show; the FIA wants Honda to remain on the grid for the good of the controversial engine regulations that tempted it back in the first place.

The Italian GP finished with something akin to a Mexican standoff between Toro Rosso/Red Bull, Honda, McLaren and Renault, with everyone waiting for someone else to pull the trigger first. News of Renault's deal to take Sainz from Toro

Rosso emerged a week later, the first in a sequence of domino moves that allowed McLaren to annul its partnership with Honda, having agreed a new three-year engine deal with Renault.

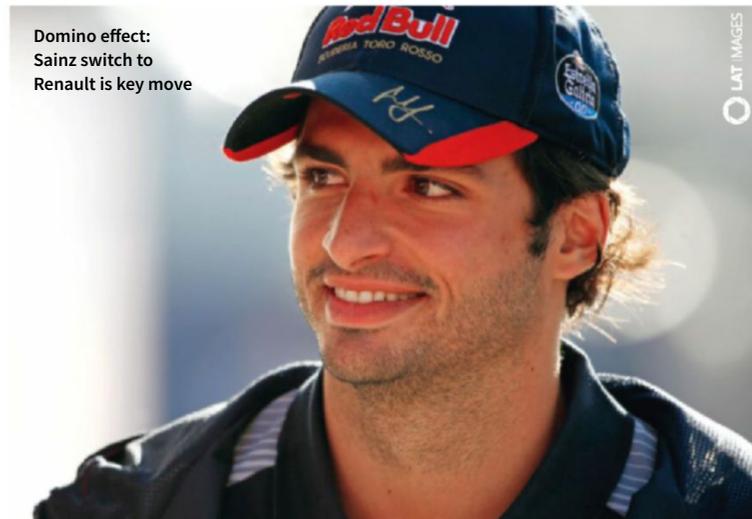
There always seemed a fundamental mismatch in ideology between McLaren and Honda. Honda arrived under-prepared and never managed to make up for lost time, seemingly content to work at its own pace and use F1 as an experimental test-bed for technology and engineers.

McLaren only wanted results, and wanted them yesterday, which added pressure on Honda and increased the likelihood of mistakes. Honda wanted to be better, but could never progress quickly or competently enough to satisfy McLaren's demands.

Once trust was lost, there was no real hope of reconciliation. So now, finally, after nearly three seasons of disappointment and underachievement, McLaren-Honda's second marriage is over. A match made in heaven it ultimately was not. Rather a tale of great expectations that never came close to being fulfilled. ❄



Spa upgrade failed to match expectations



Domino effect: Sainz switch to Renault is key move

## McLAREN-HONDA'S YEAR OF TRIBULATION

RELIABILITY PROBLEMS HAVE PLAGUED McLaren-Honda since pre-season testing kicked off at Barcelona in February. Honda's new engine ran into trouble with the oil system during a filming day before the first test had even got underway! That was a portent of things to come.

McLaren-Honda completed not much more than a third of the number of laps Mercedes turned during pre-season, as the engine suffered repeated electrical failures. These were often symptomatic of the massive vibrations coming through the transmission that were shaking the car to bits. The engine also detonated at low revs and was almost undrivable off the slower corners.

Reliability was so bad that Fernando Alonso completed fewer laps than Sauber's Pascal Wehrlein, who missed the entire first test through injury.

Things improved sufficiently for Stoffel Vandoorne to finish the Australian Grand Prix, but he suffered fuel pressure problems during that event and at the next race in China, while Alonso encountered problems with his car's floor and transmission – showing that poor reliability hasn't always been Honda's fault – that took him out of both those races.

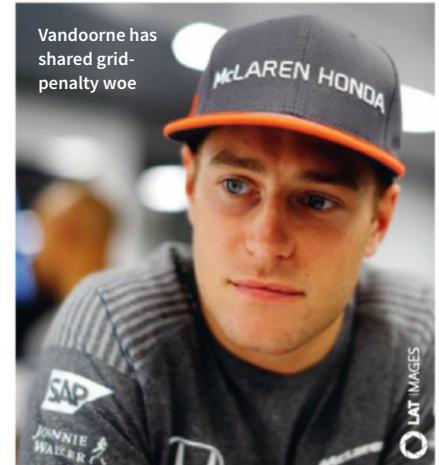
Then came Bahrain, where Vandoorne suffered three MGU-H failures that ruined

his weekend. Alonso survived unscathed, but battled poor driveability and an "impressive" lack of power before retiring to the pits near the end. Alonso failed to even start the next race in Russia, as his car's ERS shut down on the formation lap, where Vandoorne took grid penalties for the first time in 2017 for busting his legal allocation of MGU-Hs and turbos.

Honda admitted bearings were breaking in the MGU-Hs and that it was struggling to make new units that could last more than two races. Driveability has improved, but pure power has been consistently lacking throughout the year, as early developments simply recovered the power lost compared to last year's engine.

Reliability in races hasn't been too bad since Russia. McLaren-Honda has suffered 10 retirements over the past 10 grands prix, but only three of those have been engine related. But the big problems have come in prior sessions. Since Vandoorne copped those grid penalties in Russia, McLaren has taken penalties at every race except Canada, Austria, Hungary and Singapore – totalling 260 places for engine component changes.

Some of these have been tactical, to allow the team the best chance of a big result at places like Hungary (where Alonso finished sixth) and Singapore, which suit the car. But many have also been the product of



Vandoorne has shared grid-penalty woe

terrible reliability. The legal limit for total number of engine components used this season is 48. The Mercedes drivers have currently used up 38 of their permitted allocation. The Red Bull drivers are up to 45. The McLaren-Honda drivers are on 89 and counting.

McLaren-Honda has scored just 17 points in 14 races. By this stage last season it had amassed 48. Honda's woeful reliability record, coupled with a lack of power and slow pace of development, is a major part of that underachievement, and McLaren has finally decided enough is enough.

Above: Crunch time: Yamamoto (l) and Hasegawa at Monza



Right: Testing failures set theme for the 2017 season

# Porsche closes on title after another swap

Neel Jani, Andre Lotterer and Nick Tandy were the moral victors, but had to hand the lead over to their team-mates. Again

By Gary Watkins, Special Contributor

[@gazzasportscars](#)

**P**orsche was kept honest by Toyota in Austin. But not quite honest enough to prevent the German manufacturer being able to invoke team orders once again to reverse the positions of its two 919 Hybrids during the closing moments of last weekend's US round of the World Endurance Championship.

That meant Timo Bernhard, Brendon Hartley and Earl Bamber swept through to take a fourth consecutive WEC victory as they continued their seemingly inexorable advance to the drivers' title. This time, though, they were definitely in the shadow of team-mates Neel Jani, Andre Lotterer and Nick Tandy. There was no doubt who the moral winners were at the Circuit of the Americas.

Porsche realigned the cars' order out on the track this time, not in the pits as at the Nurburgring in July. The #1 Porsche actually had to move over twice for the sister car. First, Tandy yielded to Bamber after he emerged from the pits following the penultimate round of stops with the #2 car right on his tail.

A shorter stop when the two Porsches came in for a final long splash put Tandy back ahead. While the threat from the best of the Toyotas was still real – although very much fading – he pushed on into a 10-second lead before backing off and moving aside for his team-mate with eight minutes to go.

It was pretty much plain sailing for the drivers of the #1 car before those fateful calls came from the pitwall. The biggest dramas came when Lotterer got involved in a dramatic scrap with Jose Maria Lopez in the #7 Toyota TSO50 HYBRID during the second hour as he battled his way past on fresher rubber, and then again when he was tagged by Kamui Kobayashi, who was a lap down in the same car, later in the race.

"Congratulations to the #1 car – they drove a great race and would have deserved victory," said Bamber. "And Toyota kept us on our toes too."

Jani reckoned he had a blast out on track in Austin, even if he and his team-mates were always expecting a radio message sometime late in the race. "We knew that would be the policy," he said. "Hopefully they can sew up the championship quickly, so we can race for the final minutes as well as the rest of the six hours. It was a fun race, because we really were fighting."

Toyota looked for a while as though it might be in a position to make any attempt by Porsche to choreograph the race difficult, if not impossible. The TSO50s were a much more competitive proposition in the race than in Mexico City earlier this month and took the fight to Porsche for much of the way.

Sebastien Buemi, who shared the #8 Toyota with Kazuki Nakajima and Stephane Sarrazin (standing in for Anthony Davidson), was only 10 or so seconds behind the second Porsche when the cars made their final stops. The Toyota's pitstop sequence, however, >>



Jani (1) took the early lead, but was doomed not to win the race



Porsche made no bones about team orders



ensured that the car needed more fuel at this crucial point. That meant Nakajima, who had taken over the car, slipped out of sniffing range.

Still, Toyota demonstrated that it was in the mix, though that looked a remote possibility after qualifying. The two TS050s were off the pace initially and there was an air of pessimism in the camp. The gap wasn't as large as it looked, but it was still, explained Toyota Motorsport technical director

Pascal Vasselon, the “biggest of the season”. When it realised it wasn't going to challenge the Porsches for the front row, Toyota opted not to put on fresh tyres for its second runs.

The reasons that the TS050s were so far off the pace in qualifying – Vasselon put the real gap at “five or six tenths” – weren't evident to Toyota. It suspected that the water-spray system used on the intercoolers of the 919 Hybrids might have proved

Toyota exceeded its own expectations but slipped to 20s down on the Porsches at the end

a significant advantage in the Texan heat. Toyota also ran Michelin's new 'hard+' compound in qualifying, whereas its rival ran a softer tyre simply known as the 'hard'.

Mike Conway (who drove the #7 car as usual with Kobayashi and Lopez) and Buemi both got ahead of Bernhard at the end of the opening lap. The Swiss was in front of the sister car before the end of the first stint and, when Toyota didn't change tyres at the first stops and Porsche did, the two TS050s moved to the front.

It looked as though the Toyotas might have been able to challenge for the win, or at least split the 919s, but the TS050s lacked the consistency of the Porsches over the six-hour duration of the race and were unable to exploit a mid-race safety-car period that brought the field together.

The #7 car picked up some damage and was also affected by tyre debris clogging the splitter, which led to an inconsistent aero balance. The #8 car didn't gain as might have been expected when Nakajima had fresh rubber when





## SIGNATECH FINALLY BREAKS 2017 DUCK

REIGNING LMP2 CHAMPION TEAM SIGNATECH Alpine finally got a class victory in 2017 under its belt last weekend. Nicolas Lapierre, Gustavo Menezes and Andre Negrao were able to do in Austin what they couldn't in Mexico City earlier in the month – convert their qualifying speed into race pace.

Signatech's solo Alpine-badged ORECA-Gibson 07 dominated from its second straight pole position, and the 30-second margin it enjoyed as the finish approached flattered the chasing pack led by the two Rebellion cars. Menezes had a lead of more than 50 seconds when the team brought him into the pits with nine minutes to go for a splash of fuel – and, more pertinently given the demands of the race stewards, a new rear body section to rectify faulty brake lights.

That wasn't the first time that Signatech lost a healthy lead over its class rivals – a 40s advantage built up through the first three hours had disappeared with the mid-race safety car. Such was the French team's advantage that it was able to do it all over again and rebuild a healthy gap, Menezes putting 30s on Nicolas Prost in the best of the Rebellion ORECA's before the next round of stops.

The key to Signatech's success was a tyre strategy that exclusively involved Dunlop's hard-compound tyre. Negrao and Lapierre had taken pole using two sets of this tyre, whereas the majority of their rivals qualified on at least one set of softs and were therefore committed to running them in the race.

"It's not always that you have such a great car to drive, but we got the strategy spot on,"

said Menezes. "I was cruising at the end, saving fuel, when the team told me I had to push to gain another 10 to 15s so we could make the extra stop, but the car enabled me to do that."

The two Rebellion ORECA's, which both used the soft Dunlop tyre early in the race, were classified a lap down after they both backed off over the final couple of laps and the winning LMP1 Porsche got between them and the Signatech car. Nelson Piquet Jr, Mathias Beche and David Heinemeier Hansson took the runner-up spot by a shade under four seconds, though Bruno Senna, Nicolas Prost and Julien Canal would have been ahead but for the loss of the better part of half a minute at the end of the fourth hour. The car was dropped off its jacks before the last wheelnut was properly tightened and then the ORECA's Gibson V8 failed to restart cleanly.

It was a "welcome podium" for Piquet and his team-mates, according to Rebellion team boss Bart Hayden. They, of course, lost second in class and third overall at the Le Mans 24 Hours in the scrutineering bay on the Monday after the race.

Oliver Jarvis, Ho-Pin Tung and Thomas Laurent took fourth in the championship-leading Jackie Chan DC Racing ORECA, their race also being compromised by the use of the soft tyre at the beginning of the six hours. The second Chan/DC car briefly led during the second stint when Alex Brundle charged through from sixth on a fresh set of Dunlops before the car co-driven by Tristan Gommendy and David Cheng slipped to a more representative fifth in class.

he got back into the car for the second time, and made little or no ground on the Porsches on old tyres.

Buemi then got new rubber when he took back the controls for the final time (Sarrazin only did one stint on Saturday) and edged up on the Porsches. The final gap between the Porsches and the third-placed #8 Toyota was just over 20s at the chequered flag after its longer final fuel-only stop.

There was still disappointment in the Toyota camp after the event, even though it performed way beyond pre-race expectations. But the performance must bode well for the team's home race at Fuji.

Porsche made no bones about its use of team orders once again. And there's not going to be any change until the drivers' championship is wrapped up by Bernhard, Hartley and Bamber.

The thorny issue, inevitably, raised its head over the Austin weekend, but Porsche LMP1 team principal Andreas Seidl was happy to repeat his succinct position: "We will do whatever is best for Porsche." >>





# Ferrari dominates despite drama

IT ALMOST APPEARED AS IF JAMES Calado and Alessandro Pier Guidi weren't destined to win GTE Pro in Texas. The Ferrari duo twice lost a significant time advantage at the front of the field, but such was their pace last weekend that their factory AF Corse-run 488 GTE still came home on top.

Calado and Pier Guidi, who had qualified only fourth courtesy of a throttle issue, were nearly 20 seconds up on the sister car shared by Davide Rigon and Sam Bird when the safety car came out. That undid their advantage but, as the race neared a conclusion, Pier Guidi was back out in front half a minute to the fore.

Then he sustained a rear puncture with minutes to go. The margin was just enough for him to get in and out of the pits ahead of the second-place Porsche 911 RSR with Kevin Estre at the wheel, after which the win was not in doubt.

Calado was full of praise for his team-mate for pressing on to the pits with the punctured tyre. "He kept it flat chat – if he had backed off one tenth we

would have come out behind the Porsche and the result could well have been different," said the Briton. "We had an amazing race today and had a great tyre under us all the way."

The 488 GTE was dominant last weekend. The class winners were able to run the medium-compound Michelin throughout the race, despite the Texan heat and the demands of the anticlockwise COTA circuit.

The second Ferrari opted for a different tyre strategy. Rigon was put on a set of hards in the second half of the race, which ultimately explained why he and Bird finished third behind Estre and Michael Christensen.

Porsche had its most competitive showing in the WEC with the mid-engined 911 RSR introduced for this year. Estre and Christensen came close to victory thanks to the Ferrari's late problem, but it also got ahead during the middle of the race.

Estre was cheekily able to sneak in front of both Ferraris after the mid-race safety car, but ultimately the Porsche

**Calado and Pier Guidi had to fight back after safety car and puncture nullified their advantage**

didn't have the pace to fight Calado and Pier Guidi. The 911 RSR benefited from a new hard-compound Michelin, developed under the so-called 'joker' rules because its previous hard tyre proved inconsistent in hot conditions.

Aston Martin also had a new hard tyre from Dunlop, and Nicki Thiim was able to jump into the lead on the opening lap and hold off the Ferraris for the better part of the opening stint. But the Vantage GTE was no match for the Italian car on outright pace and the Danish duo of Thiim and Marco Sorensen ended up fourth at the finish.

The Ganassi squad was nowhere in this race, its pair of Ford GTs trailing home seventh and eighth at the back of the pack. The car wasn't competitive on either of the two Michelin compounds available to the team.

The two Fords had qualified second and fifth and Ganassi team principal George Howard-Chappell admitted he was mystified. "I've never seen such a change between practice and qualifying and the race," he said.

**Porsche was second thanks to opportune timing of safety car**



Ferrari duo deserved win on pace



**RESULTS ROUND 6/9, AUSTIN (USA), SEPTEMBER 16 (192 LAPS – 657.719 MILES)**

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Timo Bernhard (D) Earl Bamber (NZ) Brendon Hartley (NZ)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	6h00m52.444s
2	Neel Jani (CH) Andre Lotterer (D) Nick Tandy (GB)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	+0.276s
3	Sebastien Buemi (CH) Stephane Sarrazin (F) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	+21.956s
4	Mike Conway (GB) Kamui Kobayashi (J) Jose Maria Lopez (RA)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	+45.026s
5	Nicolas Lapierre (F) Gustavo Menezes (USA) Andre Negrao (BR)	Signatech Alpine Matmut	ORECA-Gibson 07	LMP2	-15 laps
6	Mathias Beche (CH) David Heinemeier Hansson (DK) Nelson Piquet Jr (BR)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-16 laps
7	Bruno Senna (BR) Julien Canal (F) Nicolas Prost (F)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-16 laps
8	Oliver Jarvis (GB) Ho-Pin Tung (NL) Thomas Laurent (F)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-16 laps
9	Tristan Gommendy (F) David Cheng (USA) Alex Brundle (GB)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-17 laps
10	Matt Rao (GB) Ben Hanley (GB) Jean-Eric Vergne (F)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-17 laps
11	Matthieu Vaxiviere (F) Francois Perrodo (F) Emmanuel Collard (F)	TDS Racing	ORECA-Gibson 07	LMP2	-18 laps
12	Alex Lynn (GB) Roman Rusinov (RUS) Pierre Thiriet (F)	G-Drive Racing (TDS)	ORECA-Gibson 07	LMP2	-24 laps
13	James Calado (GB) Alessandro Pier Guidi (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-25 laps
14	Kevin Estre (F) Michael Christensen (DK)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-25 laps
15	Davide Rigon (I) Sam Bird (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-25 laps
16	Nicki Thiim (DK) Marco Sorensen (DK)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Pro	-25 laps
17	Daniel Serra (BR) Darren Turner (GB) Jonny Adam (GB)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Pro	-25 laps
18	Frederic Makowiecki (F) Richard Lietz (A)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-26 laps
19	Andy Priaulx (GB) Harry Tincknell (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-26 laps
20	Olivier Pla (F) Stefan Mucke (D)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-26 laps
21	Paul Dalla Lana (CDN) Pedro Lamy (P) Mathias Lauda (A)	Aston Martin Racing (Prodrive)	Aston Martin Vantage GTE	GTE Am	-30 laps
22	Keita Sawa (J) Mok Weng Sun (MAL) Matt Griffin (Irl)	Clearwater Racing	Ferrari 488 GTE	GTE Am	-30 laps
23	Francesco Castellacci (I) Thomas Flohr (CH) Miguel Molina (E)	Spirit of Race (AF Corse)	Ferrari 488 GTE	GTE Am	-33 laps
24	Christian Ried (D) Matteo Cairoli (I) Marvin Dienst (D)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Am	-44 laps
R	Michael Wainwright (GB) Ben Barker (GB) Nick Foster (AUS)	Gulf Racing	Porsche 911 RSR	GTE Am	92 laps-brakes/acc damage
R	Roberto Gonzalez (MEX) Simon Trummer (CH) Vitaly Petrov (RUS)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	51 laps-electrics/transponder

**Winners' average speed** 109.354mph. **Fastest lap** Jani 1m47.149s, 115.094mph. **LMP2** Lapierre 1m55.427s, 106.840mph. **GTE Pro** Thiim 2m04.789s, 98.824mph. **GTE Am** Castellacci 2m07.081s, 97.042mph. In each car, first-named driver started the race.

**QUALIFYING**

**1** Jani/Tandy 1m44.741s; **2** Bernhard/Bamber 1m44.994s; **3** Buemi/Nakajima 1m46.400s; **4** Kobayashi/Conway 1m47.098s; **5** Lapierre/Negrao 1m54.024s; **6** Beche/Heinemeier Hansson 1m54.275s; **7** Jarvis/Laurent 1m54.315s; **8** Senna/Canal 1m54.394s; **9** Lynn/Thiriet 1m54.588s; **10** Vergne/Rao 1m55.186s; **11** Brundle/Cheng 1m55.550s; **12** Vaxiviere/Perrodo 1m55.831s; **13** Rigon/Bird 2m03.057s; **14** Priaulx/Tincknell 2m03.256s; **15** Thiim/Sorensen 2m03.308s; **16** Pier Guidi/Calado 2m03.553s; **17** Pla/Mucke 2m03.750s; **18** Adam/Turner 2m04.051s; **19** Lietz/Makowiecki 2m04.323s; **20** Christensen/Estre 2m04.386s; **21** Lamy/Dalla Lana 2m06.031s; **22** Molina/Flohr 2m07.203s; **23** Griffin/Mok 2m07.532s; **24** Cairoli/Ried 2m08.126s; **25** Barker/Wainwright 2m08.819s; **26** Gonzalez/Trummer/Petrov no time. **Fastest in each class:** **LMP1** Jani 1m44.656s; **LMP2** Senna 1m53.081s; **GTE Pro** Rigon 2m02.993s; **GTE Am** Lamy 2m04.949s.

**CHAMPIONSHIP**

**LMP Drivers** **1** Hartley/Bernhard/Bamber **159**; **2** Buemi/Nakajima **108**; **3** Anthony Davidson **93**; **4** Lotterer/Tandy/Jani **83**; **5** Tung/Jarvis/Laurent **64.5**; **6** Kobayashi/Conway **60.5**.

**LMP Manufacturers** **1** Porsche **242**; **2** Toyota **168.5**.

**LMP2 Drivers** **1** Tung/Jarvis/Laurent **130**; **2** Senna/Canal **110**; **3** Menezes **102**; **4** Prost **92**.

**GTE Drivers** **1** Priaulx/Tincknell **102**; **2** Makowiecki/Lietz **96**; **3** Rigon **95.5**; **4** Pier Guidi/Calado **95**; **5** Bird **95**; **6** Sorensen/Thiim **81**.

**GTE Manufacturers** **1** Ferrari **203**; **2** Ford **163**; **3** Aston Martin **162**; **4** Porsche **157**.

**GTE Am Drivers** **1** Lauda/Dalla Lana/Lamy **130**; **2** Ried/Dienst/Cairoli **126**; **3** Sawa/Griffin/Mok **116**; **4** Castellacci/Flohr **69**.





Turkington tumbled down the order after a tap in race three



# Turkington's missed chance as Sutton digs deep

An unexpected twist of fortunes ensured points leader Sutton held his advantage

By Jack Cozens, BTCC Correspondent

[@JHCozens](#)

**F**or the best part of an hour last Sunday afternoon, Ash Sutton appeared to have handed his chief rival Colin Turkington a route back to the summit of the British

Touring Car Championship standings at exactly the wrong moment.

The pair had finished nose-to-tail in third and fourth in race two but, crucially, with Sutton ahead after an opportunistic move at Luffield on the final lap while Turkington was bottled up behind Tom Ingram. Unfairly so, said the stewards, who reversed the positions and sent Sutton to the back of the race-three grid for his third strike of the year – a decision that stood after an appeal from Team BMR.

Fourth and (an inherited) third-place finishes in races one and two had allowed Turkington to nibble into Sutton's lead. And with his WSR BMW starting the third race from sixth – 24 places ahead of Sutton's Subaru – the odds suggested that Turkington might well take a bigger bite out of Sutton's advantage, or even turn it into one of his own.

So fancied was such an outcome that few considered the opposite scenario;

but on a muddled BTCC weekend, that's exactly what happened, as Turkington encountered trouble while Sutton cut his way through the field.

Having sat in the leading pack on the run down the Wellington Straight, Turkington received a tap at Brooklands and, after surviving a sideways moment, plummeted to 21st in the order. Mired in the midfield, things got no better and one lap later his race was all but written off.

Josh Cook – who had sat out the opening race after his MG squad *finally* withdrew its appeal against Cook's race ban – made contact with Sutton's BMR team-mate Jason Plato, forcing those behind to stamp on the anchors. Not in full sight of the accident as he rounded Luffield, Turkington was left with insufficient time to react to those slowing in front and ploughed into the back of Stephen Jelley's Team Parker Racing Ford Focus.

The damage wasn't terminal for Turkington, but a subsequent delay in the pits the next time round as his WSR team set to work on examining his engine bay cost him a lap while the field followed the safety car and rendered him a lame duck. He was eventually classified 22nd, and last of those still running.

Attention then turned to how far Sutton could advance. Having been >>



Ingram was a star of the weekend, ahead of the title fight

## “It made life easier with Turkington having a snorter, shall we say!”

five places behind his chief rival at the time of the clash, Sutton had the time to back off and negotiate his way through the strewn debris and was 20th on the restart. Progress was slow to start with – Sutton’s dismissal to the back of the grid also means he is only one strike away from a race ban – but the 23-year-old still had ample laps to work his way up the order. Few of his overtakes made the cut as the cameras centred on the lead battle, but Sutton’s 11th-place finish was a remarkable save. And although three of his five points for the position were essentially forfeited as a penalty for his third strike, the two he clawed back could be crucial in another tight championship scrap.

“It made life easier with Turkington

having a snorter, shall we say!” declared Sutton, who appeared rather more chipper at the end of the day than he had before the start of race three. “Up to that point, it was an emotional rollercoaster. We’d gone from having a good race one and retaining the championship lead to being back of the grid.

“[Race three] was one of those where if you get caught in a scenario with a group of cars, you just back out. I had to keep my nose clean or get them with the undercut when they can’t do anything about it, little things like that. I couldn’t afford any contact on the entry to or halfway through a corner.”

Turkington was reflective but, in the knowledge that race three was an opportunity missed (particularly at a



Sutton’s move on Turkington was judged to be unfair and he was handed a penalty

track that did seem to marginally favour his BMW 125i M Sport), insisted he would have to come out fighting at Brands Hatch in a fortnight’s time.

“The first sequence of the lap [at the start of race three] went OK for me, [but] I got tagged going into Brooklands on the first lap. That turned me around three-quarters of the way down the



## WHEN THE GOING GETS TOUGH, HUFF GETS GOING

ROB HUFF HAS DEVELOPED A REPUTATION AS someone who's prepared to have a go in just about anything if it fits. Now effectively a permanent fixture at Goodwood's annual Members' Meeting and Revival events, Huff this season has also driven in World and Chinese Touring Cars plus the TCR International Series. So why not add one more item to the list?

Incredibly, Huff's British Touring Car Championship outing at Silverstone – in place of Tom Chilton, who is recovering from an operation – in one of Power Maxed Racing's Vauxhall Astras was his first in 13 years, having switched to the WTCC for its inaugural season after his one full campaign in Britain's premier tin-top category.

Huff hasn't been as far away as he might have appeared during that time – the 2012 WTCC champion can often be spotted pottering around the BTCC paddock – but plenty has changed since he last raced his SEAT Toledo Cupra at Donington Park in '04.

The 37-year-old's start to the weekend was hardly the most auspicious on his first outing in NGTC machinery, but he was buoyant after qualifying 28th (0.638 seconds off pole), having convinced the team to alter the base set-up of the Astra to his liking. And if he was pleased on Saturday, Huff's grin was unmissable come the end of Sunday's racing.

Race one yielded no points, but an impressive rise to 16th was a solid start before the fighter in Huff came out. A string of overtakes late in race two after catching the lead pack left him eighth at the flag and, with the reversed-grid draw done,

Huff lined up second for the finale.

A lightning start (Huff said he had found the Astra's launch system easy to master) gave him the jump on Dave Newsham and, having survived a safety-car restart from the front, it looked for some time that he might give the Vauxhall marque its first win back in the BTCC. Ultimately it wasn't to be, for while Huff rebuffed Tom Ingram by forcing the Toyota Avensis onto the grass (a move justified by Ingram "cheating", in Huff's words, track limits out of Copse), the Honda of Matt Neal eventually found its way past, but Huff still hung on to a fine second.

"When you bring a world champion in, you obviously expect stuff, and yesterday expectations were probably a bit shattered," said Huff. "Today we've worked hard and chipped away at the car and it was mega. For quite a lot of that race I think a lot of people thought we were going to have it, including Matt [Neal]. But it's just been great – it's been a bit of a dreamy return to the BTCC for me."

Chilton is expected to return for the final round of the season at Brands Hatch next week, so it appears unlikely that Huff will be back in the BTCC any time soon, but he enjoyed his time in Sunday's setting Silverstone sun (below).

"On the whole it's just been a great weekend and the reception I've had from the fans has been amazing," he said. "For me, that's what makes this championship; they're special and they're dedicated. I've not been here for 13 years and yet I get the best welcome in the world. It's just a humbling experience."

field," said Turkington. "There was another incident at Luffield and the cars ahead made a roadblock – I couldn't get out of the way. It's so frustrating.

"I'm obviously on the back foot. From race one [at Brands] I've got to start reducing the deficit. It's a positive it's only 10 points now – I've taken two from the gap having finished just two of the races really. I have nothing to protect heading to Brands, it's clear in my head I've got to outscore Ash at every opportunity – it's very straightforward from that point of view."

The title race naturally takes on a heightened significance in this part of the season, but to say those were the only two drivers worth following in the reversed-grid third race would be doing a disservice to an almighty scrap at the head of the chain.

Stand-in star Rob Huff (see panel, right) led early on and appeared on course for a sensational victory for much of the race. The 2012 World Touring Car champion got the jump on the polesitting BTC Racing Chevrolet Cruze of Dave Newsham off the line and stretched a >>



ALL PICS: EBREVILAT

healthy advantage in the opening laps, only for the safety car to wipe that out.

Huff restarted well after backing the pack up until Woodcote, but any thoughts that the Power Maxed Vauxhall might race away into the distance were dashed almost immediately when Ingram chopped his car up Newsham's inside to claim second at Copse. Ingram quickly made inroads into Huff's lead, but was then pushed back down the order after the Speedworks Toyota was edged onto the grass by Huff on the run to Maggotts.

Hopes of a Huff victory were finally dashed with five laps to go, when Matt Neal – up from 12th on the grid – got a clean exit off Copse and drew alongside Huff before sealing the place at Becketts. Neal eased away from there to clinch his second win of the season, with Huff hanging on to second and Newsham claiming an impressive podium.

"It was tough until the last one," said Neal. "I didn't expect to win it, but I knew I was on the right tyre compared to the rest of the grid and I was light, which helps a wee bit in the straight line.

"Where we were very strong, and where the Type R always has been, is through the quick stuff. So where they could fight tight around Becketts, Brooklands and Luffield, I managed to get my nose up the inside a few times out of Copse. That's eventually where I managed to do Huff; he had me covered for a few laps and knew I was strong there, but I just managed to get far enough alongside him."

Neal was relieved to claim victory, but it should be noted that, with Turkington's dramas and Sutton on a damage-limitation drive, team-mate Gordon Shedden had the opportunity to play himself back in as a dark horse for the title from third on the grid. Things went somewhat awry at the start as he and Rob Austin made contact exiting Copse and, although he was running in the top 10, Shedden didn't appear



Goff battled with Ingram on his way to a second and a first

to have the same pace as Neal before he was involved in a second altercation with Austin, which dropped the Scot down the order.

Shedden is one of four drivers mathematically still in contention for the title but, at 66 points off the summit and with 67 left on the table, it would take quite the miracle for him to secure a third straight crown.

The fourth of those remaining in the hunt is an unlikely name, but a stellar weekend from Ingram – who still finished race three in fourth despite his lairy moment – means he's one point behind Shedden overall. Ingram was the standout performer of the Silverstone weekend, despite the attention being elsewhere, and but for a rotten couple of rounds in the middle of the season he might well have found himself in the title fight. Overall honours might be all but mathematically out of reach, but third is still a realistic target for the

24-year-old. He will also want a strong final weekend at Brands Hatch to secure the Independents' title, alongside his bid to outscore Shedden overall.

More displays like his charge to a fourth victory of the season in race one won't hurt, either. Ingram scythed away from the dirty side of the grid to jump polesitter Jack Goff on the run to the first corner and, although Goff came back at him early on, Ingram had the best feel for the conditions as a sharp shower at the back of the circuit began to intensify. He pulled away before the intervention of the safety car and subsequent red flag brought the race to a premature end, with Goff's Eurotech Honda beating Adam Morgan over the line for second ahead of Turkington and Sutton.

That red flag was the result of a horrific shunt involving Turkington's WSR team-mates Rob Collard and Andrew Jordan, plus the Team Hard Volkswagen CC of Will Burns. A tap as the midfield jockeyed on the run to Maggotts sent Collard off onto the grass, and the BMW skated back onto the track at the exit of Becketts and into the side of the unwitting Burns and Jordan. Collard appeared in some pain as he stepped from his car and both he and Burns (who was transported by air ambulance) visited hospital, although both were discharged later on Sunday.

Goff was the weekend's other winner, getting his own back on Ingram in race two. Goff had followed polesitter Ingram for the first two laps but outgunned the Avensis when Ingram ran wide at Copse, and made first place his own at Maggotts, sealing the move with a small kiss. A 4.910-second winning margin was mighty impressive from Goff – who claimed his second career BTCC victory and the first since he triumphed at Snetterton with MG more than two years earlier – while things were kicking off behind him. ❄



Massive shunt brought race one to premature end

**RESULTS ROUND 9/10, SILVERSTONE (GB), SEPTEMBER 17, RACE 1 (18 LAPS – 29.527 MILES)**

POS	DRIVER	TEAM/CAR	TIME
1	Tom Ingram (GB)	Speedworks Motorsport · Toyota Avensis (39kg)	20m36.912s
2	Jack Goff (GB)	Eurotech Racing · Honda Civic Type R (15kg)	+0.728s
3	Adam Morgan (GB)	Ciceley Motorsport · Mercedes A-Class	+1.754s
4	Colin Turkington (GB)	WSR · BMW 125i M Sport (66kg)	+2.973s
5	Ash Sutton (GB)	Team BMR · Subaru Levorg (75kg)	+3.775s
6	Ant Whorton-Eales (GB)	AmD Tuning · Audi S3 Saloon	+5.107s
7	Dave Newsham (GB)	BTC Norlin Racing · Chevrolet Cruze	+6.525s
8	Aiden Moffat (GB)	Laser Tools Racing · Mercedes A-Class	+7.339s
9	Rob Austin (GB)	Handy Motorsport · Toyota Avensis	+8.704s
10	Michael Epps (GB)	Team Hard · Volkswagen CC	+9.588s
11	Gordon Shedden (GB)	Team Dynamics · Honda Civic Type R (57kg)	+11.240s
12	Ollie Jackson (GB)	AmD Tuning · Audi S3 Saloon	+11.489s
13	Matt Neal (GB)	Team Dynamics · Honda Civic Type R (27kg)	+12.661s
14	Brett Smith (GB)	Eurotech Racing · Honda Civic Type R	+13.292s
15	Senna Proctor (GB)	Power Maxed Racing · Vauxhall Astra	+14.165s
16	Rob Huff (GB)	Power Maxed Racing · Vauxhall Astra	+14.740s
17	James Cole (GB)	Team BMR · Subaru Levorg	+15.572s
18	Chris Smiley (GB)	BTC Norlin Racing · Chevrolet Cruze	+16.094s
19	Aron Taylor-Smith (IRL)	Triple Eight Racing · MG6	+18.105s
20	Rory Butcher (GB)	Motorbase Performance · Ford Focus	+19.495s
21	Josh Price (GB)	Team BMR · Subaru Levorg	+20.276s
22	Martin Depper (GB)	Motorbase Performance · Ford Focus	+20.830s
23	Jason Plato (GB)	Team BMR · Subaru Levorg (9kg)	+22.239s
24	Mat Jackson (GB)	Motorbase Performance · Ford Focus (15kg)	-1 lap
25	Matt Simpson (GB)	Team Dynamics · Honda Civic Type R	-2 laps
R	Andrew Jordan (GB)	WSR · BMW 125i M Sport (33kg)	14 laps-accident damage
R	Stephen Jelley (GB)	Team Parker · Ford Focus	14 laps-broken wishbone
R	Rob Collard (GB)	WSR · BMW 125i M Sport (48kg)	13 laps-accident
R	Will Burns (GB)	Team Hard · Volkswagen CC	13 laps-accident
R	Stewart Lines (GB)	Team Parker/Maximum · Ford Focus	12 laps-accident damage
R	Jake Hill (GB)	Team Hard · Volkswagen CC	2 laps-power-steering leak
NS	Josh Cook (GB)	Triple Eight Racing · MG6	banned

**Winner's average speed** 85.94mph. **Fastest lap** Morgan 59.506s, 99.24mph.



Ingram took a fine fourth victory of the campaign

ALL PICS: EBREV/LAT



Neal's 61st BTCC win takes him ahead of Andy Rouse on all-time list

**QUALIFYING**

**1 Goff 58.653s**; 2 Ingram 58.654s; 3 Morgan 58.702s; 4 Neal 58.808s; 5 Hill 58.817s; 6 Austin 58.882s; 7 Whorton-Eales 58.886s; 8 Turkington 58.893s; 9 Smith 58.914s; 10 Sutton 58.930s; 11 Plato 58.951s; 12 Shedden 58.973s; 13 Cole 58.979s; 14 Butcher 59.015s; 15 Newsham 59.022s; 16 Jordan 59.042s; 17 M Jackson 59.061s; 18 Cook 59.082s; 19 Price 59.088s; 20 Smiley 59.098s; 21 O Jackson 59.100s; 22 Collard 59.116s; 23 Depper 59.178s; 24 Moffat 59.179s; 25 Epps 59.227s; 26 Burns 59.240s; 27 Taylor-Smith 59.270s; 28 Huff 59.291s; 29 Proctor 59.426s; 30 Lines 59.460s; 31 Simpson 59.495s; 32 Jelley 59.539s.

**RACE 2 (22 LAPS – 36.089 MILES)**

**1 Goff (66kg) 21m57.764s**; 2 Ingram (75kg) +4.910s; 3 Turkington (48kg) +5.703s; 4 Sutton (39kg) +6.528s; 5 Austin (15kg) +7.749s; 6 Morgan (57kg) +8.438s; 7 Shedden +8.680s; 8 Huff +9.038s; 9 Newsham (27kg) +9.280s; 10 Epps (9kg) +9.547s; 11 Smiley +10.942s; 12 Smith +11.707s; 13 Neal +11.815s; 14 Taylor-Smith +15.096s; 15 Plato +15.149s; 16 Price +16.436s; 17 Hill +17.303s; 18 Cook +17.668s; 19 Butcher +18.015s; 20 Depper +18.017s; 21 Cole +18.418s; 22 Proctor +19.902s; 23 Whorton-Eales (33kg) +21.607s; 24 Simpson +22.048s; 25 Lines +22.302s; 26 Jelley +22.586s; 27 Jordan -1 lap; NC O Jackson -5 laps; R M Jackson 6 laps-accident damage; R Moffat (21kg) 6 laps-driveshaft; NS Collard; NS Burns.  
**Winner's average speed** 98.59mph.  
**Fastest lap** Shedden 59.290s, 99.60mph.

**GRID RACE 2**

Decided by result of Race 1, with top nine reversed.

**RACE 3 (25 LAPS – 41.010 MILES)**

**1 Neal 28m15.455s**; 2 Huff (21kg) +0.728s; 3 Newsham (15kg) +0.997s; 4 Ingram (66kg) +1.434s; 5 Austin (39kg) +1.865s; 6 Morgan (33kg) +3.006s; 7 Smiley +3.626s; 8 Jordan +3.761s; 9 Goff (75kg) +5.568s; 10 M Jackson +6.457s; 11 Sutton (57kg) +6.727s; 12 Epps (9kg) +8.454s; 13 Whorton-Eales +9.599s; 14 Moffat +10.546s; 15 Cole +10.913s; 16 Depper +11.114s; 17 Taylor-Smith +11.810s; 18 Proctor +12.753s; 19 Smith +14.667s; 20 Simpson +14.889s; 21 Shedden (27kg) +14.914s; 22 Turkington (48kg) -1 lap; R Cook 14 laps-overheating; R Hill 14 laps-accident damage; R Butcher 11 laps-accident damage; R Price 2 laps-spin; R Plato 1 lap-accident; R Jelley 1 lap-accident; R O Jackson 1 lap-accident damage; R Lines 0 laps-driveshaft; NS Collard; NS Burns.  
**Winner's average speed** 87.08mph.  
**Fastest lap** Proctor 59.476s, 99.29mph.

**GRID RACE 3**

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

**CHAMPIONSHIP**

**1 Sutton 338**; 2 Turkington 328; 3 Shedden 272; 4 Ingram 271; 5 Collard 256; 6 Goff 215; 7 Neal 214; 8 Jordan 200; 9 Morgan 180; 10 M Jackson 175.

# WHAT MAKES A MOETEFINDT TRAILER DIFFERENT?

**W**hen you think of Germany, certain stereotypes about efficiency and scrupulous attention to detail may come to mind. But where Moetefindt is concerned, those notions are not misplaced.

A family-owned company based near Hamburg, Moetefindt has more than 35 years of experience in building bespoke trailers and has developed a well-founded reputation for quality. Using precision design and engineering, Moetefindt guarantees a premium product tailored to the client's individual preferences, meaning no two trailers are alike.

## SAFETY FIRST

The Moetefindt range includes different shapes and sizes that fulfil various functions, but all have one primary function: to transport its load from A to B efficiently and safely. This is especially important when the cargo in question is a priceless historic racing car that its owner has spent hundreds of man hours dotting on.

Moetefindt's range of vehicle trailers has been created with racers in mind, adopting a load-securing system to tether the car by its wheels rather than the appendages at the front and rear. This not only ensures the vehicle is far less likely to be damaged in the event of an accident, but that track and camber settings are not altered during transit.

It's details like this that are vitally important to Moetefindt managing director Jens Moetefindt, who is himself a regular competitor in the top-flight VLN endurance series.

"Quite often the cars inside are much more expensive than the trailer itself," he says.

**Moetefindt**  
Tailor-made trucks and trailers

"Because of this, we use an aluminium flooring, which we laser the holes into and then fix the car over the wheels. If you put a nice race car on the trailer and pull on it with 500kg to the front and 500kg to the rear, then everything you have done in your workshop is gone. Instead, we fix the car over the wheel and the suspension can still work.

"Mercedes-Benz had an accident with one of those trailers and, when they opened it up, the car was hanging on the wall without a scratch – this is what it's all about."

The load is also sure to be protected while stationary, as Moetefindt trailers come equipped with a host of security gizmos as standard, including alarm systems and motion sensors. Whether the body is made from tarpaulin or aluminium, no compromises are made with safety.

## BUILD QUALITY

This attention to detail is also applied in the build quality of Moetefindt trailers. The company is particularly proud of its maintenance-free air-suspension system, which serves a dual benefit of a smooth ride while also improving the durability of the trailer itself by spreading the load evenly across the axles. In fact, a Moetefindt trailer using air suspension can travel up to three times further on a set of tyres than one using fixed suspension mounts.

As a result, investing in a Moetefindt trailer will pay off in the short and long term.

"We spoke to a restorer for classic cars recently about replacing his trailer, which is 20 years old. We tried to sell him a new one and he said, 'Why? It works!'" Jens explains.

"Air suspension is one of the key selling points of our trailers because it improves the ride comfort, shock-absorbing is a lot better and we can adjust the load on the trailer hook throughout the damper.



"This means the durability is a lot better on the axle – we have trailers that have done 1,000,000km with professional users. They can go through two or sometimes three lives of trucks, which means they are more cost-effective."

Moetefindt trailers carry a two-year guarantee and the company is so confident in its product that it plans to attempt a lap record for a trailer on the infamous Nurburgring Nordschleife later this year, with a circuit expert behind the wheel.

"The idea behind that is not to have the record, it's really to show the people how you can do trailers and that they can be safe at 200km/h," says Jens.

"We wouldn't advise you to do it on the road, but we aim to show that it is stable and it works."



## “WHEN YOU HAVE FINISHED RACING FOR THE WEEKEND, THE WORST THING YOU CAN DO IS RUIN A €3000 CLUTCH BY LOADING THE TRAILER!”

### EASE OF USE

Bespoke design, build quality and performance are not the only strings to Moetefindt's bow, however. As Jens knows well through his own experiences in the paddock, practicality and user-friendliness are also of paramount importance, because the last thing a driver

wants after a long weekend at the track is to be grappling with a complex loading mechanism. A well-engineered trailer that's awkward to use is of no use.

Moetefindt trailers are fitted with a three-piece mirror system and reversing camera to assist with loading in a confined space. Vehicles with a low rideheight can be loaded and unloaded safely using an automatically-tilting device to achieve the optimum ramp angle, while an electric winch ensures the race-worn clutch does not take any unnecessary punishment.

With one remote control used to operate all these processes, Moetefindt trailers can be loaded by a single person in only 30 seconds.

“When you have finished racing, the worst thing you can do is ruin a €3000 clutch by loading the trailer!” says Jens. “With a Moetefindt trailer, you can sit inside and

do the complete loading. Park up the car at the back of the trailer, position the winch where it needs to be and winch yourself into the trailer with the remote control, it's that simple.”

Moetefindt makes use of every storage space available, including under the floor, to increase carrying capacity for wheels and tools – presenting an attractive alternative to taking a full spares truck to a rollout – while trailers can also be designed with the capability to load from the side using fully sliding doors.

“We have had many of these experiences with our customers having accidents on the Nordschleife,” adds Jens. “Loading from the side is a useful feature to have, even if it's never very nice when you have to use it!”

You can't get to a racetrack without a trailer, so why go for second best?

# Newgarden dethrones Pagnaud

The 2016 champion won the race, but couldn't prevent his Penske team-mate taking the title

By David Malsher, IndyCar Correspondent

[@David Malsher](#)

**I**n a year when consistency was all, Josef Newgarden started slowly, made a couple of big mistakes along the way, but kept his head at what turned out to be the vital moments, became supremely aggressive at the crucial times, and won the 2017 IndyCar war.

He did not, however, win the season finale – that went to Team Penske Dallara-Chevrolet team-mate and outgoing champion Simon Pagnaud, who made a four-stop strategy work on a day when there were no full-course cautions. Pagnaud's race, in fact, was a microcosm of Newgarden's season – a couple of blunders but otherwise in possession of the pace to get the job done.

During qualifying, Newgarden made it clear that he had put the Watkins Glen disappointment – 18th after a pitlane gaffe – behind him. He used his fresh Chevrolet engine to perfection to edge team-mate Will Power for pole by a mere 0.035 seconds, with the other Penske machines of Pagnaud and Helio Castroneves locking out row two.

Newgarden's chief title rival, Scott Dixon, was four points behind and would line his Chip Ganassi Racing Dallara-Honda up sixth alongside Takuma Sato, who bounced back from a shunt in testing to be quickest of the Andretti Autosport Honda cars on his final drive for the team.

Before the race, championship outsider Power lost several crew members to Newgarden, as the #12 crew had won the pitstop competition at Indy and have been – along with Dixon's squad – the most consistently slick pitlane operators all year. Being fifth in the championship, Power was also under strict instruction not to race Newgarden at Sonoma – not until the menacing shadow of Dixon was out of the running for the title.

Thus the Australian made no attempt to pass Newgarden up the hill to Turn 2 at the start, while Castroneves, the only Penske driver to start on the softer tyre compound, exploited his grip advantage to get around Pagnaud and grab third. And for the first dozen laps it stayed that way. But Pagnaud's strategist Kyle Moyer had texted him the night before telling him that they should go for a four-stop strategy; the Frenchman took



Storied trophy goes the way of Tennessee native Newgarden

some convincing that it would work, but conceded. Into the pits he dashed, allowing Dixon temporarily up into fourth, 2.7s behind Castroneves, who'd discovered he could make no impression on Newgarden and Power.

Pagnaud had been placed in clean air and, now on red tyres, he was flying, running 1m18s laps when most of his competitors were running 1m20s and occasionally breaking into the 1m19s.

Alexander Rossi, who had muscled past team-mate Sato on the opening lap, pulled out of fifth place to make a stop on lap 15 and a lap later Dixon, Graham Rahal and Ryan Hunter-Reay did likewise, but they all emerged ahead of the Watkins Glen winner, who soon headed to the pits with electrical trouble that was causing an engine misfire.

Newgarden, Power and Castroneves stopped on lap 17, leaving Conor Daly up front. Castroneves switched to scuffed blacks, while Newgarden and Power – who'd both started on blacks – went to

Smart strategy helped, but Pagnaud had to nail it to win the race





## “He didn’t need to beat Pagnaud to clinch the title, but Newgarden did his utmost”

reds. Dixon, up to speed having pitted two laps earlier, tried to take advantage of Castroneves running on cold tyres at Turn 7, but braked too late, allowing the Brazilian veteran back ahead.

When Daly pitted, Pagnaud’s searing laps were halted briefly when he got stuck behind James Hinchcliffe, who had been nudged off the road by Spencer Pigot on the opening lap. Once he lapped the Canadian, however, Pagnaud was able to continue laying down fast laps, and had a 9.4s lead over Newgarden, who continued to run just ahead of Power, with Castroneves a further 2.2s back, still haunted by Dixon, Rahal in the Rahal Letterman Lanigan Racing Dallara-Honda

and the Andretti cars of Hunter-Reay and Marco Andretti.

When Pagnaud made his second stop on lap 30, his lead was more than 15s, and by taking on a set of fresh red tyres he was ready to charge again. He zapped past Charlie Kimball for ninth, Sebastien Bourdais for eighth and Hunter-Reay for seventh in the space of just eight laps. And now the opposition just melted away – once the sextet in front pitted, Pagnaud tightened his belt a notch and took advantage of the clear track ahead.

Newgarden emerged just ahead of the lapped Hinchcliffe but was now 25s in arrears of his team-mate. He didn’t need to beat Pagnaud to clinch the title, >>



Newgarden’s first title; Roger Penske’s umpteenth

### A NEW PENSKE CHAMP

A YEAR AFTER JOSEF NEWGARDEN’S 2012 rookie season, IndyCar started using Josef Newgarden heavily in promotional work, and his fun and apparently happy-go-lucky demeanour raised his profile among IndyCar fans. It also hid his ambition.

When he joined Team Penske last winter, Newgarden worked hard to fit in and raise his game, and one clear sign of maturity was the way he tackled the Sonoma race without being cowed by his Watkins Glen error.

“I was pissed at myself for making a mistake,” he said, champagne-soaked in the press room, long after he’d achieved his championship dream. “I always get pissed when I make a mistake. Like Texas this year, I’m just furious. You don’t want to be around me for 24 to 48 hours... But that’s where it stopped. I moved on pretty quickly.”

His exceptional effort for pole position last weekend indicated to all his title rivals that Watkins Glen had been an aberration, that it hadn’t affected his self-belief. He was ready to go for the championship – and in his first year for Team Penske, a feat last emulated by Gil de Ferran in 2000. Like Gil, Josef has now seen what makes The Captain’s team special.

“The more years I drove in IndyCar, the more I thought I’d never get hired by a team like Team Penske,” Newgarden admitted. “It seemed like those guys didn’t want me a part of their team, which was fine with me in some degree because I’ve worked with a lot of great groups before and we’ve had a lot of success.

“But having been a part of Team Penske for a year now, I can’t tell you how amazing they are as a group. I’m so honoured to drive for Roger and Tim [Cindric] and the entire team and all our partners. They’re the best of the best.”





but Newgarden did his utmost, nonetheless. He wanted a fifth win of 2017, and that was going to go to be far less likely were Pagnaud to extend his lead to 30-32s; the #1 machine would be able to make its third stop and emerge still leading...

Newgarden was spared that outcome – at least for now – because, while braking hard for the right-left chicane that comprises Turn 9, Pagnaud skated straight on across the sand in the runoff area, and then repeated this ‘off’ on the following lap, when he pitted for reds once more. Thus Pagnaud emerged from his third stop in third, just ahead of Castroneves, but 4.8s behind Power, who trailed Newgarden by 3.3s.

With Pagnaud on fresh rubber, that situation changed rapidly as he charged after his team-mates, who were running on tired primary tyres. He passed Power out of the Turn 11 hairpin, and just six laps later he was all over Newgarden. Pagnaud didn’t even need to make the pass or do anything hazardous to his race-win hopes or Newgarden’s title chances; he just needed to wait, preserve his tyres for a couple of extra laps’ worth of flat-out running when the leader pitted, before making his fourth and final stop.

Almost incidental to this thoroughly Penske-dominated day, the outgunned Dixon pitted to grab a set of fresh reds and, once the Penske guys had stopped, Dixon was in front of Castroneves. A small victory for the Ganassi squad.

Meanwhile, Pagnaud appeared to have just enough of a margin to maintain the lead when he made his final stop. Faces were taut in the #1 and #2 pits since, if Pagnaud or Newgarden lost their bearings – or minds – collided and ended up stranded trackside, the title was heading Dixon’s way...

Pagnaud emerged from pitlane just as Newgarden swept around Turn 1, and he

was able to smoothly move over to the apex of Turn 2 to shut out the ex-Formula Ford Kent Festival winner. But this wasn’t quite over – Pagnaud, on cold, hard-compound, black-walled tyres, was having to get very defensive, while Newgarden, on nicely-up-to-temp reds, saw some tempting gaps over the next four corners. But there was a lot of sand and tyre marbles around; caution was the better part of valour on this day.

Still, down to the Turn 7 hairpin, Newgarden went wide on entry and tight on exit, allowing him to draw alongside Pagnaud, but too much wheelspin on the greener part of the track killed his acceleration and he couldn’t get ahead. With Penske president and team strategist Tim Cindric in his ear, Newgarden tempered his enthusiasm once more...

Pagnaud hit traffic – Pigot and JR Hildebrand – with 10 laps to go, and that allowed Newgarden and Power to close up. But, once they had moved aside, the race was settled. No-one was going to jeopardise this for Roger Penske and the team. Pagnaud ended up winning by 1.1s over Newgarden, who was just half a

**Above: Power leads Castroneves – both had vain outside title shots**

**Above right: Newgarden celebrates in time-honoured style**

second clear of Power. Dixon was 10s behind, with Castroneves, Rahal, Andretti, Hunter-Reay, Bourdais and Daly completing the top 10.

Pagnaud, the only driver who completed every lap this season, admitted he was surprised by how hard Newgarden had fought for the race win: “When I blocked Turn 7 and I saw him diving, I’m like, ‘Dude, be careful!’ Especially at the time, the thing is if he has a problem, I’m leading the race, I’m champion. I could see on the [scoring pylon] Dixon was fifth, so I knew we couldn’t do anything stupid for the championship. But it was more comfortable for me than it was for him, I’m assuming, in my position.”

“It was hard,” said Newgarden. “I was using my natural instincts. I was trying to get [Simon] Pagnaud there because that’s what I normally do – try to win the race whenever possible. They were telling me to be patient and not do something stupid. I tried to get him, but I also tried not to do anything dumb for the team.”

And as the driver with the most wins this season – four – trying to win the race whenever possible has bitten Newgarden a couple of times, but has also served him just fine.

Asked to compare Newgarden to some of his team alumni, Roger Penske remarked: “I think that I always look at [Rick] Mears as one of the drivers who made such a difference with us going all the way back. You know, he knocked on the door and had never really had a lot of success, but he created a tremendous momentum within our race organisation. And I think that’s exactly what Josef is doing because of his intensity.”

A 2008 Team USA Scholarship winner, 2011 Indy Lights champion and regular race winner, Newgarden has gone from boy to man in front of our eyes. And now, at last, as 2017 IndyCar Series champion, he is The Man. ❄



**Sato and Dixon (9) were top Honda qualifiers. Engine woe put Sato out**



Dixon was the only serious rival to Penske

## DIXON FALLS SHORT

BEFORE SONOMA, SOME THOUGHT THAT Josef Newgarden's pit-exit shunt at Watkins Glen had essentially handed the title to Scott Dixon, even though he entered the weekend still trailing the Penske driver. The theory went that having four Penske drivers mathematically in with a shout at the title might see the team spirit diluted by individual ambition and that Dixon – ably steered by race engineer Chris Simmons and strategist Mike Hull – would swoop in and claim his fifth championship with Chip Ganassi Racing.

But with a car not quite the equal of the Team Penske machines, and in a race unhindered by even a single full-course caution, Dixon was fighting an impossible battle. Without a clever strategy to shuffle him to the front, and without team-mates fast enough to help, he could literally do no more. (Bear in mind, Simon Pagenaud's four-stop strategy was only going to work when applied to the fastest car.) So he sat frustrated behind Helio Castroneves for much of the race, and was powerless to prevent Pagenaud from bumping him down to third in the final championship standings.

Given the ridiculously bad luck he's suffered this year and having spent much of the season working with a manufacturer aero kit that effectively neutralised Honda's power advantage on most road and street courses, Dixon could be forgiven for sounding frustrated.

"It just seems like the #3 car [Castroneves] covered us," he said. "Every time we short-pitted they followed us and he was just a massive roadblock. Once we got into clean air, we were able to make up ground, but every time we got into traffic we got real loose."

Roll on 2018, when everyone has the same drag/downforce coefficient to figure out at each track. Only six months to wait...

### RESULTS ROUND 16/16, SONOMA (USA), SEPTEMBER 17 85 LAPS – 202.725 MILES

POS	DRIVER	TEAM/CAR	TIME
1	Simon Pagenaud (F)	Team Penske · Dallara-Chevrolet	1h55m52.6840s
2	Josef Newgarden (USA)	Team Penske · Dallara-Chevrolet	+1.0986s
3	Will Power (AUS)	Team Penske · Dallara-Chevrolet	+1.6139s
4	Scott Dixon (NZ)	Chip Ganassi Racing · Dallara-Honda	+12.0870s
5	Helio Castroneves (BR)	Team Penske · Dallara-Chevrolet	+22.5022s
6	Graham Rahal (USA)	Rahal Letterman Lanigan Racing · Dallara-Honda	+23.5289s
7	Marco Andretti (USA)	Andretti Autosport · Dallara-Honda	+23.9788s
8	Ryan Hunter-Reay (USA)	Andretti Autosport · Dallara-Honda	+24.5140s
9	Sebastien Bourdais (F)	Dale Coyne Racing · Dallara-Honda	+49.9911s
10	Conor Daly (USA)	AJ Foyt Enterprises · Dallara-Chevrolet	+55.6650s
11	Charlie Kimball (USA)	Chip Ganassi Racing · Dallara-Honda	+1m21.0203s
12	Max Chilton (GB)	Chip Ganassi Racing · Dallara-Honda	+1m24.5038s
13	Spencer Pigot (USA)	Ed Carpenter Racing · Dallara-Chevrolet	-1 lap
14	JR Hildebrand (USA)	Ed Carpenter Racing · Dallara-Chevrolet	-1 lap
15	Carlos Munoz (CO)	AJ Foyt Enterprises · Dallara-Chevrolet	-1 lap
16	Tony Kanaan (BR)	Chip Ganassi Racing · Dallara-Honda	-1 lap
17	Zachary Claman DeMelo (CDN)	Rahal Letterman Lanigan Racing · Dallara-Honda	-1 lap
18	Jack Harvey (GB)	Schmidt Peterson Motorsports · Dallara-Honda	-1 lap
19	Ed Jones (UAE)	Dale Coyne Racing · Dallara-Honda	69 laps-suspension
20	Takuma Sato (J)	Andretti Autosport · Dallara-Honda	62 laps-engine
21	Alexander Rossi (USA)	Andretti Herta Autosport · Dallara-Honda	-25 laps (running)
22	James Hinchcliffe (CDN)	Schmidt Peterson Motorsports · Dallara-Honda	52 laps-electrical

**Winner's average speed** 104.968mph. **Fastest lap** Pagenaud 1m18.3576s, 109.575mph.

#### QUALIFYING

**Q3** 1 Newgarden 1m15.5205s; 2 Power 1m15.5556s; 3 Pagenaud 1m15.6356s; 4 Castroneves 1m15.8032s; 5 Sato 1m16.2208s; 6 Dixon 1m16.3978s.

**Q2** Pagenaud 1m15.7120s; Newgarden 1m15.7325s; Castroneves 1m15.9602s; Power 1m15.9919s; Sato 1m16.0497s; Dixon 1m16.0957s; 7 Hunter-Reay 1m16.1815s; 8 Rossi 1m16.1934s; 9 Rahal 1m16.1968s; 10 Bourdais 1m16.5811s; 11 Andretti 1m16.8221s; 12 Kanaan 1m16.9718s.

**Q1 - GROUP 1** Power 1m16.1236s; Pagenaud 1m16.2220s; Andretti 1m16.3298s; Rahal 1m16.4658s; Castroneves 1m16.5534s; Bourdais 1m16.5847s; 14 Chilton 1m16.7581s; 16 Hinchcliffe 1m16.9539s; 18 Jones 1m17.0231s; 20 Hildebrand 1m17.1602s; 22 Munoz 1m17.2507s.

**Q1 - GROUP 2** Newgarden 1m15.7917s; Rossi 1m16.2045s; Hunter-Reay 1m16.5554s; Sato 1m16.5644s; Dixon 1m16.9169s; Kanaan 1m17.0359s; 13 Daly 1m17.1016s; 15 Kimball 1m17.1417s; 17 Pigot 1m17.2662s; 19 Harvey 1m17.2722s; 21 Claman DeMelo 1m17.2814s.

#### CHAMPIONSHIP

1 Newgarden 642; 2 Pagenaud 629; 3 Dixon 621; 4 Castroneves 598; 5 Power 562; 6 Rahal 522; 7 Rossi 494; 8 Sato 441; 9 Hunter-Reay 421; 10 Kanaan 403.



# RACE CENTRE

BLANCPAIN SPRINT • NASCAR • FORMULA V8 3.5 • V8 SUPERCARS



Frijns/Leonard took their sole main-race win of 2017

## Frijns and Leonard defy

**BLANCPAIN SPRINT CUP**  
**NURBURGRING (D)**  
**SEPTEMBER 16-17**  
**ROUND 5/5**

THE BLANCPAIN SPRINT CUP FINALE WAS so frenetic and dramatic that two unexpected title contenders – of the 13 drivers who entered the weekend with a shot at the championship – didn't even realise they were fighting for the crown when the crucial pass was made.

Robin Frijns ensured he took an unlikely title alongside Stuart Leonard with a bold pass for the lead around WRT Audi stablemate Markus Winkelhock – who in turn was in title contention with co-driver Will Stevens – on the approach to Turn 1 in the closing stages.

"I did not really expect an attack from Robin," Winkelhock said afterwards. "There was a misunderstanding on the radio to not attack each other and as he was overtaking I was not defending like I would normally do when it is about a championship."

Winkelhock's confusion was understandable. A series of twists and turns eliminated their many title rivals and led to the unpredicted non-battle for the win.

All weekend it had looked as though pre-event points leaders Franck Perera and Maximilian Buhk in the HTP Mercedes would go head to head with in-form WRT Audi pair Dries Vanthoor and Marcel Fassler, and another pole

meant that the Audi duo closed to two points off the Mercedes crew ahead of the qualifying race, with Vanthoor starting from the front ahead of the fourth-placed Buhk.

Vanthoor's strong early stint to pull away from his rivals collapsed when he pitted the instant the mandatory window opened and the Grasser Lamborghini of Andrea Caldarelli ran another four laps. Ezequiel Perez Companc took over the Lamborghini and stubbornly stopped the Audi from taking its lead back, which allowed charging Bentley driver Maxime Soulet and Buhk to close in on the top two.

They ran nose to tail and swapped places at will late on, before a bold move from Soulet decisively took second and Perera then demoted Fassler to fourth.

The Bentley then filled the mirrors of Perez Companc, and the pressure told when the Lamborghini driver defended too aggressively on the run to the chicane and pushed Soulet onto the grass. Perez Companc took the flag ahead of Perera and Fassler, but was hit with a one-second penalty that handed the championship leaders victory and set the main-race front row.

This time Fassler cantered into the early lead, but the Audi crew's race again collapsed in the pitstops when an air hose knocked over one of the mechanics as Vanthoor pulled away.

Perera stayed out for another two laps and, with a penalty for the pit incident imminent, it looked as though the title was there for the



VISIONSPORT AGENCY

# Truex overcomes pit problems

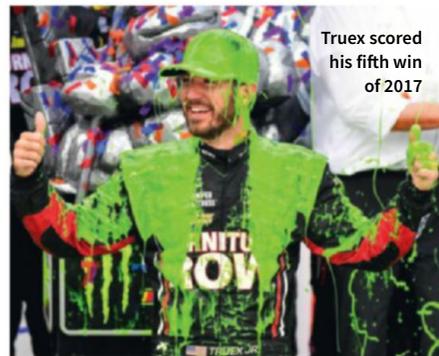
**NASCAR CUP**  
**CHICAGOLAND (USA)**  
**SEPTEMBER 17**  
**ROUND 27/36**

MARTIN TRUEX JR WON THE FIRST playoff race of the 2017 Cup season after recovering from two pitstop mistakes to take victory at Chicagoland.

Truex led 77 of the race's 267 laps to claim a victory that extends his playoff points lead and guarantees him a place as one of the 12 drivers who will progress from this current round of 16.

In stage one, the Furniture Row Racing Toyota driver sped in the pitlane and was handed a drivethrough penalty that dropped him down the order. He then had more pit drama between stages one and two – won by polesitter Kyle Busch and Chase Elliott respectively – as a loose wheel meant he had to pit again while the race was suspended.

But Truex set a searing pace thereafter as he recovered to third at the end of stage two and then passed Elliott and Kevin Harvick to take the lead. He built up a commanding advantage – twice, as Erik



Truex scored his fifth win of 2017

LAT IMAGES

Jones and caused a late caution – and won by 7.1 seconds over Elliott.

Harvick finished third ahead of Denny Hamlin, Kyle Larson and Brad Keselowski. Busch eventually finished 15th after a penalty for having too many crew members over the wall in stage two cost him two laps. Joey Logano, Jimmie Johnson, Matt Kenseth and Jamie McMurray completed the top 10.

## RESULTS

**1 Martin Truex Jr (Toyota Camry)** 267 laps in 2h45m16s; 2 Chase Elliott (Chevrolet SS) +7.179s; 3 Kevin Harvick (Ford Fusion); 4 Denny Hamlin (Toyota); 5 Kyle Larson (Chevy); 6 Brad Keselowski (Ford); 7 Joey Logano (Ford); 8 Jimmie Johnson (Chevy); 9 Matt Kenseth (Toyota); 10 Jamie McMurray (Chevy). **Round of 16 1 Truex 2102**; 2 Larson 2075; 3 Harvick 2067; 4 Keselowski 2061; 5 Kyle Busch 2061; 6 Elliott 2059; 7 Hamlin 2058; 8 Johnson 2046; 9 Kenseth 2039; 10 Ryan Blaney 2034; 11 McMurray 2031; 12 Kurt Busch 2026; 13 Austin Dillon 2026; 14 Ricky Stenhouse Jr 2022; 15 Kasey Kahne 2021; 16 Ryan Newman 2019.

# finale chaos

taking. But minutes later it was gone as Buhk ran wide on the exit of the final corner with a front-left puncture and retired.

Race control then handed new leader Vanthoor the inevitable drivethrough penalty, which dropped him to 10th and set up the unlikely final fight between Frijns and the unaware Winkelhock.

“This is one of the most stressful titles I think, not really being in a position to fight for the championship and then eventually we were,” said Frijns. “It was more stressful because I usually never fight for a title against a team-mate – I hope we will still be friends.”

**TOM ERRINGTON**

## RESULTS

**1 Stuart Leonard/Robin Frijns (Audi R8 LMS)** 30 laps in 1h01m35.795s; 2 Markus Winkelhock/Will Stevens (Audi) +3.967s; 3 Ezequiel Perez Companc/Andrea Caldarelli (Lamborghini Huracan GT3); 4 Markus Palttala/Jesse Krohn (BMW M6 GT3); 5 Christian Engelhart/Mirko Bortolotti (Lamborghini); 6 Jules Szymkowiak/Fabian Schiller (Mercedes-AMG GT3); 7 Vincent Abril/Steven Kane (Bentley Continental GT3); 8 Jonny Kane/Steijn Schothorst (McLaren 650S GT3); 9 Andrew Watson/Rob Bell (McLaren); 10 Marcel Fassler/Dries Vanthoor (Audi). **Qualifying race 1 Franck Perera/Maximilian Buhk (Mercedes)** 30 laps in 1h01m28.374s; 2 Perez Companc/Caldarelli +0.617s; 3 Fassler/Vanthoor; 4 Andy Soucek/Maxime Soulet (Bentley); 5 Winkelhock/Stevens; 6 Leonard/Frijns. **Points 1 Frijns/Leonard 82**; 2 Winkelhock/Stevens 74; 3 Buhk/Perera 68; 4 Bortolotti/Engelhart 67; 5 Vanthoor/Fassler 62; 6 S Kane/Abril 38. **Blancpain overall 1 Bortolotti/Engelhart 138**; 2 Abril 116; 3 Buhk/Perera 108; 4 Winkelhock 104; 5 Caldarelli 92; 6 Leonard 91.



Kristoffersson now has a 50% win rate in 2017

FIAWORLDRALLYCROSS.COM

# Kristoffersson seals first title

**WORLD RALLYCROSS**  
**RIGA (LV)**  
**SEPTEMBER 16-17**  
**ROUND 10/12**

JOHAN KRISTOFFERSSON WAS THE winner in Riga, where he was also crowned 2017 champion and his PSRX Volkswagen Sweden team secured the teams' title.

But it wasn't all good news for the PSRX squad. Kristoffersson claimed his fifth win in a row – and his sixth of the season overall – but his team-mate, double World Rallycross champion Petter Solberg, crashed at the first corner of semi-final two and suffered a broken collarbone, which eliminated his championship chances.

Kristoffersson claimed maximum points in the event, leading both semi-final one and the final from start to finish, which he won ahead of the Audi of outgoing

champion Mattias Ekstrom, who passed rally legend Sebastien Loeb's Peugeot into the first corner of the final.

Loeb, who had won semi-final two, lost further ground during the final's opening lap, but recovered to third at the finish. Andreas Bakkerud finished fourth in front of Janis Baumanis, who had run as high as second after the first corner but dropped back when the joker laps played out.

Nico Muller, making his WRX debut with fellow Audi DTM driver Ekstrom's EKS team, finished sixth.

## RESULTS

**1 Johan Kristoffersson (Volkswagen Polo GTI)** 6 laps in 5m06.673s; 2 Mattias Ekstrom (Audi S1) +2.365s; 3 Sebastien Loeb (Peugeot 208); 4 Andreas Bakkerud (Ford Focus RS); 5 Janis Baumanis (Ford Fiesta); 6 Nico Muller (Audi). **Points 1 Kristoffersson 271**; 2 Petter Solberg 209; 3 Ekstrom 204; 4 Loeb 194; 5 Bakkerud 165; 6 Timmy Hansen 152.

# Fittipaldi frustrated in Austin

**WORLD SERIES FORMULA V8 3.5**

**AUSTIN (USA)**

**SEPTEMBER 15-16**

**ROUND 8/9**

PIETRO FITTIPALDI HAD A HARD time of it in Austin, the first round of this series in the US, where his Formula V8 3.5 championship lead was cut to 10 points with just one round remaining.

He struggled to find a rhythm through the high-speed corners that make up sectors one and two and his lack of experience at the Circuit of the Americas was compounded by issues in finding a comfortable set-up.

After being denied pole position for both races by his Lotus team-mate Rene Binder and then Teo Martin driver Alex Palou – who set the same time as Fittipaldi but claimed the pole for race two because he did it first – Fittipaldi said attacking was his only option if he was to add to his tally of six wins.

But in the first race, he couldn't deal with the pace of Binder – who had a new engine for the weekend after a failure in Mexico – and the Austrian claimed an untroubled lights-to-flag victory.

Unable to challenge for the win, Fittipaldi was in fact demoted to third by Egor Orudzhev. The SMP Racing driver, one of the few drivers who felt his car had a good set-up, got a better run going into the uphill first corner following a brief safety car deployment at around half distance.

In race two Orudzhev relegated Fittipaldi to third again, with a great move around the outside at Turn 1, leaving Fittipaldi struggling to keep up.



DUTCH PHOTO AGENCY

Orudzhev then played his pit strategy to perfection by staying out longer than Palou (who was replacing Nelson Mason for the third consecutive round) before making his mandatory stop. Emerging from the pits a car length ahead of Palou, Orudzhev then pulled away and won by more than five seconds.

Fittipaldi didn't even finish the race after a suspected rear brake-line failure caused him to go off at the first corner during the early running and hit the barriers. But at least he remained in the championship lead, albeit by a diminished margin. SMP's Matevos Isaakyan entered the weekend 15 points behind in second place, but failed to capitalise on Fittipaldi's retirement, as he tangled with Konstantin Tereschenko on the final lap and finish sixth. Orudzhev was greatly assisted by Fittipaldi's

**A long first stint enabled Orudzhev to grab the race two win**

**Fittipaldi's third place in race one was as good as it got for the standings leader**

retirement and moved to within 25 points of the Brazilian in the standings.

While Orudzhev has closed in, others have slipped away. Force India Formula 1 development driver Alfonso Celis was third ahead of this event, but a weekend he called a "disaster" meant he fell to fourth, 31 points behind Fittipaldi.

Celis suffered from a lack of straightline speed as the rear tip of his gearbox dragged along the ground.

Binder is also all but out of title contention as he is now 49 points behind the leader with only 50 available. A loose cable linking the power button to the engine stopped him from being able to start the formation lap for race two, but he eventually started from the pits a lap down and came home last.

Level with Binder on 174 points is Roy Nissany, who finished sixth in race one and fourth in race two after his RP Motorsport team discovered broken shims in the anti-roll bars, which caused the car to veer to the left.

Diego Menchaca also finished strongly after a weekend of technical difficulties. Fortec changed his car's engine overnight after repeated issues in the first race, and the team's work was rewarded as he claimed his first podium of the season with third in race two.

**JOE HUDSON**

## RESULTS

**Race 1 1 Rene Binder** 22 laps in 43m14.765s; 2 Egor Orudzhev +1.249s; 3 Pietro Fittipaldi; 4 Matevos Isaakyan; 5 Alex Palou; 6 Roy Nissany; 7 Yu Kanamaru; 8 Alfonso Celis; 9 Diego Menchaca; no other finishers.

**Race 2 1 Orudzhev** 23 laps in 43m42.573s; 2 Palou +5.418s; 3 Menchaca; 4 Nissany; 5 Celis; 6 Isaakyan; 7 Kanamaru; 8 Konstantin Tereschenko; 9 Giuseppe Cipriani; 10 Binder.

**Points 1 Fittipaldi 223**; 2 Isaakyan 213; 3 Orudzhev 198; 4 Celis 192; 5 Binder 174; 6 Nissany 174.



DUTCH PHOTO AGENCY



Stanaway led away from Waters' hard-won pole

LAT IMAGES

# Prodrive pair peerless

**AUSTRALIAN SUPERCARS**  
**SANDOWN 500 (AUS)**  
**SEPTEMBER 17**  
**ROUND 10/14**

TWO NEW NAMES WERE ADDED TO THE list of Supercars race winners at Sandown, as Cam Waters and Richie Stanaway combined to take their maiden main game victories.

The series' long-distance races may be famous for throwing up unlikely winners, but there was no hint of good fortune or fluke about this victory. The Prodrive Racing pair were both on the pace from the off, starting with Waters going sixth in the provisional qualifying session.

Stanaway built on that performance expertly during the 20-lap co-driver qualifying race on Saturday afternoon, finishing third behind Erebus driver Luke Youlden and DJR Team Penske's Alex Premat, two drivers with significantly more Supercars experience.

The Kiwi actually passed Premat on the last lap of that event, but was demoted back to third on countback after the race was red-flagged a lap early when Todd Hazelwood crashed spectacularly at Dandenong Road.

Waters took over for the main driver qualifying race an hour later, and picked up where Stanaway had left off. Despite spending all 20 laps with mirrors full of points leader Scott McLaughlin, Waters held his nerve to secure pole for Sunday's 500km main race. Not that it wound up being a full-distance race; the first hour was lost to a red flag after a puncture fired Taz Douglas into the wall at Dandenong Road.

That made it a time-limited event, which meant 125 laps instead of 161, and a clear three-stop strategy. In the first stint, Stanaway was locked in battle with Paul Dumbrell (in the #88 Red Bull Holden) and Premat. Stanaway

never gave up the lead on track, but was jumped by Dumbrell during the stops.

At that stage things looked good for Dumbrell and Jamie Whincup, until 15 laps later their lead was blown by a punctured Dunlop. Stanaway kept Premat at arm's length for the rest of the second stint, before the pair handed their respective Falcons over to Waters and McLaughlin for the remainder of the race. While the gap never blew out too much more than 1.5 seconds, Waters held his nerve to secure a somewhat surprising, but entirely deserved win.

Chaz Mostert and Steve Owen capped off a good day for Prodrive with third, after running down the Shane van Gisbergen/Matt Campbell car in the closing stages of the race. The #97 Red Bull Holden started outside the top 20 thanks to a poor Saturday, but spent most of the race in contention for a podium thanks to a roll of the strategic dice that paid off nicely. It centred around starting van Gisbergen against a field of co-drivers, and the reigning champ caught the leaders in the first stint before Campbell held his own for a stint against the regular main gamers. But a tyre failure while battling with Mostert for third late in the race sent van Gisbergen tumbling down the order.

Whincup recovered from Dumbrell's tyre dramas to finish sixth, salvaging valuable championship points.

**ANDREW VAN LEEUWEN**

## RESULTS

**1 Cameron Waters/Richie Stanaway (Ford Falcon)** 125 laps in 3h31m35.7850s; **2 Scott McLaughlin/Alexandre Premat (Ford)** +0.6746s; **3 Chaz Mostert/Steve Owen (Ford)**; **4 Garth Tander/James Golding (Holden Commodore)**; **5 Fabian Coulthard/Tony D'Albereto (Ford)**; **6 Jamie Whincup/Paul Dumbrell (Holden)**. **Points**  
**1 McLaughlin 2334**; **2 Whincup 2250**; **3 Coulthard 2173**; **4 Mostert 2052**; **5 Shane van Gisbergen 1920**; **6 Mark Winterbottom 1671**.

## IN BRIEF

### BRITISH RALLY CHAMPIONSHIP

Keith Cronin won Rally Isle of Man to take the 2017 British Rally Championship title, despite starting the event 32 points adrift. Cronin had to win both legs to take the title, and did so by beating Matt Edwards twice – by 0.1 seconds on the second leg after taking 9.5s out of him on final stage. Fredrik Ahlin had to finish third and second on the two legs to win the championship but could only manage two thirds.

### SCANDINAVIAN TOURING CARS

Robert Dahlgren clinched his maiden Scandinavian Touring Car title by finishing sixth in the first of three races at Mantorp Park. The PWR Racing SEAT driver was then stripped of his runner-up position to race one winner Fredrik Eklblom in race two, before taking third in the finale, won by Fredrik Blomstedt. Series returnee Andreas Wernersson (Lestrup Racing) claimed a podium, while Mattias Andersson took two.

### FORMULA RENAULT NEC

Sacha Fenestraz took a clean sweep of race victories at the Nurburgring. He had to recover past Dan Ticktum in the opener after a below-par start, but controlled the second from the front. Ticktum's weekend unravelled in the second contest as he clashed with Thomas Neubauer, who went into a barrel roll from which he escaped unharmed. Gabriel Aubry claimed the points lead with second in the final race.

### ADAC FORMULA 4

Marcus Armstrong moved into the points lead with a pair of podiums at the Sachsenring, where Julian Hanes, Fabio Scherer and Felipe Drugovich shared the wins. Armstrong was third and second in races one and two, but only sixth in race three. His title rival, and Prema Powerteam team-mate, Juri Vips scored a best result of fourth in the finale.

### ADAC GT MASTERS

Connor De Phillippi and Christopher Mies put in a lights-to-flag masterclass to win the first race aboard their Audi R8 LMS. Luca Stolz and Luca Ludwig won race two on the road ahead of their team-mates Nicolai Sylvest and Yelmer Buurman, but both of the Mercedes-AMG GT3s entered by the Zakspeed squad were subsequently disqualified from the weekend for failing to comply with GT3 homologation. The team appealed and the result remains pending.

### EUROPEAN RALLY CHAMPIONSHIP

Ford Fiesta R5 driver Bryan Bouffier beat Kajetan Kajetanowicz by just 0.3 seconds on the series' first visit to the Rally di Roma Capitale. Kajetanowicz will seal the championship at the final round unless Bruno Magalhaes – who took third on the event – overturns a 24-point deficit. Fourth in the event, but not ERC registered, was Kalle Rovanpera in a Peugeot 208 T16 R5.

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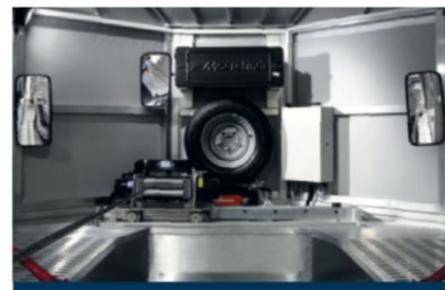
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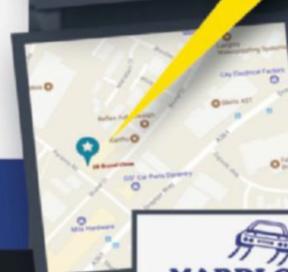


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## PROFILE

AGE 17

NATIONALITY British

## RESULTS

- 2017** BRSCC Ford Fiesta Championship, second in class with two wins
- 2016** BRSCC Ford Fiesta Junior Championship, fifth overall
- 2015** BRSCC Ford Fiesta Junior Championship, sixth overall. Fourth place in Senior X30 winter series at PFI
- 2014** Junior X30, Kartmasters British Grand Prix, East Anglian Cup, **WINNER**
- 2013** Junior X30, Super One
- 2012** Junior Rotax, Formula Kart Stars
- 2011** Minimax
- 2010** Minimax
- 2009** Comer Cadets
- 2008** Comer Cadets

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# Lewis Kent

FOR MOST RACING DRIVERS BEGINNING THEIR professional careers, Formula 1 is an unrealistic dream, and it takes a mature head on young shoulders to focus elsewhere.

Lewis Kent may not aspire to reach the pinnacle of single-seater racing, but that doesn't mean the 17-year-old doesn't have the drive, ambition or talent to forge a motor racing career.

"People have said you're going to be the next Lewis Hamilton, but I don't want to be an F1 driver. You need a big budget," says Kent. "I'd like to go for the British Touring Car Championship or World Touring Cars."

With tin-tops in mind, it seems only fitting that Kent is currently racing in the BRSCC Ford Fiesta Championship, which he has taken to like a duck to water. His debut in the series began in fantastic fashion at his local track, Brands Hatch, with a win and two third places as well as a fastest lap. There was another win on the Silverstone National layout and podiums at Cadwell Park and Snetterton, showing his ability to adapt to different kinds of circuits.

Such has been his rise that he is in with a shot of the Class C championship, as well as the possibility of claiming the outright title.

Kent began his car racing career in the Fiesta Junior Championship, where he finished sixth and

fifth in the standings in 2015 and '16 respectively. Despite his immediate success in the senior class, the step up has presented new challenges that Kent has had to adapt to.

"I think the biggest change is having the experienced drivers around you," says Kent. "Drivers who are not easy people to drive around with, they will give you good competition. One of the biggest changes was adapting from cut slicks to normal slicks as well."

It's no surprise that Kent has taken up motorsport and wishes to pursue it as a career, as he's the fourth generation in his family to race. He began competing in 2008 in Comer Karts at Ellough Park, Red Lodge and Rye House and honed his skills in various karting series, including Minimax, Junior Rotax, Junior X30 and Senior X30, as well as Formula Kart Stars and Super One. He also raced in the Supernationals in the US, European and World X30 rounds.

Kent managed fourth place in the Winter Series at PFI in 2015, proving that he isn't afraid to mix it with those with greater experience.

Kent's future as a touring car driver looks bright, with possible moves into the Renault Clio or TCR UK series on the horizon for 2018. "My plan for next year is go into something like the Clios, but I need to see what happens with the championship."

## CONTACT DETAILS



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PROVISIONAL 2018 TCR UK CALENDAR	
DATE	CIRCUIT
March 31-April 1	Silverstone
May 12-13	Knockhill
June 2-3	Brands Hatch
July 14-15	Castle Combe
August 4	Oulton Park
September 8-9	Croft
October 13-14	Donington Park

ANALYSIS

## TCR UK reveals varied 2018 calendar

FORTY-SEVEN TEAMS HAVE SO FAR expressed interest in competing in the new TCR UK series next year since it was given the green light two months ago.

But despite the levels of interest, until last week's provisional calendar announcement there had been little detail about what the British Racing and Sports Car Club-run category would look like.

The seven-round calendar features all the major UK tracks that might be expected to be included, like Silverstone, Donington Park and Brands Hatch. It also lists popular British Touring Car Championship venues Knockhill and Oulton Park in a one-round-per-month schedule. But the crucial difference to the BTCC calendar is that it includes Castle Combe in Wiltshire.

"We always wanted to go to at least one track that doesn't have the BTCC," said series promoter Jonathan Ashman. "Castle Combe seemed the logical one as it's so close to the Honda factory where the Civic Type Rs are built. It always gets a good crowd too and it gives another circuit a slice of the action next year."

Ashman added that he would like to visit more smaller venues in the future.

"I really would like to go to Anglesey or Pembrey, and if we expand I would like to go to one of those Welsh tracks and Mondello Park too," he said.

Crucially, none of the races clash with BTCC weekends, allowing teams and drivers to run in both tin-top categories.

Another key question about the series is which package it would run on.

TCR is heading to the UK next year – and we now know where

It had already been announced that TCR UK would be the centre of a new package rather than join an existing one. Ashman says he wants variety – ideally a single-seater category, a GT series and possibly a historic one too.

BRSCC competitions manager Dominic Ostrowski said: "We will put together a support package, which will probably be three or four main championships at all or most of the rounds, and the rest will be BRSCC championships coming in on a meeting-by-meeting basis."

Autosport understands that an announcement on the first of these support series is expected imminently as more of the pieces of the TCR UK puzzle fall into place.

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MASTERS ENDURANCE LEGENDS

# Doyle wins first Endurance Legends race

THE FIRST MASTERS ENDURANCE LEGENDS race literally took Spa by storm last weekend. Young Irishman Sean Doyle earned a tight victory from seventh on the grid.

Doyle triumphed in the Murphy Prototypes/Gas Monkey Garage ORECA 03R in which Belgium's Marc Goossens, Dutchman Jeroen Bleekemolen and American Ben Keating finished 34th in last year's Le Mans 24 hours.

On a track made treacherous by a heavy shower as the slick-shod 21-car field was despatched, Doyle, 24 – who raced the 4.5-litre Nissan V8-engined car in last season's European Le Mans Series – prevailed in a tight fight with 2004 Formula Palmer Audi

champion Jonathan Kennard, 32, in American Robert Blain's WDK-run ORECA LMP2. Kennard had driven the car in a straightline test on an airfield in Britain before the event.

Series director Nicolas Minassian qualified an LMP1 Peugeot 908X on pole in Friday's wet session. But starting driver Kriton Lendoudis spun the diesel machine in the difficult conditions, before switching to wets and installing the French ace, who set a stunning fastest lap at almost 117mph as the circuit dried to finish in an eventual sixth place.

Martin Short secured second on the grid, despite his Rollcentre Dallara LMP1's gearbox paddleshift failing, and finished a strong

fourth in the race behind Matthieu Lahaye's Pescarolo. "I adore this car, and the Masters initiative and am grateful to be given somewhere to race it again," Short said.

Following a first-lap spin, Michel Frey was first to pit for wet tyres and was up to fifth by his mandatory stop. Any thoughts the Swiss driver might have harboured of an ORECA 1-2-3 ended there when a wheel jammed. Frey's compatriot Steve Zacchia dominated the GT section, finishing a fine fifth in his Prodrive Ferrari 550 GT1.

The race was a pilot contest for the series ahead of a planned full season next year as part of the Masters Historic Racing bill.

BRITISH GT

## Keen/Minshaw hope for fortune reversal

JON MINSHAW AND PHIL Keen are hoping for a reversal of the dramatic events of last year's British GT season finale, which would land them their first championship crown this weekend.

The Barwell Lamborghini Huracan GT3 pair head into the Donington Park finale trailing the Team Parker Bentley Continental GT3 of Rick Parfitt Jr and Seb Morris by 10.5 points.

At this point last year, Keen and Minshaw held an 11.5-point lead, but lost the title when

Minshaw crashed out.

"We're in the same situation this year as our rivals were last year, so we can take heart from that," said Keen. "It shows how fast things can turn around."

A victory for Keen and Minshaw would hand them the title regardless of where Parfitt and Morris finish, but if Keen/Minshaw are second or third they need the Bentley crew to be fifth or sixth.

Will Tregurtha and Stuart Middleton have a 25-point lead in GT4 with 37.5 available.



BRITISH GT

## Tuck gets second chance at GT3

CATERHAM RACER BEN TUCK WILL GET A second chance to make his British GT debut at Donington Park this weekend and will share a Ginetta G55 GT3 with Nathan Freke.

Tuck was due to make his GT3 debut in the last round at Brands Hatch, but the car was heavily damaged after an accident in first practice with Tom Hibbert at the wheel, meaning Tuck never got a lap.

Century Motorsport will now field its second factory supported chassis at Donington, with team head Freke sharing driving duty.

"The original car was pretty badly damaged, so we'll run the second chassis and try to give the Ginetta GT3 a strong end to the year," said Freke. "Ben will get a test at Turweston [Aerodrome] as a shakedown this week before Donington."



**PORSCHE CARRERA CUP GB**

## Carrera Cup to use reversed grids

A NUMBER OF CHANGES ARE PLANNED for the Porsche Carrera Cup GB next season, including the introduction of reversed grids, in a bid to improve the racing in the Pro class.

Series bosses have been speaking to teams and drivers since the middle of the season to work on proposals for 2018. A partially reversed grid will be introduced for the second race of the weekend, while more points will be allocated to the winner of the first race.

“We want the racing to be exciting and so do the drivers, so we’re going to introduce a reversed grid for race two,” said Porsche GB

motorsport manager James MacNaughton. “We want to make sure the fastest driver is at the front of the championship so it will only be the top four, five or six drivers reversed, and we will reward the race one winner with more points.”

Points for pole will be brought back and rolling starts are also set to be dropped. The series is attempting to visit Monza next year as part of the European Le Mans Series round, but MacNaughton is still waiting for a decision from organisers before the calendar can be confirmed.

**IN BRIEF**



**FUNDRAISING FOR MG TROPHY DRIVERS**

A JustGiving page has been set up for MG Trophy drivers Adrian Wray and Gianni Picone, who were involved in violent crashes at Oulton Park earlier this month. Wray is in a neck brace and unable to work due to a broken vertebra. Picone (above) crashed shortly afterwards, suffering bleeding eyes and bruising to his skull. The page can be found at [justgiving.com/crowdfunding/adriangianni](http://justgiving.com/crowdfunding/adriangianni)

**HAWKEY MAKES COMEBACK AFTER INJURY**

Esmee Hawkey took a first GT Cup class win on her series return at Donington Park last weekend. The GT Marques racer had not competed since the season-opener after suffering a broken leg in a testing crash at Brands Hatch in May, but marked her comeback in style by winning the GTA class in race two in a Porsche Cayman GT4.

**GINETTA GT4 SUPERCUP FLAG CONFUSION**

There was confusion over who took third place in the final Ginetta GT4 Supercup race at Silverstone last Sunday after marshals failed to wave the chequered flag. Tom Hibbert and Declan Jones had crossed the line third and fourth respectively, but Jones passed Hibbert in the extra lap that followed. Ultimately, Hibbert kept third place.

**DOUBLE R RECRUIT FOR F3 FINALE**

Singaporean racer Pavan Ravishankar will join Double R Racing for the final round of the BRDC British Formula 3 season at Donington Park this weekend. The 18-year-old, who has competed in Asian Formula Renault and the MRF Challenge, will replace Krishnaraaj Mahadik, who had contested the last two rounds in the car.

**SOWTER TESTS 1989 FORMULA 3000 CAR**

GT racer Colin Sowter tested his ex-Marco Apicella Reynard 89D Formula 3000 car at Donington Park earlier this month. The car took Apicella to fourth in the 1989 championship as part of Lamberto Leoni’s First Racing team. It has been fully restored, except for an engine rebuild, and is run by Nick Edginton, who engineered Yvan Muller’s Omegaland Reynard in the same period. “We can race it in EuroBOSS or I might just do demo runs with it. I am not sure yet,” said Sowter.



**RENAULT UK CLIO CUP**

## Rivett celebrates 200th Clio Cup race

THREE-TIME RENAULT UK CLIO Cup champion Paul Rivett celebrated 200 races in the category in style at Silverstone last weekend by winning his anniversary race.

Rivett, champion in 2002, 2004 and 2011, made his debut in the series back in 2001 and finished his landmark race with a win after passing newly crowned title-winner Mike Bushell at Brooklands. It was the 47th win of his career.

“Of all the races to win this year, this one is incredible – you just couldn’t write it,” said Rivett, who is second in the points. “It’s quite special to reach 200 races – I’m racing

against guys who weren’t even born when I started in Clios. I’ve no plans to retire any time

soon, I’m still enjoying it and have the pace, so let’s go to the next 200!”



**BLANCPAIN GT SERIES ASIA**

## Bridgman to race in Blancpain Asia

FORMER PORSCHE CARRERA CUP GB champion and British GT race winner Tim Bridgman will make his debut in the Blancpain GT Series Asia at Shanghai this weekend.

Bridgman will race a Porsche 911 GT3 R for the Hub Auto team alongside Hong Li Ye. He won the Carrera Cup title in 2009 before graduating to the Porsche Supercup and then raced in British GT in 2011, which was his last full season of racing.

He has since contested sporadic historic

races – including last year’s Spa Six Hours in a Lotus Elan – and concentrated on driver coaching.

“I’ve been looking to get back into GT racing for a while but had a few setbacks that delayed it,” said Bridgman. “This chance came about through my friend Rod Vickers, who knows the team and suggested me.

“I’m looking forward to going out there and getting to grips with it all again and trying to do a really good job and see where it leads.”



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**AUTUMN CLASSIC** A plethora of iconic American cars will be in action at the Prescott Speed Hill Climb's annual US-themed Autumn Classic event. Among those taking to the course will be the 1976 Faberge Brut Group 2 Chevrolet Camaro. The car races extensively at Goodwood, and period saloon racer Stuart Graham and owner Nigel Garrett will demonstrate the 7.4-litre, 600bhp Faberge-liveried beast. The Penske PC22 raced by Stefan Johansson to 11th place in the 1993 Indianapolis 500 will also be in attendance. **Photograph by LAT**

## BRITISH F4

## KARTING TEAM PLOTS BRITISH F4 EXPANSION

A NEW TEAM IS SET TO JOIN the British Formula 4 grid next season as an expansion to its karting operation.

Impact Performance will be the sister team to the Intrepid UK karting outfit. The team started out as a dad-and-lad organisation before then becoming the UK arm of the successful Intrepid brand.

Impact now feels the time is right to branch out into car racing, motivated by the rising costs of karting and the lowering of the 'senior' age limit.

"It all came about when two of our karting drivers felt they wanted to move on to cars and wondered if Formula 4 was something we could do," said team boss Nathan Seeney. "Age limits have been dropping in karting and that's starting to affect the karting market. The budgets for karting are going through the roof and this [F4] isn't much more.

"Karting is also a difficult one to sell to sponsors, and already with F4 we've got two or three potential sponsors – it's a much more marketable platform."

Seeney said he is now negotiating with current F4 teams that have spare cars to source machinery to allow Impact to start testing drivers before then potentially buying new cars.

The team is planning to hold a launch day later this year for prospective racers.

## KARTING

## MSA to assess Bambino races

THE MOTOR SPORTS ASSOCIATION WILL TRIAL racing for karters as young as seven ahead of potentially introducing a Bambino championship in 2018.

Currently the MSA allows Bambino karting, but only in a time trial format. But now a test race for those entrants aged seven will take place during the off-season. The trial will include practice, qualifying, a pre-final and a final, with standing starts.

The youngest a driver can currently race is eight, when they become eligible for the Cadet class.

MSA chief executive Rob Jones said: "Having kept a close eye on the MSA Bambino Kart Championship and

spoken to probably every parent on this year's grid, we believe the time is right to start evolving the format into racing in a properly regulated MSA environment.

"Should the trial be deemed a success, a 2018 MSA championship for our youngest licensed competitors would be a very exciting prospect for the sport."

- Britain hosts the World Karting Championships for the first ever time this weekend. Blancpain GT racer and former European Formula 3 race winner Ben Barnicoat is among the drivers to take part in the OK class in the event at PF International in Lincolnshire.

## OSS

## Manderson car has first track run

FORMER SPORTS 2000 AND British GT racer Matt Manderson gave his self-built Manderson Whiteland MW01 a shakedown at Donington Park earlier this month ahead of its planned debut at the track this weekend.

The prototype car is powered by a 6.3-litre twin-turbo Chevrolet LS9

engine and is eligible for the BRSCC Open Sports Series. Manderson plans to race the car in OSS in the British GT-supporting rounds at Donington.

"It's based on an MCR Sports 2000 chassis and I've built a carbon tub around an aluminium honeycomb," he said. "I was building it for

Britcar originally, but it took longer than I planned and they changed the regulations.

"We've had a few teething problems with the oil system, but it was our first proper try out on a track."

Manderson also has another project in development, which is a turbocharged Kawasaki-engined Darrian.



Manderson's self-built car will race in OSS



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# Clouds gathering over racers' event of the year

By Marcus Pye, the voice of club racing

[@autosport](#)

**FOR 25 EDITIONS NOW THE SPA SIX HOURS HAS BEEN** the most engaging historic race on the calendar, the ultimate challenge for drivers of pre-1966 cars and their preparation teams. The ambience in the Ardennes forest is utterly magical when the field sets off on its extraordinary adventure. But it takes on a new dimension when darkness descends and headlights – some rather too bright for the period – trace the path of the wonderfully tortuous seven-kilometre circuit through the tall trees, accompanied by a rich crescendo of engine notes until the 2200 curfew.

Among motor sporting battlefields Francorchamps is peerless, so it is no surprise to me that competitors return time after time in their determination to tame an oft-cruel mistress. I competed in '97, driving a Lotus 23B and a Lotus Elan in the big race, and have returned each year since. Even on the other side of the guardrails it's an irresistible attraction; indeed, many contestants in the races that form a superb support programme stay late, flocking to the excellent F1 pit-top bar/restaurant or grandstands to watch the drama unfold.

Alain Defalle and Vincent Collard, the genial forces behind the Six Hours since its inception in 1993, do a remarkable job in putting the showpiece on each autumn, with the unstinting support of an army of helpers. They also promote the younger Spa Summer Classic, which is building nicely. While both meetings are favourites with competitors and enthusiasts from Europe and beyond, and the endurance race is deeply aspirational, clouds are gathering on the horizon.

The track's management has indicated a massive increase in circuit hire fees for 2018. Amid claims that it lost a fortune on

staging the recent F1 Belgian Grand Prix – an all-too familiar tale among countries that formed the world championship's backbone in 1950 and do not have the comfort blanket of a government bailout – it needs to make ends meet. However, expecting competitors across all Spa's race events and track days to make up this shortfall may well be untenable.

But there is a deeper worry. Should visitor numbers to a region whose economy depends largely on tourism fall dramatically, because a sizeable proportion of circuit users do not have the enormous resources of a few and may not be able to justify a big price hike, the consequences to the communities of Spa, Francorchamps, Malmedy, Stavelot and surrounding areas within the Liege province are potentially devastating. This year I was shocked by the closure of a local restaurant always hugely popular with teams and racegoers – one I've frequented at least once per visit since the '80s. Sadly, it's gone the way of the sprawling old hotel/bar down the hill towards La Source...

There is already a school of thought that the Spa Six Hours meeting, with many priceless specimens among the 650 racing cars cramming its paddocks, has one or two grids too many. Relentless programmes on which races start while previous podium ceremonies are in full swing are too familiar now, as promoters endeavouring to balance their books are forced to amortise their costs among a greater number of subscribers. If losing half a 'breakfast slot' race to hill fog and shortening later Sunday sets to beat the 1800 deadline is unsatisfactory, so is starting Saturday's feature almost 50 minutes late with no possibility of making it up. ❄



## LYONS CLINCHES HISTORIC F1 TITLE TWO RACES EARLY

Michael Lyons clinched the FIA Masters Historic F1 Post-1978 title two races early with victory at Spa last Sunday. It rewarded a huge team effort, since the DFV engine in Lyons' Longhorn/Williams FW07B blew spectacularly on Saturday's green flag lap. Mike Wrigley's spare was installed that evening, but had to be removed again to fix a weeping water pump that manifested itself as it was run up.



## BATMOBILES BATTLE HARD IN SPA ONE HOUR RACE

A battle between the BMW 3.0 CSL 'Batmobiles' of Belgians Eric Mestdagh and Christophe van Riet/Christian Dumolin characterised Saturday's Spa One Hour race, in memory of its veteran promoter Barry Sidery-Smith. Mestdagh finished eighth in the ex-Jean Xhenceval/Willy Brailard Marabout car (above) as his rivals' ex-Dieter Quester Gossier beer example slipped to 13th. Grahame and Oliver Bryant (Morgan) won the contest.

PICS: BLOXHAM



**SPA**  
SIX HOURS SEPT 15-17

# Zeroes to heroes as Ward and Smith win

ALL PICS: J. BLOXHAM

THE 25TH SPA SIX HOURS DEFIED belief. Six days previously at Goodwood, Chris Ward had lost an RAC Tourist Trophy hat-trick for cannoning Andrew Smith off the track. Now, in a pre-ordained deal, the Anglo-Scottish pair stood triumphantly atop the podium in Belgium having driven JD Classics' Ford GT40 P/1101 to victory in the world's greatest historic endurance race.

"I got on it at the start, trying to break the opposition, but we lucked in with the safety car at our second stop," said Ward. "After that it was plain sailing really. The car ran faultlessly and [leading by almost a lap] the team gave me a 'slow down' board near the end. I made more mistakes after that." Smith, who finished third in the Bryant family's AC Cobra in 2009, added: "It's amazing to have finally won it."

Poleman Michael Funke (GT40) stretched Ward initially but when Frank Stippler was delayed en route from Blancpain duties at the Nurburgring, veteran car owner Georg Nolte drove a few laps before he arrived. Aided by the annual fuel station lottery, the German team held a good lead when Funke relieved Stippler at 73 laps. Smith dived in three tours later, relaying Ward into the lead as the third caution period ended.

Late attrition shook up the order in their wake. Roger Wills/James Littlejohn

parked the Kiwi's GT40, promoting defending champions Jason Wright/Michael Gans/Andy Wolfe to third, ahead of Tony Wood/Martin Stretton, both cars running on seven cylinders.

Wood, without front brakes, threw in the towel three minutes short to save his engine when its bearings started rattling. With five teams on the same lap, they plummeted to ninth, behind the wonderful Porsche 904 of Afschin Fatemi/Nicolas d'Ieteren.

Five of the 16 GT40s filled the top places. Shaun Lynn and 'Ralphie' Haddon weathered early dramas for fourth, while modern GT3 racers Nico Verdonck/Marcus Graf von Oeynhausen's new evocation – for which pistons arrived after qualifying – climbed from 115th to fifth. Wolfgang Friedrich's Aston Martin 'DP214,' started by Michael Mallock, was without fifth gear for much of Simon Hadfield's finishing stint, but the quintuple Six Hours winner got it home a class-winning sixth with the 'box making "horrible noises".

After the quickest Cobras and Jaguar E-types fell, Graham Wilson's Lotus Elan finished seventh overall for the third time in five years, Oliver Stirling and David Pittard helping the Luxembourg-based Brit to his fourth GTS10 victory. Starter Stirling's cousin John Davison's Elan, with Ed Morris on bookend stints,

**Ward bounced back from tough Goodwood Revival to win Spa Six Hours with Smith**

pressed them throughout and wound up 10th. Dominic Barnes/Jamie McIntyre were overjoyed with 13th in their CRC Cobra, seven seconds clear of Julian Thomas/Calum Lockie's Jaguar.

Touring car honours fell breathlessly to Sean McInerney/James Thorpe after an epic Ford Mustang battle with Nick Ruddell/Peter Rimer/Robert Crofton and Nicholas King/Robert Oldershaw/Georg Kjallgren. The trio were separated by just 35 seconds at the flag.

"Not bad for a little family team," said Colin Bennett, whose CGA equipe ran Liege's Loic Deman (Tyrrell 010) and Williams FW07 duo Mike Cantillon and Christophe d'Ansembourg to an FIA Masters Historic F1 1-2-3 on Saturday after poleman Michael Lyons' FW07 clone's engine dropped a valve on the green flag lap. D'Ansembourg led before Deman – awesome through Eau Rouge – surged ahead, then lost second when he spun at Fagnes.

After a lengthy delay installing Mike Wrigley's spare DFV, Lyons rewarded his crew with a dominant Sunday victory which secured the Post-'78 championship. Deman is a better racing driver than a weather forecaster, for with localised rain at the circuit's summit he pitted for wets only for the slick-shod pack, behind a safety car, to disperse it. Harried by Pre-'78 standout Nick



Demans Tyrrell won opening Masters F1 race



Lotus Elan of Stirling, Wilson and Pittard was a class winner

Padmore (Shadow DN5), d'Ansembourg and Cantillon chased Lyons home.

Padmore's team chief Max Smith-Hilliard (Fittipaldi F5A) had a difficult day, but still heads the divisional table, rival Greg Thornton (Lotus 77) having pitted with a flat battery. Joaquin Folch's retirement was more torrid: his Brabham BT49C's right-rear suspension collapsed while flat-out through Blanchimont.

Avoiding the penalties which rivals attracted, Leo Voyazides/Simon Hadfield repeated last year's FIA Masters Sportscar gold in the Greek's Lola T70. Hadfield survived a half-spin at La Source in keeping Andrew and Maxim Banks' gorgeous ex-Jo Bonnier McLaren M6B behind. In a two-litre Chevron v Lola tussle redolent of Brian Redman and Bonnier's 1970 Spa classic, Loic Deman (debuting his B19) pipped Michael Gans (T290) by 0.243s in a brilliant scrap for third.

Banished to the back of the Gentlemen Drivers GT grid for whacking Voyazides' Shelby Cobra Daytona Coupe's tail in qualifying, Gans and Andy Wolfe were surprised benefactors when Olly Bryant (AC Cobra) was docked a minute for overtaking under yellows. Bryant ended up third behind Voyazides/Hadfield.

The Banks brothers won both U2TC legs in their stunning Alfa Romeo GTA, Sunday's by 0.477s after Max calmly

outraked Steve Soper (Lotus Cortina) into the final chicane. Seventh on Saturday, Mini duo Endaf Owens and Dan Wheeler earned a remarkable third.

Sam Wilson (Lotus 18) blitzed the HGPCA Pre-'66 races, Saturday's task simplified when a broken rear wheel halted pursuer Peter Horsman's 18/21. Joaquin Folch finished a sensational second in his front-engined Lotus 16, ahead of German Max Blees' Tasman Brabham. Andy Middlehurst (Lotus 25) pushed Folch back to third on Sunday.

Lister-Jaguar Costins driven by Chris Ward and Dutchman David Hart finished first and third in MRL's Woodcote Trophy Pre-'61 sportscar event, split by Michael Gans (Lotus 15). Carlos Monteverde and Gary Pearson won the RAC Woodcote Trophy Pre-'56 contest in the Brazilian's ex-Jim Clark Jaguar D-type by 91 seconds from the rumbing Allard-Cadillac J2 of Tim and Oliver Llewellyn.

The E-types of Marcus Graf von Oeynhausen and Andy Newall led the Jaguar Classic Challenge away, but the German pitted with his car "blocked in fifth". Having supplanted father Graeme, James Dodd charged to victory over Newall's partner, Rhea Sautter.

Cheered on by brother Lukas, Niklas Halusa completed the Austrians' job of beating Richard Wilson to third.

#### MARCUS PYE

#### RESULTS

**SPA SIX HOURS (98 LAPS) 1 Chris Ward/Andrew Smith (Ford GT40);** 2 Michael Funke/Georg Nolte/Frank Stippler (GT40) +2m34.294s; 3 Jason Wright/Michael Gans/Andy Wolfe (GT40); 4 Shaun Lynn/Andrew Haddon (GT40); 5 Marcus Graf von Oeynhausen/Nico Verdonck (GT40); 6 Michael Mallock/Wolfgang Friedrichs/Simon Hadfield (Aston Martin 'DP214'). **Class winners** Mallock/Friedrichs/Hadfield; Oliver Stirling/Graham Wilson/David Pittard (Lotus Elan '26R'); Sean McNerney/James Thorpe (Ford Mustang). **Fastest lap** Funke 2m41.673s (96.90mph). **Pole** Funke. **Starters** 115.

**FIA MASTERS HISTORIC FORMULA 1 (10 LAPS) 1 Loic Deman (Tyrrell 010/3);** 2 Mick Cantillon (Williams FW07) +6.449s; 3 Christophe d'Ansembourg (FW07C); 4 Nick Padmore (Shadow DN5); 5 Steve Hartley (Arrows A4); 6 Joaquin Folch (Brabham BT49C). **CW** Padmore; John Delane (Tyrrell 001). **FL** Loic Deman 2m14.547s (116.44mph). **P** Michael Lyons (FW07B). **S** 25. **RACE 2 (9 LAPS) 1 Lyons;** 2 d'Ansembourg +16.158s; 3 Cantillon; 4 Padmore; 5 Hartley; 6 Jamie Constable (Shadow DN8). **CW** Padmore. **FL** Lyons 2m17.563s (113.89mph). **P** Lyons. **S** 19.

**FIA MASTERS HISTORIC SPORTS CARS (21 LAPS) 1 Leo Voyazides/Simon Hadfield (Lola-Chevrolet T70 Mk3B);** 2 Andrew/Max Banks (McLaren-Chevrolet M6B) +14.030s; 3 Loic Deman (Chevron-FVC B19); 4 Michael Gans (Lola-FVC T290); 5 Oliver Bryant (T70 Mk3B); 6 Paul Gibson/Chris Ward (Broadley Lola-Chevrolet T70 Mk3B). **CW** Deman; Andy Wolfe (Lola-Chevrolet T70 Mk1); Martin O'Connell/Andrew Kirkaldy (Chevron-BMW B8); Nikolaus Ditting (Chevron-BMW B16); Mark/James Bates (Porsche 911 RSR). **FL** Hadfield 2m29.072s (105.10mph). **P** Ward. **S** 47.

**MASTERS GENTLEMEN DRIVERS (30 LAPS) 1 Michael Gans/Andy Wolfe (AC Cobra);** 2 Leo Voyazides/Simon Hadfield (Shelby American Daytona Coupe) +10.622s; 3 Oliver Bryant (Cobra); 4 John Davison/John Spiers (TVR Griffith); 5 Carlos Monteverde/Gary Pearson (Cobra); 6 Chris Chiles/Chris Chiles Jr (Cobra). **CW** Graham Wilson/David Pittard (Lotus Elan '26R'); Keith Ahlers/Billy Bellinger (Morgan +4 SLR); Mark Cole/Johan Colruyt (MGB); Adrian van der Kroft (Cooper T39 Bobtail). **FL** Hadfield 2m52.500s (90.82mph). **P** Michael Funke (Bizzarini 5300GT). **S** 43.

**U2TC (13+11 LAPS) 1 Andrew and Max Banks (Alfa Romeo GTA);** 2 Steve Soper (Ford Lotus Cortina) +4.004s; 3 Endaf Owens/Dan Wheeler (Morris Cooper S); 4 John Spiers (Cortina); 5 Paul Pheysey (Cortina); 6 Steve Maxted (Austin Cooper S). **CW** Owens/Wheeler; Richard Shaw/Dominik Roschmann (BMW 1800 TiSA). **FL** Phil Keen (Cortina) 3m01.750s (86.20mph). **P** Max Goff (BMW 1800Ti). **S** 31.

**HGPCA (BOTH 11 LAPS) 1 Sam Wilson (Lotus 18 372);** 2 Joaquin Folch-Rusinol (Lotus 18) +40.286s; 3 Max Blees (Brabham BT7A); 4 Andy Middlehurst (Lotus 25 R4); 5 Sid Hoole (Cooper T66); 6 Andrew Beaumont (Lotus 18 915). **CW** Folch; Blees; Middlehurst; Julian Bronson (Scarab-Offenhauser); Richard Tarling (Assegai F1); Steve Hart (Maserati 250F CM7); Charles Gillett (Cooper T43); Paul Grant (Cooper-Bristol Mk2); Klaus Lehr (Talbot-Lago T26C).

**FL** Wilson 2m42.956s (96.28mph). **P** Wilson. **S** 40. **RACE 2 1 Wilson;** 2 Middlehurst +25.821s; 3 Folch-Rusinol; 4 Miles Griffiths (Cooper T56); 5 Hoole; 6 Tom Dark (Cooper T51). **CW** Middlehurst; Folch-Rusinol; Griffiths; Beaumont; Bronson; Hart; Brian Jolliffe (Cooper T45); Grant; Lehr. **P** Wilson. **S** 35.

**STIRLING MOSS TROPHY (21 LAPS) 1 Chris Ward (Lister-Jaguar Costin);** 2 Michael Gans (Lotus 15) +58.496s; 3 David Hart (Lister-Jaguar Costin); 4 James Cottingham/Max Girardo (Tojeiro-Jaguar); 5 Nigel Greensall/Chris Milner (Lister-Chevrolet Costin); 6 Charles Gillett/Steve Smith (Willment-Climax). **CW** Gans; Keith Ahlers/Billy Bellinger (Lola Mk1 Prototype); Sam Stretton (Lotus 11 Le Mans). **FL** Ward 2m50.658s (91.80mph). **P** Ward. **S** 37.

**RAC WOODCOTE TROPHY (20 LAPS) 1 Carlos Monteverde/Gary Pearson (Jaguar D-type);** 2 Tim and Oliver Llewellyn (Allard-Cadillac J2) +1m31.097s; 3 Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38); 4 Malcolm Paul/Rick Bourne (Lotus-Bristol 10); 4 John Ure/Nick Wigley (Cooper-Bristol T24/25); 6 Martin Melling/Rob Hall (Aston Martin DB3). **CW** Llewellyn/Llewellyn; Paul/Bourne; Ure/Wigley; Melling/Hall. **FL** Wakeman 2m59.599s (87.23mph). **P** Monteverde. **S** 22.

**JAGUAR CLASSIC CHALLENGE (21 LAPS) 1 Graeme and James Dodd (E-type);** 2 Andy Newall/Rhea Sautter (E-type) +1m13.322s; 3 Lukas and Niklas Halusa (E-type); 4 Richard Wilson (E-type); 5 Tim Mogridge (E-type); 6 Chris Milner/Nigel Greensall (E-type). **CW** Mogridge; Milner/Greensall; Paul Kennelly (XK120); Roger Cope (Mk1). **FL** Marcus Graf von Oeynhausen (E-type) 2m53.130s (90.49mph). **P** Newall. **S** 31.

**MASTERS ENDURANCE LEGENDS (15 LAPS) 1 Sean Doyle (ORECA 03);** 2 Jonathan Kennard (ORECA LMP2) +2.395s; 3 Matthieu Lahaye (Pescarolo LMP1); 4 Martin Short (Dallara SP1); 5 Steve Zacchia (Ferrari 550 GT1); 6 Nicolas Minassian (Peugeot 908X). **CW** Lahaye; Short; Zacchia; Karsten Le Blanc (Aston Martin Vantage GT2); Xavier Tancogne (Dodge Viper GTR); Adrian van der Kroft (Morgan +8 GTR). **FL** Minassian 2m13.927s (116.98mph). **P** Minassian. **S** 22.

## PORSCHE CARRERA CUP GB

## Cammish's championship hopes dashed

FOR THE PAST TWO SEASONS Silverstone has been the setting for the coronation of Dan Cammish as Porsche Carrera Cup GB champion. But this year it was the scene of his title hopes disappearing in a blaze of smoke, since retirement from the second race left him all but completely out of the title hunt.

While Cammish suffered his first race-ending reliability issue during his domination of the series, it was Dino Zamparelli who was celebrating after taking two wins.

Even before the fire Cammish's title chances were slim, but taking a double pole showed he was in no mood to give up his crown without a fight.

Holding on to first place in the opener wasn't so easy. Zamparelli was clearly quick and went round the outside of Cammish at Brooklands on lap two. And then he was gone. After just one lap he was already a second clear.

"The car felt comfortable on the brakes and I just decided that I was going to go for it," he beamed.

But just when he was looking assured for the win, and with only four laps to go, Zamparelli made a mistake at Brooklands and nearly lost the lead.

Luckily for him, Cammish's attention was focused on another JTR car, for he was engaged in a brilliant battle with



Tio Ellinas. He eventually made sure of the runner-up spot on the penultimate tour with a move at Copse.

"That was a great race – but I made it hard for myself!" Zamparelli admitted. "I got a warning board and I started thinking about where I went off and I made a mistake."

As for points leader Charlie Eastwood, his 10-place grid penalty for contact with Cammish at Knockhill meant he had a great deal of work to do. But after starting 13th he stormed up the field to take fourth and limit the damage.

That set up an intriguing second race with all three rivals at the front, and it was Eastwood who made the best start to pass Cammish into Copse. It didn't last for long, though. He went straight on at Becketts, letting Cammish back through, while Zamparelli was also passed by Ellinas.

It stayed that way until mid-distance when Zamparelli made a brilliant double

Cammish's chances of retaining the title now look all but gone

pass on Eastwood and Ellinas at Copse, profiting as Eastwood ran wide after being overtaken by the Cypriot.

This put him in the prime position when Cammish's race came to a fiery end with six laps to go. That double win means he's tied with Eastwood, but on dropped scores Eastwood has a four-point lead – meaning it is far from certain who will succeed Cammish as the Porsche master.

STEPHEN LICKORISH

### RESULTS

**RACE 1 (21 LAPS) 1 Dino Zamparelli;** 2 Dan Cammish +0.213s; 3 Tio Ellinas; 4 Charlie Eastwood; 5 Tom Oliphant; 6 Euan McKay. **Fastest lap** Cammish 1m00.189s (98.11mph). **Pole** Cammish. **Starters** 22.

**RACE 2 (27 LAPS) 1 Zamparelli;** 2 Ellinas +0.420s; 3 Eastwood; 4 Lewis Plato; 5 Oliphant; 6 McKay. **FL** Cammish 56.298s (104.90mph). **P** Cammish. **S** 22.

**POINTS 1 Eastwood 210;** 2 Zamparelli 210; 3 Cammish 170; 4 Oliphant 165; 5 Plato 138; 6 McKay 133.

## GINETTA JUNIOR

## Gamble wins big with royal flush

ALTHOUGH THE CHAMPIONSHIP battle will continue to the season finale at Brands Hatch, Tom Gamble became the first Ginetta Junior driver to score a hat-trick of victories in one weekend – extending his championship lead to 42 points.

Gamble and Daniel Harper battled hard throughout the first race, and Gamble even dropped all the way down to fifth at one point, before finally managing to get ahead and keep control of the race until the flag. Finishing in second place, Harper brought himself to within a single point of third championship contender Sebastian Priaulx.

But Harper nearly lost the advantage again in the second race

when, having started back in eighth, he dropped to 15th after coming off worst in a tussle with newly crowned rookie champion Kiern Jewiss. A monumental recovery drive meant that by the flag he was part of a seven-car battle for fourth, ultimately finishing fifth.

The race of the weekend was undoubtedly the final contest, which Gamble won by a margin of almost 8-seconds. The real drama was unfolding behind, though, in the form of a four-car battle for second between Harry King, Priaulx, Jewiss and Harper.

"You get used to pressure driving in Ginetta Junior, but I don't think I've ever had pressure like that before!" said King after managing to cling on to second.

LUCY MORSON



Gamble's three wins from three was a series first in Ginetta Junior

### RESULTS

**RACE 1 (11 LAPS) 1 Tom Gamble;** 2 Daniel Harper +0.283s; 3 Harry King; 4 Seb Priaulx; 5 Adam Smalley; 6 Jordan Collard. **FL** King 1m11.986s (82.03mph).

**P** Tom Wood. **S** 18. **RACE 2 (14 LAPS) 1 Gamble;** 2 Priaulx +4.654s; 3 King; 4 Wood; 5 Kiern Jewiss; 6 Harper. **FL** Gamble 1m12.695s (81.23mph). **P** Luke Browning. **S** 18. **RACE 3 (14 LAPS) 1 Gamble;** 2 King +8.486s; 3 Harper; 4 Jewiss; 5 Priaulx; 6 Smalley.

**FL** Gamble 1m11.367s (82.75mph). **P** Gamble. **S** 18. **POINTS 1 Gamble 607;** 2 Priaulx 565; 3 Harper 552; 4 Jewiss 476; 5 Wood 448; 6 King 428.

## RENAULT UK CLIO CUP

## Second Clio crown for Bushell

IT WAS NEVER REALLY IN DOUBT. After missing out on the Renault UK Clio Cup title last year, Mike Bushell has been the class of the field this term. It was just a question of when he would seal that history-making second crown.

A disappointing run at Rockingham meant it came down to Silverstone, and sure enough Bushell delivered the results he needed to leave Northamptonshire as the champion. His only disappointment was he didn't seal it with a win.

After finishing fifth in a treacherous opener – torrential rain led to the start being delayed by an hour – he was almost assured of the title in race two.

Starting from pole he quickly built a lead and looked a sure bet for the win. But Paul Rivett – marking his 200th Clio race – had other ideas. He powered up to the champion-elect and went around the outside at Brooklands to seal the place. Despite having Bushell, Dan Rowbottom and James Dorlin right on his bootlid, he was able to hold on for a dream win.

But Bushell was even happier after joining Rivett as the only other Clio driver to have won multiple crowns.

“To win a second title is a real feather in the cap,” smiled Bushell. “It’s very special to win as I’ve been ahead all year.”

Dorlin won the sodden first race after Lucas Orrock snatched a brake going into Brooklands at mid-distance and had to be content with his maiden podium appearance being for second place rather than on the top step.

STEPHEN LICKORISH

## RESULTS

**RACE 1 (BOTH 18 LAPS) 1 James Dorlin;** 2 Lucas Orrock +3.674s; 3 Paul Rivett; 4 Jack McCarthy; 5 Mike Bushell; 6 Daniel Rowbottom. **FL** Bushell 1m11.873s (82.16mph). **P** Orrock. **S** 19. **RACE 2 1 Rivett;** 2 Bushell +0.312s; 3 Rowbottom; 4 Max Coates; 5 Dorlin; 6 McCarthy. **FL** Bradley Burns 1m04.398s (91.70mph). **P** Bushell. **S** 19. **POINTS 1 Bushell 450;** 2 Rivett 358; 3 Lee Pattison 341; 4 Coates 332; 5 Rowbottom 284; 6 James Colburn 259.



Bushell is the second to win two Clio titles

## BRITISH F4

## F4 title still eludes Caroline

WHILE MIKE BUSHELL GLEEFULLY celebrated the Clio Cup crown, Jamie Caroline's wait for British Formula 4 glory goes on. The Carlin racer needed to increase his advantage by just half a point to secure the title at Silverstone.

But when Arden rival Oscar Piastrì qualified on pole for races one and three it was going to be a long shot.

Although Piastrì lost out to team-mate Alex Quinn at the start of the opener, his second place, combined with a lights-to-flag victory in the finale, were enough to keep his slim hopes alive.

Caroline attempted to pass Piastrì on the final lap of race one, as heavy rain arrived, but went straight on at Brooklands and had to settle for fourth.

He then made a blistering getaway from fifth to surge into the lead at Copse in the second contest, but was unable to

convert that into a win as team-mate Logan Sargeant got ahead at Brooklands on lap six of 21. A distant second to Piastrì in race three means it goes down to Brands Hatch next weekend.

STEPHEN LICKORISH

## RESULTS

**RACE 1 (ALL 21 LAPS) 1 Alex Quinn;** 2 Oliver York +1.122s; 3 Oscar Piastrì; 4 Jamie Caroline; 5 Ayrton Simmons; 6 Linus Lundqvist. **CW** Hampus Ericsson. **FL** Simmons 57.165s (103.30mph). **P** Piastrì. **S** 18. **RACE 2 1 Logan Sargeant;** 2 Caroline +0.836s; 3 Piastrì; 4 Ericsson; 5 Simmons; 6 Karl Massaad. **CW** Ericsson. **FL** Simmons 57.853s (102.08mph). **P** Johnathan Hoggard. **S** 18. **RACE 3 1 Piastrì;** 2 Caroline +3.751s; 3 Hoggard; 4 Sargeant; 5 Lundqvist; 6 Simmons. **CW** Olli Caldwell. **FL** Piastrì 57.163s (103.31mph). **P** Piastrì. **S** 18. **POINTS 1 Caroline 412;** 2 Piastrì 344.5; 3 Sargeant 326; 4 Quinn 280; 5 Lundqvist 259.5; 6 Simmons 234.5.

## GINETTA GT4 SUPERCUP

## Green's win keeps championship alive

CALLUM POINTON WENT TO SILVERSTONE with a 91-point lead over rival Ben Green, making him the overwhelming favourite to depart the Northamptonshire circuit as 2017 champion. But an emphatic win for Green on Saturday means that the championship remains very much open ahead of the season finale at Brands Hatch.

By the end of the first lap of the first race, Green had leapfrogged polesitter Jack Mitchell for the lead. He remained there for the duration, with Carl Boardley and Pointon second and third behind.

The second race looked all set to be a similar affair, with Green easily leading the field before a safety car period bunched the field together again. At the restart, Green tangled with Tom Hibbert, causing damage which meant he dropped back to fifth, but he still finished one position ahead of Pointon. Mitchell was the winner, ahead of George Gamble and Hibbert.

“I had so many non-starts and non-finishes at the start of the year it put me on the back foot from day one,” said Green. “I came out of the first round in 11th place, and now we’re sitting second and closing in on the leader. Out of the past five races I’ve closed in on him in all apart from one race. I’ve had the most wins, six now, so it’s going well.”

Gamble won the third and final race, snatching the lead from polesitter Charles Ladell with a sensational overtake at Brooklands. A train of four cars fought over third place, and it was Mitchell who initially emerged on top, but a five-second penalty for track-limit infringements demoted him to fifth behind Gamble, Ladell, Hibbert and Declan Jones.

LUCY MORSON

## RESULTS

**RACE 1 (15 LAPS) 1 Ben Green;** 2 Carl Boardley +2.128s; 3 Callum Pointon; 4 Declan Jones; 5 Tom Hibbert; 6 George Gamble. **FL** Jack Mitchell 58.914s (100.24mph). **P** Mitchell. **S** 22. **RACE 2 (23 LAPS) 1 Mitchell;** 2 Gamble +2.693s; 3 Hibbert; 4 Charles Ladell; 5 Green; 6 Pointon. **FL** Mitchell 1m03.194s (93.45mph). **P** Green. **S** 22. **RACE 3 (21 LAPS) 1 Gamble;** 2 Ladell +2.305s; 3 Hibbert; 4 Jones; 5 Mitchell; 6 Reece Somerfield. **FL** Jones 59.075s (99.96mph). **P** Ladell. **S** 22. **POINTS 1 Pointon 518;** 2 Green 436; 3 Gamble 417; 4 Hibbert 377; 5 Jones 358; 6 Mitchell 347.



Green won, but Pointon still leads the points

**DONINGTON PARK**  
MSVR SEPT 16-17

# Butel takes maiden win in LMP3 finale

JACK BUTEL SCORED HIS FIRST LMP3 Cup victory in a sodden season finale at Donington Park, after long-time leader Colin Noble crashed at Schwantz Curve.

Already crowned champions, Noble and co-driver Alasdair McCaig had a comfortable 40-second margin over Butel when Noble was caught out by standing water with 13 minutes remaining. His accident brought out the red flag, promoting Butel – the fourth different winner of the season – to victory.

Starting fifth, the Speedworks driver faced a 17s pitstop penalty as a solo Silver-graded driver, but profited from an opening-lap safety car following Chris Hoy's spin. He then passed Christian England and Tony Wells in quick succession after the restart.

Butel couldn't hold off McCaig's charge, but the Jerseyman rejoined half a minute clear of race-one winners Wells and Matt Bell and duly reaped the rewards in comfortably his best showing to date.

"What a way to end it on!" said a beaming Butel. "I can't thank everyone enough, it's a bit overwhelming."

The luckless Noble had also lost out on victory in race one to a left-rear puncture following minor contact at Goddards with season-long rival Bell. The latter led home a United Autosports one-two ahead of Hoy and Young Driver Initiative winner Sandy Mitchell.

Series returnees Jason Rishover and Jamie Spence took a pair of thirds to give Nielsen Racing a minor consolation.

Bonamy Grimes and Johnny Mowlem



Butel (96) capitalised on Noble's (79) crash to take victory

endured a difficult debut in the LMP3 Cup (seventh their best result), but judged the wet-dry conditions perfectly to win a topsy-turvy GT Cup feature race in their first outing together with the Ferrari 488 Challenge. Grimes stayed out on fast-deteriorating wets when Graham Davidson (McLaren MP4-12) and Nigel Hudson (Aston Martin GT3) bailed for slicks in what was the third race of the weekend. It proved the right call when a spin for Warren Gilbert's Marcos Mantis brought out the safety car just before the mandatory pit window. Electing to come in immediately after the safety car allowed Mowlem to get the undercut on fresh slicks, leapfrogging Jake Rattenbury (Lamborghini Huracan) to win from Hudson and Adam Wilcox, who took wets at the car's second stop.

Hudson previously won his first sprint race of the year on Saturday, making up for the disappointment of losing victory in race one to series leader Davidson.

A pair of wins for Matt Hammond extended his Mini Challenge Cooper

points lead over Jess Hawkins in two safety car interrupted races. Hammond took the first by fending off Hawkins, Richard Newman and Sam Weller in a single-lap shootout, after Chris Middleton found the barriers at the Fogarty Esses. Hammond then fought through to win from fifth on the grid in race two when an off for Simon Walton eradicated Weller's early lead.

In the Open category, Aaron Reeves put memories of his roll at Oulton Park behind him with his first series win in the opener. Sadly a fire brought his day to an early end in race two. After a short delay, the restarted race was won by Ben Dimmack, whose second place in race one extended his points lead over Rob Austin.

A clash between title rivals Matt Swaffer and Will Davison overshadowed the Production BMW opener. While a furious Davison was left stranded in the gravel at McLeans, Swaffer continued to victory over Rob Cooper and David Graves. It didn't get much better for Davison in the wet race two, which had

## RESULTS

**LMP3 CUP (40 LAPS) 1 Tony Wells/ Matt Bell (Ligier JSP3);** 2 Chris Hoy/ Sandy Mitchell (Ligier) +32.620s; 3 Jason Rishover/Jamie Spence (Ligier); 4 Jack Butel (Ligier); 5 Christian England/Andrew Evans (Ligier); 6 Alasdair McCaig/Colin Noble (Ligier). **Fastest lap** Bell 1m25.561s (104.65mph). **Pole** England. **Starters** 10. **RACE 2 (23 LAPS) 1 Butel;** 2 Wells/Bell +37.351s; 3 Rishover/Spence; 4 England/Evans; 5 Hoy/Mitchell; 6 Manhal Allos/Alex Kapadia (Ligier). **FL** McCaig 1m41.849s (87.91mph). **P** England. **S** 9.

**GT CUP (17 LAPS) 1 Graham Davidson (McLaren MP4-12C GT3);** 2 Nigel Hudson (Aston Martin Vantage GT3) +10.784s; 3 Jake Rattenbury

(Lamborghini Huracan Super Trofeo); 4 Bonamy Grimes (Ferrari 458 Challenge); 5 Tom Webb (BMW M3 E46 GTR); 6 Warren Gilbert (Marcos Mantis). **Class winners** Rattenbury; Webb; Stuart Proctor (McLaren 570S GT4). **FL** Davidson 1m29.060s (100.54mph). **P** Hudson. **S** 20. **RACE 2 (17 LAPS) 1 Hudson;** 2 Davidson +1.564s; 3 Rattenbury; 4 Grimes; 5 Neil Huggins (Lamborghini Gallardo Super Trofeo LP570); 6 Gilbert. **CW** Rattenbury; Huggins; Esmeee Hawkee (Porsche Cayman GT4). **FL** Davidson 1m29.402s (100.15mph). **P** Davidson. **S** 20. **RACE 3 (26 LAPS) 1 Grimes/ Johnny Mowlem;** 2 Hudson/Adam Wilcox +13.789s; 3 Rattenbury; 4 Dominic Paul (Ginetta G55 GT4); 5 Ian Goodchild/James Reveler (Ginetta G55 GT4); 6 Geoff Steel/Jeff

Wyatt (BMW M3 GTR). **CW** Hudson/Wilcox; Paul; James Webb (BMW M3 E46 GTR). **FL** Davidson 1m31.960s (97.37mph). **P** Davidson. **S** 20.

**MINI CHALLENGE COOPER (7 LAPS) 1 Matt Hammond;** 2 Jess Hawkins +0.239s; 3 Richard Newman; 4 Sam Weller; 5 James Goodall; 6 Owen Walton. **CW** Bryony King; Stuart McLaren. **FL** Goodall 1m56.472s (76.88mph). **P** Hammond. **S** 11.

**RACE 2 (8 LAPS) 1 Hammond;** 2 Weller +0.507s; 3 Newman; 4 Hawkins; 5 Goodall; 6 Mark Cornell. **CW** King; Andy Godfrey. **FL** Weller 1m54.992s (77.87mph). **P** Goodall. **S** 18.

**MINI CHALLENGE OPEN (9 LAPS) 1 Aaron Reeve;** 2 Ben Dimmack +4.978s; 3 Rob Austin; 4 Kevin Owen; 5 Chloe Hewitt; 6 Tim Bill. **FL** Dimmack

1m49.837s (81.52mph). **P** Reeve. **S** 8.

**RACE 2 (4 LAPS) 1 Dimmack;** 2 Austin +4.621s; 3 Hewitt; 4 Andy Montgomery; 5 Owen; 6 Neil Ginley (Mini). **FL** Dimmack 1m50.639s (80.93mph). **P** Tim Bill. **S** 8.

**PRODUCTION BMW (8 LAPS) 1 Matt Swaffer (BMW 320);** 2 Rob Cooper (320i) +5.967s; 3 David Graves (320i); 4 Owen Darch (320i); 5 Phil Lynch (E30 320i); 6 David Smitheram (320i). **FL** Matt Swaffer 1m57.874s (75.96mph). **P** Swaffer. **S** 28. **RACE 2 (3 LAPS) 1 Swaffer;** 2 Sam Strong (E30) +9.973s; 3 Darch; 4 Graves; 5 William Everington (E30 320i); 6 Davison. **FL** Swaffer 2m13.157s (67.24mph). **P** Swaffer. **S** 27.

**RACING SALOONS (9 LAPS) 1 Roger Kneebone (BMW E36 M3);**

2 Don Hughes (Peugeot 306 XSi 2000) +0.482s; 3 Hugh Gurney (BMW M3); 4 John Willcocks (E30 M3); 5 Altay Jon Ali (VW GTI); 6 Peter Osborne (Vauxhall Astra VXR). **CW** Hughes; Osborne; Chad Donner (Ford Mk1 Escort); Karl Graves (BMW 120d); Owen Darch (BMW 320i); Robert Taylor (Citroen Saxo). **FL** Gurney 1m49.011s (82.14mph). **P** Kneebone. **S** 28.

**RACE 2 (11 LAPS) 1 Kneebone;** 2 Hughes +5.801s; 3 Ali; 4 Cliff Pellin (Ford Fiesta ST 150); 5 Osborne; 6 David Hunt (BMW E30 325). **CW** Hughes; Osborne; Hunt; Graves; Darch; Taylor. **FL** Kneebone 1m47.890s (82.99mph). **P** Kneebone. **S** 28.

**MONOPOSTO F3, 2000, FR2000 AND CLASSIC 2000 (5 LAPS) 1 Ben Cater (Dallara F306);** 2 Chris Hodgen (Dallara F304) +11.489s; 3

# Stewart claims his first victory for 20 years



WALKER

to be restarted following a multi-car incident on the opening lap. Davison passed Swaffer at the start, but a spin on lap two dropped him to sixth, leaving the way clear for Swaffer to win again.

Cornishman Roger Kneebone (BMW E36 M3) took a brace of thrilling wins in the Racing Saloons, battling with Don Hughes in his plucky Peugeot 306. The pair were separated by less than a second in race one, and by the same margin in race two until Hughes ran out of fuel on the final lap, although he still managed to hold onto second.

Chris Hodgen in his Dallara F304 completed his Monoposto F3 title campaign in style with two wins from three races, one of them after Ben Cater spun off warming his tyres on the formation lap. Cater had converted pole to victory from Hodgen in the shortened race one when James Drew-Williams brought out the red flag, but Cater's misfortune gave Hodgen a clear run to victory in race two. Ashley Dibden made the best start to lead race three, but poleman Hodgen took the lead back on lap two, ultimately pulling away to a three-second win.

Despite a spin in race three, Jeremy Timms took a hat-trick of Monoposto 1400 wins to end the season unbeaten.

**JAMES NEWBOLD**

**Strategic pitstop timing meant Grimes/Mowlem (15) won the GT Cup feature race**

Ashley Dibden (Dallara F301); 4 Neil Harrison (Dallara F302); 5 Russell Giles (Dallara F398); 6 Alex Fores (Dallara F301).

**CW** Hayden Edmonds (Formula Renault); Kevin Otway (Van Diemen F4); Ian Hughes (Van Diemen RF88/XL). **FL** Cater 1m30.756s (98.66mph). **P** Cater. **S** 24.

**RACE 2 (8 LAPS) 1 Hodgen**; 2 Simon Tate (Dallara F302/4) +3.165s; 3 Dibden; 4 Fores; 5 Harrison; 6 James Densley (Tatuus Formula Renault). **CW** Densley; Otway; Peter Whitmore (Reynard 913).

**FL** Fores 1m30.433s (99.01mph). **P** Cater. **S** 26. **RACE 3 (8 LAPS) 1 Hodgen**; 2 Dibden +3.063s; 3 Fores; 4 Densley; 5 Edmonds; 6 Harrison. **CW** Densley; Paul Britten (Van Diemen RF00); Hughes. **FL** Cater 1m44.880s (85.37mph). **P** Hodgen. **S** 24.

**MONOPOSTO 1800, 1600, MOTO 1400 AND MOTO 1000 (8 LAPS) 1 Jeremy Timms (Dallara F301)**; 2 Jason Timms

(Dallara F301) +5.036s; 3 Andrew Gordon-Colebrooke (Dallara); 4 Mark Reade (Leystone 1000); 5 Matthew Walters (Mygale); 6 Chris Lord (Van Diemen RF82). **CW** Reade; Walters; Eddie Guest (Lola T640). **FL** Jeremy Timms 1m30.082s (99.40mph). **P** Gordon-Colebrooke. **S** 21.

**RACE 2 (10 LAPS) 1 Jeremy Timms**; 2 Jason Timms +46.324s; 3 Mick Kinghorn (JKS JR01); 4 Dean Warren (Speads RM04 A); 5 Walters; 6 Lord. **CW** Kinghorn; Walters; Guest. **FL** Jeremy Timms 1m29.552s (99.99mph).

**P** Gordon-Colebrook. **S** 20. **RACE 3 (7 LAPS) 1 Jeremy Timms**; 2 Lord +8.570s; 3 Jason Timms; 4 Reade; 5 Dominic Shepherd (JKS); 6 Geoff Fern (Reynard FF84). **CW** Lord; Reade; Fern. **FL** Jeremy Timms 1m52.063s (79.90mph). **P** Jeremy Timms. **S** 18.

A DELIGHTED IAIN STEWART won the opening race for Standard and Modified Pre-War Cars, his first for 20 years, but had to fend off a late challenge from fellow Morgan racer Sue Darbyshire.

Early leader Mike Preston was demoted by the pair of Morgan three-wheelers on lap two, with Stewart ousting Darbyshire on the sixth tour, which proved to be the winning move.

Freddie Harper lit up the tyres on his Kurtis Indy Roadster at the start of the Seaman, Flockhart and Williams Trophies race, which allowed fast-starting Julian Majzub to lead at the first corner but his Bugatti didn't last long. Harper took the lead but was finding the wet conditions challenging and that allowed the Frazer Nash of Patrick Blakeney-Edwards to slip by for the win. This left Harper to fend off Eddie Gibbs' mid-race challenge, before the latter faded, while Tony Lees held fourth from the fast-closing Ian Baxter.

Dougal Cawley took advantage of the slow getaway from Patrick Blakeney-Edwards, poleman for the Donington Mug for Pre War Sports Cars, to lead most of the opening lap. The recovering PB-E powered by up Senna Straight, with Cawley pushed back to third by Edward Williams.

The Elva of Kelvin New was the early leader of the Archie Scott Brown Trophy race, but he was unable to hold off the well-driven Lotus Elite of Colin Elstrop, which took the lead at Brundle on the fifth lap and pulled away to win.

Pole position was proving to be a hindrance in the slippery conditions and caught out Julian Grimwade in the Pre-War Scratch race, allowing Eddie Gibbs to take command. Ian Baxter put the leader under pressure but a

mistake at Chapman proved costly despite a spirited late charge.

The first of the handicap races, for Pre-War Cars, ended with an exciting finish. Scratch starter Tony Seber blasted his Wolseley Hornet Special past Roger Tushingham – who had taken the lead at the Esses complex on the penultimate lap – exiting the final corner to take the narrowest of victories.

The Riley Handicap race followed, with Robert Barbet the early leader and Andrew Baker taking over before George Allen-Elbourn hit the front and hung on for victory from the closing pack. Colin Wolstenholme was equally glad to see the chequered flag, with scratch racer Robert Cobden narrowly making the podium at the expense of Baker just yards from the finish.

Grimwade was again slow away from pole position for the Intermarque Challenge race, spinning his wheels wildly in his Frazer Nash Single Seater, with Gibbs, having got the taste of victory in the earlier race, making a storming start to take the lead.

Grimwade recovered to second down Bentley Straight, but Gibbs proved too strong. Behind the leading pair Dougal Cawley and Edward Williams squabbled over third until the former caused an early stoppage.

Baxter's hopes of winning the final handicap race looked to have been dashed when he got boxed in by slower cars through Riches at the start of the final lap, but the power of the Alta 61 pushed him past Iain Stewart for a well-deserved victory, as Tony Lees elbowed Geoff Toms out of third place just before the finish.

**LEWIS BEALES**

**P93 FULL RESULTS**



Stewart slid to a three-wheeled victory

STYLES



# Late pass secures Sales 420R victory

JACK SALES PRODUCED A DEMON last-gasp pass to beat Danny Winstanley in one of the most memorable Caterham races ever held at Rockingham.

All eyes were fixed on an enthralling battle for the lead in the 420R opener, with no fewer than eight drivers swapping positions and challenging for the race lead as they attempted to wrest the advantage from pacesetter Winstanley.

At the forefront of the tussle were his title rivals Sales and Lee Wiggins. Despite the pair swarming left and right to try to make the decisive overtake, Winstanley appeared to have done enough to claim victory as the stream of cars headed for the Brook chicane on the final tour. Sales refused to be denied though, and skilfully swept around the outside of Winstanley to snatch the win within sight of the flag.

Sales was also at the heart of the drama in Sunday's second race. A clash with Wiggins at Kirby cost him time and left Wiggins' car beached in the gravel, and that incident helped Winstanley claim a vital win ahead of a charging William Smith.

Numerous position changes were also made throughout the first Supersport encounter. Henry Heaton emerged victorious after engaging in a superb race-long duel with Ian Payne. Heaton sealed double success in the second race, despite coming under intense pressure



from Tim Dickens in the closing laps. Christian Szaruta claimed a pair of thirds.

Nobody could stop Matthew Lambert matching Heaton's efforts in the 310R category, despite the best efforts of series leader Lee Bristow in race one. Chris Rankin took the fight to Lambert in race two after Bristow's race ended in the Yentwood gravel on lap one, but was forced to settle for second.

Russ Olivant comfortably won Saturday's wet 270R opener from Alex Jordan and Rob Watts, but Watts relegated Olivant to second in Sunday's drier second contest. Andrew Perry completed the podium.

Another Caterham pedaller to narrowly miss out on double success

**Coleman (00) took a brace of wins and a second place in the Porsche races, while Hayes (77) also won**

was Jay McCormack in Roadsport. He kept his composure to defeat Tom John and David Ridley in a soaking first race. John held the lead for the majority of race two, until losing out to McCormack at Gracelands in the closing stages. On the last lap, however, a flying Pete Walters powered ahead of McCormack at Chapman Curve to win.

Daniel Halstead overcame Chris Bates to claim hard-fought success in the Caterham Academy White Group contest. Dan French grabbed a late victory in the Green race, overhauling James Murphy at Yentwood on the final lap. Oli Pratt and Graham MacDonald took a third each.

Excitement wasn't in short supply in the trio of Porsche races either. Ed Hayes denied James Coleman victory with a last-lap pass in race one, but Coleman bounced back to take victory in race two and a shortened race three. Karl Rossin, Ryan Lowry and Gavin Johnson shared the 924 class wins as series leader Pip Hammond endured a troubled weekend.

Michael Watton moved a step closer to the F1000 title with two more race wins to increase his season tally to eight. Reigning champion Robert Sayell secured his first victory of the season in race three.

James Gornall was uncatchable in both BMW Compact Cup encounters, each time leading home Steven Dailly and Owen Hunter.

**MARK LIBBETER**

## RESULTS

Olivant took two podiums in the 270R races



**CATERHAM SEVEN 420R (BOTH RACES 19 LAPS)** **1 Jack Sales**; 2 Danny Winstanley +0.294s; 3 Lee Wiggins; 4 Anthony Barnes; 5 William Smith; 6 Jack Brown. **Fastest lap** Damian Milkins 1m35.519s (77.26mph). **Pole** Wiggins. **Starters** 23.

**RACE 2** **1 Winstanley**; 2 Smith +2.219s; 3 Sales; 4 John Byrne; 5 Barnes; 6 Stephen Nuttall. **FL** Sales 1m34.346s (78.22mph). **P** Sales. **S** 23.

**CATERHAM SUPERSPORT (BOTH RACES 18 LAPS)** **1 Henry Heaton**; 2 Ian Payne +1.836s; 3 Christian Szaruta; 4 Alistair Weaver; 5 Tim Dickens; 6 David Yates.

**FL** Heaton 1m38.937s (74.59mph). **P** Dickens. **S** 18. **RACE 2** **1 Heaton**; 2 Dickens +0.285s; 3 Szaruta; 4 Mike Evans; 5 Weaver; 6 Yates. **FL** Dickens 1m39.470s (74.19mph). **P** Heaton. **S** 18.

**CATERHAM SEVEN 310R (18 LAPS)** **1 Matthew Lambert**; 2 Lee Bristow +0.153s; 3 Chris Rankin; 4 Lee Collins; 5 James Beardwell; 6 James Houston. **FL** Bristow 1m38.832s (74.67mph). **P** Lambert. **S** 19. **RACE 2 (19 LAPS)** **1 Lambert**; 2 Rankin +0.185s; 3 Beardwell; 4 Steve McCulley; 5 Collins; 6 Houston. **FL** Rankin 1m39.054s (74.50mph). **P** Lambert. **S** 19.

**CATERHAM SEVEN 270R (15 LAPS)** **1 Russ Olivant**; 2 Alex Jordan +11.097s; 3 Rob Watts; 4 William Lloyd; 5 Gary Smith; 6 Alan Cooper. **FL** Lloyd 1m58.459s (62.30mph). **P** Olivant. **S** 17. **RACE 2 (18 LAPS)** **1 Watts**; 2 Olivant +0.181s; 3 Andrew Perry; 4 Jordan; 5 Smith; 6 Lloyd. **FL** Watts 1m40.643s (73.32mph). **P** Olivant. **S** 17.

**CATERHAM ROADSPORT (9 LAPS)** **1 Jay McCormack**; 2 Tom John +2.149s; 3 David Ridley; 4 Michael O'Reilly; 5 Eric Tiv; 6 Paul Vernon. **FL** Ben Gillias 2m02.325s (60.33mph). **P** McCormack. **S** 29.

**RACE 2 (12 LAPS)** **1 Pete Walters**; 2 McCormack +0.428s; 3 John; 4 Ridley; 5 Tiv; 6 Anthony Taylor. **FL** Walters 1m41.957s (72.38mph). **P** McCormack. **S** 29.

**CATERHAM ACADEMY WHITE GROUP (9 LAPS)** **1 Daniel Halstead**; 2 Chris Bates

+0.877s; 3 Oli Pratt; 4 James Gilmour; 5 James McCall; 6 Matt Topham. **FL** Pratt 1m46.006s (69.61mph). **P** Halstead. **S** 27.

**GREEN GROUP (9 LAPS)** **1 Dan French**; 2 James Murphy +0.131s; 3 Graham MacDonald; 4 Matt Sheppard; 5 Paul Steed; 6 Toby Clowes. **FL** Sheppard 1m44.780s (70.43mph). **P** French. **S** 23.

**PORSCHEs (12 LAPS)** **1 Ed Hayes (Boxster)**; 2 James Coleman (Boxster S) +0.718s; 3 Richard Avery (Boxster); 4 Nick Hull (Boxster); 5 Kevin Molyneux (Boxster); 6 Alex Stocker (Boxster). **Class winners** Karl Rossin (924); Andrew Baker (Boxster). **FL** Hayes 1m38.594s (74.85mph).

**P** Adam Southgate (Boxster). **S** 22. **RACE 2 (12 LAPS)** **1 Coleman**; 2 Avery +7.555s; 3 Hayes; 4 Stocker; 5 Garry Goodwin (Boxster); 6 Andrew Porter (Boxster). **CW** Ryan Lowry (924); Baker. **FL** Coleman 1m39.512s (74.16mph). **P** Hayes. **S** 23.

**RACE 3 (11 LAPS)** **1 Coleman**; 2 Hayes +0.866s; 3 Southgate; 4 Avery; 5 Goodwin; 6 Porter. **CW** Gavin Johnson (924); Baker. **FL** Southgate 1m39.427s (74.22mph). **P** Philip Churchill (Boxster). **S** 17.

**F1000 (11 LAPS)** **1 Michael Watton**; 2 Robert Sayell +8.777s; 3 Paul Butcher; 4 Dan Clowes; 5 Dax Ward; 6 Adam Walker. **FL** Watton 1m23.164s (88.74mph). **P** Watton. **S** 13. **RACE 2 (11 LAPS)** **1 Watton**; 2 Butcher +6.365s; 3 Sayell; 4 Clowes; 5 Stuart Abbott; 6 Walker. **FL** Watton 1m23.754s (88.11mph). **P** Marc Fortune. **S** 13.

**RACE 3 (10 LAPS)** **1 Sayell**; 2 Clowes +1.448s; 3 Butcher; 4 Walker; 5 Abbott; 6 Watton. **FL** Watton 1m24.400s (87.44mph). **P** Watton. **S** 13.

**BMW COMPACT CUP (BOTH RACES 9 LAPS)** **1 James Gornall**; 2 Steven Dailly +3.367s; 3 Owen Hunter; 4 Samuel Carrington Yates; 5 Ben Huntley; 6 Ian Jones. **FL** Gornall 1m47.348s (68.74mph). **P** Gornall. **S** 32. **RACE 2** **1 Gornall**; 2 Dailly +6.658s; 3 Hunter; 4 Jones; 5 Matthew Parkes; 6 Mark Skeats. **FL** Gornall 1m47.631s (68.56mph). **P** Gornall. **S** 32.

## CROFT

BRSCC SEPT 16-17

# Roche and Herbert wins keep MX-5 title race alive

MAZDA MX-5 SUPERCUP title contenders Luke Herbert and Tom Roche made sure this year's decider will go down to the wire as they continued to dominate the leaderboard in all three races.

Roche led the first race from pole, while Herbert had to fight his way clear of a four-car battle to claim second. As the rain came down, James Blake-Baldwin had a penultimate-lap spin, but recovered to fifth behind Herbert, Jonathan Greensmith and Jack Harding.

Herbert led out of Clervaux at the start of the second race. Roche made his first attempt to take the lead into Tower, only to lose second to Harding at the Hairpin. After a brief safety car period, the top three broke clear again and Roche seized his chance to retake Harding into Tower for second, behind Herbert.

With two cars off at Clervaux on the opening lap, the third race turned into a two-lap sprint. Roche completed his second lights-to-flag victory, from Herbert, with Blake-Baldwin and Harding both demoting Brian Chandler as they fought for the final podium position.

Will Blackwell-Chambers staked his claim for the Mazda MX-5 Championship crown with a treble.

The second race was restarted after a fourth-lap incident. Blake-Baldwin was never headed over the shortened distance, with Mike Comber taking second from Jason Greatrex early on. The latter was able to fend off Samuel Smith and Oliver Allwood for third.

The third race proved to be the closest. Comber demoted Blackwell-Chambers from his early lead, before Smith took them both. Teddy Clark then joined the battle, with Blackwell-Chambers going from third to first into the Jim Clark Esses to clinch his hat-trick. Comber was later penalised for contact,

subsequently promoting Smith into second. Clark held onto third, despite taking to the grass at the Hairpin on the final lap.

Simon Orange, Patrick Collins and Ben Hancy each had a win in the B-grid races.

Former Mini Challenge ace Josh Gollin took his first Ford Fiesta win in a restarted opener, but was almost caught by David Nye in the closing laps. Danny Harrison took Jamie Going on lap five and held onto third, despite colliding with a backmarker within metres of the flag.

The lead trio spent much of race two nose-to-tail, with Nye heading Going and Gollin. Nye briefly broke away, but, as Going closed in for a late challenge, he collected the chicane tyre stack and was out of the race, handing second to Gollin. Nick Sanderson claimed a late third at Harrison's expense.

There was a second win for Nye in race three. Gollin snatched second two laps from home, leaving Harrison a comfortable third.

Ashley Woodward (MG ZS) and Philip Standish (MG TF) duelled in both Cocksfoot Cup races. Standish took the first win, then it was Woodward's turn when Standish hit the chicane in race two after being collected by a backmarker. Brian Butler won Class F both times in his MGF to clinch the title.

With James Hillery spinning out of the lead at Clervaux, Jack Davidson won the first Fiesta Junior race from Josh Hislop and Nicholas Reeve. Reeve was victorious second time out, from Hillery and Hislop.

Paul Woolfitt's Radical-based Lotus Exige and Colin Simpson's Marcos Mantis shared the victory spoils in the Northern Saloons & Sports.

PETER SCHERER

➔ P93 FULL RESULTS

Michael Watton continued his F1000 supremacy



ALL PICS: READ

**MONDELLO PARK**  
LEINSTER TROPHY SEPT 16-17

# Victories earn Carey coveted Leinster Trophy

CIAN CAREY RETURNED TO Mondello Park for one reason only: to chase the famous Leinster Trophy, held for the BOSS Ireland class.

The F3 Cup regular qualified on pole and nailed the start, but Paul Dagg was on the attack immediately, making a run around the outside at Turn 1 that almost stuck. Carey got his head down, though, and began to ease clear.

Stephen Daly, in his first time in an F3 car, stalled on the grid and had to be push-started. Undeterred, he began a typical charge up through the grid, passing most of the field with apparent ease. He then received a timely break when the safety car was deployed just as he relieved Donal Griffin of third.

That nullified Carey's lead and set the scene for a grandstand finish when the safety car pulled in with a lap to go. But as Carey accelerated, Dagg spun and Daly grabbed second. Carey's team-mate Gino Ussi completed the podium. Carey also won in the wet second encounter.

Patrick Dempsey took Ginetta Junior honours after contact with leader Cameron Fenton on the last lap. In race two he won again to clinch the title.

Alan Auerbach led the Strykers away and held the gap to returning multiple champion Alan Watkins for the duration. In a wet second race, Watkins reversed the order to cross the line well ahead.

Dan Polley confirmed his reputation as a wet-weather expert as he stormed to a Formula Vee victory with title rival Colm Blackburn next up. Polley had to work



somewhat harder in the second stanza as Jimmy Furlong displaced him mid-race. Polley then regained the lead as Furlong and Blackburn tangled at Turn 1.

Erik Holstein made a winning return to the SEAT Supercup, holding newly crowned champion Rod McGovern at bay, with Sam Mansfield in third. In race two Shane Murphy drove superbly for his debut win, with Holstein right there too having displaced Mansfield.

David Parks battled by early Formula Sheane leader Richard Kearney to take the first race, but multiple champion Brian Hearty grabbed second mid-race and charged up to cross the line on Parks' tail. In race two, Parks rocketed away

from pole as Kearney became embroiled in a great battle with Mark Dunleavy for second, in which he prevailed.

An unusual fourth-place start for ITCC champion Shane Rabbitt (Mazda RX-7) didn't faze him as he picked his way by Jay O'Reilly (Honda Civic) and Rob Savage (Integra) before easing away to a comfortable win. Savage held off the impressive O'Reilly until the final corner when a switchback did the job and O'Reilly took second by a nose. In race two, Rabbitt was again victorious, under pressure from O'Reilly throughout.

Darragh McMullen took his maiden Ford Fiesta ST win despite the best efforts of Shane McFadden, with Dave

**RESULTS**

**LEINSTER TROPHY FOR BOSS IRELAND (12 LAPS) 1 Cian Carey**

(Dallara-VW F3); 2 Stephen Daly (Dallara F308/11) +18.458s; 3 Gino Ussi (Dallara-Mercedes F312); 4 Donal Griffin (Reynard 90D); 5 Fergus Faherty (Dallara-Toyota F3); 6 Sylvie Mullins (Tatuus F Renault). **Fastest lap** Carey 1m35.872s (81.73mph).

**Pole Carey. Starters 22.**

**RACE 2 (4 LAPS) 1 Carey;** 2 Ussi +12.121s; 3 Paul Dagg (Dallara-Toyota F304); 4 Michael Connolly (Radical SR8); 5 Faherty; 6 Alex Wilsdon Jr (Radical PR6). **FL** Carey 1m53.474s (69.06mph). **P** Carey. **S 14.**

**GINETTA JUNIOR IRELAND (8 LAPS) 1 Patrick Dempsey;**

2 Cameron Fenton +7.347s; 3 Robbie Parks Jr; 4 Christopher Grimes; 5 Megan Campbell; 6 Ethan Cooke. **FL** Fenton 2m04.477s (62.95mph). **P** Dempsey. **S 6.**

**RACE 2 (6 LAPS) 1 Dempsey;** 2 Fenton +19.780s; 3 Grimes; 4 Parks Jr; 5 Campbell; no other finishers. **FL** Dempsey 2m28.307s (52.84mph). **P** Fenton. **S 6.**

**STRYKERS (8 LAPS) 1 Alan Auerbach;** 2 Alan Watkins +3.329s; 3 Andrew D'Alton; 4 Bill Griffin; 5 Roger Welaratne; 6 Greg Kelly. **FL** Auerbach 1m54.555s (68.40mph). **P** Auerbach. **S 15.**

**RACE 2 (7 LAPS) 1 Watkins;** 2 Auerbach +10.227s; 3 B Griffin; 4 Dave Griffin; 5 D'Alton; 6 Welaratne. **FL** Watkins 2m25.931s (53.70mph). **P** Auerbach. **S 14.**

**FORMULA VEE (7 LAPS) 1 Dan**

**Polley (Sheane);** 2 Colm Blackburn (Leystone) +2.331s; 3 Anthony Cross (Sheane); 4 Jack Byrne (Sheane); 5 Gavin Buckley (Sheane); 6 Stephen Morrin (Leystone). **FL** Blackburn 2m20.386s (55.82mph). **P** Polley. **S 20.**

**RACE 2 (5 LAPS) 1 Polley;** 2 Jimmy Furlong (Sheane) +0.569s; 3 Byrne; 4 Kevin Grogan (Sheane); 5 Luke O'Faolain (Sheane); 6 Cross. **FL** Furlong 1m55.814s (67.66mph). **P** Polley. **S 19.**

**SEAT SUPERCUP IRELAND (4 LAPS) 1 Erik Holstein;**

2 Rod McGovern +1.568s; 3 Sam Mansfield; 4 John Farrelly; 5 Shane Murphy; no other finishers. **FL** McGovern 2m02.474s (63.98mph). **P** Holstein. **S 8.**

**RACE 2 (7 LAPS) 1 Murphy;**

2 Holstein +1.382s; 3 McGovern; 4 Mansfield; 5 Farrelly; 6 Brian Berry. **FL** Holstein 1m49.419s (71.61mph). **P** Murphy. **S 8.**

**FORMULA SHEANE (7 LAPS)**

**1 David Parks;** 2 Brian Hearty +1.507s; 3 Richard Kearney; 4 Paul McLoughlin; 5 Mark Dunleavy; 6 Martin Rafferty. **FL** Hearty 2m15.637s (57.77mph). **P** Parks. **S 11.** **RACE 2 (9 LAPS) 1 Parks;** 2 Kearney +3.932s; 3 Dunleavy; 4 Hearty; 5 McLoughlin; 6 Charlie Linnane. **FL** Parks 1m47.641s (72.80mph). **P** Parks. **S 11.**

**IRISH TOURING CARS (BOTH 8 LAPS) 1 Shane Rabbitt (Mazda**

**RX-7);** 2 Jay O'Reilly (Honda Civic) +8.944s; 3 Robert Savage (Honda Integra); 4 Eric Carroll (Integra); 5 lan O'Driscoll (Civic); 6 Pa Hudson

(Integra). **CW** Hudson. **FL** Rabbitt 1m53.189s (69.23mph). **P** O'Reilly. **S 14.** **RACE 2 1 Rabbitt;** 2 O'Reilly +1.181s; 3 O'Driscoll; 4 Savage; 5 Carroll; 6 Philip Burdock (VW Golf). **CW** Hudson. **FL** O'Reilly 1m54.841s (68.23mph). **P** Burdock. **S 13.**

**FIESTA ST (BOTH 7 LAPS)**

**1 Darragh McMullen;** 2 Shane McFadden +0.154s; 3 Dave Maguire; 4 Hugh Grennan; 5 Michael Cullen; 6 John Denning. **FL** McFadden 2m03.774s (63.31mph). **P** McFadden. **S 19.** **RACE 2 1 Maguire;** 2 Grennan +9.396s; 3 Niall Hourigan; 4 Denning; 5 McMullen; 6 Tom Fahy. **FL** Graham McDonnell 2m05.068s (62.65mph). **P** Denning. **S 19.** **FIESTA ZETEC (6 LAPS) 1 Darren Lawler;** 2 Philip Lawless +1.067s; 3 Lloyd Murphy; 4 William Kellett;



CHESTER

## DOUNE

BRITISH HILLCLIMB CHAMPIONSHIP SEPT 16-17

# Menzies bags double ahead of champion Willis

LOCAL DRIVER WALLACE Menzies started to take his first and second Doune run-off victories ahead of already confirmed 2017 British Hillclimb champion Trevor Willis.

In addition to closing in on the coveted number three for next year, 1600cc charger Richard Spedding sealed the class-based Hillclimb Leaders title for the first time ever. Willis drove soundly to bank plenty of points without risking his car.

Local man Menzies said: "I've been trying for the win here for 20 years, so you can imagine my satisfaction in doing it twice in succession.

"It's always a bonus to take the car home from here in one piece," he added in acknowledgement of the formidable challenge of the daunting Burn of Cambus hill.

There was jubilation in Spedding's team, especially from father Haydn, who reported on Northern hillclimbs for *Motoring News* when he was a young man in the late 1960s and '70s.

Paul Haimes continued the rehabilitation of his increasingly dependable turbo Gould. The reward was a pair of fifth places, his best combined result since 2012, and he professed himself satisfied that the car was still running at the end of the meeting – an almost unique experience since acquiring the car. It was shared for this meeting by the car's constructor, Sean Gould, who had repaired his own GR59 but been unable to coax the engine management into running cleanly. Gould found the turbo car unlike his own and spun out in round 31 – fortunately without damaging Haimes's chances.

Despite recent successes, Will Hall has been experiencing some fuelling issues and has just spent two days testing at

Curborough sprint course. His Force ran well at Doune but did break a driveshaft in practice. He consolidated his fourth place overall but is putting maximum effort into overhauling Spedding at the Loton Park finale.

Jerseyman Jason Mourant is certain of a higher 'number' on his car next year than in 2017, but his current fifth could be under threat from Scott Moran, who will return for his last blast of the year at Loton where he holds the current outright record and is keen to test out the new and ultra-grippy surface. The six-time champion is mulling over whether he will have a tilt at a seventh title in 2018 or defer that until 2019.

Ross Napier did enough to be declared Scottish Hillclimb Champion for the first time, but was unable to qualify for a British run-off place after his clutch disintegrated. Another local driver who featured strongly was Steve Marr, who has a fresh engine in his PCD Saxon. The tiny car, precursor to the GWR Raptor series from the same designer, served him well in taking sixth and eighth with only a one-litre displacement.

Also doing well in the class was Harry Pick. His car is Trevor Willis's original OMS, heavily rebuilt to suit Pick's taller frame. OMS constructor Steve Owen shared that car, his 54th event at Doune over 30 years.

On only his second visit to Doune, Yorkshireman Steve Darley, who is still in contention for second place in the Hillclimb Leaders, strengthened that position by taking two bonus points for going under the class record for road-going series production cars over two litres.

**EDDIE WALDER**

 **P93 FULL RESULTS**



Local man Menzies shone with two wins

Maguire further back in third. John Denning led the second encounter, but moved aside to let team-mate Maguire through. When McFadden tangled with Michael Cullen they dropped to the back and Maguire's win wrapped up the title.

Darren Lawler won a thrilling Fiesta Zetec race, with Owen Purcell inheriting race two spoils when Brendan Fitzgerald fell foul of a technical irregularity. MGB driver Bernard Foley just held off Steve Griffin's Midget in both HRCA races.

After time penalties were applied, Ken Byrne took two Future Classics wins in his Toyota Celica, while Peter Barrable was another double winner in Supercars.

### LEO NULTY

Carey achieved his pre-weekend goal with BOSS double

5 Mark Johnston; 6 Adrian Finnegan. **FL** Murphy 2m28.111s (52.91mph). **P** Owen Purcell. **S** 20. **RACE 2 (7 LAPS)** **1 Purcell**; 2 Johnston +0.694s; 3 Kellett; 4 Lawless; 5 Roy Tobin; 6 Murphy. **FL** Mark O'Donoghue 2m12.656s (59.07mph). **P** Brendan Fitzgerald. **S** 18. **HRCA HISTORICS (8 LAPS)** **1 Bernard Foley (MGBGT V8)**; 2 Steve Griffin (MG Midget) +1.098s; 3 Clive Brandon (Lotus 47); 4 Val Thompson (TMC Costin); 5 Tommy Doherty (Ford Capri); 6 Wolfgang Schnittger (MG Midget). **FL** Foley 1m58.785s (65.97mph). **P** Foley. **S** 12. **RACE 2 (7 LAPS)** **1 Foley**; 2 Griffin +47.028s; 3 Thompson; 4 Schnittger; 5 Liam Ruth (MG Midget); 6 Seamus Hobbs (MD GT). **FL** Foley 2m21.498s (55.38mph). **P** Foley. **S** 12. **FUTURE CLASSICS (BOTH 8 LAPS)** **1 Ken Byrne (Toyota Celica)**; 2 Aidan

Byrne (Celica) +15.864s; 3 Daniel Byrne (Toyota Corolla); 4 M J Farrell (Toyota Levin); 5 Dave Owens (Peugeot 306); 6 Mike Dermody (Fiat Punto). **FL** Aidan Byrne 2m07.132s (61.64mph). **P** Farrell. **S** 13. **RACE 2 1 K Byrne**; 2 A Byrne +1.324s; 3 Jimmy Kilbride (Peugeot 106); 4 Darryl Scully (Honda CRX); 5 Tommy Byrne (Celica); 6 Ger Byrne (BMW 323). **FL** D Byrne 2m08.746s (60.86mph). **P** K Byrne. **S** 11. **SUPERCAR (4 LAPS)** **1 Peter Barrable**; 2 Alan Dawson +4.506s; 3 Alan Kessie; 4 Pat McBennett; 5 Gary Corcoran; 6 Ray Finnegan. **FL** Barrable 2m06.747s (61.82mph). **P** Barrable. **S** 6. **RACE 2 (7 LAPS)** **1 Barrable**; 2 Dawson +3.536s; 3 Corcoran; 4 McBennett; no other finishers. **FL** Barrable 1m52.890s (69.41mph). **P** Barrable. **S** 6.

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# RESULTS ROUND-UP

## SNETTERTON VSCC

### STANDARD & MODIFIED PRE-WAR CARS (8 LAPS) 1 Iain Stewart

(Morgan Super Aero); 2 Sue Darbyshire (Morgan Super Aero) +0.19s; 3 Mike Preston (Bugatti T35B); 4 Simon Blakeney-Edwards (Frazer Nash Super Sports); 5 Trevor Swete (Invicta S-type); 6 Simon Edwards (Morgan Aero Supersport).

**Fastest lap** Preston 1m52.83s (63.31mph). **Pole** Richard Bradley (Aston Martin Ulster). **Starters** 23.

### VINTAGE & HISTORIC SEAMAN, FLOCKHART & WILLIAMS

#### TROPHIES RACE (9 LAPS) 1 Patrick

Blakeney-Edwards (Frazer Nash Shelsley); 2 Frederick Harper (Kurtis Indy Roadster) +3.69s; 3 Eddie Gibbs (Frazer Nash SS Racer); 4 Tony Lees (AC/GN Cognac); 5 Ian Baxter (Alta 61 IS Single Seat); 6 Mark Groves (GN/Ford Piglet). **Class winners** Harper; Gibbs; Duncan Rickett (Riley Dixon). **FL** Harper 1m47.86s (66.23mph). **P** Blakeney-Edwards. **S** 14.

### DONINGTON MUG RACE FOR SPECIAL PRE-WAR SPORTS CARS (9 LAPS) 1 P Blakeney-Edwards

(Frazer Nash Super Sports); 2 Edward Williams (Frazer Nash Super Sports) +10.84s; 3 Dougal Cawley (GN/Ford Piglet); 4 David Lewis (Alvis Firebird); 5 Christopher Batty (Frazer Nash Super Sports); 6 Colin Wolstenholme (Riley Racing MPH). **FL** P Blakeney-Edwards 1m43.95s (68.72mph). **P** P Blakeney-Edwards. **S** 9.

### ARCHIE SCOTT BROWN 1950s

**TROPHY RACE (16 LAPS) 1 Colin Elstrop (Lotus Elite)**; 2 Kelvin New (Elva Mk3) +44.47s; 3 Howard Maguire (Playford MG); 4 Stuart Dean (MG Dick Jacobs Special); 5 Christopher Mann (Alfa Romeo Disco Volante); 6 John Waterson (Lotus Elite). **FL** New 1m53.86s (62.74mph). **P** Rod Begbie (Elva MkIV). **S** 9.

### SCRATCH RACE FOR PRE-WAR CARS (7 LAPS) 1 Eddie Gibbs

(Frazer Nash SS Racer); 2 Ian Baxter (Alta 61 IS Single Seat) +4.59s; 3 Julian Grimwade (Frazer Nash Single Seat); 4 Tony Seber (Wolseley Hornet Special); 5 David Lewis (Alvis Firebird/Speed 25); 6 Christian

Pedersen (Austin 7 Special). **FL** Baxter 1m42.24s (69.87mph). **P** Grimwade. **S** 12.

### HANDICAP RACE FOR PRE-WAR CARS (4 LAPS) 1 Tony Seber

(Wolseley Hornet Special); 2 Roger Tushingham (MG N-type Special) +0.81s; 3 Jo Blakeney-Edwards (Frazer Nash Super Sports); 4 Nick Haywood-Cook (Austin 7 Monoposto); 5 Harry Painter (MG PA 25tr); 6 Chris Cadman (MG Monthley Midget). **FL** Seber 1m46.73s (66.93mph). **P** Christopher Edmondson (MG C-type) **S** 7.

### GARRY WHYTE RILEY HANDICAP RACE (5 LAPS) 1 George

Allen-Elbourn (12/4); 2 Colin Wolstenholme (Racing MPH) +7.15s; 3 Robert Cobden (Falcon Special); 4 Andrew Baker (Brooklands); 5 Robert Barbet (Sports); 6 Andrew Croysdill (12/4). **FL** Cobden 1m43.49s (69.03s). **P** Barbet. **S** 7.

### INTERMARQUE CHALLENGE RACE (7 LAPS) 1 Eddie Gibbs (Frazer

Nash SS Racer); 2 Julian Grimwade (Frazer Nash Single Seat) +4.11s; 3 Edward Williams (Frazer Nash Super Sports); 4 Christian Pedersen (Austin 7 Special); 5 Harry Painter (MG PA 25tr); 6 Mike Painter (MG Kayne). **FL** Gibbs 1m39.72s (71.64mph). **P** Grimwade. **S** 15.

### HANDICAP RACE FOR PRE-WAR CARS (4 LAPS) 1 Ian Baxter (Alta

61 IS Single Seat); 2 Iain Stewart (Morgan Super Aero) +2.30s; 3 Tony Lees (AC/GN Cognac); 4 George Allen-Elbourn (Riley 12/4); 5 Geoff Toms (Fiat 508S); 6 Duncan Potter (MG Monthley Midget). **FL** Baxter 1m46.20s (67.26mph). **P** Robert Barbet (Riley Sport) **S** 9.

## CROFT BRSCC

### MAZDA MX-5 SUPERCUP (8 LAPS)

**1 Tom Roche**; 2 Luke Herbert +3.650s; 3 Jonathan Greensmith; 4 Jack Harding; 5 James Blake-Baldwin; 6 Thomas Collins. **FL** Roche 1m51.015s (68.91mph). **P** Roche. **S** 32. **RACE 2 (10 LAPS) 1 Herbert**; 2 Roche +0.304s; 3 Harding; 4 Brian Chandler; 5 Blake-Baldwin; 6 Collins. **FL** Herbert 1m44.098s (73.48mph). **P** Roche. **S** 32.



Chris Mann's gorgeous Alfa Disco Volante (75)

**RACE 3 (7 LAPS) 1 Roche**; 2 Herbert +1.041s; 3 Blake-Baldwin; 4 Harding; 5 Chandler; 6 Nicholas Dunn.

**FL** Herbert 1m50.458s (69.25mph). **P** Herbert. **S** 32.

### MAZDA MX-5 (9 LAPS) 1 Will

Blackwell-Chambers; 2 Oliver Allwood +5.611s; 3 Samuel Smith; 4 Joshua Jackson; 5 Mike Comber; 6 Jason Greatrex. **FL** Blackwell-Chambers 1m54.295s (66.93mph). **P** Blackwell-Chambers. **S** 24.

### RACE 1B (11 LAPS) 1 Simon

Orange; 2 Stephen Foden +0.697s; 3 Ivan Leary; 4 John Langridge; 5 Jake Styles; 6 Jason Taylor. **FL** Courtney Milnes 1m43.550s (73.87mph). **P** Leary. **S** 25.

### RACE 2A (5 LAPS) 1 Blackwell-

Chambers; 2 Comber +1.672s; 3 Greatrex; 4 Smith; 5 Allwood; 6 Paul Tucker. **FL** Greatrex 1m54.138s (67.02mph). **P** Blackwell-Chambers. **S** 22.

### RACE 2B (10 LAPS) 1 Patrick

Collins; 2 Sam Bailey +1.176s; 3 Adam Craig; 4 Paul Maguire; 5 Oliver Robinson; 6 Michael Close. **FL** Collins 1m57.443s (65.13mph). **P** Sam Gendy. **S** 25.

### RACE 3A (10 LAPS) 1 Blackwell-

Chambers; 2 Smith +2.288s; 3 Teddy Clark; 4 Comber; 5 Jackson; 6 Allwood. **FL** Clark 1m53.258s (67.54mph). **P** Blackwell-Chambers. **S** 23.

### RACE 3B (10 LAPS) 1 Ben

Hancy; 2 Styles +5.971s; 3 Foden; 4 Milnes; 5 Close; 6 Max Norfolk. **FL** Hancy 1m46.701s (70.37mph). **P** Foden. **S** 24.

### FORD FIESTA (7 LAPS) 1 Josh Gollin

(ST); 2 David Nye (ST) +0.285s; 3 Danny Harrison (ST); 4 Jamie Going (ST); 5 Nat Gollin (ST); 6 Nick Sanderson (ST). **CW** Jamie White (Zetec S); Tim Bennett (Si); Chris Horne (Zetec). **FL** Nye 1m42.906s (74.34mph). **P** Nye. **S** 24.

### RACE 2 (12 LAPS) 1 Nye; 2 J Gollin

+5.890s; 3 Sanderson; 4 Harrison; 5 Samuel Priest (ST); 6 Simon Horrobin (ST). **CW** White; Bennett; Sean Banks (Zetec). **FL** Nye 1m38.575s

(77.60mph). **P** J Gollin. **S** 27.

### RACE 3 (9 LAPS) 1 Nye; 2 J Gollin

+1.325s; 3 Harrison; 4 Horrobin; 5 Priest; 6 Bradley Kent (ST). **CW** White; Bennett; Banks. **FL** Nye 1m43.301s (74.05mph). **P** Nye. **S** 27.

### COCKSHOOT CUP (9 LAPS) 1 Philip

Standish (TF LE500); 2 Ashley Woodward (ZS 180) +2.234s; 3 Philip Bowden (ZS 180); 4 Karl Green (ZS); 5 Peter Burchill (ZS V6); 6 Peter Bramble (B Roadster). **CW** Green; Brian Butler (F VVC); Ian Wright (Midget). **FL** Standish 1m46.729s (71.67mph). **P** Mike Peters (Midget). **S** 13.

### RACE 2 (8 LAPS) 1 Woodward;

2 Bowden +47.496s; 3 Burchill; 4 Green; 5 Keith Egar (Midget); 6 Bramble. **CW** Green; Butler; Wright. **FL** Standish 1m47.518s (71.16mph). **P** Standish. **S** 12.

### FIESTA JUNIOR (11 LAPS) 1 Jack

Davidson; 2 Josh Hislop +6.557s; 3 Nicholas Reeve; 4 Scott Cansdale; 5 James Hillery; 6 Jamie-Lea Hawley. **FL** Davidson 1m43.493s (73.91mph). **P** Davidson. **S** 10.

### RACE 2 (9 LAPS) 1 Reeve; 2 Hillery

+2.609s; 3 Hislop; 4 James Waite; 5 Cansdale; 6 Hawley. **FL** Cansdale 1m43.261s (74.08mph). **P** Davidson. **S** 10.

### NORTHERN SALOONS & SPORTS

#### (7 LAPS) 1 Paul Woolfitt (Lotus

Exige); 2 Barry Smith (Caterham 7) +0.670s; 3 Andy Wilson (Vauxhall Monaro); 4 Andrew Morrison (SEAT Leon Cupra); 5 Mike Cutt (BMW M3); 6 Jon Woolfitt (MK Indy). **CW** Smith; Simon Walker-Hansell (BMW E46); Ian Towers (Raw Striker); David Brewis (Darran); Alan Thompson (BMW 328); Daniel McKay (Ford Fiesta RS); David Cox (Peugeot 205 GTI). **FL** Colin Simpson (Marcos Mantis) 1m27.982s (86.95mph). **P** P Woolfitt. **S** 38.

#### RACE 2 (10 LAPS) 1 Simpson;

2 Cutt +3.338s; 3 Kirk Armitage (BMW M3); 4 Wilson; 5 Scott Hubel (Peugeot 205 T16R); 6 Morrison. **CW** Armitage; Hubel; Gary Bowers (BMW E46 328); Daniel McKay; Towers; Lee

Underwood (Honda Civic);

Damien McKay (Ginetta G20).

**FL** Simpson 1m36.908s

(78.94mph). **P** P Woolfitt. **S** 36.

## DOUNE BHC

### BRITISH HILLCLIMB ROUND 31

**1 Wallace Menzies (3.3 Gould-Cosworth GR59M) 36.57s**; 2 Trevor Willis (3.2 OMS-RPE 28) 36.90s; 3 Will Hall (2.0 Force-AER/XTec WH) 37.53s; 4 Richard Spedding (1.6 GWR-Suzuki Raptor) 37.69s; 5 Paul Haines (1.3t Gould-Suzuki GR59) 38.41s; 6 Steve Marr (1.0 PCD-Suzuki Saxon) 39.83s; 7 Jason Mourant (3.5 Gould-Judd GR55) 40.42s; 8 Lee Griffiths (1.3s OMS Suzuki 25) 40.47s; 9 Harry Pick (1.0 OMS-Suzuki 2000V) 40.74s; 10 Steve Owen (1.0 OMS-Suzuki 2000V) 41.50s; **fail** Sean Gould (1.3t Gould-Suzuki GR59); **fail** John Munro (1.6 OMS-Suzuki CF).

### ROUND 32 1 Menzies 36.05s BTD;

2 Willis 36.81s; 3 Hall 37.10s; 4 Spedding 37.12s; 5 Haines 37.77s; 6 Gould 38.17s; 7 Mourant 39.17s; 8 Marr 39.45s; 9 Griffiths 40.18s; 10 Pick 40.35s; 11 Owen 41.30s; 12 Kelvin Broad (1.3s Pilbeam-Suzuki MP101) 41.94s.

### Class winners Sandy Coghill (2.0

Rover 200) 51.54s; Steven Darley (2.35T Subaru Impreza) 47.34s **record**; Craig Nicol (2.2 Caterham Super Seven) 46.03s; Eric Morrey (1.0t Hillman Imp) 50.26s; Stuart Reid (1.9 Peugeot 205) 47.98s; Geoff Twemlow (2.5t Subaru Impreza) 50.86s; Andrew Grover (1.0 Sylva Riot) 47.67s; Brian Beverley (1.4 Westfield XTR2) 45.07s; Ray Rowan (2.7 Pilbeam-Hart MP43) 46.29s; 43.69s; Marr 39.35s; Spedding 37.38s; Terry Davis (2.0 OMS-TKD CF09) 44.47s

**POINTS 1 Willis 237**; 2 Menzies 199; 3 Spedding 172; 4 Hall 162; 5 Mourant 131; 6 Alex Summers 130; 7 Scott Moran 122; 8 Gould 87; 9 Dave Uren 77; 10 Ed Hollier 48.



Harper battles on in wet Snetterton race

# WHAT'S ON



## The beating heart of the perfect F1

SURELY THE MOST JAW-DROPPING moment of Channel 4's *Speed with Guy Martin: F1 Challenge* is a sub two-second Williams pitstop, broken down into 34 different actions by 22 people.

But having to cram everything into an hour created a programme that both struggled to fill its time slot and was also guilty of trying to do too much.

Showing the glamorous-but-non-stop nature of the Formula 1 paddock made for a lot of unnecessary filler as a litany of notables such as Martin Brundle and Damon Hill chimed in to quip about Martin's bold goal of becoming the first man outside of a team to take part in a live racing pitstop.

There was also a segment in which Martin travelled to the Belgian Grand Prix with Williams' number one mechanic Ben Howard. You'd expect this to humanise the hard slog the pitcrew face – often working 200 days of the year away from home under immense pressure – but instead it ended up being used as comic relief.

Those slightly jarring moments may well have been a result of highlighting

something as 'routine' as an F1 pitstop, but there was still plenty of excellent insight into the art, and Channel 4's rights access allowed for some great archive footage to be used – showing all the angles of Jos Verstappen's Benetton catching fire at Hockenheim in 1994 worked brilliantly.

The best moments came in the small details, including Martin's trademark personality taking a battering early on at Williams' Grove headquarters, when the team outlined the mammoth

Martin's helmet-cam provided a personal perspective of his work at Spa, where he discussed the finer points of pitstops with Massa (below)

scale of the training required.

That insight continued when Martin began preparing, and the pitcrew's high-intensity physical regime highlighted the way Williams has responded to the Pirelli tyres getting 25% bigger for the 2017 season.

At this point though, we ran into another setback in the form of a bizarre montage of closed doors, as the viewer hears Martin sampling pitstops, before switching abruptly to shots of him clearly unnerved. Some F1 secrecy may have been at play, but you couldn't ascertain why Martin had struggled.

But before you could dwell on it, Martin joined Williams' 'elite crew' and tried the various roles of the pitstop: wheel on, wheel off, using the pit gun – all under the watchful eye of chief mechanic Mark Pattinson.

Here intuitive head-camera footage gave you real perspective on Martin's task: reacting quickly to a car entering the pitbox, as well as coping with the tyre weight and the trickiness of operating a wheel gun. It meant that you could see Martin's real progress in



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## HOT ON THE WEB THIS WEEK

 **YouTube** IT ALL KICKS OFF IN SINGAPORE

**Search for Singapore's Start-line Crash: All The Camera Angles**

This could well be the defining moment of the 2017 F1 season, so it's worth a proper perusal – from trackside, from above, and from the cockpits of the main protagonists and one (Nico Hulkenberg) who saw it all play out in front of him.



 LAT IMAGES

# pitstop

the build-up to the Spa race and feel his sense of achievement when Claire Williams passed him for race duty.

The highlight of the programme was the slick race package, showcasing Martin putting what he'd learned into practice from the perspective of his head camera, with the Williams pitwall radio acting as a narrator.

There's the anticipation of an early stop for Lance Stroll – Martin's on standby before standing down. During these moments you fully understand Rob Smedley's claim that heartbeats rise to 160bpm during a stop.

Then comes the moment of pure drama. After previously preparing Martin down to the most minute details of a stacked stop, it happens for real. Here Martin achieves his biggest successes, a 2.6s stop for Felipe Massa and 3.1s for Stroll.

The increasing sense of nervous anticipation turning to achievement acts as a good pay-off for the earlier build up, which made it easier to forgive the random tangents.

**TOM ERRINGTON**

## INTERNATIONAL MOTORSPORT

**EUROPEAN FORMULA 3**  
Rd 9/10  
Red Bull Ring, Austria  
**September 23-24**

**DTM**  
Rd 8/9  
Red Bull Ring, Austria  
**September 23-24**  
 **Live** BT Sport ESPN,  
Saturday 1330  
Sunday 1400

**EUROPEAN LE MANS SERIES**  
Rd 5/6

Spa, Belgium  
**September 24**  
 **Live** Motorsport.tv,  
Sunday 1045

**FORMULA RENAULT EURO CUP**  
Rd 9/10  
Spa, Belgium  
**September 23-24**  
 **Live** BT Sport 1,  
Saturday 1100; BT Sport  
ESPN, Sunday 1100

**SUPER FORMULA**  
Rd 6/7

Sugo, Japan  
**September 24**

**JAPANESE FORMULA 3**  
Rd 9/9  
Sugo, Japan  
**September 23-24**

**IMSA SPORTSCAR**  
Rd 11/12  
Laguna Seca, California, USA  
**September 24**

**NASCAR CUP**  
Rd 28/36  
New Hampshire Motor

Speedway, USA  
**September 24**  
 **Live** Premier Sports,  
Sunday 1830

**ADAC GT MASTERS**  
Rd 7/7  
Hockenheim, Germany  
**September 23-24**

**MOTOGP**  
Rd 14/18  
Motorland Aragon, Spain  
**September 24**

## UK MOTORSPORT

**SILVERSTONE FERRARI RACING DAYS**  
**September 22-24**  
Ferrari Challenge Coppa,  
Ferrari Challenge Trofeo

**SNETTERTON HSCC**  
**September 23**  
Historic FF1600, Historic  
FF2000, Formula Junior,  
Classic F3/Classic Racing  
Cars, Historic F3, Classic  
Clubmans

**DONINGTON PARK BRSCC**  
**September 23-24**  
British GT, British F3,  
Ginetta GT5, Ginetta RDC,  
VW Racing Cup, Mini  
Challenge, Open Sports

**ANGLESEY BRSCC**  
**September 23-24**  
FF1600, XR Challenge,  
Fun Cup, Formula 600

**BRANDS HATCH BARC**  
**September 23-24**  
Michelin Clios, Clio Junior,



MaX5, Junior Saloons,  
Hyundai Coupe, Modified  
Saloons, Tin Tops,  
Intermarque

**SNETTERTON 750MC**  
**September 24**  
Toyota MR2, 750 Formula,

Bikesports, Sport Specials,  
Bernie's V8s

**MALLORY PARK BRSCC**  
**September 24**  
Toyota MR2, Alfa Romeo,  
HRDC Academy, Nippon  
Challenge, HRDC Coys

# NEXT WEEK ON SALE THURSDAY



 **HOW PORSCHE CAN RETURN TO F1**

Could the sportscar giant really be tempted back to single-seater racing's top category?





## FROM THE ARCHIVE

Kimi Raikkonen had called time on his season in Formula Renault UK in 1999 and returned to karting, but was back in a car by the end of the year for an attack on the Formula Ford Festival. The Finn, in a Continental Racing Van Diemen, was on the pace at Brands Hatch and started the final from the third row, but crashed out early in the race.



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# HAVE-A-GO HERO

WHEN STARS CROP UP IN UNEXPECTED PLACES



# SCOTT WILLIAMS

WELSH RUGBY STAR ON HIS EMERGING MOTORSPORT BUSINESS

**R**ugby and rallying don't mix much, but perhaps one link they have is that both have a strong following in Wales. Now one Welsh rugby star is targeting a future – through business and competition – in off-road motorsport.

The man in question is Scott Williams, who plays at centre in the Pro14 division with the Scarlets and has 47 international caps for his country. He recently established Scott Williams Motorsport, a preparation firm tasked with building rapid Ford Escorts and other rally-ready machines.

An ill-fated injury – which required a seven-month recovery – led to the business starting.

"I've always loved motorsport and anything to do with an engine," he says. "My brother-in-law Barry [Jones] does a lot of rallying and I couldn't really hide from it. I've followed him on his events, and last year he built a new historic-spec Escort Mk2. At around that time I had a bit of time on my hands, as I suffered the injury, [so] I decided to start a business up. Here we are a year later and we've finished our first full build, the Escort Mk2."

The car has a 2.5-litre Millington engine and a flat-shift sequential gearbox, so it's not the kind of Mk2 you would have seen Ari Vatanen driving in the 1970s. Williams successfully drove it at the Nicky Grist Stages event in July as the course car. The company is already building more cars and Williams is on hand to cast his eye over the products to make sure everything leaves the workshop looking "tidy".

The 26-year-old is no stranger to motorsport as he's driven racing trucks, and has competed in the UK Legends championship. He's also had a passenger ride in a World Rally Championship car with WRC frontrunner Elfyn Evans, but he prefers to drive and struggles with not being in control.

"I wouldn't mind having another go at the Legends," he adds. "I didn't really get a fair go at it last time. I need to speak to Phil [Davies, circuit manager] at Pembrey to see if we can set something up for next year."

With the first Escort Mk2 built, expect to see Williams competing in the odd national event in the future, between his rugby commitments. **JACK BENYON**



ALL PICS: EBREY

Williams was able to give his Mk2 a run on the Nicky Grist Stages as a course car

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