

FORMULA E WHY JAGUAR HAS NOWHERE TO HIDE

 **AUTOSPORT**

ASTON MARTIN'S RED BULL CHANGE

How new deal could lead to F1 engine supply



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Aston Martin edges nearer to F1 showdown

ASTON MARTIN DOES NOT HAVE A GOOD FORMULA 1 history. It has managed to become one of the world's most prestigious brands without any success at the pinnacle of single-seater racing, its competition success mainly confined to endurance events.

But with road-car rivals such as Ferrari and McLaren engaged in F1, it makes sense for Aston Martin to try to demonstrate its abilities in the most visible motorsport contest of all.

Whether Aston Martin actually takes the next, crucial step and becomes an F1 engine supplier probably depends on two things. The first, and most important, is that F1's 2021 regulations make developing and building a powerplant sensible and affordable.

The second may have something to do with how things are going with Red Bull. If the Milton Keynes-based team, as expected, takes Honda engines in 2019 and things don't work out, it will be looking for another partner. Having learned the lessons of '15, Red Bull won't want to be left with only Renault as an engine option.

If Aston Martin does enter, it will be a boost for F1, providing the British name can be more competitive than its first foray in 1959.



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Dean and Emma Wright/
motorsport.tv

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NIGEL ROEBUCK

Vettel's choices

Gerhard Berger once said that the perfect team-mate is a second slower – is that why Sebastian Vettel wants Kimi Raikkonen?

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THIS HAS NOT BEEN A VINTAGE 'SILLY SEASON' in Formula 1 – too many of the top drivers are already contracted for 2018 – but such changes as there are now appear almost complete, the most significant being Carlos Sainz's 'on loan' move from Toro Rosso to Renault. It would have been nice if someone at Renault had had the courtesy to inform Jolyon Palmer personally, rather than let him discover his fate on the Autosport website, but niceties, as we know, seem to be falling into disuse.

Already under debate, however, is what happens in a year's time, when it appears that virtually everyone with a competition licence will be out of contract, and therefore open to offers. The major exceptions to this are the two current world championship protagonists, for Sebastian Vettel recently renewed with Ferrari for three years, and the expectation is that Lewis Hamilton will do the same with Mercedes. On the assumption that Hamilton will wish to continue beyond the end of next season, with the Maranello door closed what else would he do?

Obviously the most sought after drives will be 'the other car' at Mercedes and Ferrari, for both Valtteri Bottas and Kimi Raikkonen have only one-year renewals for 2018, and

while they may be the preferred team-mates of Hamilton and Vettel, that could count for little if such as Ricciardo and Verstappen are on the market: already people are speaking in terms of 'Daniel to Ferrari, Max to Mercedes'.

Bring it on, say I, but when situations like this arise, invariably I remember something Gerhard Berger once said to me: "Don't believe all this rubbish people come out with about preferring a team-mate who will push them – the

perfect team-mate is anyone a second slower! Why d'you think, after fighting with Alain Prost, Ayrton Senna was so happy with me at McLaren?"

The world still tends to underrate Prost, the only

driver Senna ever worried about, and I am not alone in being mystified by this. Jackie Stewart, for example, has always considered him the better of the two, and in a chat a few weeks ago Bernie Ecclestone was of the same opinion.

"I'll always think of Jochen [Rindt] as the most naturally talented driver I ever saw, but beyond that I'll go with Alain. The thing about him was that, like Jochen, he just got in the car and drove it: it wasn't people telling him what to do and what not to do, he just got on and raced – and he had a *lot* of competition, much more than

“Would Vettel welcome the thought of going up against Ricciardo?”

LAT IMAGES



Raikkonen: a nice, easy number two for Vettel

Prost, leading, was not afraid of having Senna alongside at McLaren



SUTTON

today. He won four championships, but it could easily have been more than that – and he also *retired* as world champion, which is the way to do it.

“There’s something else you’ve got to remember, too – and something I really admired about Alain. Unlike Senna and Michael Schumacher, he never tried to lay down the law about who his team-mate should be: when Ayrton wanted to come to McLaren, he could have said to Ron [Dennis], ‘No, I’m not having him’ – but he didn’t.

“Michael had more wins and titles than anyone, but something that lessened his record, in a lot of people’s minds, was his refusal to have a really quick guy in the other car. Because the cars were so good, the only person who could have beaten him was someone else in a Ferrari, and when that guy wasn’t *allowed* to beat him – and, worse than that, was riding shotgun in case somebody could get near him – people didn’t have the respect for Michael that perhaps they should have done. I doubt that anyone, in equal cars, would have beaten him, anyway, and I used to tell him that, but... we’ll never know, will we?”

Coming back to today, neither, of course, do we know the detail in the contracts of Hamilton and Vettel, although Italian colleagues – who insist that Sebastian effectively runs Ferrari these days – assure me that there is a ‘no Alonso’ clause in his contract, and some even suggest that Raikkonen’s continued presence was a condition of his re-signing. Bearing in mind what happened in 2014, when they were team-mates at Red Bull, would Vettel welcome the thought of once more

going up against Ricciardo? Perhaps not.

For now, though, Raikkonen goes into what will be, in two spells, his eighth season with Ferrari, and only Schumacher has had more. As we know, Kimi is one for whom the car has to be ‘right’, and although he remains capable of occasionally blinding pace, the flashes of real genius we saw in his McLaren days are something of a distant memory. More than once it has surprised me to see his Ferrari contract renewed, but who else – of his standing – would so uncomplainingly put up with being ‘the other driver’?

After Monaco, where he started on pole, and led until the stops, Raikkonen allowed his displeasure to show, but in Hungary he selflessly protected a hobbled Vettel, and in Singapore the other weekend declined to show anger – which, God knows, he must have felt – after the startline debacle caused by his team-mate.

Vettel is a man who needs to be kept happy, needs – like his hero Schumacher – to have a team tailored to his requirements, and that would inevitably be disrupted by the arrival of a Ricciardo or Verstappen. Raikkonen, closing on his 38th birthday, has not won a race since returning to Ferrari in 2014, but as long as there abides at least the possibility of it he remains – for now – a logical choice for the second car.

That said, a year from now we may assume that Sergio Marchionne will be encouraging the team to look to the future, to focus solely on what is best for Ferrari down the road. The quality of the racing apart, as ever Formula 1 lives in interesting times. ✿



FORMULA 3

F3 goes one-make, but is

THE DIEHARD FORMULA 3 PURITANS WILL be setting sail on their virtual Mayflower to voyage back to the good old days. Last week the FIA World Motor Sport Council announced what Autosport predicted a few weeks ago: F3, the last bastion of open competition in junior single-seater racing, is going one-make from 2019.

The new FIA F3 International Championship will replace the existing F3 European Championship, using a single chassis powered by an engine producing 350bhp. The grid will comprise 24 cars – eight teams running three cars each – and there will be nine or 10 rounds, with two races per event. The chassis will incorporate ‘high-level safety features’, for which you can probably read ‘halo’. The FIA has launched calls for expressions of interest from potential chassis and engine suppliers, as well as promoters.

For ‘promoter’, you can probably guess it will be Formula 2/GP3 svengali Bruno Michel. The WMSC statement didn’t say it, but International F3 is the FIA’s plan to kill off the existing GP3 Series, to sit below FIA F2 (as it was renamed from GP2 for 2017) on the Formula 1 support bill. In this case, it would make little sense for anyone other than Michel to be in charge.

There’s no question that it is a very sad moment for the sport. F3 has long been the best proving ground for future talents of F1 and the wider world of international motorsport. Here, drivers work with engineers, developing parts and giving themselves a far broader

understanding of what is required when you reach the top levels. But it has also become too expensive, with one driver rumoured to be paying more than €1 million for his seat in 2017.

Autosport spoke to four of the current European F3 team bosses – Trevor Carlin (who has worked in F3 since the 1980s), Frits van Amersfoort (whose F3 experience dates back to the ‘70s), Motopark’s Timo Rumpfkeil (who was a handy German F3 peddler at the turn of the millennium) and Prema Powerteam’s Rene Rosin (whose father, team founder Angelo, first mechanicked F3 cars in the ‘70s). You would expect resistance to this development from at least some of them, having built their businesses and trained drivers and engineers in the category they love. But instead, they view this as the only possible future for the category.

“I’m from an era where we all had to buy new cars every year, and there were different engine choices,” says Carlin. “Somehow, back in those days people were prepared to take a risk for a chance of something different. But motorsport now is so expensive people aren’t prepared to take that risk. They don’t want to be lumbered with the wrong chassis or engine. It’s a sign of the times.”

Rosin knows that his team pushed budgets up in the past few years, and realises that it wasn’t sustainable (similarly, if Prema hadn’t, someone else would have done). “Even if on my side, one of the leading teams, the budget was OK, even



FORMULA 1

Di Resta back in the frame for F1

PAUL DI RESTA HASN'T HAD A FULL-TIME Formula 1 drive since 2013, and yet the Scot now has a serious chance of returning with Williams next season, thanks to being in the right place at the right time to state his case when Felipe Massa was taken ill at this summer's Hungarian Grand Prix.

Di Resta, who against the odds did a superb job at the Hungaroring, is one of three drivers – alongside Robert Kubica and Massa – on the Williams shortlist to partner Lance Stroll in 2018, having spent the past few seasons in the DTM with Mercedes.

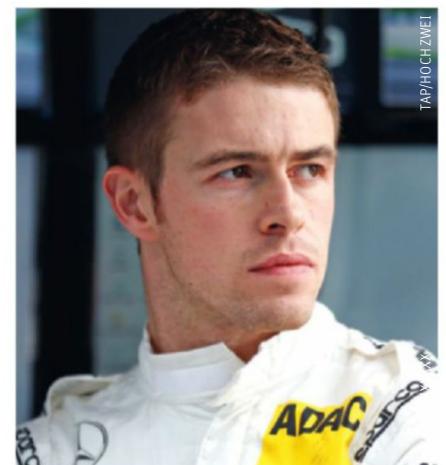
Hungary proved something to di Resta himself, as well as to outsiders. "It would be wrong to say I lost my appetite for it," he says. "The longer it went on [his absence], the more difficult it was becoming. It proved to me that I can certainly still do the job, although I always believed it. And maybe it showed the outside world a bit more that, given the opportunity again, that was only a sniff of what I can do given a proper chance."

"They [Williams] know me well enough now. I've been here over a year and a half [as reserve]. I've actively tried to get involved as I can here, as I will continue to do. It shows how important it was when I got the chance – how well I know everyone, the difference it made by doing that, by paying attention and integrating myself as much as I can."

Di Resta, who at times had a frosty relationship with Force India's management, says he is in a better place than he was the last time he raced full-time in F1: "A lot's changed in my life since then. I've got married and had two kids. I like to think I'm still young, and I feel it!"

His Hungary performance has also put him on the list of potential third drivers elsewhere, and Mercedes' Toto Wolff hinted that he now knew who to call. "He knows my phone number!" says di Resta. "I've not thought of anything other than when you see this position that's available at the moment, that's the one you want to grab. The rest is all secondary at the moment, isn't it?"

ADAM COOPER



that such a bad thing?

for me it's difficult to keep up," he admits. "A season of F3 is expensive."

"For now, GP3 and F3 are struggling, even if the numbers at the moment are not too bad, so why not [merge them as the new F3]?"

Of course, F3 is as satisfying – or frustrating! – for the teams as for the drivers, as they can use engineering excellence to refine their packages. "It's true that we need to prepare engineers and mechanics," adds Rosin, "but we also need to prepare drivers. In the last two or three years there has been too much emphasis on the technical side rather than working on drivers."

Van Amersfoort, usually as traditionalist as you can get, adds: "We knew it was coming, and I welcome it. I'm really sad that the history of F3 as we know it is gone."

I've been racing so long you always think about the good old times, but sadly that's not the reality anymore."

It also perhaps opens up the possibility of a shake-up in the competitive order. Rumpfkeil, whose team is the smallest in Euro F3, says: "For us it's a genuine chance. As far as I understand, it will follow the DNA of the current Dallara [the constructor is understood to have produced a concept for the new F3, but of course will have to win the tender...]. It will be an efficient, high-

downforce car, but with more power, which has been missing for a bit. To take the DNA of this car with the chance of cost control sounds good."

With the teams all on-side with the FIA, DTM promoter ITR – which currently looks after European F3 – is unlikely to follow through chairman Gerhard Berger's suggestion of reviving the old F3 Euro Series for the current cars. "I said if the teams all wanted it, under this regulation, I am happy because you can collect what is here," Berger told Autosport. "But now F3 will be a different regulation and the teams were anyway not convinced. No problem. I would have done it, I would have focused on it, but for me it's fine."

While we hanker after the days of Ralts taking on Reynards, Dallaras, Martinis, the odd TOM'S and the

Bowman, the world is changing. Everyone will miss the beautiful poise and elegance of the current-concept F3 car, and drivers will not learn so much in the new one. But what's the point of a learning category that hardly anyone can afford to race in? In the worrying wider world of high-level motorsport, with manufacturer pullouts threatening its financial sustainability across many platforms, perhaps the new path for FIA-spec F3 isn't worth getting too puritanical about.

MARCUS SIMMONS

"I'm sad that the history of F3 as we know it has gone"



LAT IMAGES

WORLD ENDURANCE CHAMPIONSHIP

SEBRING'S 'EXTRA' WEC RACE TO RUN OVER 1500 MILES

SEBRING'S WORLD Endurance fixture in March 2019 will be a 1500-mile distance race rather than a 12-hour timed event.

The WEC race, which will start two hours after the IMSA SportsCar Championship opener on the weekend of March 16-17 in 2019, was billed as a second Sebring 12 Hours when the series unveiled its 2018-19 'superseason' calendar in Mexico City at the start of this month. WEC boss Gerard Neveu admitted, however, that the race could be of a different duration.

The Frenchman repeated the claim two weeks later at Austin, suggesting that the Sebring event could be a distance race. What he didn't say was that IMSA was being protective of the Sebring 12 Hours name in the same way as WEC promoter the Automobile Club de l'Ouest is of the Le Mans 24 Hours brand.

The Sebring 1500 Miles, which will run for 402 laps over the 3.74-mile airfield circuit, should last longer than the 12 Hours that precedes it. But estimating by how much can only be guesswork.

The distance record for the 12 Hours was set in 2009 (above) when Audi triumphed over Peugeot in a thrilling finish, completing 383 laps, or 1432 miles.

That was 58 laps further than the winning

Audi managed in 2012 at the inaugural race of the reborn WEC. The difference was that there were three safety-car periods in 2009, totalling just 10 laps of yellow-flag running, compared with 11 cautions in 2012.

The weather, of course, will also be a factor. There will have to be a maximum time duration, though it is yet to be revealed.

Exactly how the WEC and IMSA will manage the running of two major enduros at the same track on one weekend hasn't been fully explained either. The two groups have proved they can race together in the past: they ran back-to-back events on the same day at Austin in 2014-16.

But a total duration of more than 24 hours and the limited facilities of the Sebring pits will present big challenges. The post-race ripdown for the IMSA crews is likely less problematical than accommodating a second series' worth of mechanics and equipment in the pitlane in practice and qualifying.

Neveu hasn't given many answers, instead offering an analogy with a theatre production.

"When you are at the theatre you care about the show; you don't care about what is going on back stage," he said. "That is the job for the organisers."

GARY WATKINS

FORMULAE

Piquet part of Jag's big push

The Formula 1 big guns are being recruited for Jaguar's second year – and not just in the cockpit

N

elson Piquet Jr was officially announced as a Jaguar Formula E driver last week, and the ex-Formula 1 additions to the team did not stop there.

Piquet's ex-Renault F1 race engineer Phil Charles has joined to oversee the engineering operation in conjunction with Jaguar lead vehicle engineer John Russell, while Paul Davison has been drafted in as Piquet's performance engineer. Davison was Piquet's race engineer in GP2 and went on to conduct the same role for Jules Bianchi at

Marussia in F1, before moving on to Williams, where he was performance engineer for Felipe Massa and, for the start of this season, Lance Stroll. Jaguar insists the signings were made independently of Piquet.

"The teams can concur and find something that works on one car and apply it to the other – Phil's role is about coordinating that group," said team director James Barclay. "With his experience, ratifying the direction of the decisions will be important. He'll be giving them the support they need. Phil's recent experience around race strategy will be a big part.

"[His and Piquet's prior relationship at Renault] is a positive. Having that good dynamic and that relationship is crucial. And Phil has that experience of getting on top of control tyres. From a performance engineering point of view, it's understanding the latest tools and approaches to the sport, [so] Paul is really helpful to all the engineering team. All the areas we could identify for improvement are what we've been doing for next season."

It means an air of familiarity for Piquet that should accelerate the bedding-in process at his new team after three seasons with the same FE entry (albeit in different guises as Team China Racing and NextEV). The Brazilian is a driver known to benefit from comfort with those around him.

"That's a very positive thing for me," he says. "I'm in an environment where we have a very good chance of moving forward because of all the people we have together with us – it's people I trust, that I know are going to be doing their best, people I have known over 10 years."

Piquet replaces Adam Carroll alongside Mitch Evans, who said Piquet is a "great" benchmark for himself and the team, acknowledging his limitations as a rookie last season in driving development. "As a brand-new team for us last season with two rookies it wasn't easy to keep evolving," Evans admitted. "We did manage to do that, but with a driver with plenty of experience and coming with other ideas hopefully that rate of development will be even faster. At the moment it's only been a few weeks but it's already a positive feeling within the team.

• As Autosport went to press, soon-to-be Porsche LMP1 refugee Andre Lotterer was confirmed as Techeetah's new driver for Formula E. The three-time Le Mans 24 Hours winner joins Jean-Eric Vergne in the line-up.

SCOTT MITCHELL



LAT IMAGES

IN THE HEADLINES

AITKEN COMPLETES RENAULT F1 RUN

GP3 Series title contender Jack Aitken got his maiden run in a Formula 1 car last week, when he drove Renault's 2012-spec Lotus E20 at Jerez on Wednesday. The Renault F1 junior, who took over the car from Sergey Sirotkin, said: "I was quite pleased because I managed to get up to speed quickly - even quicker than I expected myself."

CROFTY AT THE AUTOSPORT SHOW

Sky Sports F1 commentator David Croft will host the Live Action Arena at Autosport International next year. The show takes place at the Birmingham NEC from January 11-14, with tickets for the 13 hour-long performances included in the price of admission to the main show.

SATO SWITCHES TO RAHAL LETTERMAN

Indy 500 winner Takuma Sato's move to Rahal Letterman Lanigan Racing for 2018 was confirmed last week. Meanwhile, top team Chip Ganassi Racing has cut down to two cars and retained only Scott Dixon. With Charlie Kimball and Max Chilton out, and Tony Kanaan likely off to AJ Foyt Racing, Porsche LMP1 star Brendon Hartley is favourite to join Dixon in an all-Kiwi line-up. Chilton could be an obvious fit for the tipped Carlin IndyCar entry.

ROSENQVIST, HEIDFELD STAY ON

The Mahindra Formula E team has retained 2016-17 rookie sensation Felix Rosenqvist and perennial trusty podium hunter Nick Heidfeld for the new season.

STEVENS BACK IN JMW FERRARI

Formula 1-turned-GT racer Will Stevens returned to the cockpit of the JMW Motorsport Ferrari 488 GTE in last weekend's European Le Mans Series round at Spa. He finished second with Jody Fannin and Rob Smith in the car with which JMW claimed GTE Am class honours at Le Mans. Stevens will remain on board for the Algarve finale.

DEFRANCESCO MAKES EURO F3 DEBUT

Euroformula Open racer Devlin DeFrancesco made his FIA-spec F3 debut in last weekend's European round at the Red Bull Ring. The Canadian, who lined up with Carlin, took a best finish of 12th and will also contest the Hockenheim finale. He plans a full campaign in 2018.

BRUCE LEVEN 1938-2017

As a driver he won the 1981 Sebring 12 Hours, but Bruce Leven, who died recently aged 79, was better known as the proprietor of the successful Bayside Disposal Racing team at the height of the 1980s golden era of IMSA GTP. Leven's Sebring win came with Hurley Haywood and Al Holbert in a Porsche 935, while his 962s (below) won six races in '87 and featured star names such as Jochen Mass, Bobby Rahal and Klaus Ludwig. Leven, who also ran an Indycar team, returned to business in the '90s.

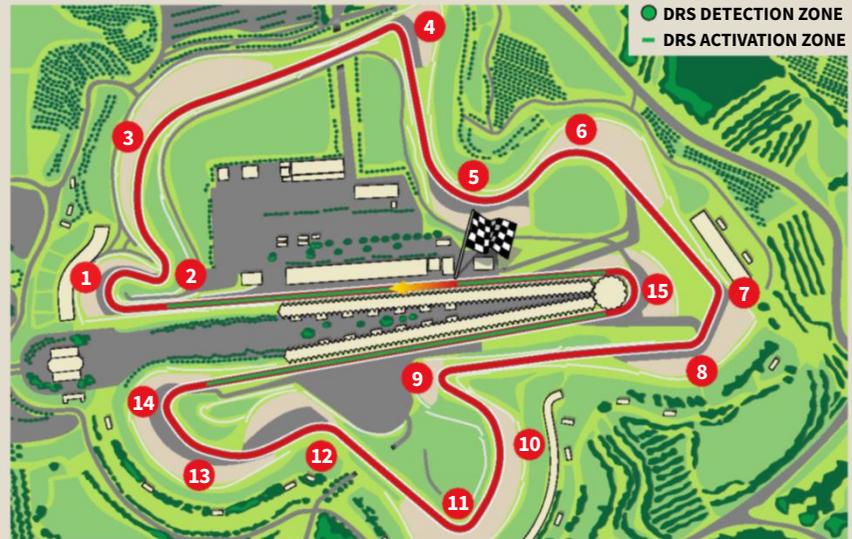


LAT IMAGES

F1 PREVIEW

Malaysian Grand Prix

September 29-October 1



SEPANG

LENGTH 3.444 miles NUMBER OF LAPS 56

2016 POLE POSITION Lewis Hamilton 1m32.850s

POLE LAP RECORD Lewis Hamilton 1m32.850s (2016)

RACE LAP RECORD Juan Pablo Montoya 1m34.223s (2004)



TYRE ALLOCATION

HARD	MEDIUM	SOFT	SUPER-SOFT	ULTRA-SOFT	INTERMEDIATE	WET
-	AVAILABLE	AVAILABLE	AVAILABLE	-	AVAILABLE	AVAILABLE

UK START TIMES

LIVE ON SKY SPORTS F1 & CHANNEL 4

FRIDAY

FP1 0400 FP2 0800

SATURDAY

FP3 0700 QUALIFYING 1000

SUNDAY

RACE 0800

BBC RADIO 5 LIVE 0730

PREVIOUS WINNERS

2016	Daniel Ricciardo	Red Bull
2015	Sebastian Vettel	Ferrari
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Fernando Alonso	Ferrari
2011	Sebastian Vettel	Red Bull
2010	Sebastian Vettel	Red Bull
2009	Jenson Button	Brawn
2008	Kimi Raikkonen	Ferrari
2007	Fernando Alonso	McLaren

THEMES TO WATCH

VETTEL'S FIGHTBACK

After his Singapore wipeout, Sebastian Vettel needs to win – and win big – in Malaysia for Ferrari to boost his hopes of a fifth world title.

A BOTTAS BOUNCE?

After a solid, but unspectacular, run of results, Valtteri Bottas has started to look like a number two. A return to top form in Malaysia would be timely.

MALAYSIA FAREWELL

This is the 19th and, for now, final world championship GP in Malaysia. Organisers hope for a classic race after struggling to make it work financially.

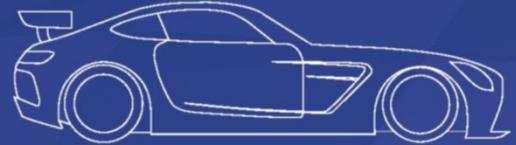
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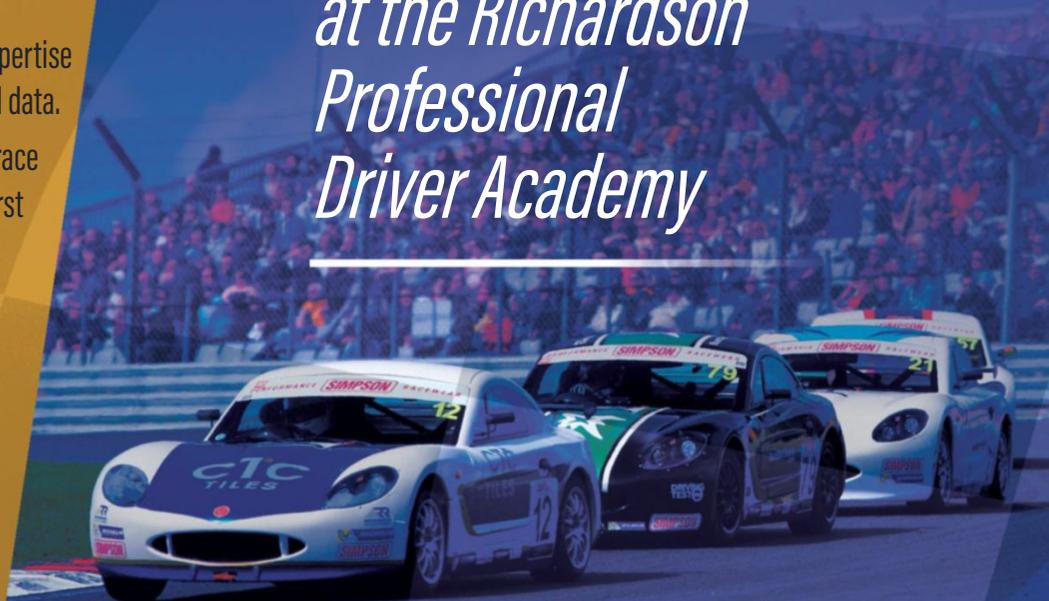
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WORLD RALLY CHAMPIONSHIP

LOEB READY FOR WRC RETURN – IF HE WANTS IT

SEBASTIEN LOEB BELIEVES that his speed is still good enough to secure him a seat in the World Rally Championship – if he wants one.

But the nine-time world champion's first choice for next season is to remain in the Peugeot-Hansen World Rallycross team, providing the French manufacturer can develop the 208 RX into a potential Volkswagen-beater in 2018.

Loeb tested Citroen's C3 WRC for the first time on gravel last week and pronounced himself happy with his pace. The nine-time world champion admitted he would be interested in a couple of WRC rounds with Citroen and has clearly done his homework on the logistics of returning from January's Dakar Rally to make the start of the Monte Carlo opener.

"It's complicated," he said, "and it would be really short [preparation time], but it's possible."

Talking to Autosport after a day of driving the C3 on the dirt near Girona, Loeb said: "It was, for me, a question if I would be able to drive with the WRC on gravel and if I would be able to drive correctly. The feeling was quite good and it came quite quickly. I felt comfortable in the car."

Beyond that test, Loeb said there was no plan with Citroen. Instead he is focusing his efforts on January's Dakar Rally, where he will chase his maiden win in what's almost certain to be Peugeot's final outing at the South American marathon.

DAVID EVANS



FORMULA 1

Gasly set to make F1 race debut in Malaysian GP

RED BULL JUNIOR PIERRE GASLY WILL MAKE HIS Formula 1 race debut with Toro Rosso in this weekend's Malaysian Grand Prix in place of Daniil Kvyat.

Red Bull chiefs have decided to give 2016 GP2 champion Gasly an early tryout in a race seat to evaluate his credentials for a full-time contract for 2018. Previous rumours had suggested that Gasly might be in line to step up to a race seat in Malaysia as a replacement for Carlos Sainz, if the Spaniard had been able to complete an early switch to Renault, before Jolyon Palmer was confirmed as staying on until the end of the current campaign.

With Sainz staying put, Toro Rosso has instead decided that Kvyat will be rested for now, to give Gasly an audition in a race seat. There are suggestions that he will also contest the following Japanese Grand Prix, but he will

be unable to race in the United States GP because it clashes with the final round of the Japanese Super Formula championship at Suzuka – he is second in the points in this series, just half a point adrift of 2015 champion Hiroaki Ishiura.

Kvyat would likely be slotted back in for Austin, but it is unclear what Red Bull would plan to do for the final events of the season. The Russian has had a frustrating season, having scored just four points this year through a brace of ninth-place finishes in Australia and Spain, compared to the 48 points team-mate Sainz has scored.

Racing in F1 will renew Gasly's rivalry with Esteban Ocon, with whom he fought in karting and defeated on the way to the 2013 Formula Renault Eurocup title.

JONATHAN NOBLE

TOP 3

Swiss Grand Prix moments

A Formula E round in Zurich next year on June 10 means the first car racing event in Switzerland since it was banned in 1955 after the Le Mans disaster



#1 1938

The 4.5-mile road circuit of Bremgarten, in the north-west suburbs of Berne, hosted the Swiss Grand Prix in the 1930s and the battles between German leviathans Mercedes and Auto Union. Mercedes mainstay Rudolf Caracciola was a master of the track, winning in 1935, '37 and lastly '38, when he beat Dick Seaman and Manfred von Brauchitsch in a Merc 1-2-3.



#2 1951

Bremgarten was also a staple race in the early years of the F1 world championship, starting in the inaugural season of 1950.

Giuseppe Farina took honours for Alfa Romeo that year, before Juan Manuel Fangio (above) took his Alfa 159 to victory the following year on his way to the world title. Subsequent wins went to Piero Taruffi, Alberto Ascari and Fangio again.



#3 1982

An extra slot opened up on the world championship calendar in 1982, so why not have an extra race in France in an era of Renault, Ligier and a multitude of Gallic cockpit heroes? Dijon's race was given the title of 'Swiss Grand Prix' – as it had for a non-championship F1 event in '75 – and Williams man Keke Rosberg took the only race win of his title-winning season.

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Nowhere to hide

The sheer scale of the resources Jaguar enjoys means expectations are necessarily high ahead of its second Formula E season

By Scott Mitchell, Autosport Plus Editor

[@ScottAutosport](#)

“THE FIRST TWO RACES WERE SO DIFFICULT FOR US. We knew we were compromised with the powertrain, but nobody knew how bad it was. Were we not doing a good job?”

“Marrakech especially was painful. Over Christmas I did feel the pressure because it wasn’t great, just where the results were and the return to the sport with Jaguar that wasn’t ideal.”

As Mitch Evans attests, the situation looked pretty bleak two races into Jaguar’s much-vaunted international racing comeback. A best qualifying result of 14th (1.3 seconds off the pace) and race result of 12th (44s off the winner), both of which came from Adam Carroll on Jaguar’s debut in Hong Kong, painted a poor picture by the end of 2016. In Marrakech the performance was even worse, compounded when Evans crashed out on the last lap.

Jaguar was learning on the go and knuckled down in the three-month gap between Marrakech and the next race in Buenos Aires to work out how it could improve. After no points from six attempts, Jaguar recorded six top-10 finishes from the next 18.

It still finished 10th and last in the championship, but Jaguar was coming in cold, hurt by minimal lead time (the team claims four months to design, prepare, test and homologate its first powertrain, the I-TYPE 1) and no prior

knowledge of the series, while its rivals had two campaigns of understanding and experience on which to fall back.

There was a clear operational step over the course of last season, and that should carry on over the next few months as the team continues to learn under the new technical leadership of new signing Phil Charles, Nelson Piquet Jr’s ex-Renault F1 race engineer. According to reserve driver Ho-Pin Tung, he’s “already implemented several ideas for the new season” and “you’ll see quite a few more evolutions in the next few races”.

It made tangible progress as a racing operation as the season unfolded, and it’s had over a year to develop its I-TYPE 2. Jaguar always had scope to make a big technological step from season to season. Unlike F1, FE’s contracted technical platform means a fairer battleground. Take Piquet’s old team for example – NextEV jumped from the worst powertrain in 2015-16 to taking poles last season. The benefit of Jaguar’s immaturity means it can refine its package more as Renault, Audi, Mahindra, DS and the rest make incremental gains.

Progress should be swift. The race-team tie-up with Williams Advanced Engineering, coupled with Jaguar Land

Rover’s own impressive technical infrastructure, means Jaguar has boasted a giant’s resources from the beginning. Its head of powertrain, Selin Tur, is considered a battery guru, having been key to the development of the original-spec Williams unit. There are no shortcomings on the technical side.

Jaguar has kept quiet on the details of the I-TYPE 2, but the expectation is a powertrain with a two-speed gearbox and revised packaging. The inverter will probably no longer be mounted on top of the battery and will instead be integrated behind it to contribute to a lower centre of gravity. Aluminium casing within will surely be replaced by carbonfibre to save the weight it was giving away last season (believed to be at least 30kg). Its drivers insist the difference this has made behind the wheel is already tangible.

Jaguar’s progress last season came in making sure it maximised what it had. That boiled down to set-up work, software improvements and strategic understanding. Any hardware upgrades would have to wait. Assuming they have come now, Jaguar should be well-placed. It has arguably done

the hard bit in learning to become a competent race team (one or two FE squads are still lacking there...) and, while that becomes tougher as it moves towards the front, it has the ability to make the most of its package.

But it still needs the right drivers and Piquet is a clear signal of intent from Jaguar. Although Evans excelled as a rookie and has a year’s experience with the team, it is FE’s inaugural champion who will be expected to lead its progression over the next year and beyond.

Piquet was extracted from his NextEV contract through a performance clause and represents a different level of driver to his predecessor Carroll, who just did not gel with FE, spent more of his season in 15th place on track than any other position, and was hammered by Evans in the points.

It’s extremely unlikely we’ll see Piquet suffer the same fate and that means it’s time to see what Jaguar is capable of. The package should be more potent, the team operation should be sharper, and the driver performances should be better.

Last place was not good enough last season. With all the talk about “learning”, there was reason to believe that short-term pain would lead to a bigger gain in the future.

Well, the future – or at least part of it – is here. It’s not quite ‘put up or shut up’ for Jaguar, but the graces afforded last season will not be handed out so generously this time. 🍀

“Jaguar’s progress last season came in ensuring it maximised what it had”

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FEEDBACK

BTCC should not be a demolition derby

I would like to endorse Alan Gow's comments on the standard of driving in this year's British Touring Car Championship. Yes, let's have some rubbing, but not blatantly inflicting damage and taking cars out.

The BTCC is the world's premier saloon car series and this year the accidents have been so severe that, but for the design strength of the cars, we could have lost someone. Raising the money from sponsors to run these teams is difficult enough without accident damage.

The junior support races are for tomorrow's champions; what message does this give them? Let's just drive each other off the tracks to win at all costs!

Alex Moss
Allesley, Coventry

Britain's lost champion?

I wonder if you might have considered, particularly regarding this week's news, that Aston Martin's original entry into Formula 1 possibly cost Britain a further F1 world champion?

Roy Salvadori was Cooper's number-one driver in 1958 (with Jack Brabham very much his number two), finishing a memorable third at the British Grand Prix, a fine runner-up at the Nurburgring a fortnight later, and ended up fourth in that season's world drivers' championship standings.

Tempted away by Aston Martin's promising-sounding F1 effort for 1959, he relinquished his seat at Cooper for the improving Brabham – and the rest, as they say, is history.

It's interesting to imagine that Roy could have immediately followed up Mike Hawthorn as being a British world champion of the 1950s who beat Stirling Moss for the title, and it really could have happened, had Salvadori not been sweet-talked away by AM's promises of future glory. Fans of Messrs Ricciardo and Verstappen must fervently hope that they don't suffer similar fates...

Richard Wiseman
By email

Put spotters on the spot

Surely the best way to try to avoid F1 startline mayhem is to put NASCAR-style spotters atop the grandstand. Somebody shouting in Seb's ear in Singapore would have (possibly) helped the situation.

Philip Birtwistle
Clitheroe, Lancashire

Oh to be a fly on the wall...

As a Hamilton fan, I did enjoy seeing Vettel self-destruct in Singapore and wipe out Lewis's problems at a stroke. What a chump.

I also thought Kimi was very restrained in his comments, but I would have loved to be in the room



Salvadori (#10) joined Aston Martin in 1959 – but what if he had stayed with Cooper?

when Arrivabene had a little chat with Seb. I expect he'll probably have said something along the lines of 'never mind, it was just one of those things'. On second thoughts, he probably didn't!

Mike Lovatt
Banbury, Oxfordshire

Make drivers swap cars

Following Eddie Jordan's comment regarding the waste of former champions like Alonso in the McLaren-Honda, would it not be time that the drivers race each and every car during one season, thus showing their real ability and speed and making for a true drivers' championship?

Cor Sanders
Emberton, Buckinghamshire

Carnage needs to stop

Begging Kevin Turner, Nigel Roebuck and everyone at Autosport: love your magazine, but please stop using carnage when you mean wreckage. Save carnage for terrorist attacks that leave body parts strewn about.

Thank goodness, these days in motorsports, there is no carnage. This misuse is suddenly everywhere on both sides of the Atlantic.

Michael Reilly
St Louis, Missouri

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HOW ASTON MARTIN CAN



FOR THE FIRST TIME IN MORE THAN HALF A CENTURY, THE ASTON MARTIN name will adorn a Formula 1 entry list when the 2018 edition is released. The iconic builder of James Bond's favourite car had a five-race foray into the F1 World Championship over 1959 and '60, and will now become title sponsor of Red Bull Racing next season.

It is the evolution of a relationship that began last year when Aston Martin signed up as an innovation partner. As is the case with most sponsorship deals in F1 these days, the arrangement was about more than just stickers on a car. It marked the beginning of a technical partnership that has yielded the Valkyrie hypercar, a concept that had a significant contribution from Red Bull's famed chief technical officer Adrian Newey, and significantly benefited from both Aston Martin's and Red Bull's input.

"I've known Christian [Horner, Red Bull team boss] and [Adrian] an awful long time," says Aston Martin CEO Andy Palmer, who brokered Red Bull's Infiniti deal when in his previous job as chairman of Nissan's 'luxury' brand. "What has been born out of that relationship is Valkyrie. The work that has been done through the F1 partnership with Red Bull has helped Aston as a brand. It has created an ability for us to create unique experiences for our customers and, to some extent, some publicity.

"What we discovered in particular through the relationship is that both sets of engineers have the ability to push each other to things they haven't been able to do before. For example, a road-car engineer would say that's not possible because of this, this and this. The race engineer would say we did that at race X. Likewise, in the other direction, particularly on the styling side, the design side, the F1 team is learning from us as well. Putting the two together is great. It just feels right to go to the next level."

Last Monday, Red Bull and Aston Martin announced that next step. Visually, that will involve the car maker's brand featuring "prominently" across the team, which is to be rebranded Aston Martin Red Bull Racing. But it is much more than that under the skin, since the two brands are set for a greater sharing of technology and working practices going in both directions.

As part of the arrangement, a new Advanced Performance Centre has been constructed on Red Bull's Milton Keynes campus,

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REALLY POWER RED BULL

More than a sponsorship deal, this alliance could be key to Red Bull's return to challenge the top players in Formula 1

By Lawrence Barretto, F1 Correspondent

🐦 @lawrobarretto



creating more than 100 jobs and providing a base from which to develop Red Bull's and Aston Martin's next hypercar project while allowing for closer collaboration between the two brands.

"The team will become Aston Martin Red Bull Racing, and there will be an increased branding presence on all the team's assets, including the cars and drivers," says Horner. "The roots of the partnership go much deeper. There is a genuine crossover of F1 and Red Bull DNA into the next range of Aston Martin product."

Given the success of their maiden project – the Valkyrie, which is limited to just 175 and sold out on launch – there's no reason to suggest stage two will not follow suit. But there is a sense that this title sponsorship is just a stepping stone to something much bigger. Aston Martin is evaluating the possibility of entering F1 as an engine manufacturer. And the strengthening of its relationship with Red Bull is a sign of that intent.

Its entry depends on the shape of the engine formula that will be introduced from 2021. If the price is right, Aston Martin wants in.

"Title partnership is the next logical step for our innovation partnership with Red Bull," says Palmer. "We are enjoying the global brand awareness that a revitalised F1 provides. The power-unit discussions are of interest to us but only if the circumstances are right. We are not about to enter an engine war with no restrictions in cost or dynamometer hours, >>

Aston Martin CEO Andy Palmer (pictured here with Red Bull team principal Christian Horner) describes title sponsorship as "the next logical step"





 motorsport.tv

but we believe that if the FIA can create the right environment we would be interested in getting involved.”

Engine design is one of Aston Martin’s strengths. Its history proves that. Red Bull needs a works engine deal. It failed to secure Mercedes or Ferrari power at the last attempt and appears at the end of its tether in its relationship with Renault. That leaves only struggling Honda. The Japanese manufacturer may improve, now out of the limelight and supplying Toro Rosso rather than McLaren, but recent form does not generate much hope. Taking an Aston Martin engine, then, makes sense for Red Bull.

“It’s something we’re absolutely open to,” says Horner. “First things first, we need to see what the regulations are and whether it is viable for a manufacturer like Aston to be able to buddy up with another third party in a bid to produce a competitive engine.”

He adds that a works partnership is not imperative, but the team’s main aim is “we want to get ourselves into a competitive position so we can compete shoulder to shoulder in all departments”. It is why Red Bull is pushing so hard for costs to be pushed down, not because it wants to produce its own engine – since that is not on its agenda – but to make it financially viable for an engine manufacturer such as Aston Martin to produce an independent and competitive power unit. Palmer adds that “a lot of the discussion on engines” with Horner was “born out of his own frustration about being able to find a reliable and powerful engine for the future”.

Ever since Aston Martin began talks to bring the brand back to F1 in 2015, it was clear that it did not have huge funds to invest. The company made an annual loss for each of the past six years, but

Palmer has been working hard to turn the company around, revamping its product range and refinancing it. This year Aston Martin posted a first-quarter profit for the first time in a decade. The new DB11 helped the company double its revenues in the first half of the year, reaching £410.4 million.

But a return to F1 as an engine supplier relies on F1 bosses agreeing to simplify engines and limit development time to make it financially viable. Aston representatives have attended a series of meetings to discuss the new engine formula as the company weighs its options and contributes ideas to the discussion.

“All of us agree that the theatre of F1 needs to return, the drivers need to be the stars, the sound needs to come back and you have to

be able to put on a show,” says Palmer. “We can all agree that’s not exactly where we are. But when you get down to the details, that’s where it starts to become a bit more difficult. In each instance, what you’re asking is the current

“The theatre of F1 needs to return, the drivers need to be the stars”

incumbents to give up something for the improvement of F1.

“We have made a formal submission with our opinion and we’re hopeful the regulators, the FIA in this case, will rule on a much-simplified engine, which most importantly has to limit the number of dynamometer hours and has to limit the development cost.

“Our submission talks a lot about keeping the current lap times in place, but at the same time improving the sound of the engine. If you bring the cost down, you can increase the number of engines that you can supply so you don’t have this ridiculous situation of grid penalties and obtuse rules that nobody really understands.”

Horner echoes those thoughts: “Where engines currently are today, the research and development cost, the piece price, the



supply costs, are just out of kilter of where they should be. It's across the board – it's not just the component cost, it's the development and dyno time that is permitted. Restrictions like we see with windtunnels and CFD need to be in place to allow an independent to supply a competitive engine."

Palmer says he hopes a decision will be taken on the new engine formula before the end of this year. "That would give us a short time to make the decision to go or not go. And then the development time on an engine is normally quite long, particularly if you're starting from scratch, therefore normally you're doing single-cylinder work," he says.

Palmer feels the fact that Aston already has a presence in F1 with Red Bull will be a benefit as it bids to get its voice heard in the discussions. "Everyone can agree that it's important Red Bull stays in the sport. If I'm speaking in one voice with Christian, then there is a greater intensity for the sport to listen," he says. >>

Limited production run of the Aston-Red Bull Valkyrie supercar has already sold out

NEWHEY NOW MORE FOCUSED ON F1



SUTTON

Adrian Newey achieved what he said was one of his childhood goals by working with Aston Martin to create the Valkyrie supercar. The Red Bull design wizard split his time between the F1 programme, performing more of a consulting role, and the Aston Martin project.

But now his efforts on the road car are winding down, since the vehicle has sold out and will undergo its first trials next year before reaching owners in 2019, Newey's focus is leaning more to F1.

That will be a boost to Red Bull, which had been favourite to challenge Mercedes for the title this year but has fallen well short. While its performance has been hurt by an unreliable and underperforming Renault engine, its chassis did not live up to expectations. Though it eventually found a clearer direction with development, it has spent the season playing catch-up.

Newey is expected to be involved in Red Bull's future projects with Aston Martin,

"The bulk of his work is now done on the initial road car so his focus has turned to F1"

Christian Horner

but Red Bull boss Christian Horner says he has more time to work on the F1 project now ahead of next season, which could prove crucial as Red Bull aims to take the fight to Mercedes and Ferrari in 2018.

"He's had absolute freedom to express himself, working with a capable team," says Horner. "I think he's enjoying the combination of work he has at the moment, which varies from day to day. Some weeks are more focused on F1, some weeks are less so. The bulk of his work is now done on the initial road car so focus has tended to turn back to F1."



LAT IMAGES

OTHER MAKES WAITING IN THE WINGS

Talk about prospective F1 engine suppliers almost inevitably dwells on the usual suspects, plus a bit of wishful thinking. So as well as Aston Martin, Cosworth and Ilmor, names including Alfa Romeo, Audi, BMW, Ford, Hyundai, Nissan, Porsche, Jaguar and Toyota (or Lexus) have been liberally bandied about.

Of course, Cosworth, Ilmor, Alfa, BMW, Ford and Porsche have winning F1 pedigrees of sorts but chose to exit, while Jaguar and Toyota left F1 after costly but fruitless forays – leaving Audi, Hyundai and Nissan as more likely prospects. Nissan is Renault's alliance partner – so is indirectly represented in F1 already – while Audi is invariably overshadowed by sister brand Porsche.

“Hyundai’s strategy is to gradually move the Kia brand upmarket”

That does not mean, though, that Audi is not on the cusp of entering F1: sources in Italy are adamant that a deal to buy Toro Rosso lacked just a single signature when ‘Dieselgate’ struck. That marked the end of the story for now; otherwise we might have seen Audi enter F1 via its Lamborghini subsidiary with ex-Ferrari sporting director Stefano Domenicali, now Lambo CEO, heading up the project.

But the word is that Audi’s board is still forging ahead with its F1 proposal, regardless of Porsche’s aspirations, in the hope that both brands get the nod, or that Audi presents the stronger business case. Internecine warfare is not unknown within VW. Both brands went head to head in the World Endurance

Championship, and in GT racing Audi, Bentley, Lamborghini and Porsche models slug it out, as they do in showrooms.

Audi is VW Group’s most profitable brand, achieved via premium products having a presence in every segment. Porsche’s profit spinners are now SUVs. Tellingly, in the market Audi is pitched at Mercedes, and last year came within 10% of Merc’s global sales tally. Thus, VW entering F1 via Audi arguably makes more sense than with Porsche.

Hyundai recently nailed its colours firmly to the World Rally Championship mast, but that doesn’t mean the South Korean group is lost to F1: its strategy is to gradually move Kia upmarket (much as VW did with Audi), and to this end it’s recruited a large number of German engineers and designers operating out of a Frankfurt base.

The group’s design chief is ex-Audi, while the engineer responsible for “high-performing vehicles and leading [projects] on performance, safety, durability, noise oscillation and system development” is the former Engineering VP of BMW’s M Division. Intent does not come higher than that, which shows with Kia’s new Stinger: 350bhp, 4WD, eight speeds, stylish clothes, and dynamics honed on the Nurburgring.

Can the South Koreans afford F1? Hyundai-Kia is the world’s number four automotive group, making over five million cars and posting £10 billion profits annually. The payroll numbers 265,000, and the company forms part of a broad familial alliance with interests in shipping, finance, construction, defence and engineering. Imagine the commercial leverage in that lot.

Without doubt Kia can afford F1, and is edging there – it’s surely only a matter of time.
DIETER RENCKEN



Aston’s previous foray into F1 as an entrant yielded few results

Aston Martin has worked closely with Cosworth on Valkyrie. The hypercar’s hardware package consists of a Cosworth-designed V12 power unit, supplemented by an F1-inspired ERS device, driving a Ricardo-designed seven-speed transmission. Both Cosworth and Ricardo, along with Ilmor, have been present at the F1 engine meetings. Would Aston be prepared to team up with one of those companies to produce an independent engine – Ilmor has ruled out supplying an engine under its own name, saying it would only be viable with a partner – or would it prefer to go on its own?

“Both options are open,” says Palmer. “It genuinely depends on the bill at the end of it. Aston, in general, works with specialist engine companies like Cosworth, Ricardo, Ilmor and AVL. Even with our road-car engines, we use those specialists. It would be reasonable and possible that Aston would join up with the likes of Cosworth to put together a proposal. Nothing is decided yet. I have had discussions with all the aforementioned groups.



Our closest relationship right now is with Cosworth because of the arrangement with the Valkyrie engine.”

F1 bosses had hoped to attract more engine manufacturers to F1 with the last engine formula, but only Honda took up the offer and its results have been poor. After three seasons, it remains well off the performance and reliability of its three rivals. Before that, Cosworth – one of the most successful engine manufacturers to race in F1 – returned in 2010 after a three-year absence, supplying Williams, Lotus, Virgin and HRT. But it too struggled. Palmer admits F1 will be a challenge as an engine supplier, but he fully backs his company’s ability to deliver a competitive engine.

“It’s clearly not easy,” he says. “You can’t arrogantly say we have the capability. There are risks involved. Clearly we’re going to do everything we can to mitigate those risks. Our whole 104-year history is embedded in powerful sportscars and therefore sportscar engines, like Ferrari. We have

passionate people, geographically we’re right in the middle of the Formula 1 triangle and we have people that have worked at Aston and in F1. We have a strong partnership with Red Bull.

“I’m trying to make sure we shorten those odds to making a great engine. Everyone can see it’s not easy. Even some of the big boys, with big budgets like Honda and Renault, have struggled in the past. I think what that tells you is that making a great engine is not all about huge budgets. It’s also about passion and tenacity, it’s about the speed of feedback, and it’s about understanding the sport.”

Ultimately, Aston Martin wants to beat sportscar rivals such as McLaren and Ferrari off-track and it feels success on-track, as an engine supplier with Red Bull, can help it do just that.

“Our 104-year history is embedded in powerful sportscars, like Ferrari”

“The more Astonness that goes into the race car, the more we look like a genuine player within the F1 grid,” says Palmer. “There is contribution going into the way Red Bull do their work, they learn from us, but if we can turn that into something very tangible, like an engine, I think that’s very good.

“Red Bull do what they do very well. And I wouldn’t want to interfere with that as a vehicle manufacturer in any way, shape or form. But if we can help, and we do that through something that we’re very good at, which is obviously engine design, that may work. But it will only work if we tone down the arms war that you have at the moment.

“I don’t think we want to own the team itself. We could legitimately say that we’re competing in Formula 1 if we’re providing an engine to the likes of Red Bull. We can point to the analogy of Ferrari and McLaren. What I’m trying to do is to demonstrate that we

have credibility in the mid-engined sportscar area.

“Valkyrie is mid-engined, it’s the pinnacle of technology, and hopefully it will be the defining car of the decade. You then allow that to trickle down into a vehicle, an Aston Martin that competes directly with a 488. For buyers of that car to know that what you’re buying is a little bit of Valkyrie and a little bit of Formula 1. A demonstration of that is how you compete in F1. It’s why this relationship is so compelling.”

Aston Martin’s first foray into F1 may not have been memorable. But if F1 bosses succeed in bringing the costs down with the new engine formula, Aston’s second attempt could be very different while in turn providing the catalyst for a Red Bull revival. ✨



WHY RED BULL **AND** McLAREN ARE CHANGING PARTNERS

McLaren jumps into bed with Renault next year and Red Bull looks set to shack up with Honda in 2019. Will they regret it?

By Ben Anderson, Grand Prix Editor

[@BenAndersonAuto](#)

SUTTON

FOR THOSE WHO BELIEVE IN KARMA, THE NEXT 12 MONTHS IN FORMULA 1 should make for fascinating viewing. McLaren and Red Bull both face a reckoning in 2018 that could have serious ramifications for their respective futures, and their reputations as two of grand prix racing's powerhouse teams.

Those reputations are hard won and easily lost. McLaren's has been slowly eroded by almost five full seasons of chronic underachievement, while Red Bull has gradually lost the aura of dominance it enjoyed in the latter part of F1's V8 era, before V6 hybrid turbos 'ruined' everything.

Now the fates of these two proud and successful entities are intertwined – united by their mutual dissatisfaction with their present engine partners; surely dependent on the F1 engine equivalent of *Wife Swap* to find a way out of trouble. McLaren has availed on Renault to dig it out of a Honda-shaped hole; Red Bull has lived through almost four seasons of Renault strife and may soon rely on Honda to be its saviour.

In many ways both these teams are victims of their own success. Both know what it is to dominate F1, but such achievement so often breeds hubris. McLaren and Red Bull both believe they belong at the front of the grid, that it is their right to be there. Partly, that is necessary self-belief in a world where

winning is everything. It is not totally without foundation either. But unerring self-confidence has its downsides.

When things started to go badly wrong, both felt they could demand the best engine in F1 and get it with no questions asked. Both were ultimately denied. Now, it increasingly looks as though they must feed off one another's scraps to get by until new regulations present an opportunity for the balance of power to shift away from Mercedes.

How the mighty have fallen. But you make your bed and you lie in it, so the saying goes. Red Bull trashed Renault repeatedly during its darkest days, quickly lost faith in the French manufacturer, made threats to quit the championship if a competitive engine wasn't forthcoming, made overtures to Mercedes, got blocked, then was forced back to Renault, cap in hand, to renew its existing deal on worse commercial terms.

People have long memories when it suits them. Why would Renault really want to lift a finger for Red Bull – especially with



supply Red Bull on Renault's part, lack of will should be enough to send Red Bull elsewhere. Why stay where you're not wanted?

That's where the failed McLaren-Honda project comes in. McLaren and Honda were going to win – no, 'dominate' – together, but in actual fact they simply produced three years of miserable underachievement. McLaren insisted it wouldn't turn against Honda in the way Red Bull turned on Renault – there were a hundred million reasons not to – but eventually McLaren did round on Honda, felt similarly confident it could get back into bed with Mercedes, got spurned, and out of desperation has now struck up a new relationship with Red Bull's old flame.

McLaren's hopes for the next three years now rest on something Red Bull has been waiting on for the last four, to no avail – a powerful and reliable Renault engine. Fascinating that these two sacred cows now glance across at each other's field and wonder if the grass is greener on the other side.

Honda will graze in Red Bull's secondary pasture (Toro Rosso) next year, while Renault and Red Bull live through another year of loveless marriage. In all likelihood, Honda engines will end up in the back of the 2019 Red Bull, because there will simply be no better option – unless third-rate Renaults still end up being superior to top-spec Hondas. Red Bull needs to hope Honda comes good, because otherwise it faces being Renault's 'inferior' customer until the new engine rules come into force in 2021.

Renault is already stretched, already dependent on Red Bull's technical support to get certain things done, such as retrofitting the 2016 MGU-K into the '17 cars when the new design failed repeatedly in testing. McLaren will undoubtedly move in to take over that role now, leaving Red Bull less room for manoeuvre.

McLaren-Renault is a three-year partnership; they will share fuel and oil supply – key to extracting proper power from these engines – and Renault is already talking of McLaren becoming its reference. As McLaren and Renault enjoy their honeymoon, Red Bull surely faces an immediate future as the bitter ex-lover.

And it gets worse. By 2019, two of Red Bull's star assets could well be lost. Daniel Ricciardo is free to seek alternative employment after next season; Max Verstappen could well force his own way out of the team too. Both are unlikely to be impressed by the prospect of Red Bull-Hondas, and are sure to be hot property on the driver market in 12 months' time, when Ferrari will have a spare seat and Mercedes will surely make one available should Valtteri Bottas not take the next step.

It's not all doom and gloom yet. Red Bull is still formidable. It hasn't built a really good car since 2013, but still has the requisite power, dexterity and engineering genius to turn things around quicker than almost any other team on the grid. Now unexpected windtunnel correlation troubles are fixed, it should be able to hit the ground running next year.

But there's no doubt it's been damaged by a sustained period of struggle. That's where pride and impatience gets you. Red Bull's frustration with Renault has driven a seemingly irreconcilable wedge between them that means Red Bull's best hope now looks to be McLaren's failed experiment finally coming good. The other possibility is that Aston Martin swoops in to save the day. But Red Bull will need to tread water for three more years at least before there is any realistic chance of that. ❦

its own works project to focus on? Of course it will say all the right things in public, fulfil the terms of the contract, offer a bit of extra support when things go wrong. But there is a difference between being professional and going the extra mile. Let's face it, running a marathon is tougher if your heart's not in it.

Of course, it's not quite so simple as that. Renault made commitments to Red Bull that were not met, so Red Bull felt within its rights to kick up a fuss. But the way it did this created a lot of damage that arguably can't ever be properly repaired.

The relationship appears broken; the necessary trust is no longer there. Red Bull's status as a preferred customer certainly looks diminished. Now Renault has a new customer on the horizon, it's no real surprise to hear suggestions it wants to cease working with Red Bull when the current contract between them expires at the end of 2018.

Regardless of any Bernie Ecclestone-engineered obligation to

Any port-in-a-storm pragmatism appears to have played its part in the directions taken by two of F1's giants. There's a lot riding on the result

“Both have dominated F1, but such achievement so often breeds hubris”



K M

LANCPAIN
GT SERIES

BLANCPAIN
GT SERIES

PIRELLI

KASPERSKY

Fisichella: Ferrari – the choice of my life

Eight years into Giancarlo Fisichella's post-Formula 1 career in sportscars, he's still hungry for success

By Gary Watkins, Special Contributor

[@gazzasportscars](#)

“When I'm at home for more than a month, I start to miss racing.” That sentence explains why eight years into his post-Formula 1 career as a sportscar driver, Giancarlo Fisichella is still going strong and, for the past couple of years at least, racing almost as regularly as he did when he was lining up on the grand prix grid.

Fisichella can now be regarded as a stalwart of the GT racing scene with Ferrari. His appearance in the GT ranks back in 2010 alongside another ex-Ferrari F1 racer in Jean Alesi has turned out to be much more than a pension-boosting farewell tour that many suspected it would be. Eight years on and he's competing on both sides of the Atlantic and has notched up multiple class victories in the world's big endurance races as part of the Italian manufacturer's roster of factory drivers.

If you doubt Fisi's motivation as he moves deep into what might be termed his second racing career, you only have to look at his 2017 schedule. At the start of this year, pencilled into his diary were 17 race weekends

across the IMSA SportsCar Championship with the Risi Competizione squad, the Blancpain GT Series Endurance Cup at Kaspersky Motorsport, plus a return to the Le Mans 24 Hours. Or, to put it another way, about the same number of races that made up an F1 season when he started out in grand prix racing in 1996.

“It's more or less like an old F1 programme, but without the testing,” he says. “But I like racing – I just like being a racing driver. I still like coming to the tracks, the motivation of fighting for victory. I like the atmosphere, but these days things are a little bit cooler for me. There's no pressure compared with F1. The approach to the weekend is a bit different.”

But the Italian's 2017 schedule hasn't turned out to be quite so busy as planned. The massive crash that put the Risi Ferrari 488 GTE out of Le Mans late in the fifth hour, which followed on from a couple of shunts in IMSA, resulted in the American team taking time out from its North American campaign to regroup. But it was back after missing four rounds, which means Fisichella's final race tally this season should end up at a less-demanding 13 events. It could yet go up one should he return to the low-key Rome 6 Hours at Vallelunga in November,

an event he has contested six times in the past seven years.

The original extended schedule came about when Fisichella was asked to contest all five BGTS endurance events with the AF Corse-run team that runs under the name of Ferrari F1 sponsor Kaspersky. That was a step up from the three BGTS events in which he competed last year as part of a pro-am line-up. He has no qualms about undertaking two programmes this season, even with the intercontinental travel required by the IMSA campaign.

“I don't mind the travel, even if it isn't always easy,” he explains. “It would have been a busy season, now a little bit less busy, but, as I say, I like to race. I'm happy doing two championships. I like the Blancpain series. It's an important championship for Ferrari and Kaspersky – and really quite difficult. It's so close. If you don't qualify on the first three or four rows, it's over for you.”

Fisichella switched from competing full-time in the World Endurance Championship with AF Corse to a North American programme in 2014 with Risi, the team for which

he'd first driven in a handful of American Le Mans Series events in his maiden year of sportscar racing. He joined up with Ferrari's long-time Stateside representative for a campaign in IMSA's

new United SportsCar Championship, which was born out of Grand-Am's takeover of the ALMS.

“I like racing in America – I like the championship and I like the atmosphere,” he says. “All the teams and all the drivers are really strong. You really have to fight in the races. When you score a good result you know you have really done the best. I was offered the chance to go to America. Ferrari told me it was an important market and said that my name might create a bit of interest.”

Fisichella is glad he said yes to the move. “I like the IMSA championship more than the WEC,” he explains. “It is more relaxed, but also more competitive. And the best circuits are in America, I tell you. Maybe they are a little bit dangerous in places because there is no runoff, but the challenge of tracks like Watkins Glen, Road America, Virginia International Raceway and Mosport is huge.”

But he admits that he found the prolific use of the safety car in North American racing baffling at first.

“It's strange, but once you get used to it, it's better,” he says, before taking a swipe at the yellow-flag slow-zones employed at Le Mans. “The safety car gives you the chance to >>

“I just like being a racing driver, and the motivation of fighting for victory”

come back at the leaders if you have a problem. It's a different approach, but I like it."

Results appear to bear out Fisichella's proclaimed liking for American racing and American teams. He notched up his first win in one of the blue-riband endurance races at Petit Le Mans back in 2011. AF Corse took in the Road Atlanta event, which was a points-counter for the pre-WEC Intercontinental Le Mans Cup, and triumphed with a line-up made up of Fisichella, Gianmaria Bruni and Pierre Kaffer aboard the then-new 458 Italia.

Petit last year produced arguably one of the greatest drives of Fisichella's GT career so far. It was the perfect way to put to bed a season of frustration for Risi and make amends for its defeat by Ford at Le Mans. Fisichella, regular partner Toni Vilander and James Calado came out on top by just 16 seconds in the GT Le Mans class after 10 hours of thrilling racing.

Fisichella had been equally impressive in what was ultimately futile pursuit of the winning Ford GT with second place in GTE Pro at Le Mans four months earlier.

"We drove like it was a 24-hour qualifying session," recalls Fisichella, who was partnered by Vilander and Matteo Malucelli. "What we achieved was a miracle, but second was the best the car could do. I think it was easy for Ford because they had a better Balance of Performance."

It would have been a hat-trick of Le Mans class wins for Fisichella. He triumphed in 2012 and '14, both times driving an AF Corse-run 458 Italia with Vilander and Bruni. The first of those wins came from the back of the grid after Fisi crashed heavily in qualifying at the Porsche Curves, the car

having to be built up around a spare chassis.

"Any time you win Le Mans, it is memorable, but that was a fantastic race," remembers Fisichella. "It was so tough, physically and mentally. The car was good, the mechanics did a fantastic job in the pitstops, the strategy was perfect. Everything must be perfect to win Le Mans."

There has been championship success for Fisichella during his sportscar sojourn. He claimed the Le Mans Series GTE Pro crown in 2011 after being promoted to a front-line seat at AF Corse alongside Bruni for his second season in GT racing. Yet what he can't do is call himself a world champion. The vagaries of sportscar racing have seen to that.

He won GTE Pro in four of the eight WEC races in 2012 and finished second in two of the others. But there was no drivers' class title awarded in the first year of the reborn championship. And when there was one up for grabs in '13, Ferrari chose to split up its lead pairing of Fisichella and

Bruni to maximise its championship chances at the Bahrain finale. Bruni and Vilander won the race, while Fisichella and Kamui Kobayashi took third. The title, therefore, went to Bruni.

Fisichella is nevertheless proud of his successes. "They are important to Ferrari," he says, "but also important to myself."

He hopes to continue adding to his sportscar CV in the seasons to come. Fisichella insists that he is as motivated as ever as he moves into his mid-forties. He still loves racing and is up for another dual programme straddling the pond in 2018.

"I'm 44 now, which is not so old," he says. "As long as I feel fit, physically and mentally, and as long as I enjoy it and can win, I'll continue to do this. I think I have a few more years left." ❄

"Any time you win Le Mans it's memorable, but that was a fantastic race"

'It's impossible to say no to Ferrari'

WHEN THE CALL COMES FROM Ferrari, it's difficult to say no. Especially if you are Italian. That's why Giancarlo Fisichella jumped ship from the Force India team with which he'd just claimed only the fourth pole of his Formula 1 career – and very nearly a fourth victory – to contest the final five races of the 2009 season with the Scuderia.

"It was impossible to say no to Ferrari," says Fisichella of the invitation to race for the team straight after he'd finished less than a second behind future team-mate Kimi Raikkonen in the Belgian Grand Prix at Spa. "Especially for me, because I was coming to the end of my career. It was going to be my only chance to drive for Ferrari in F1.

"I was in a difficult position because at that moment the Force India was competitive. I'd been on pole at Spa and finished second, and even if I didn't have good results in the final five races with Ferrari, I still think it was the choice of my life." Fisichella reckons that his

stand-in role at Ferrari in place of the injured Felipe Massa provided the perfect exit to F1. It was time to call it quits, he reckons.

"Maybe if I could have found a top drive, my choice would have been different," he explains. "There was a possibility to continue to race in F1, but not

with Ferrari. I didn't want to stay in F1 with a small team and fight for 14th, 15th or 16th position. I was almost 37 and had done nearly 230 grands prix. I'd won a few races, made a few pole positions, I thought it was time to decide to go a new way."

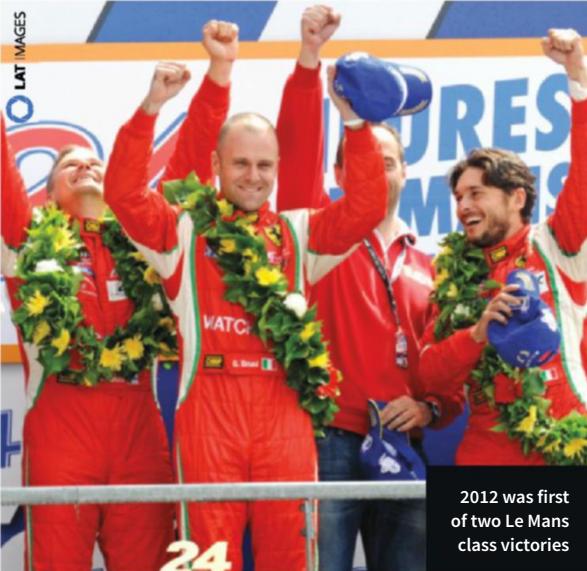
Fisichella's decision was to stay with Ferrari and dovetail

F1 testing duties with a GT programme, initially racing an AF Corse Ferrari 430 GT2 in the Le Mans Series in Europe alongside Jean Alesi.

"I'm happy with my decision and have no regrets," he says. "It gave me this opportunity to keep racing with Ferrari. I'm an Italian, so racing for Ferrari is great."



Fisi failed to shine for Ferrari in F1, but knows it was the right move



2012 was first of two Le Mans class victories



Flat-out 24H effort in 2016 netted second

DREW GIBSON

A GT CAREER IN NUMBERS SEASONS 8 STARTS 91 TOTAL WINS 16 LE MANS WINS 2 PETIT LE MANS WINS 2



Blancpain races dovetail with IMSA programme in '17

TCR's ever expanding empire

With more new markets opening up, the touring car format's rapid growth shows no sign of slowing down

By Jack Cozens, Special Contributor

[@JHCozens](#)





TIN-TOP SERIES ON THE UP/TCR

Among an open, dicing field, Roberto Colciago and Gianni Morbidelli are two drivers fancied for success. But this isn't the 1989 Italian Formula 3 season – this, almost certainly, is touring car racing's future empire.

For anyone unfamiliar with TCR, a crash course might be in order. It's the brainchild of Marcello Lotti – the man behind the re-establishment of the World Touring Car Championship. TCR started life as TC3, a cost-effective tin-top concept inspired by Stephane Ratel's successful GT3 format and constitutes the third tier in the FIA's touring car regulation pyramid.

Built around four- and five-door saloons, TCR cars are basically beefed-up versions of their road-going counterparts. Freedom is granted in areas like the ECU (although even here maps and software are frozen), but a car's two-litre turbocharged engine can only come from the original make or another brand in the same family. Plus, a great deal of components are as-standard production parts.

The TCR International Series' maiden season was run in 2015 and, without many of the regional series the concept now enjoys, the first year was a modest one. The International grids were in the mid-teens at most rounds, and these were largely propped up by SEAT Leons and Honda Civics, plus a couple of Volkswagen Golfs, Audi TTs (before they were outlawed) and the odd under-prepared Ford Focus, Opel Astra, or lesser-spotted Subaru WRX STi.

Nevertheless, year one was a good calling card, as the International title went down to the wire, eventually being won by Stefano Comini. That success was built upon in 2016, with a stronger and more stable International Series, plus the launch of more regional championships – although a greater production run of Golfs and the arrival of Alfa Romeo's Giulietta model were the only developments on the car front.

But 2017 has been a year of rapid growth. Honda and SEAT might still be the best-represented brands on International and regional grids, but it's no longer these cars locking out the front rows. Six makes – Honda, SEAT, Alfa, Volkswagen,

“This is customer racing at its best. The cars are affordable and easy to maintain”

Opel and Audi – were present on the most recent International Series grid at Buriram in Thailand (KIA has appeared sporadically throughout the year) and five of those have won races. TCR now lends its name to 13 regional series, and its regulations are used in classes at events including the Nurburgring 24 Hours.

“The concept is absolutely perfect,” says Chris Reinke, head of Audi Sport customer racing. “There is no point running factory programmes in an entry-level touring car series. This is customer racing at its best. The cars are affordable and easy to maintain for our clients.”

The brilliance of a global touring car platform is that the cars can be raced just about anywhere – so while the professional International teams might not step far from that path, if you're an independent driver there's nothing (apart from logistics) to stop you competing at Spa one week and Buriram the next.

“Generally speaking, [in TCR] the world now has an attractive budget touring car series that, despite limited costs, provides great racing with 350bhp machines,” adds Reinke. “This platform has been lacking in international >>

PHOTO 4

motorsport for quite a while. The cars are so much more affordable for privateers when compared to the 1990s' Super Touring cars or the \$2000 touring cars in the 2000s or the current WTCC.

"It allows us to produce racing cars in significant numbers and sell them to customers. Plus, we can enter new markets, such as the Benelux countries, Scandinavia, southern and Eastern Europe as well as some countries in Asia."

Reinke, who has previously stated that TCR "has even larger potential than that of GT3", touches on an important point. It's a low-cost formula, which allows manufacturers to mass-produce racing cars and sell them in volume. Audi's S3 model only went on the market for the 2017 season, but already 100 units have been produced.

Motorsport isn't just expensive for the individual competitor, so any programmes that allow costs to be recouped (and showcase new cars) are increasingly attractive for manufacturers.

"There are different reasons why we are involved in TCR," says Hyundai Motorsport customer racing manager

Andrea Adamo. "One is it's an expanding category with racing around the world. It's an open market; there's quite a nice opportunity to make a business out of it."

It says a lot about TCR that Hyundai has signed up. The Korean brand is a relatively new player in the world of motorsport, and this marks its first foray into circuit racing. Development of its i30 N TCR has been comprehensive – the group started looking at TCR in "January and February 2016" and earlier this year hired Gabriele Tarquini as its test driver. He and fellow touring car legend Alain Menu will give the car its first competitive TCR outing at the next round of the season at Zhejiang in China next month.

"The first thing for customer racing was to have something

other than the R5 [Hyundai's rally project] from the commercial point of view," Adamo adds. "Then we had occasion to work on the i30 that was a new car on the road-car market for Hyundai, and its platform perfectly matched the TCR car description. It was quite natural to match the two things, and connect both the dots."

It's clear from Adamo's words that, while manufacturer backing is not the done thing, TCR projects aren't put together on a whim – there's serious thought to make sure the commercial side is optimised and ample development time given to each project to ensure the cars are competitive.

Reinke offers a similar outlook: "The [A3] is based on the same Modular Transverse Matrix platform [on which a number of Volkswagen Group cars are based] as the SEAT and the VW [sister brand] TCR cars, so it was a logical choice.

In theory, we could have opted for the hatchback version as well, but the sedan is very popular in many markets worldwide. The sales figures of our racing car underline this fact. It's a nimble, compact car with excellent

aerodynamic properties thanks to the shape of its body."

Cost is arguably the greatest weapon in TCR's arsenal. The cars cost around €100,000 and, depending on the programme, a similar sum can keep you racing for a year. A middling British Touring Car Championship budget is getting on for double that, while WTCC drivers can shell out somewhere in the region of €1million to put a campaign together (including the cost of the car).

TCR's balance of performance is a divisive matter – to a similar but lesser extent than boost is in the BTCC – but the idea behind the performance weights system is to keep a level playing field. And, while manufacturer presence is at a minimum and development is controlled, there's less

"It's an open market; there is a nice opportunity to make a business out of it"



Audi A3 shares a platform with SEAT and VW TCR cars

PHOTO 4



Hyundai i30 will make its race debut in China



Multi-make racing has proved competitive in TCR

PHOTO 4



Comini won inaugural title at last gasp

PHOTO 4

likelihood of an arms race setting in that could send costs spiralling – as happened with Super Touring.

The interest in TCR cars – even unproven ones – shows how much momentum the concept currently has.

“Customer racing is always something that needs sowing, and then you check if the seeds are flowering,” says Adamo. “Many people are interested in what we are doing, we have people coming to visit us. I’ve already had some potential customers to see the car on track. The level of potential is quite high, but the car is sold when the money is in the bank.”

When Autosport first investigated TCR two years ago, we wrote that the strength of the British Touring Car Championship had kept the formula out of the UK. But guess what’s heading to British shores next season? Talk of a UK version of the series was first reported late last year (Autosport December 15–22), and a series was formally announced in July 2017. A provisional seven-round calendar is now in place for ’18 and as many as 47 teams have made approaches.

This development doesn’t suggest that the BTCC has become weaker, but proves the appeal of TCR is such that the concept has spread into markets that were previously considered beyond its reach.

Plenty of talk since TCR UK was announced has been in the context of the BTCC, with most keen to stress that the start-up will be no rival for the long-standing series – which celebrates its 60th anniversary next year. But who wouldn’t want to see two strong tin-top series thriving in the UK and, more to the point, whoever complained about a little bit of healthy competition to keep the experienced side on its toes?

“How goes the tin-top revolution?” was the question Autosport asked when it first examined TCR. Two years on, and with previously resistant territories well on their way to being conquered, it’s hard to envisage the expansion of the empire slowing down any time soon. 🍷



PHOTO 4

Rob Huff on TCR

THERE’S NOT A LOT IN the world of tin-tops that Rob Huff hasn’t driven. The 2012 World Touring Car champion first found national acclaim after winning the SEAT Cupra Cup in 2003, and was rewarded with a campaign in the British Touring Car Championship with SEAT’s works programme.

Eight years with Chevrolet in the WTCC followed – the last of which culminated in title success – and Huff has remained in the championship since, throughout the TC1 era.

Throw in countless outings in historic, Nurburgring 24 Hours assaults in GT3 machinery and appearances in the BTCC (in NGTC machinery), Chinese Touring Cars and the TCR International series this year alone, and you’ll be hard-pressed to

find someone better qualified to provide a take on how TCR stacks up as a concept.

“Compared to historic, where a driver manipulates the car to make it work, TCR is kind of the opposite,” he explains. “TCR cars aren’t particularly difficult to drive,

“I believe it will be the future of touring car racing”

but what Marcello Lotti has managed to create as a business and race championship is monumental. There’s no doubt about that. It needs a bit of tidying up around the edges, but I do believe it will be the future of touring car racing.”

“You’re looking at €110,000 for a car and depending on where

you want to run it, around double that to run it for a year. That is considerably cheaper than any other breed of touring car, [and it’s] what motorsport needs; motorsport has been in a difficult place for a long time, and finances play a big part.

“A World Touring Car is a race car from the ground up. A lot of it is carbonfibre, it’s light, it’s got a lot of aero. I loved it when they introduced TC1 because all of a sudden you could really drive a car hard again. With an S2000, you were always sort of tip-toeing around looking after the tyre.

“A TCR car is basically a road car and you have to let it do the work. You’re just guiding it. I’m not a huge fan of cars where the driver isn’t able to manipulate things too much, but at the same time anyone can win.”



PHOTO 4



Eriksson leads Norris, as Mazepin, Ilott, Daruvala and Aron give chase

Stunning Eriksson soaks

FORMULA 3 EUROPEAN CHAMPIONSHIP
RED BULL RING (A)
SEPTEMBER 23-24
ROUND 9/10

LANDO NORRIS GOT OUT OF HIS DAMAGED car and sat forlornly in the gravel trap at the Red Bull Ring's Turn 4, straight away turning himself into a social-media meme, but that shouldn't be the way the Austrian round of the Formula 3 European Championship is remembered. Last Sunday featured two superb races between two top mega-talents in the forms of Joel Eriksson and Norris, the Swede winning both to bounce back after his miserable mid-season run. And Saturday's race provided a win for Callum Ilott, under pressure all the way from Eriksson.

Yes, Norris failed to do what everyone expected him to: clinch the championship with a round to spare. But still he harvested enough points to put it beyond reach of Eriksson and Ilott, and it was only Norris's dramatic last-lap exit from the finale that allowed Maximilian Gunther to retain the most minuscule of chances going into the final round at Hockenheim.

Norris raced brilliantly apart from one critical error, but the real star of the weekend was Eriksson. It was too little too late for the Swedish BMW junior as far as the championship is concerned, but impressions mean a lot at this level and, just as Esteban Ocon's career got momentum from the refracted limelight of Max Verstappen in F3 2014, hopefully Eriksson can profit from the attention on Norris.

Eriksson had balance issues in free practice, but the Motopark team fixed this and he qualified third – behind the returning-to-form Prema Powerteam duo of Ilott and Gunther – for

the opening race. "I know we're quite fast in the races," he alluded confidently in reference to his recent form – even when he and the team have struggled in qualifying. In that opening race, he jumped Gunther into Turn 1 and then sought a way past Ilott on the first lap.

Ilott was driving a spare chassis, having caused heavy damage with a slide over the kerbs at the fast Turn 5 left-hander on his way to pole. "The car felt OK and I continued," he said, "but obviously it wasn't OK when they checked it..." Euro F3 sporting regulations don't give any penalty for changing chassis once a weekend is under way – and, crucially, Ilott's original engine was installed in the 'new' car (so there was no 10-place grid drop), which the Prema mechanics stayed up until 4am working on. No two tubs are identical, and Ilott admitted: "You don't know if the car's going to be OK, you don't know if the balance will change. I did my laps to the grid and felt it was pretty good and I thought, 'That's OK.'"

Gunther felt his front tyres fall away but took a solid third, while Norris made an audacious late pass – into the second of the two quick left-handers – on Tadasuke Makino for fourth. Norris and the Carlin team had struggled on Friday. "The track caught us out," he said. "We had a bit of oversteer in free practice, and then went completely opposite for qualifying and had really bad understeer. That killed us in the slow corners, but we changed a few things for race one and it seemed much better."

That was backed up in the subsequent second qualifying, in which Eriksson – his driving a beautiful blend of aggression and style all weekend – put in a virtuoso performance for a double pole, before Norris's last-lap blast left him just 0.003s short. At this point, Eriksson



AT A GLANCE

RACE 1

- 1 **Ilott** Prema
- 2 **Eriksson** Motopark
- 3 **Gunther** Prema

RACE 2

- 1 **Eriksson** Motopark
- 2 **Norris** Carlin
- 3 **Mazepin** Hitech

RACE 3

- 1 **Eriksson** Motopark
- 2 **Mazepin** Hitech
- 3 **Makino** Hitech

P43 RESULTS

FIA F3 / SUEN

Sekiguchi halts Gasly's bull charge

SUPERFORMULA

SUGO (J)

SEPTEMBER 24

ROUND 6/7

YUHI SEKIGUCHI RESISTED A LATE charge from Pierre Gasly to hold on for the win in the penultimate round.

Sekiguchi, who won at the same venue from pole position in 2016, started second this year but got his Team Impul Dallara-Toyota in front from the off as polesitter Nick Cassidy made a slow getaway and dropped to fifth. Gasly, who lined up third, made a good start to follow Sekiguchi, ahead of Andre Lotterer and Kazuki Nakajima.

Sekiguchi stopped for fuel on lap 43 of the 68-lap race, but was able to move back into the lead as others came in. Gasly was one of the drivers to stay out longer before pitting on lap 58. Faced with a gap of just under five seconds to the leader, the Red Bull junior pushed his Honda-powered Team Mugen car hard over the remaining laps and crossed the line just 0.243s behind Sekiguchi.

Nakajima rose to third when his TOM'S team-mate Lotterer made a mistake at the first corner on lap seven, and he then put in a very consistent drive to take his first podium since he won the opening race of the season.

Yuji Kunimoto finished fourth ahead of Felix Rosenqvist, who maintained his third place in the championship.

Series leader Hiroaki Ishiura started eighth and finished sixth after Kamui Kobayashi had fuel problems and lost a position. Although Ishiura is still in front, Gasly is now just half a point adrift with only the double-header at Suzuka left to run.

JIRO TAKAHASHI

RESULTS

- 1 Yuhi Sekiguchi (Dallara-Toyota)** 68 laps in 1h19m00.439s; 2 Pierre Gasly (D-Honda) +0.243s; 3 Kazuki Nakajima (D-T); 4 Yuji Kunimoto (D-T); 5 Felix Rosenqvist (D-T); 6 Hiroaki Ishiura (D-T); 7 Kamui Kobayashi (D-T); 8 Takuya Izawa (D-H); 9 Jann Mardenborough (D-T); 10 Andre Lotterer (D-T).
- Points** 1 **Ishiura 33.5**; 2 Gasly 33; 3 Rosenqvist 28.5; 4 Sekiguchi 25; 5 K Nakajima 22; 6 Lotterer 20.



YASUSHIHIHARA

Sekiguchi fended off Gasly pressure

up pressure from Norris

was still slightly in the hunt for the title, but admitted: "It's gone – I don't care about that now. I want to take as many wins as possible and have as much fun as possible."

He certainly did that on Sunday. OK, Norris's second place in the morning race knocked winner Eriksson out of mathematical contention, but who cares when you're driving that well? They ran in tandem, Norris never getting into a position to attack after his numerous feints on the opening lap, Eriksson's only worry being his right-side mirror detaching itself and flying past Norris.

In the finale, for which Norris had, uniquely among the frontrunners, saved two new tyres from his weekend allocation (he'd gone old-rubber all-round for race one due to qualifying 'only' fourth), their fight in the first two laps was thrilling. On the run downhill to Turn 4 on the second lap they were millimetres from interlocking wheels, but it was epic, clean stuff. Then Eriksson got away, before Norris came back with just over five laps to go...

Eriksson had to defend Turn 4, got a poor exit, and Norris had momentum, feinting from one side to the other. But he misjudged things, hitting the back of Eriksson. Norris's right-front-wing endplate went flying while Eriksson reported his car was briefly lifted at the rear. As Eriksson sailed to victory, Norris found it tough to keep up the pace, struggling particularly badly on the two left-handers. Ralf Aron and Ferdinand Habsburg closed in, but Aron was as much preoccupied with keeping Habsburg – who raced superbly all weekend – at bay as challenging Norris. With a lap to go the Estonian got a breather, forced Norris to defend at the uphill Turn 3 hairpin, then launched an attack into Turn 4. But, wheels locked, his Hitech machine

slithered helplessly into Norris, sending them both into the gravel and out of the race.

"Because he was so close he lost front downforce and that turned me around; I don't blame him," said a teary-eyed Norris magnanimously. It was enough for Gunther – who had driven more spectacularly than for a long time, but who'd suffered handling issues in second qualifying and could do no better than ninth and sixth on the grid for races two and three – to keep himself in the frame for Hockenheim. Seventh in race two, he was fifth in this one.

Gallingly for Habsburg, the slowed pace of Norris prevented him pulling out the 5s necessary to take second place after he'd been penalised for flouting track limits on the opening lap. That allowed Nikita Mazepin to inherit second and, when the Fulham-domiciled Austrian archduke slowed 200 metres from the line (he hadn't been told of the penalty, which often is the best course of action psychologically), that allowed Makino into the 5s window for the final podium position.

That completed a good weekend for Hitech's lesser-heralded drivers, Mazepin having held Ilott at bay in the morning for a fine third. That was just as well for the team, as Jake Hughes's recent fine run ended when he holed the sump on the kerbs in free practice, needing a new engine before qualifying and taking a 10-place grid penalty. He was penalised out of the points in race two for uncharacteristically colliding with Habsburg on the last lap, then took a drivethrough for a clash with Guan Yu Zhou in the finale.

Hughes wasn't the only frustrated British talent: Norris was sitting in the gravel; Ilott had spun through the gravel on lap one after a clash – also with Aron. But it was amazing racing.

MARCUS SIMMONS



Ekstrom gets Green light for victory

DTM
REDBULL RING(A)
SEPTEMBER 23-24
ROUND 8/9

MATTIAS EKSTROM HAS BROKEN his season duck to move further ahead in the DTM points with a round remaining, but it could so easily have been his Audi stablemate Jamie Green leaving the Red Bull Ring with the championship lead.

Green gifted Ekstrom the win in the Saturday race to consolidate the Swede's advantage over what is looking like an increasingly phantom challenge from Mercedes youngster Lucas Auer. While the Austrian laboured to eighth place, Audi dominated on this, the first weekend since the axing of the controversial performance-balancing system.

With well over 20 seconds between the leading Audi trio of Green, Ekstrom and Nico Muller and the fourth-placed battered Merc of Robert Wickens, the Ingolstadt tacticians could do as they pleased, and Green made no effort to defend as Ekstrom sailed past with five laps remaining on the uphill run to Turn 3. "Mattias came up from behind with DRS and, with a view towards the championship, today was also about

teamwork," said Green diplomatically.

That was frustrating if understandable from Audi, which has lost DTM titles in the past through not favouring one driver early enough in the season. Green, who dominated the weekend on pace and grabbed both poles in his Team Rosberg RS5, would have narrowed the gap to Team Abt-run Ekstrom to 14 points had he won that opener. And, even though the late switcharound pushed the margin out to 28, Green's likely win on Sunday should have slashed it back to eight...

The Rosberg Audis ran in front all the way, with Green's advantage over team-mate Rene Rast fluctuating. But it looked as though the DTM's perennial nearly-man had things under control. Then, with three laps to go, he got stuck in a high gear, and suddenly the Audis of Rast, Muller and Mike Rockenfeller were on top of him.

Even more frustratingly for Green, the race had gone under the safety car due to Auer being punted out by Bruno Spengler in a botched attempt by the BMW man to pass Paul di Resta's Mercedes. At that stage, Green and Rast had a huge advantage over Muller and the rest, but with only eight laps of green-flag racing to the end, and the field tightly bunched,

that meant Green plummeted out of the points. "I'm sorry for Jamie," said Rast. "He was dominant this weekend. I wouldn't have begrudged him victory."

Muller – who had twice moved over for Ekstrom on Saturday – did the same for Rockenfeller on the final lap as Audi celebrated its second podium lockout of the weekend. Ekstrom's fifth place in this one was a great damage-limitation exercise post-safety car. He'd pitted at the end of lap one for new tyres, so his Hankooks were relatively knackered by this stage. He bundled past Marco Wittmann's BMW on the restart – unfairly, said the stewards, and he was ordered to give the place back, by which time Gary Paffett had already passed both in his Mercedes. Ekstrom then muscled his way back past Wittmann, whose tyres were also fading, with three laps to go.

Wittmann was a star of the weekend. He was easily the best non-Audi driver in qualifying on the second row for both races. On Saturday he finished fifth behind the resolute Wickens, who had substantial damage to his Mercedes following a post-pitstop clash with Rast, who in turn spun out of the points while trying to pass Maxime Martin's BMW.

But Rast's win on Sunday elevated him back up into second in the championship table, now 21 behind Ekstrom with just Hockenheim to come. It should, of course, have been Green. But he is now 35 adrift, and once again it appears as though it's just not going to be his year. That's not to denigrate the fantastic Ekstrom. "When the safety car was deployed, he was obviously with his back against the wall on his old tyres," said Abt chief Thomas Biermaier. "But we saw Mattias at his best once again."

MARCUS SIMMONS

AT A GLANCE

RACE 1

- 1 Ekstrom Audi
- 2 Green Audi
- 3 Muller Audi

RACE 2

- 1 Rast Audi
- 2 Rockenfeller Audi
- 3 Muller Audi

➔ P43 RESULTS



Corkscrew pass leads to victory

**IMSA SPORTSCAR
LAGUNASECA (USA)
SEPTEMBER 24
ROUND 11/12**

THERE HAVE BEEN MANY memorable moments during the 60-year history of Laguna Seca. Among them was a sensational late pass by Alex Zanardi on Bryan Herta at the legendary Corkscrew turn to snatch the CART Champ Car victory in 1996. Well, last Sunday Dutchman Renger van der Zande pulled off an almost identical manoeuvre on defending IMSA champion Dane Cameron with just three laps remaining to claim a spectacular Prototype win.

There was no indication of what was to come when polesitter and championship leader Ricky Taylor led from the start under gloriously sunny skies in his father Wayne's Konica Minolta Dallara-Cadillac DPi.V.R. Taylor had been virtually in a class of his own during qualifying, posting a time more than 0.8 seconds clear of an otherwise closely matched field. The talented Floridian mirrored that form in the opening 40 minutes of the race as he romped to a 13s lead over Christian Fittipaldi's similar Cadillac before the first round of pitstops.

Marc Goossens ran a few seconds further back at that stage in the Spirit of Daytona team's Ligier-Gibson JSP217, with Eric Curran (Cadillac) a similar distance behind in fourth.

Taylor's advantage over Fittipaldi had shrunk to around three seconds prior to his second pitstop after 59 laps. Cameron, meanwhile, having homed in on the leaders after taking over from Curran, then vaulted to the front



after taking on service a couple of laps before his main rivals.

Cameron continued to hold the advantage following the race's lone caution soon after the halfway mark, chased by Jordan Taylor (who had taken over from his brother) and Barbosa (replacing Fittipaldi), with van der Zande (in for Marc Goossens) snapping at their heels.

Cameron was the first to make his final pit visit with 45 minutes remaining. He resumed with an extended lead of six seconds over van der Zande, who leapfrogged from fourth to second ahead of Barbosa, thanks primarily to taking on only fresh right-side tyres.

Van der Zande gradually inched closer to Cameron, who seemed to be in control until the Dutchman made his audacious pass. Barbosa then tripped over a slower GT Daytona car with just two laps remaining, losing two positions and allowing Taylor to complete the podium and clinch the championship prior to the Petit Le Mans season finale at Road Atlanta on October 7.

John Edwards/Martin Tomczyk displayed remarkable fuel economy to claim their first GTLM class win of the season for BMW Team RLL, narrowly edging a fast-closing Toni Vilander/Giancarlo Fisichella (Risi Competizione Ferrari), who

had been the class of the field all weekend. Chevrolet Corvette duo Jan Magnussen/Antonio Garcia clinched the GTLM drivers' crown with a fourth-place finish.

GT D also boiled down to strategy as championship leaders Christina Nielsen/Alessandro Balzan (Scuderia Corse Ferrari), Katherine Legge/Andy Lally (Acura NSX) and Patrick Lindsey/Jorg Bergmeister (Porsche) all tippy-toed to the finish without requiring a late splash of fuel.

JEREMY SHAW

RESULTS

1 Marc Goossens/Renger van der Zande (Ligier-Gibson JSP217) 114 laps in 2h41m04.538s; **2 Eric Curran/Dane Cameron (Dallara-Cadillac DPi.V.R)** +2.356s; **3 Ricky Taylor/Jordan Taylor (Cadillac)**; **4 Misha Goikhberg/Stephen Simpson (Oreca-Gibson 07)**; **5 Christian Fittipaldi/Joao Barbosa (Cadillac)**; **6 Scott Sharp/Ryan Dalziel (Onroak-Nissan DPi)**. **GTLM John Edwards/Martin Tomczyk (BMW M6 GTLM)**; **2 Toni Vilander/Giancarlo Fisichella (Ferrari 488 GTE)**; **3 Patrick Pilet/Dirk Werner (Porsche 911 RSR)**; **4 Jan Magnussen/Antonio Garcia (Chevy Corvette C7.R)**; **5 Ryan Briscoe/Richard Westbrook (Ford GT)**; **6 Dirk Muller/Joey Hand (Ford)**. **GT D 1 Christina Nielsen/Alessandro Balzan (Ferrari 488 GTE GT3)**; **2 Katherine Legge/Andy Lally (Acura NSX GT3)**; **3 Patrick Lindsey/Joerg Bergmeister (Porsche 911 GT3 R)**; **4 Jonathan Bennett/Colin Braun (Porsche)**; **5 Jens Klingmann/Jesse Krohn (BMW M6 GT3)**; **6 Cooper MacNeil/Gunnar Jeannette (Porsche)**. **Points 1 Taylor/Taylor 288**; **2 Curran/Cameron 259**; **3 Fittipaldi/Barbosa 258**; **4 Goikhberg/Simpson 252**; **5 Sharp/Dalziel 238**; **6 Johannes van Overbeek 220**. **GTLM Magnussen/Garcia 302**; **2 Westbrook/Briscoe 283**; **3 Muller/Hand 282**; **4 Alexander Sims/Bill Auberlen 281**; **5 Pilet/Werner 270**; **6 Laurens Vanthoor 263**. **GT D 1 Nielsen/Balzan 318**; **2 Jeroen Bleekemolen 292**; **3 Klingmann 278**; **4 Legge/Lally 269**; **5 Lindsey 268**; **6 Andrew Davis/Lawson Aschenbach 265**.



Taylor brothers (right) sealed their first Prototype crown

IN BRIEF

JAPANESE FORMULA 3

Mitsunori Takaboshi sealed the 2017 Japanese Formula 3 title with a pair of fourth places at Sugo last weekend. His nearest points challenger Sho Tsuboi claimed the win in race one – ahead of Ritomo Miyata and Sena Sakaguchi – while Hiroki Otsu took the victory in the second event.

FORMULA RENAULT NEC

A brace of victories at Spa – the second after getting late clearance to race on Sunday following a heavy crash at Eau Rouge the previous day – means Gilles Magnus takes a five-point advantage over R-ace team-mate Michael Benyahia to Hockenheim. Charles Milesi took his maiden win in the category in the middle contest.

ADAC F4

Juri Vips sealed the 2017 title at Hockenheim. He scored an eighth, a sixth and a third across the three races – won by Felipe Drugovich, Lirim Zendeli and Artem Petrov respectively – to edge out his Prema team-mate Marcus Armstrong by 4.5 points.

ADAC GT MASTERS

Jules Gounon secured the drivers' title by winning the first race at Hockenheim alongside Daniel Keilwitz in front of Connor De Phillippi and Christopher Mies. Christian Engelhart and Rolf Ineichen won race two.

MICHELIN LE MANS CUP

Alex Toril and Jean Glorieux took their fourth victory of the season, securing the championship with a round to spare. Colin Noble and Anthony Wells finished second at Spa, with Eric De Doncker and Andrew Meyrick third.

MOTO2

Franco Morbidelli stretched his points lead by racking up his eighth win of the season. The Italian was engaged in a race-long duel with compatriot Mattia Pasini at Aragon, finally coming out on top with a bold last-lap pass. Miguel Oliveira finished third.

MOTO3

Joan Mir captured his eighth victory of the season in a shortened race at Aragon. The points leader grabbed the lead at the start of the final lap and forcefully defended from nearest rival Fabio Di Giannantonio. Enea Bastianini completed the podium.

Marquez wins, Rossi endures on return

MOTOGP
MOTORLANDARAGON (E)
SEPTEMBER 24
ROUND 14/18

MARC MARQUEZ TOOK A MAJOR step towards a fourth MotoGP crown with a superb victory charge from fifth on the grid, but it was a rider making a very different kind of comeback that stole the headlines at Aragon.

When Valentino Rossi broke his right leg in a motocross crash, forcing him to skip his home race at Misano, doctors predicted it would be at least 30 days before he could return to action. That all but ruled him out of the title fight.

But a pair of runs on a Yamaha road bike at Misano early last week convinced him he was making a swift enough recovery to try to compete at Aragon. Rossi was back on his YZR-M1 MotoGP machine just 22 days on from his accident. Friday's wet running was inconclusive, but it soon became clear on Saturday that those observing from the touchlines were witnessing something very special indeed.

You couldn't help but feel for the man that Yamaha had lined up to replace Rossi, Superbike rider Michael van der Mark. He faced the media on Thursday already knowing that a dream MotoGP debut was looking doubtful, since Rossi had already been passed fit to ride.

In the end, though, he might have taken some solace in seeing Rossi bag an unlikely spot on the front row with a blistering run to third in qualifying. Van der Mark was aware that, with zero prior experience of the M1, he'd have been much lower down the order.

Rossi confessed after qualifying that he expected to "suffer" in the second half of the race, and so it proved, as a combination of fatigue and the Yamaha's shortcomings in keeping its rear tyre alive in hot conditions meant the

38-year-old slipped to fifth place. Still, by any objective measure it was an astonishing achievement coming so soon after his injury, especially on a day when the Yamaha package was clearly inferior to Honda's.

Since it joined the MotoGP schedule, Aragon has always been considered a 'Honda track', and this was proven once again with a resounding one-two for Marquez and Dani Pedrosa. Qualifying had been a disappointment for the works squad, as Marquez lined up fifth after crashing during his final run and Pedrosa could manage no better than sixth as Yamaha's Maverick Vinales beat Ducati's Jorge Lorenzo to pole.

But the race was a different proposition. It was clear from the outset that Marquez was the rider to keep an eye on, even as he spent the opening part of the race bottled up behind Lorenzo, Rossi and Andrea Dovizioso, the trio profiting from Vinales running wide at the end of the first lap.

Marquez suffered a scare on the ninth lap of 23 when an attempted pass on Rossi for second at the downhill Turn 12 left-hander went awry. He ran wide (almost collecting Lorenzo in the process) and dropped back to fourth behind Dovizioso. This was only a temporary setback, though, since Marquez repassed title rival Dovizioso the following lap, scythed his way by Rossi on lap 12, and finally took the lead away from Lorenzo four laps after that – never to be threatened again.

Pedrosa, who spent the opening part of the race stuck behind Vinales in sixth, came alive as the race entered its second half, finally clearing the Yamaha rider on lap 13 before dispatching a fading Dovizioso and Rossi within three laps and closing on Lorenzo. After setting the fastest lap of the race on lap 19, Pedrosa finally picked off Lorenzo with three laps to go and ended up trailing his



Rossi won respect for his speed while riding with a broken leg; Dovizioso (right) lost ground in the title fight

team-mate by only 0.879s at the finish.

Lorenzo held on for third, marking his second podium finish as a Ducati rider in another encouraging display for the three-time premier class champion, which lends further credence to the theory that a first win in red is now only a matter of time. Motegi, where MotoGP heads next, is certainly a Ducati-friendly enough track for victory to be a realistic target to aim for.

By contrast, Dovizioso endured a torrid race, slipping from third during the early exchanges to an eventual seventh as he wore out his soft rear tyre in the opening stages in a vain bid to keep up with the leaders. Having arrived in Aragon level at the top of the standings with Marquez, the down-to-earth Italian now trails by 16 points with four rounds to run.

Vinales is the only other rider still in realistic championship contention, but has an even bigger mountain to climb since he lags 28 points behind Marquez following his run to fourth ahead of Rossi. The 22-year old's last win, which came at Le Mans in May, must feel like an awfully long time ago now.

Behind the duelling Yamahas and ahead of Dovizioso was Aprilia's Aleix Espargaro, who matched his best result



Marquez charged through the pack to claim his third career win at Aragon



LAT IMAGES



Pedrosa made rapid progress in the race's second half

RESULTS ROUND 14/18, ARAGON, SEPT 24 (23 LAPS – 72.558 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (E)	Honda	42m06.816s
2	Dani Pedrosa (E)	Honda	+0.879s
3	Jorge Lorenzo (E)	Ducati	+2.028s
4	Maverick Vinales (E)	Yamaha	+5.256s
5	Valentino Rossi (I)	Ducati	+5.882s
6	Aleix Espargaro (E)	Aprilia	+6.962s
7	Andrea Dovizioso (I)	Ducati	+7.455s
8	Alvaro Bautista (E)	Aspar Ducati	+7.910s
9	Johann Zarco (F)	Tech3 Yamaha	+13.002s
10	Pol Espargaro (E)	KTM	+14.075s
11	Mika Kallio (FIN)	KTM	+17.192s
12	Andrea Iannone (I)	Suzuki	+20.632s
13	Jack Miller (AUS)	MarcVDS Honda	+23.886s
14	Scott Redding (GB)	Pramac Ducati	+25.523s
15	Tito Rabat (E)	MarcVDS Honda	+26.082s
16	Jonas Folger (D)	Tech3 Yamaha	+30.302s
17	Alex Rins (E)	Aspar Ducati	+31.874s
18	Hector Barbera (E)	Avintia Ducati	+31.948s
19	Bradley Smith (GB)	KTM	+36.296s
20	Danilo Petrucci (I)	Pramac Ducati	+37.842s
21	Loris Baz (F)	Avintia Ducati	+47.599s
22	Sam Lowes (GB)	Aprilia	+47.647s
R	Cal Crutchlow (GB)	LCR Honda	16laps-accident
R	Karel Abraham (CZ)	Aspar Ducati	10laps-accident

Winner's average speed 103.374mph.

Fastest lap Pedrosa 1m49.140s, 104.058mph.

QUALIFYING 2

1 Vinales 1m47.635s; **2** Lorenzo 1m47.735s; **3** Rossi 1m47.815s; **4** Crutchlow 1m47.830s; **5** Marquez 1m47.963s; **6** Pedrosa 1m48.107s; **7** Dovizioso 1m48.137s; **8** A Espargaro 1m48.159s; **9** Bautista 1m48.187s; **10** Iannone 1m48.289s; **11** Zarco 1m48.402s; **12** Kallio 1m48.471s.

QUALIFYING 1

1 Lorenzo 1m48.179s; **2** Zarco 1m48.298s; **3** Miller 1m48.307s; **4** P Espargaro 1m48.387s; **5** Abraham 1m48.467s; **6** Petrucci 1m48.908s; **7** Baz 1m48.911s; **8** Folger 1m49.034s; **9** Barbera 1m49.052s; **10** Rins 1m49.233s; **11** Rabat 1m49.258s; **12** Redding 1m49.288s; **13** Smith 1m49.578s; **14** Lowes 1m50.769s.

RIDERS' CHAMPIONSHIP

1 Marquez 224; **2** Dovizioso 208; **3** Vinales 196; **4** Pedrosa 170; **5** Rossi 168; **6** Zarco 117; **7** Lorenzo 106; **8** Petrucci 95; **9** Crutchlow 92; **10** Folger 84; **11** Bautista 70; **12** Miller 56; **13** Redding 56; **14** A Espargaro 53; **15** Baz 39; **16** Iannone 37; **17** P Espargaro 37; **18** Abraham 28; **19** Rabat 28; **20** Rins 27; **21** Barbera 23; **22** Pirro 18; **23** Smith 14; **24** Kallio 11; **25** Lowes 2; **26** Guintoli 1.

MANUFACTURERS' CHAMPIONSHIP

1 Honda 274; **2** Yamaha 257; **3** Ducati 248; **4** Suzuki 64; **5** Aprilia 55; **6** KTM 46.



of the year in sixth – a very useful result in the Italian marque's fight against the rapidly improving KTM to avoid the manufacturers' standings wooden spoon. KTM entered a third bike for test rider Mika Kallio for Aragon, and a solid run to 11th for the Finn behind team regular Pol Espargaro will have done his chances of becoming part of the Austrian manufacturer's full race line-up no harm at all.

Whether Kallio gets the call-up to replace the underperforming Bradley Smith for Motegi remains to be seen, but

it would certainly be a shame if Aragon were to be Kallio's final race appearance of the year after another assured outing that is sure to have given his KTM bosses plenty of food for thought.

Also with plenty to ponder in the two weeks between now and the next round are Dovizioso and Vinales, who can't afford for there to be another major points swing towards Marquez. It's not over yet, but it may just be that Aragon comes to be remembered as the place where the title was won.

JAMIE KLEIN

Fenestraz closes in on title

**FORMULA RENAULT EURO CUP
SPA (B)
SEPTEMBER 23-24
ROUND 9/10**

SACHA FENESTRAZ ENJOYED a highly successful weekend at Spa and came away with pole, two wins and an extended standings lead. It would be economical with the truth to describe his victory in race one as a lights-to-flag performance, though, since heavy fog meant the event took place entirely behind the safety car and only half points were awarded. Robert Shwartzman and Yifei Ye therefore converted their second and third places on the grid into podium finishes.

When normal racing resumed in the second contest, Gabriel Aubry pulled out of Fenestraz's slipstream and claimed the lead on the outside line heading into the Les Combes chicane. After this, Aubry was never headed at the front of the field. Fenestraz did his best to apply pressure, but a mistake at the same sequence of corners where he lost the lead sent him wide over the kerbs, which allowed R-ace GP's Max Defourny through into second place.

Fenestraz was able to make amends and further stretch his advantage in the standings when he returned to the top step of the podium in the final race. He had to work for it, though, as he fended off race-long pressure from his closest title rival Will Palmer, who had finished sixth in race two after being confined to ninth in race one.

DAMIAN MEADEN

RESULTS

Race 1 1 Sacha Fenestraz 3 laps in 13m02.343s; 2 Robert Shwartzman +1.055s; 3 Yifei Ye; 4 Max Defourny; 5 Max Fewtrell; 6 Gabriel Aubry.

Race 2 1 Aubry 10 laps in 26m26.126s; 2 Defourny +0.633s; 3 Fenestraz; 4 Fewtrell; 5 Tom Randle; 6 Will Palmer.

Race 3 1 Fenestraz 11 laps in 28m49.927s; 2 Palmer +0.847s; 3 Defourny; 4 Aubry; 5 Neil Verhagen; 6 Jarno Opmeer.

Points 1 Fenestraz 312.5; 2 Palmer 260; 3 Defourny 232; 4 Shwartzman 217; 5 Aubry 209; 6 Fewtrell 146.



**NASCAR CUP
NEW HAMPSHIRE (USA)
SEPTEMBER 24
ROUND 28/36**

KYLE BUSCH TOOK A WIN AT New Hampshire that had looked set to go to Martin Truex Jr.

Playoff points leader Truex dominated the first half of the race after moving past polesitter Busch to lead halfway through stage one. He then led all of stage two but came undone on the final lap when he picked up damage in a multi-car pileup triggered by Kevin Harvick spinning and creating a

plume of smoke on the back straight after a coming together with Austin Dillon. Busch was able to get by the incident unscathed and went on to secure his third win of the season.

But Truex suffered damage to the left-rear corner of his car and dropped down to 18th when he pitted. He battled his way back up the order – briefly leading again when he hook just two tyres in a late-race stop – but came home fifth after his older tyres faded.

Kyle Larson finished second ahead of Matt Kenseth and Team Penske's Brad Keselowski.

RESULTS

1 Kyle Busch (Toyota Camry) 300 laps in 2h54m47s; 2 Kyle Larson (Chevrolet SS) +2.641s; 3 Matt Kenseth (Toyota); 4 Brad Keselowski (Ford Fusion); 5 Martin Truex Jr (Toyota); 6 Erik Jones (Toyota); 7 Clint Bowyer (Ford); 8 Daniel Suarez (Toyota); 9 Ryan Blaney (Ford); 10 Joey Logano (Ford).

Points 1 Truex 2149; 2 Larson 2125; 3 Kyle Busch 2119; 4 Keselowski 2106; 5 Denny Hamlin 2088; 6 Kenseth 2087; 7 Jimmie Johnson 2076; 8 Blaney 2070; 9 Chase Elliott 2070; 10 Kevin Harvick 2069; 11 Jamie McMurray 2053; 12 Ricky Stenhouse Jr 2044; 13 Austin Dillon 2044; 14 Ryan Newman 2043; 15 Kurt Busch 2027; 16 Kasey Kahne 2023; 17 Joey Logano 719; 18 Clint Bowyer 718.

Graff Racing holds on to defy G-Drive

**EUROPEAN LE MANS SERIES
SPA (B)
SEPTEMBER 24
ROUND 5/6**

GRAFF RACING'S GUSTAVO Yacaman, James Allen and Richard Bradley survived a late drivethrough penalty to defeat the championship-leading G-Drive crew of Leo Roussel, Memo Rojas and Ryo Hirakawa by less than a second at Spa.

Bradley's healthy 20s lead was slashed when the stewards deemed that his move on Paul Ricard winner Matevos Isakyan

(SMP Dallara) at Les Combes had taken him outside the track limits. Bradley took the penalty with one lap to go and emerged just ahead of Hirakawa, who had earlier served a drivethrough of his own for a safety car infringement.

Bradley held on to win by just 0.6 seconds, although Roussel and Rojas extended their points lead after the United Autosports Ligier of Hugo de Sadeleer, Will Owen and Filipe Albuquerque slipped to fourth in the final reckoning. Isakyan narrowly fended off Albuquerque for the final podium position after

a mammoth three-hour stint from co-driver Egor Orudzhev.

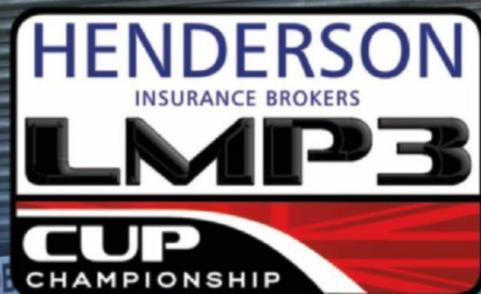
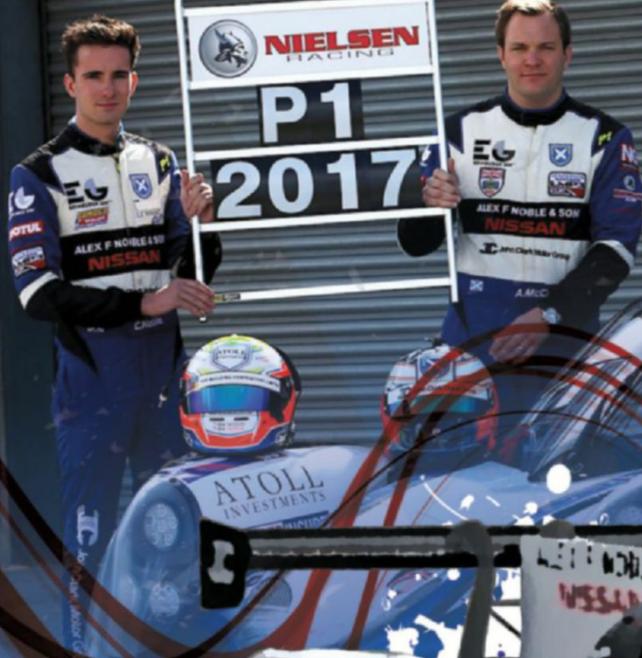
Mikkel Jensen inspired a first LMP3 victory of the year for AT Racing alongside father-and-son duo Alexander Talkanitsa Sr and Jr, while Andrea Bertolini, Giorgio Roda and Rino Mastronardi led home a Ferrari 488 one-two for Spirit of Race in GTE.

JAMES NEWBOLD

RESULTS

1 Gustavo Yacaman/James Allen/Richard Bradley (ORECA-Gibson 07) 97 laps in 4h01m40.666s; 2 Leo Roussel/Memo Rojas/Ryo Hirakawa (ORECA-Gibson 07) +0.581s; 3 Egor Orudzhev/Matevos Isakyan (Dallara-Gibson P217). **LMP3** Mikkel Jensen/Alexander Talkanitsa/Alexander Talkanitsa Jr (Ligier-Nissan JSP3). **GTE** Giorgio Roda/Rino Mastronardi/Andrea Bertolini (Ferrari 488 GTE). **Points** 1 Rojas/Roussel 98; 2 Hugo de Sadeleer/Filipe Albuquerque/Will Owen 80; 3 Hirakawa 61. **LMP3** 1 John Falb/Sean Rayhall 85; 2 Antoine Jung/Alexandre Cougnaud/Romano Ricci 66; 3 Francois Heriau/Jean-Baptiste Lahaye/Matthieu Lahaye 57. **GTE** Euan Hankey/Nicki Thiim/Salih Yoluc 87; 2 Jody Fannin/Rob Smith 86; 3 Aaron Scott/Duncan Cameron/Matt Griffin 76.





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RESULTS ROUND-UP

FORMULA 3 EUROPEAN CHAMPIONSHIP

ROUND 9/10, RED BULL RING (A), SEPTEMBER 23-24

RACE 1 (25 LAPS - 67.077 MILES)

1	Callum Iloft (GB) <i>Prema Powerteam</i> · Dallara-Mercedes F317	34m59.668s
2	Joel Eriksson (S) <i>Motopark</i> · Dallara-Volkswagen F315	+1.828s
3	Maximilian Gunther (D) <i>Prema Powerteam</i> · Dallara-Mercedes F316	+5.141s
4	Lando Norris (GB) <i>Carlin</i> · Dallara-Volkswagen F317	+8.940s
5	Tadasuke Makino (J) <i>Hitech GP</i> · Dallara-Mercedes F317	+10.119s
6	Ferdinand Habsburg (A) <i>Carlin</i> · Dallara-Volkswagen F315	+14.599s
7	Mick Schumacher (D) <i>Prema Powerteam</i> · Dallara-Mercedes F317	+15.598s
8	David Beckmann (D) <i>Motopark</i> · Dallara-Volkswagen F316	+19.574s
9	Guan Yu Zhou (PRC) <i>Prema Powerteam</i> · Dallara-Mercedes F315	+21.330s
10	Pedro Piquet (BR) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F317	+22.568s
11	Jake Hughes (GB) <i>Hitech GP</i> · Dallara-Mercedes F315	+23.249s
12	Ralf Aron (EST) <i>Hitech GP</i> · Dallara-Mercedes F316	+24.046s
13	Jehan Daruvala (IND) <i>Carlin</i> · Dallara-Volkswagen F315	+28.725s
14	Marino Sato (J) <i>Motopark</i> · Dallara-Volkswagen F314	+37.367s
15	Keyvan Andres Soori (D) <i>Motopark</i> · Dallara-Volkswagen F317	+38.517s
16	Devlin DeFrancesco (CDN) <i>Carlin</i> · Dallara-Volkswagen F312	+39.402s
17	Petru Florescu (RO) <i>Motopark</i> · Dallara-Volkswagen F315	+1m10.427s
18	Joey Mawson (AUS) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	-1 lap
19	Harrison Newey (GB) <i>Van Amersfoort Racing</i> · Dallara-Mercedes F316	-2 laps
R	Nikita Mazepin (RUS) <i>Hitech GP</i> · Dallara-Mercedes F316	3 laps-accident

Winner's average speed 115.007mph. Fastest lap Iloft 1m23.355s, 115.878mph.

QUALIFYING 1

1 Iloft 1m23.301s*; 2 Gunther 1m23.317s; 3 Eriksson 1m23.496s; 4 Norris 1m23.548s; 5 Makino 1m23.574s; 6 Mazepin 1m23.585s; 7 Beckmann 1m23.588s; 8 Newey 1m23.651s; 9 Aron 1m23.717s; 10 Zhou 1m23.728s; 11 Mawson 1m23.624s*; 12 Piquet 1m23.744s; 13 Habsburg 1m23.694s*; 14 Schumacher 1m23.775s; 15 Daruvala 1m23.888s; 16 Sato 1m23.998s; 17 DeFrancesco 1m24.189s; 18 Andres Soori 1m24.413s; 19 Florescu 1m25.132s; 20 Hughes 1m23.727s.

RACE 2 (25 LAPS - 67.077 MILES)

1 Eriksson 35m02.436s; 2 Norris +0.896s; 3 Mazepin +7.303s; 4 Iloft +7.842s; 5 Daruvala +11.634s; 6 Aron +13.412s; 7 Gunther +24.461s; 8 Mawson +25.141s; 9 Habsburg +25.504s; 10 Schumacher +26.661s; 11 Beckmann +30.050s; 12 Newey +33.109s; 13 Hughes +33.818s; 14 Andres Soori +35.160s; 15 Piquet +35.909s; 16 Sato +36.780s; 17 Makino +38.876s; 18 Florescu +41.815s; 19 Zhou +43.708s; 20 DeFrancesco -2 laps.

Winner's average speed 114.855mph. Fastest lap Norris 1m23.688s, 115.417mph.

QUALIFYING 2

1 Eriksson 1m23.431s; 2 Norris 1m23.434s; 3 Mazepin 1m23.684s; 4 Iloft 1m23.731s; 5 Daruvala 1m23.748s; 6 Hughes 1m23.767s; 7 Aron 1m23.770s; 8 Habsburg 1m23.780s; 9 Gunther 1m23.826s; 10 Zhou 1m23.829s; 11 Makino 1m23.912s; 12 Schumacher 1m23.918s; 13 Mawson 1m23.934s; 14 Newey 1m23.940s; 15 Piquet 1m23.960s; 16 Beckmann 1m24.047s; 17 Sato 1m24.060s; 18 DeFrancesco 1m24.321s; 19 Andres Soori 1m24.407s; 20 Florescu 1m24.859s.

RACE 3 (24 LAPS - 64.394 MILES)

1 Eriksson 35m04.815s; 2 Mazepin +5.737s; 3 Makino +8.978s; 4 Habsburg +9.206s; 5 Gunther +9.652s; 6 Daruvala +10.644s; 7 Mawson +11.286s; 8 Schumacher +11.482s; 9 Beckmann +19.592s; 10 Sato +20.273s; 11 Newey +20.699s; 12 DeFrancesco +23.033s; 13 Florescu +27.231s; 14 Zhou +28.510s; 15 Piquet +29.452s; 16 Hughes +1m16.093s; 17 Norris 23 laps-accident; 18 Aron 23 laps-accident; R Andres Soori 3 laps-accident; R Iloft 1 lap-accident damage.

Winner's average speed 110.137mph. Fastest lap Hughes 1m23.697s, 115.405mph.

GRID FOR RACE 3

1 Eriksson; 2 Norris; 3 Iloft; 4 Mazepin; 5 Aron; 6 Gunther; 7 Habsburg; 8 Makino; 9 Daruvala; 10 Hughes; 11 Mawson; 12 Newey; 13 Zhou; 14 Piquet; 15 Beckmann; 16 Schumacher; 17 Sato; 18 DeFrancesco; 19 Andres Soori; 20 Florescu. * Grid penalty. ** Drove Dallara F314 in Q1.

CHAMPIONSHIP

1 Norris 411; 2 Gunther 339; 3 Eriksson 333; 4 Iloft 297; 5 Hughes 193; 6 Daruvala 177; 7 Habsburg 171; 8 Zhou 119; 9 Aron 118; 10 Newey 106.

DTM

ROUND 8/9, RED BULL RING (A), SEPTEMBER 23-24

RACE 1 (40 LAPS - 107.323 MILES)

1	Mattias Ekstrom (S) <i>Team Abt</i> · Audi RS5	57m00.812s
2	Jamie Green (GB) <i>Team Rosberg</i> · Audi RS5	+0.398s
3	Nico Muller (CH) <i>Team Abt</i> · Audi RS5	+0.602s
4	Robert Wickens (CDN) <i>HWA</i> · Mercedes C63	+21.625s
5	Marco Wittmann (D) <i>RMG</i> · BMW M4	+22.118s
6	Maxime Martin (B) <i>RBM</i> · BMW M4	+22.748s
7	Mike Rockenfeller (D) <i>Team Phoenix</i> · Audi RS5	+23.067s
8	Lucas Auer (A) <i>HWA</i> · Mercedes C63	+23.452s
9	Edoardo Mortara (I) <i>HWA</i> · Mercedes C63	+23.761s
10	Timo Glock (D) <i>RMR</i> · BMW M4	+25.559s
11	Paul di Resta (GB) <i>HWA</i> · Mercedes C63	+25.938s
12	Bruno Spengler (CDN) <i>RBM</i> · BMW M4	+26.447s
13	Rene Rast (D) <i>Team Rosberg</i> · Audi RS5	+26.788s
14	Loic Duval (F) <i>Team Phoenix</i> · Audi RS5	+27.096s
15	Maro Engel (D) <i>HWA</i> · Mercedes C63	+27.514s
16	Tom Blomqvist (GB) <i>RMR</i> · BMW M4	+32.951s
17	Gary Paffett (GB) <i>HWA</i> · Mercedes C63	+1m15.721s
R	Augusto Farfus (BR) <i>RMG</i> · BMW M4	28 laps-accident damage

Winner's average speed 112.945mph. Fastest lap Green 1m23.742s, 115.343mph.

QUALIFYING 1 1 Green 1m21.973s; 2 Muller 1m21.994s; 3 Ekstrom 1m22.046s; 4 Wittmann 1m22.054s; 5 Rockenfeller 1m22.095s; 6 Rast 1m22.246s; 7 Wickens 1m22.292s; 8 Martin 1m22.392s; 9 Glock 1m22.441s; 10 Farfus 1m22.442s; 11 di Resta 1m22.502s; 12 Auer 1m22.531s; 13 Spengler 1m22.532s; 14 Mortara 1m22.554s; 15 Paffett 1m22.598s; 16 Blomqvist 1m22.638s; 17 Duval 1m22.711s; 18 Engel 1m22.905s.

RACE 2 (39 LAPS - 104.640 MILES)

1 Rast 57m21.893s; 2 Rockenfeller +1.025s; 3 Muller +1.824s; 4 Paffett +3.741s; 5 Ekstrom +6.136s; 6 Wittmann +7.968s; 7 Glock +8.181s; 8 Duval +8.457s; 9 di Resta +9.328s; 10 Wickens +11.305s; 11 Martin +12.126s; 12 Farfus +12.696s; 13 Blomqvist +14.745s; 14 Green +16.754s; 15 Engel +27.255s; 16 Spengler +28.571s; 17 Mortara 32 laps-accident damage; R Auer 28 laps-accident damage.

Winner's average speed 109.446mph. Fastest lap Green 1m23.474s, 115.713mph.

QUALIFYING 2 1 Green 1m21.955s; 2 Rast 1m22.010s; 3 Wittmann 1m22.156s; 4 Rockenfeller

1m22.206s; 5 Muller 1m22.206s; 6 Paffett 1m22.243s; 7 Glock 1m22.268s; 8 Ekstrom 1m22.337s; 9 Blomqvist 1m22.390s; 10 Spengler 1m22.400s; 11 Martin 1m22.405s; 12 Farfus 1m22.429s; 13 di Resta 1m22.454s; 14 Mortara 1m22.497s; 15 Engel 1m22.526s; 16 Wickens 1m22.527s; 17 Auer 1m22.682s; 18 Duval 1m22.629s*. * Grid penalty.

CHAMPIONSHIP

1 Ekstrom 172; 2 Rast 151; 3 Green 137; 4 Rockenfeller 134; 5 Wittmann 134; 6 Auer 131; 7 Glock 115; 8 Wickens 113; 9 Martin 110; 10 di Resta 99.



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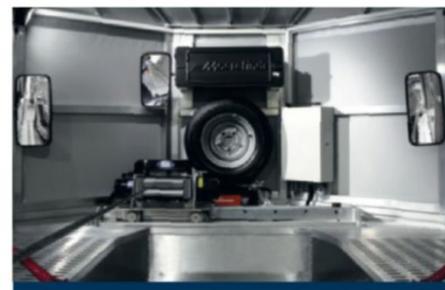
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MOTORSPORT JOBS



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 - MISRA C
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 - Experience in the use of Computer Aided Design Harness packages. (Ideally Unigraphics NX8.5 or above)

The role involves working on a wide variety of projects within our electronics design function and alongside our team of engineers. You will be responsible for research and development of new concepts; analogue and digital systems and their subsequent requirements capture, specification, design, test and calibration for future use on our cars; or within our test rig or garage environments. You will be expected to help us in progressing our future development projects working with various disciplines across RBR and RBT.

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LAT IMAGES

BRDC BRITISH F3 AND BRITISH F4

British F3 and British F4 could join for winter series at Algarve circuit

THE BRDC BRITISH FORMULA 3 AND British Formula 4 championships could join forces and run a winter series in Portugal later this year.

Autosport understands that teams in both championships are interested in competing on the Algarve circuit at the end of November, but a date is yet to be confirmed as organisers try to sign up a sufficient number of entries.

It would be a three-day event, with F3 and F4 both testing on the opening day before a qualifying session and three races on the remaining days.

“BRDC British F3 teams have been enthusiastic about a winter test and race programme in a warmer climate for a while,” said Giles Butterfield, MSV’s group operation manager.

“We just need to turn that into concrete commitment and all parties are working hard to do that. Partnering with British F4 for the Portimao event seems entirely logical and should be



beneficial for both series.”

Teams to have registered an interest include Carlin, Fortec and Double R Racing, which would run cars in both F3 and F4, and Douglas Motorsport – which isn’t competing in F4 – in F3.

“If it’s there [Algarve] we are doing it. I think there’s a bit too much apathy in the paddock, race cars have got to be out there racing,” said Anthony Hieatt,

team principal of Double R Racing.

Last year’s British F3 Autumn Trophy at Snetterton was hit by delays because of thick fog, and that is one of the primary reasons teams wish to travel to warmer climates in 2017.

Trevor Carlin, the boss of his eponymous team, said: “The weather is much better if we go to Europe – I know last year we had one of the [F3 Autumn Trophy] races fogged off. We’ve got a lot of interest and it could be extended to have testing before or after.”

Organisers of the F4 championship have confirmed they are still only considering the Algarve circuit as one of several possible venues.

Sam Roach, British F4 promoter, said: “It’s one of the options we are putting forward and we are waiting for commitments from teams. They are positive about the idea. We would like to work with F3 and I think that makes sense for all involved.”

Fog marred last year’s F3 Autumn Trophy at Snetterton, won by Enaam Ahmed (65)

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British GT should have multiple Bentley, Lambo and Aston entries in 2018

PORSCHE CARRERA CUP GB

CAMMISH RULES OUT THIRD GB CUP TITLE

REIGNING PORSCHE Carrera Cup GB champion Dan Cammish admits his hopes of claiming a record-breaking third title are now over.

The 28-year old is instead focused on winning what are set to be his final two races in the series at Brands Hatch this weekend as he plans to prepare for his second Porsche Supercup season – he lies fourth in the 2017 points – in '18.

Cammish is still mathematically in contention for the GB title, but on dropped scores he is 32 points behind series leader Charlie Eastwood.

“There’s no point looking at the championship now – I’m 32 points behind and there’s only 40 to play for,” said Cammish. “Charlie and Dino [Zamparelli] have to crash in both races and all season they haven’t crashed. I don’t see myself coming back to the UK championship. I would like to go out with a couple of wins – that would be 32 wins in three years and you can’t knock that.”

The Redline driver’s GB title chances were dashed by a fire when leading the second race at Silverstone ahead of Zamparelli earlier this month.

“I believe Justin Sherwood’s tyre exploded at some point in the race,” said Cammish. “I was the first one round and drove through. My team said they found parts of tyre wrapped around the suspension and exhaust, and it must’ve got hot enough to catch fire.”

BRITISH GT

GT3 backed despite poor entry

TEAM PARKER RACING HAS VOWED TO DEFEND its British GT Championship title with Bentley next year, joining the series’ other leading teams in throwing its weight behind the struggling GT3 category.

The future of GT3 racing in Britain has been under much scrutiny this season, since the grids have shrunk in comparison to the more affordable GT4 division. Last weekend’s Donington Park finale attracted just nine GT3 entries, the lowest number ever for the class.

Series organiser SRO has pushed hard to promote GT3 ahead of 2018, and Autosport understands that all the teams to have fielded multiple cars this season are likely to return next year.

“To win British GT with a brand as prestigious as Bentley is huge,” said Team Parker Racing boss Stuart Parker. “So yes, absolutely, we’ll be back next year to defend it, and this relationship with Bentley will continue and will only get stronger after this.

“There’s a good buzz around GT3. We’re missing some cars this weekend owing to clashing events, but there’s good interest and all the teams are reporting a much better vibe for 2018.”

Champions Rick Parfitt and Seb Morris are undecided about returning to defend the title themselves, but Parfitt said: “We just want to enjoy this moment as it’s so special, but I can’t help but think it would be awesome to wear a number 1 on the car next year. Let’s see what we can put together. I never even thought I’d ever be racing GT3, let alone winning it!”

TF Sport head Tom Ferrier confirmed that British GT3 was in his team’s plans for next year and Barwell Motorsport boss Mark Lemmer suggested his team could even expand for 2018. “We’ve actually got the potential to run more cars as we’re getting a lot of interest from European drivers now,” said Lemmer. “GT3 definitely still has a market here.”

MINI CHALLENGE

Robinson eyes Minis after impressive debut

MULTIPLE CATERHAM CHAMPION DAVID Robinson is eyeing a full-time move into the Mini Challenge JCW Championship next season after an impressive debut at Donington Park last weekend.

Robinson took over the car of the injured James Turkington for the season finale, and qualified fifth before retiring

with a technical failure in race one. He went from last to ninth in the second.

Robinson has conquered the Caterham ranks, having lifted the Tracksport title in 2012 before adding the Supersport (2013) and Superlight R300 crowns (2015).

“I’m looking for the next step and the

Minis really appeal,” he said. “They drive very differently to a Caterham. They’re hotter, noisier and harder work, but they’re great fun with it.”

Other newcomers to the JCW field last weekend were VW racer Kenan Dole and Mia Flewitt, the wife of McLaren Automotive head Mike Flewitt.

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Quinn replaced
Sowery at
Lanan for F3

EBREY

BRDC BRITISH F3

Quinn targets British F3 in 2018

BRITISH F4 RACER ALEX QUINN MADE his BRDC British Formula 3 debut at Donington Park last weekend and aims for a full-time drive in the series next season.

The 16-year old replaced Toby Sowery at Lanan Racing and took a best result of third.

"I'm really happy with my pace and I definitely hit the ground running," said Quinn, who sits fourth in the British F4 standings with one round left. "To finish it with a podium is great and I know if I do this

championship next year I can be at the front."

Sowery missed the final round at the weekend as he took part in the Lamborghini Super Trofeo Asia series, claiming a win and third place across the two races.

Sowery said: "Lamborghini have put forward a deal for next year that we couldn't really pass on, but it meant we had to attend the Shanghai round instead of the F3 event, which was a difficult choice, but for the future was the correct decision."

IN BRIEF



Patterson won OK Junior by a tenth of a second

KEIRLE AND PATTERSON ARE CHAMPIONS

Danny Keirle and Dexter Patterson (above) won the OK Senior and OK Junior Finals respectively, as the FIA-CIK Karting World Championships visited the UK for the first time at PF International last weekend. Fernando Alonso attended to keep an eye on his team, while motorcycle legend Mick Doohan and F1 race winner Juan Pablo Montoya were watching their sons Jack and Sebastian. David Schumacher, son of Ralf, withdrew through illness. Allan McNish and George Russell were also present.

MONGER HELPING AIR AMBULANCE

Billy Monger will walk around the Brands Hatch circuit at this weekend's British Touring Car meeting, and all the money raised will go to the Air Ambulance, which helped save his life. Monger crashed in a Formula 4 race at Donington Park in April, losing both legs below the knee. He has since confirmed a plan to compete at Le Mans and has repassed his ARDS test.

HUNT AND 'BUBBLES' CARS SET TO DASTLE

A wide array of cars, including two Dastle F3 cars raced by James Hunt and Bubbles Horsley and an ex-Gerry Marshall Aston Martin V8, will take part in the Autumn Motorsport Festival at Brooklands on Sunday, October 8. Cars from all eras will be in action on both the Mercedes-Benz World track and the test hill at the Surrey venue.

REES RETURNS TO UK AFTER SPA SHUNT

British Lotus 23 racer John Rees is back in the UK and on the road to a full recovery after a major accident at Spa during the Classic Six-Hour meeting. Rees sustained a non-serious back injury when the Lotus went off the road at Raidillon with suspected suspension failure. He wishes to thank the marshals, medics and organisers, and his many racing friends, for help at the circuit.

BRIT FILES SEALS A THIRD TCR TITLE

Josh Files became the first treble TCR champion last weekend when he wrapped up his second German title in a row. The 2017 TCR Middle East champion finished 10th in the first race at Hockenheim to secure the crown aboard his Target Competition Honda Civic Type R.



ADAC PRESS PORTAL

LAKE TORRENT

New £29m circuit breaks ground

A BREAKING-GROUND ceremony for the new £29m Lake Torrent track in Northern Ireland took place last week, with construction set to begin on the circuit next month.

The 2.23-mile, 12-turn circuit, which is located 40 minutes from Belfast, was granted planning permission by Mid-Ulster District Council

earlier this month and will be built by private firm Manna Developments.

"The purpose is to attract four major events to Northern Ireland per year for both cars and bikes," said Manna's David Henderson. "The funding is all private equity, there are no grants or government funding, and it's achieved outside of

Northern Ireland."

A unique feature of the undulating track's design is a sunken quarter-mile straight, which will have a retaining wall opposite a grandstand, resulting in a tunnel-like experience.

The circuit designers have likened the prospective circuit to Oulton or Cadwell Park.



Henderson wants four major events

JUNIOR SALOON CAR CHAMPIONSHIP

Social-media misuse leads to bans

THREE JUNIOR SALOON CAR DRIVERS were excluded from last weekend's Brands Hatch meeting for social-media misuse.

TJ Rodriguez's entry to the season finale was not accepted, while Gordon Mutch and Ben Kasperczak were excluded for further social-media misbehaviour after qualifying.

"As a junior series we rely heavily on social media and certain people have been warned consistently of the misuse of social media," said series coordinator Dave Beecroft. "I think

it's an important message for the championship to send out that we take juniors' wellbeing very seriously, and we have zero tolerance for abuse. There are rules to safeguard adults and kids on track, and as a series we are duty bound to ensure the safeguarding of the kids off the track."

Beecroft added that he had the full support of parents of other drivers in the series as well as a number of prospective entrants at Brands Hatch.



FF1600 will join the support bill of TCR UK

NATIONAL FORMULA FORD 1600

FF1600 supports TCR UK link

NEWS THAT BRSCC NATIONAL FORMULA FORD 1600 has secured the first support slot on the TCR UK package has been welcomed by stakeholders, provided concerns about testing and timetabling are addressed.

Since the rest of the TCR support bill is yet to be announced, the teams remain anxious to see if FF1600 will be the main support category or lower down the pecking order. Whether they retain their current amount of pre-race testing at series venues – seen as a key selling point – is another issue competitors are keen to resolve.

Leading team owner Cliff Dempsey said that the BRSCC was “well aware” of FF1600 racers’ stance over the TCR relationship, but added: “Anything that raises the profile of what we’re doing is going to make it better.

“That and the Road To Indy Shootout have given us a lot more impetus. I’m getting calls [from potential

drivers in the category], which I didn’t expect.”

FF1600 Focus Group chairman Ian Wolfenden suggested the TCR slot would mean the FFord fraternity “just need to up our game a little bit” in terms of paddock presentation.

The possibility of the top Pro class – for career-minded drivers in current machinery – becoming the focus of the main National series, with Clubman racers and older cars racing separately, has become a greater priority now that the TCR support slot has been secured. Wolfenden feels that “another 10” regular Pro entries are needed for that “to be feasible”.

The FF1600 series could still race at one other meeting separate from the TCR UK schedule. Autosport understands that the teams have requested that the potential meeting takes place at Kirkistown, leaving Anglesey to drop off the schedule.

JIM CLARK MUSEUM

MUSEUM TO GO AHEAD AFTER FUNDING

THE JIM CLARK TRUST’S five-year campaign to build a new museum has taken another step forwards after securing the funding needed to start work on the project.

The Trust has raised £300,000 towards the project, while the Heritage Lottery Fund has now added £635,000.

The museum will occupy the same Duns site, but will be much larger than the present display that celebrates the life of the 1963 and ’65 Formula 1 world champion, who died in an F2 crash at Hockenheim in 1968.

It will showcase memorabilia and trophies, as well as two cars.

Three-time F1 champion and honorary president of the Jim Clark trust, Jackie Stewart, said: “I am thrilled that the dream has come true, that sufficient funding is going to permit a great Scottish hero to be honoured by what will be an excellent testimony to his success as one of the world’s greatest racing drivers of all time.

“I am so proud to have been a friend of Jim’s. I learned so much from him and I miss him. This will recognise one of Scotland’s greatest heroes in the grounds that he so much loved.”

CLASSIC F3

GRD Formula 3 car returns to racing

THE GRD FORMULA 3 CAR raced by Uruguayan Pedro Passadore in British F3 in 1973 has returned to the track in the hands of race-car preparation expert James Denty.

The GRD 373, which raced under the auspices of the factory-backed DART team, has been in the Denty family for more than 30 years and has finally been restored.

“My father Peter worked at GRD in period so there is a

certain amount of sentimental value for him,” said James.

“He bought it in about 1985 as a rolling chassis. Since then it’s been in the stores. When it’s one of your own cars, it’s always at the back of the queue. We’ve got quite a few GRD projects. I think the GRD is an underrated car with a good chassis.”

Passadore ran in a two-car team with Alan Jones in the final season of the 1600cc

Formula 3 regulations. “I don’t think it ran much after 1973,” said Denty. “We think it was updated and used by the factory with a two-litre engine, probably for development but not raced. It was pretty much complete as a rolling chassis and we’ve reprepared it over the last couple of years.”

Denty has done a few races in the 1600cc class of the Classic F3 Championship and hopes to race the car regularly.



Denty in action aboard the GRD Formula 3 car

LAWRENCE



Old-fashioned clubbies entertain at Snetterton

By Marcus Pye, the voice of club racing

[@autosport](#)

AN HISTORIC SPORTS CAR CLUB RACE MEETING

without traditional historic sportscars was a novelty at Snetterton on Saturday, but the quality of racing was fantastic in Pre-1972 Historic Formula Ford, which took centre stage. Thirty-four competitors – two greater than the MSA's track-licence permits on the 200 layout – was the smallest of the season, but Richard Tarling's combined winning margin of 0.014 seconds reflected two sensational confrontations between four of the category's quickest drivers.

Tarling, Michael O'Brien (who timekeepers gauged he beat by one thousandth of a second in a breathtaking second stanza), misfire-hobbled double champion Callum Grant and Cameron Jackson all led. Jackson, winner of FF's 50th-birthday race at Brands Hatch in July and setter of both fastest laps, may have lost out through also contesting Formula Junior and Classic F3 this year, but has committed to a full HFF season in 2018.

Apart from extraordinarily clean racing, the multi-marque podium was brilliant. In race two it was Jamun-Merlyn-Lola at the chequer in a field spanning 10 manufacturers. It was the same in the front-engined FJunior where U2, Condor and Elva drivers locked out the podiums and seven types were showcased, including Australian Nota, Italian Taraschi and unique Hillwood. In Classic F3, Ralt, Safir and Brabham topped one race and, among the 1971-73 1600cc set, it was Dastle, GRD, Brabham and March. No flavourless one-make fare here.

A particularly interesting contrast was that between the short circuit on which the HSCC raced and the 300 track, with its demanding infield twists, to which the 750 Motor Club subscribed on Sunday.

It doesn't matter where the slipstreaming Historic FF horde races, for it boasts so much strength in depth that lappery throws up challenges that often preclude breakaways. Most competitors were happy to try the 200, yet some would love to see the original Sear right-hander, leading onto the back Bentley Straight, restored. The hairpin (now named Wilson in memory of MSV boss Jonathan Palmer's protege Justin, but previously known as Montreal or, colloquially, 'the Searpin') closely followed by a left onto the straight, doesn't flow, say racers who prefer the 300's contours.

Again the Classic Clubmans 'A' Sport cars, motivated by 185bhp Ford pushrod engines, were quickest on Saturday. Poleman Mark Charteris's 1m13.281s (97.47mph) best was a couple of seconds quicker than CF3 champion-elect Gaius Ghinn (Ralt RT3) in qualifying. Considerably quicker than the higher-downforce air-restricted F3 'wing cars' of 1981-84 – even with blanked-off venturis, to keep earlier two-litre chassis competitive – the front-engined racers remain bargains.

So do FF2000s, to Historic or URS Classic datelines. That bespoke racers make historic sport accessible for under £20k should double their popularity. Then again, much of the more esoteric stuff on Sunday's 750MC racecard is, by modern racing standards, neither expensive to buy nor run. Hence there was some fine 'catchweight' racing, particularly among Allcomers and the intriguing Sport Specials class the affordable-motorsport leader does so well. Bernie Chodosh's V8 series, mixed with SRGT's miscellany and Crossle 9S enthusiasts, delivered the goods too. It all goes to prove that there's not much wrong with old-fashioned clubbies. 🏆



PIQUET RALT BACK AT SNETTERTON

Thirty-nine years bar one day after Nelson Piquet won Snetterton's 1978 BP British F3 Championship round in Ralt RT1-131, en route to the title, David Shaw finished third in the Toyota-powered car at the same venue. Double winner Gaius Ghinn (Ralt RT3) secured the crown in race two.

MR2 TITLE HINGES ON TECHNICALITY

The 750 Motor Club's Toyota MR2 championship will be decided by an MSA panel following the post-race exclusion of winner Shaun Traynor for a technical infringement at Snetterton on Sunday. Traynor prevailed over Lewis Ward and Ben Rowe with his eighth win from 15 races in the finale, but runner-up Ward – second and fourth on track at Snetterton – protested the suspension camber of his rival's car. Its left-rear wheel was 0.1 degrees beyond the maximum permitted camber. This corner was, however, noted to be toeing out, damage potentially consistent with kerbing. The hearing date has yet to be fixed. "It's a desperately unfortunate way to decide a very competitive championship," said 750MC competitions chief Giles Groombridge.



COWLEY CONQUERS 750 FORMULA

Bill Cowley won the 750 Formula championship at his seventh attempt at Snetterton on Sunday, driving the unique Cowley MkIV originated by granddad Bill in the 1960s. The Doncaster rover took the spectacular machine over in 2011 from dad Nige, since when he's won 14 rounds, finished second in the table twice and third once.

DONINGTON PARK
BRITISH GT SEPT 24

Parfitt and Morris hold their nerve

PRESSURE IS A DETERMINING FACTOR in motorsport – and those who can handle it best succeed. That was again proven true last weekend as Team Parker Racing's Rick Parfitt Jr and Seb Morris delivered Bentley its maiden British GT Championship drivers' crown.

While the results reflect the fact that TF Sport's Aston Martins were dominant all weekend in the Donington season finale, much of the focus centred further down the order on the fortunes of the two title-challenging crews.

Defending champions Derek Johnston and Jonathan Adam bowed out with a comfortable victory in the end, ahead of the sister Aston of Mark Farmer and Jon Barnes as the two TF Sport team-mates scampered away and largely left the drama behind them.

Heading into the finale, Parfitt/Morris held a slender 10.5-point lead, but knew they'd have to serve an additional 20 seconds on their mandatory pitstop after winning last time out at Brands Hatch.

Their biggest rivals, the Barwell Lamborghini crew of Jon Minshaw/Phil Keen, trailed in the points but had no additional pit time and so were well placed to outscore the Bentley.

But the big question was, by how much? A Minshaw/Keen win would give Lambo the title, regardless of where the Bentley finished. But, as it turned out, that was never on the cards because

the Aston Martins – aided by a 15kg weight reduction and a distinct traction advantage around Donington Park's undulating layout – were in a league of their own.

TF's cars locked out the top two spots in both practice sessions and qualifying – Farmer/Barnes just edged out Johnston/Adam for top spot – leaving the rest scrapping over the second row.

Minshaw/Keen started third, and Keen admitted the pair could have challenged for a front row slot had they not gone the wrong way on set-up and lost grip in key areas. Their biggest rivals started right alongside in fourth.

It was going to be a question of who would blink first, and it wasn't going to be the Bentley boys.

"We're trying to avoid pressure, so we've not looked at any points permutations and we're just going to drive around and see what happens," was Morris's succinct answer to whether he felt nervous before the race. That summed up TPR's unflappable attitude all weekend, but it could so easily have gone wrong at the first turn.

Both TF Astons got away well, but rubbed at Redgate, which sent Johnston slightly wide and opened the door for Minshaw to slip into second. Behind, Parfitt got a nudge from Liam Griffin in the second Barwell Lambo and fell to fifth behind his rival's team-mate – advantage Minshaw/Keen.



Parfitt and Morris capitalised on Minshaw's spin to wrap up the GT3 title

Knowing he had to pile the pressure on the leaders, Minshaw pushed hard to latch onto the back of Farmer. That's when things started to go wrong.

Minshaw dropped the Lambo on the exit of the chicane on lap two. "I hit a bump and the rear went light," he said. "With full fuel it just swapped ends."

The spin dropped Minshaw to ninth, leaving Parfitt/Morris in control since the spin negated any deficit the Bentley faced during its stop.

Parfitt executed a well-timed lunge on Griffin at the end of a yellow flag zone at the Craner Curves to snatch third back before the pit window, when he handed over to Morris. Minshaw climbed back to fifth before switching for Keen but, while the Lambo did manage to jump the Bentley in the stops, it wasn't enough.

Keen rejoined in third, with Morris in fourth. As his title prospects slipped away, Keen pressured Barnes, whose car had fallen behind the sister Aston in the stops after serving a 10-second pit success penalty of its own. Keen whittled the gap to less than two seconds, but he couldn't get close enough to make a move.

It was academic anyway, since the Lamborghini would still have been



Johnston (right) tries for the lead at the start. He failed, but won anyway

ALL PICS: EBREVILAT



just shy of the title with Morris secure in fourth. To compound their woe, Keen and Minshaw were excluded after the race for passing under yellow flags, which handed the final podium spot to Parfitt/Morris.

"I can't believe it," said an emotional Parfitt at the flag. "After such a tough start, this means so much to everyone. Seb's been ballistic all year and the team has been simply perfect. What a result for everyone."

Up front Adam stroked the lead Aston home, and credited Johnston's fine first stint. "He set it up for me," said the Scot. "We knew Mark and Jon had the pit penalty, so we just needed to stick with them and we knew we'd get in front. It's good to end with a win, even if we're giving the big trophy away."

Griffin/Sam Tordoff were elevated to fourth, and secured Barwell the teams' championship to at least give the crew something to celebrate.

Will Tregurtha and Stuart Middleton made history by becoming the youngest ever British GT champions after securing the GT4 division crown with a second-place finish.

The only crew that could have denied the HHC duo the crown was Lanan Racing's Alex Reed and David Pittard,

but they were eliminated early on when Reed clashed with Will Moore's Academy Aston, which suffered a technical issue and ground to a sudden halt at the Old Hairpin. Moore had led early on, but was one of a number of frontrunners to hit trouble.

The Track Club McLaren suffered an engine issue, while Stefan Hodgetts' Toyota departed the track when its left-front wheel went its own way at the Old Hairpin. Sandy Mitchell's Garage 59 McLaren lost time with a puncture, and Joe Osborne's Tolman McLaren fell by the wayside when it suffered a brake issue that spat him off at Coppice.

All of that left the Optimum Motorsport McLaren of Graham Johnson and Mike Robinson in the clear to take their first win since their mid-season switch from Ginetta machinery. Tregurtha/Middleton took the title with a distant second.

"HHC has been amazing all year, we've had the fastest Ginetta out there and to celebrate the title on the podium is very special," said Middleton.

Formula Ford ace Niall Murray took his first series podium after passing Century Motorsport team-mate Mike Simpson for third in the closing stages.

ROB LABBROOK



Tregurtha (left) and Middleton sealed GT4 crown

RESULTS

BRITISH GT (80 LAPS)

1 Derek Johnston/Jonny Adam (Aston Martin Vantage GT3); 2 Mark Farmer/Jon Barnes (Aston Martin) +6.946s; 3 Rick Parfitt Jr/Seb Morris (Bentley Continental GT3); 4 Liam Griffin/Sam Tordoff (Lamborghini Huracan GT3); 5 Charlie Fagg/Ben Green (Nissan GT-R NISMO GT3); 6 Ian Loggie/Callum MacLeod (Bentley). **Fastest lap** Keen 1m28.469s (101.21mph). **Pole** Farmer/Barnes. **Starters** 9. **POINTS 1 Parfitt/Morris 200;** 2 Minshaw/Keen 167; 3 Johnston/Adam 150.5; 4 Farmer/Barnes 135.5; 5 Griffin/Tordoff 134; 6 Jack Mitchell/James Littlejohn (Aston Martin) 107.5.

GT4 (74 LAPS) 1 Graham Johnson/Mike Robinson (McLaren 570S GT4); 2 Will Tregurtha/Stuart Middleton (Ginetta G55 GT4) +23.652s; 3 Jacob Mathiassen/Niall Murray (Ginetta); 4 Anna Walewska/Mike Simpson (Ginetta); 5 Nick Jones/Scott Malvern (Porsche Cayman GT4 Clubsport); 6 Abbie Eaton/Jake Giddings (Ginetta). **FL** Joe Osborne (McLaren) 1m36.753s (92.54mph). **P** Matt Nicoll-Jones/Will Moore (Aston Martin Vantage GT4). **S** 18. **POINTS 1 Tregurtha/Middleton 185;** 2 Johnson/Robinson 135; 3 Alex Reed/David Pittard (Ginetta) 133; 4 Adam Balon/Adam Mackay (McLaren) 112.5; 5 William Phillips (McLaren) 101.5; 6 Sandy Mitchell (McLaren) 100.



Ahmed caps season with another win

ENAAM AHMED AGAIN SHOWED why he has been the class of the field in the BRDC British Formula 3 Championship this year by taking his 13th victory of the season in the finale at Donington Park.

The 17-year old, who had already clinched the title during the previous round at Snetterton, had to wait until the final race to add to his tally, but it was a performance that summed up his fantastic season.

Starting second behind his Carlin team-mate Cameron Das, Ahmed almost pulled off an opportunistic manoeuvre around the outside at Redgate from the start, but then had to give way.

Ahmed harried Das for the first eight laps before he snatched the lead with a late lunge into the Melbourne Hairpin with only four laps remaining and romped away to finish his almost flawless season in perfect style.

"I wanted to end on a win so badly," said Ahmed. "When he [Das] was ahead on the first lap I was disappointed because I knew it was so hard to overtake. I chased him down and when the opportunity arose I threw it up the inside and I didn't make any contact."

Das dropped down the field and was forced to pit following Ahmed's late-race pass after sustaining front-wing damage.

"I'm not really sure [how the wing breakage occurred], I'll have to wait until I see the video," said Das, who finished 13th, thereby missing out on third place in the championship.

Jordan Cane – who'd stayed in contact with the leading duo – inherited second with a pass around the outside of the ailing Das into the Old Hairpin and finished just behind Ahmed.

It wasn't the first time during the weekend that 16-year-old Cane benefited from other people's misfortune, since he had taken victory in the second encounter following a collision. The Douglas Motorsport driver started fourth on the partially reversed grid after finishing race one in fifth, struggling with understeer, and was running third behind Nicolai Kjaergaard and Callan O'Keeffe heading into the final lap.

Kjaergaard lost the chance for a debut win from pole when he was knocked into the Redgate gravel by O'Keeffe – Cane's team-mate – who'd been looking for a way past throughout.

"I knew that it was going to go to get aggressive in the last few laps," Cane said after his third win of the year.

O'Keeffe continued after the collision with a damaged front wing, but pulled into the pits approaching the line and was not classified. From the back of the grid in race three, he could only recover to 12th.

Hillspeed's Chase Owen took second while Carlin's James Pull, who'd damaged his car after taking to the grass at the Old Hairpin, finished third to seal second

Ahmed (65) passed Das (28) late in the finale for win number 13

in the standings at the expense of the absent Toby Sowery (see page 57).

Sowery's place at Lanar Racing had been taken by British F4 racer Alex Quinn, who took 11th and ninth in the opening two races but benefited from Das's misfortune in race three to join Ahmed and Cane on the podium in third.

"I've been struggling with starts as I did no practice starts until the races, but I got a good one and had to keep it planted," said Quinn, who had started fifth. "I'm really happy with my pace this weekend."

Finishing just off the podium in the final race was Fortec Motorsport man Ben Hingeley, who managed to seal third in the championship standings.

The 20-year old had taken his fourth win of the season in the opening race with a flawless lights-to-flag victory, holding Ahmed at bay for the duration. The gap was never more than one second in a tense affair. "I got a good start but he [Ahmed] got a *really* good start," said Hingeley. "He tried to go around the outside but I followed him in and kept the position. It was tough [to keep him behind] and I was saying that he has been a worthy champion this year."

Although Ahmed could only manage second in race one and sixth in race two after starting seventh, a win in the final race – bringing him just one short of Jan Magnussen's all-time record of 14 wins in a British F3 season – underlined his dominance and consistency. "Pre-season I wasn't very fast and I had to work hard, and I just found a sweet spot and I know what to do," he said. "It's down to how much hard work I put in. I knew I had to dominate this series."

STEFAN MACKLEY



Brown receives GT5 crown

LEWIS BROWN TOOK THE GINETTA GT5 Challenge title with two wins from three races in a weekend full of deciders at Donington Park.

Max Bird led the field away from pole in the opener, before a safety-car period allowed Brown to close the gap and take the lead. The race was then halted after just three laps because of an accident for one-off entrant Rob Boston, giving Brown the win.

Brown was therefore on pole for the second race of the weekend, which set up a thrilling duel with Bird and chief title rival Shane Stoney until Bird spun and Stoney picked up a five-second penalty due to track-limit infringements. That gifted second to Oliver Wilkinson and third to Matt Palmer, with Stoney only fourth.

All Brown needed to do to claim the crown was consolidate the lead he had gained, which he managed in a red-flag-shortened final race with third, behind Ryan Hadfield and Bird.

Michael Crees did his best to stake his claim to the Ginetta Racing Drivers' Club Plus title with an



outright win in the first race of the weekend. But despite exchanging fastest laps with polesitter and eventual victor Phil Ingram, he had to settle for second ahead of Jack Oliphant.

But a dream race was to follow for Crees, in which he led from lights to flag, finally seizing the title as Rob Keogh only managed to come home in third, just behind Oliphant. The final race of the season would again go the way of Ingram, but the real success story was a spectacular drive by Tom Golding who, making the step up from the GRDC series, battled from the back of the grid to sixth place.

Bobby Thompson tightened his grip on the VW Racing Cup title with a victory in the first race in his Golf, despite the best efforts of polesitter Stephen Johansen

Two wins at Donington helped Brown see off the challenge of Stoney

and Jamie Bond. Thompson was unable to deny Scirocco driver Darelle Wilson victory in the final race, but in emerging on top of a four-car battle for second with Tom Walker, Kieran Gordon and title rival Tom Witts, he clinched the championship.

In the Mini Challenge JCW, Brett Smith proved exactly why he was crowned champion with a round to spare last time out at Oulton Park. He put on a dominant display, taking a clean sweep of the whole weekend. Namesake Rob Smith was his nearest challenger in both races, while David Grady completed the podium each time. Two fourth-place finishes for Reece Barr were enough to pip Max Bladon to the rookie title and take second place in the overall standings.

Duncan Williams and Mike Jenvey continued their rivalry in the OSS Championship, and the pair duelled throughout the first race before Williams's Juno pipped Jenvey's Jenvey-Gunn in a photo finish. Another win went to Williams in the second race before Jenvey was finally able to repay the favour with an emphatic overtake up the inside at McLeans that earned him the win in race three.

LUCY MORSON



Thompson leads VW pack through the Craners



Brett Smith swept the board with two wins in Mini Challenge

RESULTS

BRDC BRITISH FORMULA 3 (ALL 12 LAPS)

1 Ben Hingeley; 2 Enaam Ahmed +0.415s; 3 Cameron Das; 4 James Pull; 5 Jordan Cane; 6 Chase Owen. **Fastest lap** Owen 1m25.466s (104.77mph). **Pole** Hingeley. **Starters** 14. **RACE 2 (12 LAPS)** **1 Cane**; 2 Owen +1.088s; 3 Pull; 4 Das; 5 Hingeley; 6 Ahmed. **FL** Das 1m25.165s (105.14mph). **P** Nicolai Kjaergaard. **S 14**. **RACE 3 (11 LAPS)** **1 Ahmed**; 2 Cane +0.773s; 3 Alex Quinn; 4 Hingeley; 5 Pull; 6 Owen. **FL** Ahmed 1m25.570s (104.64mph). **P** Das. **S 14**. **POINTS** **1 Ahmed 654**; 2 Pull 490; 3 Hingeley 444; 4 Toby Sowers 432; 5 Das 425; 6 Callan O'Keeffe 373.

GINETTA GT5 CHALLENGE (3 LAPS)

1 Lewis Brown; 2 Ryan Hadfield +0.426s; 3 Max Bird; 4 Shane Stoney; 5 Nick Zapolski; 6 Carlito Miracco. **FL** Oliver Wilkinson 1m47.146s (83.57mph). **P** Bird. **S 24**. **RACE 2 (9 LAPS)** **1 Brown**; 2 Wilkinson +1.548s; 3 Matt Palmer; 4 Stoney; 5 Hadfield; 6 Bird. **FL** Stoney 1m45.460s (84.90mph). **P** Brown. **S 24**. **RACE 3 (6 LAPS)** **1 Hadfield**; 2 Bird +5.533s; 3 Brown; 4 Luke Pinder; 5 Steven Wells; 6 Katie Milner. **FL** Wilkinson 1m46.519s (84.06mph). **P** Wells. **S 23**. **GINETTA RACING DRIVERS' CLUB + (ALL 8 LAPS)** **1 Phil Ingram**; 2 Michael Crees +3.808s; 3 Jack Oliphant; 4 Tom Golding; 5 Rob

Keogh; 6 Phil McGarty. **FL** Ingram 1m51.842s (80.06mph). **P** Ingram. **S 33**. **RACE 2 (11 LAPS)** **1 Crees**; 2 J Oliphant +2.254s; 3 Keogh; 4 Richard Tetlow; 5 Ingram; 6 Nick Portlock. **FL** J Oliphant 1m51.812s (80.08mph). **P** Ingram. **S 32**. **RACE 3 (11 LAPS)** **1 Bobby Thompson (Golf)**; 2 Stephen Johansen (Polo) +0.910s; 3 Jamie Bond (Golf); 4 Kieran Gordon (Scirocco); 5 Tom Witts (Scirocco); 6 Tom Walker (Golf). **FL** Thompson 1m43.423s (86.58mph). **P** Johansen. **S 22**. **RACE 2 (10 LAPS)**

1 Darelle Wilson (Scirocco); 2 Thompson +0.599s; 3 Walker; 4 Gordon; 5 Witts; 6 Paul Dehadray (Scirocco). **FL** Thompson 1m43.959s (86.13mph). **P** Dehadray. **S 21**. **MINI CHALLENGE (BOTH 12 LAPS)** **1 Brett Smith**; 2 Rob Smith +6.828s; 3 David Grady; 4 Reece Barr; 5 George Sutton; 6 Charlie Butler-Henderson. **FL** B Smith 1m42.196s (87.62mph). **P** B Smith. **S 25**. **RACE 2 (11 LAPS)** **1 B Smith**; 2 R Smith +5.508s; 3 Grady; 4 Barr; 5 Butler-Henderson; 6 Sutton. **FL** B Smith 1m41.933s (87.84mph). **P** Barr. **S 24**. **OSS CHAMPIONSHIP (14 LAPS)** **1 Duncan Williams (Juno Sportscar)**; 2 Mike Jenvey (Jenvey-Gunn TS6) +0.022s;

3 Jon-Paul Ivey (Radical PR6); 4 Graham Hill (PR6); 5 Simon Tilling (PR6); 6 Adam Dale (PR6). **Class winners** Ivey; Hill; Richard Fearn (Radical RX Spyder); Neil Harris (Radical Clubsport). **FL** Williams 1m26.621s (103.37mph). **P** Williams. **S 26**. **RACE 2 (14 LAPS)** **1 Williams**; 2 Josh Smith (PR6) +8.140s; 3 Mark Abbott (PR6); 4 Dale; 5 Tilling; 6 Hill. **CW** Smith; Bill Henderson (PR6); Fearn; Harris. **FL** Williams 1m26.737s (103.23mph). **P** Williams. **S 24**. **RACE 3 (9 LAPS)** **1 Jenvey**; 2 Williams +1.104s; 3 Smith; 4 Hill; 5 Ivey; 6 Dale. **CW** Smith; Ivey; Fearn; Paul Myers (Yamaha Global GT Light). **FL** Williams 1m26.666s (103.32mph). **P** Williams. **S 23**.



ANGLESEY
BRSCC SEPT 23-24

Williams books Shootout ticket

AT 25 YEARS OF AGE, LUKE WILLIAMS knew this was the final season in which he would be eligible to compete in the Mazda Road to Indy Shootout for a possible \$200,000 prize. He needed to win the National Formula Ford 1600 title and, come the chequered flag of race one, he duly delivered.

Luke Cooper won the opener well ahead of guest entry Joey Foster, who was battling with champion-to-be Williams. Poleman Cooper launched his Swift well and maintained the lead for a lights-to-flag victory. Jamie Thorburn finished an impressive fourth, just clear of the four-car battle for fifth, with fellow Ray driver Ross Martin eventually prevailing over Josh Smith. Williams's nearest championship rival Neil MacLennan climbed from 10th on the grid but only to seventh – enough for Firman runner Williams to take the title.

Foster took his Ray to victory in race two. Although it was Williams who made the faster start in rainy conditions, poleman Cooper shut the door on the new champion into the first turn, allowing Foster to take the faster line around the outside and into the lead. The treacherous final corner claimed

Williams, James Roe Jr, Matt Round-Garrido and Michael Eastwell and, with Cooper running wide on the entry to Rocket, Smith finished up in second. Cooper eventually crossed the line third. Fourth was Keith Donegan, who also took the race's fastest lap as proof of his electric pace from ninth at the start.

Smith capped off the final race of the National season and his strong weekend showing with a first National win of the year in his Van Diemen ahead of Foster and Jake Byrne who, having been drawn fourth for the final grid, shot off the line

National FF1600 title means Williams has secured place in Mazda Road to Indy Shootout

to lead the field at the start. MacLennan put an end to two months of politics and poor results to finish a respectable fourth, confirming second place in the standings ahead of Cooper. Thorburn rounded out the top five; he ran as high as second despite colliding with Donegan in the early stages.

In the first of his five appearances over the weekend, Smith's recurring electrical fault struck as the polesitter exited The Banking in the lead of the Northern Formula Ford opener. He stopped and promoted Medina Sport



Foster (leading) shone on his comeback

ALL PICS: RACHEL BOURNE

Track Torque
doubled up
in Fun Cup



Heath leads
Robinson in XR
Challenge opener



driver Round-Garrido into the lead, but the subsequent safety car allowed a restarting Smith to close on the pack while Round-Garrido fought off points leader Luciano Carvalho. As the conditions dampened, Carvalho was the faster driver and took the lead on the exit of Church. But a loss of brake pressure through the Corkscrew complex sent his Van Diemen spearing into the barriers, allowing Round-Garrido through to take the spoils ahead of the recovering Smith.

In the second race, Round-Garrido squeezed Smith off the track at the start and into a spin. But the Firman runner rejoined and a string of untouchable lap times helped promote him from fifth to second before Round-Garrido was slapped with a drivethrough penalty. From there Smith took a deserved win to consolidate his newly claimed championship lead. Round-Garrido was second from Rory Smith and a recovering Carvalho, trying to mend his title challenge. Jaap Blijleven took Pre-'90 honours twice, as he continued to dominate the class in his Reynard.

Marcus Clutton's blistering early pace for DespatchBay.com reclaimed the early Fun Cup lead. But overzealous passing of

lapped traffic put Clutton onto the grass and ripped off his car's splitter. As he pitted for a replacement, JPR UVio took the three-hour day-race lead until being handed a stop-go penalty for overtaking during one of five safety-car periods. The reprimand dropped them to second behind eventual winners Track Torque 2Rent Dominos.

The night race told a similar story. Clutton was untouchable from the off, climbing from seventh on the grid to third on the opening lap. By the time he handed over to Andy Bicknell, DespatchBay.com was well in the lead. But the metronomic pace of Henry Dawes and Chris Hart, combined with an aggressive fuel strategy, meant the Track Torque 2Rent Dominos drivers took the chequered flag first. JPR UVio took third to move into the championship lead.

Polesitter Michael Heath won a processional XR Challenge opener, bringing his Fiesta XR2 home ahead of second-starting Mark Robinson. XR3i driver Michael Blackburn claimed the final podium position but went on to win races two and three, while Heath and Robinson took a second apiece.

MATT KEW

RESULTS

NATIONAL FORMULA FORD 1600

(10 LAPS) 1 Luke Cooper (Swift SC16); 2 Joey Foster (Ray GR08) +3.316s; 3 Luke Williams (Firman RFR16); 4 Jamie Thorburn (Ray GR15); 5 Ross Martin (Ray GRS17); 6 Joshua Smith (Van Diemen JL13). **Class winners** Michael McPherson (Ray GR14); Jamesy Hagan (Reynard 88FF). **Fastest lap** L Cooper 1m34.349s (80.12mph). **Pole** L Cooper. **Starters** 27. **RACE 2 (9 LAPS) 1 Foster;** 2 Smith +1.149s; 3 L Cooper; 4 Keith Donegan (Van Diemen JL13K); 5 Jake Byrne (Ray GR13); 6 Thorburn. **CW** Jason Cooper (Swift SC16); Ryan Campbell (Reynard 89FF). **FL** Donegan 1m47.031s (70.63 mph). **P** L Cooper. **S** 27. **RACE 3 (9 LAPS) 1 Smith;** 2 Foster +0.994s; 3 Byrne; 4 Neil MacLennan (Ray GR09); 5 Thorburn; 6 J Cooper. **CW** J Cooper; Campbell. **FL** Smith 1m45.445s (71.69mph). **P** J Cooper. **S** 25.

NORTHERN FORMULA FORD 1600

(13 LAPS) 1 Matt Round-Garrido (Medina Sport JL17); 2 Joshua Smith (Firman RFR16) +13.801s; 3 Rory Smith (Van Diemen JL15K); 4 Hamish McAllister (Mygale 2011); 5 Jaap Blijleven (Reynard 88FF); 6 George McDonald (Swift SC92F). **CW** Blijleven; McDonald; Scott Rawlinson (Van Diemen RF85). **FL** J Smith 1m14.141s (75.26mph). **P** J Smith. **S** 16. **RACE 2 (15 LAPS) 1 J Smith;** 2 Round-Garrido +11.882s; 3 R Smith; 4 Luciano Carvalho (Van Diemen RF05); 5 Blijleven; 6 McAllister. **CW** Blijleven; Andrew Thomas (Van Diemen RF91); Bruce Evans (Reynard 84FF). **FL** J Smith 1m22.103s (67.96mph). **P** Round-Garrido. **S** 16.

FUN CUP (122 LAPS) 1 Track

Torque 2Rent Dominos (Henry Dawes/Chris Hart); 2 JPR UVio (Graham Roberts/Farquini Deott) +7.776s; 3 DespatchBay.com (Marcus Clutton/Andy Bicknell); 4 Team Lane Roofing Evolution (Chris Weatherill/Rob Croydon/Geoff Fawcett); 5 Team Trooper Iron Maiden (Paul Wighton/Jake Rattenbury/Anthony Reid/Harry Mailer); 6 MAK Racing Ltd (Stuart Hall/Chris Webster/Michelle Hayward). **FL** DespatchBay.com 1m19.412s (70.26mph). **P** Agua Caliente (Derek Basham/Matt Hogg/Rob Perry/Dave Clarke). **S** 21. **RACE 2 (127 LAPS) 1 Track Torque 2Rent Dominos;** 2 DespatchBay.com +14.125s; 3 JPR UVio; 4 Team Honeywell (Tim Wheeldon/Neil Plimmer); 5 Team Trooper Iron Maiden; 6 MAK Racing Ltd. **FL** DespatchBay.com 1m19.827s (69.90mph). **P** JPR GT Radical (Martin Gibson/Ellis Hadley/James Matthews/John Johnston). **S** 22. **XR CHALLENGE (15 LAPS) 1 Michael Heath (Fiesta XR2);** 2 Mark Robinson (XR2) +2.165s; 3 Michael Blackburn (Escort XR3i); 4 Greg Speight (XR2); 5 Lee Shropshire (XR2); 6 Tony Mumford (XR2). **CW** Blackburn. **FL** Heath 1m22.264s (67.83mph). **P** Heath. **S** 12. **RACE 2 (13 LAPS) 1 Blackburn;** 2 Heath +0.368s; 3 Robinson; 4 Steve Poole (XR2); 5 Shropshire; 6 Justin Roberts (XR2). **CW** Heath. **FL** Blackburn 1m30.407s (61.72mph). **P** Heath. **S** 12. **RACE 3 (14 LAPS) 1 Blackburn;** 2 Robinson +0.318s; 3 Poole; 4 Roberts; 5 Heath; 6 Shropshire. **FL** Blackburn 1m29.199s (62.55mph). **P** Blackburn. **S** 12.



BRANDS HATCH
BARC SEPT 23-24

Advantage Blackman in Intermarque

TWO WINS FOR MALCOLM Blackman topped up his unbeaten record at Brands Hatch this year and put him on course for another South Eastern Intermarque title. Blackman's winning margins looked comfortable by the end of the races, but were both hard-earned after tense tussles with main rival Lewis Smith's similar Vauxhall Tigra, which qualified fastest.

Blackman and Smith came to Brands level on points after applying dropped scores, but left with Blackman holding the upper hand. He has won every race at the track, while Smith has won every race held elsewhere. The two-race title decider will be on the Indy circuit in November.

Championship returnee Chris Brockhurst couldn't stay with the leading duo in race one, but finished well clear of Ian Hales in fourth, who was fighting back after a first corner incident. All four drove Vauxhall Tigras.

The top 10 were reversed for race two. Brockhurst worked his way through to the lead from eighth on the grid by lap three, but Blackman hit the front on lap five and stayed there. Smith had to settle for third after a spin at Graham Hill Bend. He had previously got into second by passing Brockhurst, who then inherited the place after Smith's spin. The bunch contesting fourth had a joint moment through an oily Surtees, helping Steve Burrows to take the place in his Peugeot 206.

Steve Kite scored his fourth and fifth wins in the Hyundai Coupe Cup after

surviving the opening-lap scrambles in the weekend's first race. Alex Cursley made a rocket getaway from row three to head the charge briefly, but Kite was soon in control following a poor start. Cursley was bundled wide at Druids in race two, falling to seventh before recovering to fourth place. Wayne Rockett gained two podiums, and former Ginetta Junior William Taylforth also showed well with a fourth and a second. Another ex-Junior, Geri Nicosia, finished sixth and seventh in his first Coupe Cup appearances.

Dan Fisher enjoyed a near-perfect day among the BARC South Eastern Tin Tops, qualifying fastest and winning both races in his Honda Civic. Rod Birley (Honda Integra) kept the pressure on Fisher while staying clear of his neighbour Bob Hosier, who twice won his class in a SEAT Leon. James Ross (fourth overall and second in

Blackman (leading the pack) now heads the standings with one round to go

class each time) and defending champion Mikey Day both lost ground to Fisher in the chase for the title. Day's Citroen Saxo suffered a double retirement.

Will Dyrdal extended his Junior Saloons points lead with win number seven on Sunday morning, and earned the title in winning style by heading the only remaining championship contender, Ethan Hammerton, by a comfortable margin in race two. Sam Kirkpatrick continued his recent good form with a pair of thirds.

Poleman Anton Spires applied massive pressure on Ben Palmer in the first of two Clio Cup races, but Palmer soaked it all up for his ninth win of the year. Tyler Lidsey pushed hard before overcoming Simon Freeman for third place. Roles were reversed in race two, with Palmer applying the pressure to winner Spires. Freeman kept Lidsey at bay second time around.



Palmer leads
Spires in tight
Clio pack

HAWKINS

SNETTERTON
750MC SEPT 24

Leaney pedals quicker than the rest in Bikesports

“IT’S CRAZY, I’M OVER THE MOON,” said former motorcycle racer Stefano Leaney, who crowned a sensational four-wheeled rookie season by securing the Bikesports title as the first tranche of 750 Motor Club championships finished with a flourish on Snetterton’s 300 circuit.

The lanky Welsh-Italian scorched his Tim Gray Motorsport-run Radical PR6 clear of John Macleod (SR3 RSX) in the opener as Chris Preen (SR3) recovered to second from a tardy start. Job done, Leaney started from the back in race two, to challenge himself, but braved it out four-wide on the outside to arrive at Riches fourth! Second by Oggie’s, Leaney had hounded Preen down before his rival’s 10-second penalty for creeping at the start was confirmed. A bold passing attempt on the outside of Agostini resulted in a huge spin, but he recovered quickly and was comfortably within the margin to deny Preen a maiden win.

Preparer James Breakell took over Phil Knibb’s SR3 and twice beat Doug Carter (PR6) in Class A, where Carter secured the seasonal kudos. Driving the unique one-litre Sabre SG2, the only interloper among 1500cc and 1340cc Suzuki-powered Radicals, James Wiggin’s 1m56.80s best smashed the RGB class record. He ran a superb fourth before his steed’s chain stretched, forcing retirement.

Wiggin had won the previous Allcomers’ race by a lap, but the scrap for second resembled *Wacky Races* as six drivers battled in diverse machines. Recovering from a spin, Antony Knight nailed it in his meaty 5.7-litre Ford ASCAR, bellowing away from Andy Waters’ M3-engined BMW Compact, which had Stuart Sellars’ Mazda MX5-powered Locost, Gary Davison’s bike-engined Tiger R10 and Jasver Sapra’s late-model M3 in its mirrors at the chequer.

Bill Cowley could not thwart David Bartholomew (PRS) in the 750 Formula races — the opener restarted after a first lap clash between Bill Rutter and Ian Barley at



Leaney thrilled with double win in Bikesports

Hamilton — but solid seconds bagged a hard-won first title. “This is for granddad [also Bill, who originated the eponymous car in the late 1960s],” he said. Multiple champ Peter Bove (Darvi) was surprised with two thirds, the latter on countback for Bob Simpson (SS/F) was ahead when Daniel Welsh’s Falcon caught fire at the Bombhole, triggering more red flags.

Eclipse stalwarts Clive Hudson and Paul Boyd won a Sport Specials race apiece to start the finale a point apart. After a tight race one finish, a clutch slip to Riches sank Hudson’s title hopes, but he recovered from seventh to second with a lap record as Boyd prevailed. Overall contender Charles Hall had a nightmare, even losing the Class B title to Martin Farrelly (Rogue Xenon) after his Locost 7 expired.

Ford Zetec-motivated Crossle 9Ss dominated the Bernie’s V8s /SRGT mix, Paul Smith blitzing the opener then conking out in race two, promoting Gwyn Pollard who usurped Mark Hobbs early on. Stuart Daburn (TVR Tuscan) harassed Hobbs, but the battles of the day featured Cheng Lim pipping old buddy Phil James as their seven-litre RAM Cobras drag-raced down the Bentley and Senna Straights.

Despite his MR2’s engine pumping its water out in the finale’s dying seconds, Shaun Traynor looked to have prised a second title from the fingertips of Lewis Ward and Ben Rowe with two wins, each with a stunning lap record. Ward’s protest over the suspension camber angles on Traynor’s car, one rear of which was 0.1 degrees out, meant he was excluded — a decision the 2015 champion has appealed.

MARCUS PYE

➔ **P71** FULL RESULTS

The top four out of eight Clio Cup Junior entries raced in close formation throughout their first encounter, but nobody could unseat Max Marzorati from the lead. He was followed home by Gustav Burton and Lorcan Hanafin. Best qualifier Hanafin took the initiative in race two and was never threatened on his way to a first Clio win. Marzorati was only seventh after an excursion at Clearways.

Rod Birley clinched another Modified Saloons title with two wins on Sunday, and he duly delivered despite some mechanical worries along the way. Malcolm Wise finished second and third in a misfiring Ford Escort, hounded and eventually beaten by Andy Banham’s roadgoing Subaru as the Escort’s condition deteriorated in race two. Tony Skelton (Renault Clio) was a double class winner despite a lap one spin in race two following contact with Banham at Druids. He was helped by Paul Adams’ Ford Focus failing in both races.

Paul Roddison and Jon Halliwell enjoyed a race win each in the Mazda Max5 Championship, their cars rarely more than a length or two apart in the course of 36 laps. Halliwell was frustrated when race one was halted after a collision on the Surtees/McLaren section as he was poised in second place, although he also reported an intermittent misfire. Jeremy Shipley and Ian Loversidge took a third place apiece.

BRIAN PHILLIPS

➔ **P70** FULL RESULTS



Knight’s burly ASCAR was second to Wiggin (background) in Allcomers

SNETTERTON
HSCC SEPT 23

Tarling takes spoils in photo finish thriller

A PHOTO FINISH DECIDED THE second of two epic and ultra-clean Historic Formula Ford races, both won by 1999 Palmer Audi champion Richard Tarling in his Jamun, as the HSCC crammed six double-headers into a sunny Saturday on Snetterton's 200 circuit. The gripping three-way title fight therefore goes to next month's Silverstone finale, with Tarling five points ahead of table-topper Michael O'Brien with dropped scores factored in.

Tarling qualified quickest, but in a first-race breakaway, which also embroiled double champion Callum Grant and Cameron Jackson, O'Brien thought he had the eighth Norman Greenway Trophy won. O'Brien crossed the line ahead – a lap early – only to have both Grant and Tarling pounce as they hurtled towards Riches three abreast. "It was a pitboard error," rued O'Brien.

All four protagonists led race two, but O'Brien looked secure leading into Murray's for the final time. Tarling exited better, however, and timed his run to perfection, diving between the Speedsport Merlyn and the pit wall to snatch victory by the depth of an Avon tyre's tread. Both were confident they'd won, but with the timing crashed, MST provided the crucial photographic evidence. "That was fantastic racing, but I cut it a bit fine," said Tarling.

Following an early 70th birthday celebration for URS boss Ken Thorogood, who went on to score a Historic class double on its eve, FF2000 poleman Marc Mercer twice aced a capacity Pinto field, driving his Van Diemen RF82 immaculately. Jon Finch trailed him first time out, with overjoyed Historic winner Davy Walton (Royale RP27) a popular third. Having failed to fix a split radiator sustained in Friday testing, Ian Pearson "cobbled together"



a single core set-up for his RP30. The Didcot engineer charged from 32nd to 10th in the opener – partly run under a safety car following a first-corner incident – then to second overall in its sequel. Two rostrum visits moved Andrew Storer (Pukka Pies Reynard SF79) to P2 in the Historic table.

Will Mitcham planted father Brian's U2 on pole for the front-engined Formula Junior rounds by 5.56 seconds in damp conditions, and circulated four quicker than anybody else in the dry races. "I was racing myself and the stopwatch, driving every lap like it was a qualifier," he said. Mitcham lapped everybody bar Alex Morton (Condor-Ford S2) and Nick Taylor (Elva-BMC 100), who enjoyed two fierce slipstreaming fights for second before Morton prevailed.

In both 1000cc Historic F3 races Andrew Hibberd (ex-Chris Irwin Brabham BT18) shot off into the distance, leaving Peter Needham (March 703) and Mike Scott (BT28) squabbling over the scraps. Hillclimb convert Needham drove a blinder to land second place twice, the latter in a drafting fest in which they traded places repeatedly.

Tarling took a double in Historic Formula Ford, winning race two by 0.001 seconds

Points leader Jon Milicevic had a miserable 50th birthday; his BT21's engine seized in qualifying.

A "race rusty" Spencer McCarthy shadowed tyre-troubled Mark Charteris in both Classic Clubmans outings, but retired from the second race with a dead battery. Alan Cook and David Wale joined Charteris on the second podium, having seen John Harrison spin at Nelson. "I love Snetterton. It was the first place I raced, in 1975," said Wale. "I didn't know Spencer had stopped, so third was an unexpected bonus."

Clive Wood was always the class of the Formula Ford-engined division, rising to fifth overall for his second win of the day over outgoing champ Barry Webb in the Delapena U2. "That's the [B-Sport] championship tied up," grinned Wood.

Equally happy was Ralt RT3 pilot Gaius Ghinn, who repelled Pat Gormley (ex-Patrick Neve Safir) in the Classic F3 races. David Shaw (ex-Nelson Piquet Ralt RT1) and Max Bartell (ex-Rupert Keegan Chevron B34) headed the respective chases. In the absence of Richard Trott, two maximums earned Ghinn a first championship before Silverstone's double-header. Sixth and fourth moved Scot David Thorburn to second in a strong "learning year" with his ex-Martin Brundle RT3.

Driveshaft failure precluded Adrian Langridge (Dastle) from completing a brace of 1600cc F3 wins, so James Denty (GRD 373) shared '71-'73 honours. Julian Stokes and his crisp-sounding Tecno-BDA won the concurrent CRC races, charging past the RT3s of Thorburn and Paul Smith for fourth overall in the finale.

MARCUS PYE



Mitcham made it look easy in Formula Junior

➔ **P71** FULL RESULTS



MALLORY PARK
BRSCC SEPT 24

Jordan holds on for narrow victory

MIKE JORDAN REPELLED A SPIRITED Julian Crossley to win the HRDC Allstars race at Mallory Park. The gap between Jordan, in the victorious Austin A40, and Crossley, in his Morris Mini Cooper S, was never more than 0.8s throughout the 31-lap distance.

Thomas Grindall got his MG W&P GT into the lead at the first corner, but Jordan grabbed the initiative on the exit of Gerard's with Crossley, who started third, following through into second. Thereafter the two cars circulated as if on a short piece of elastic, and Jordan fended off Crossley's late challenge at the hairpin.

Grindall was a distant third, while Matthew Moore (Austin Healey Jamaican) had to come back from a poor start and was lucky to avoid sanction for passing under yellows. John Moon – on his first visit to Mallory since navigating it anti-clockwise in his Eurocar days – claimed fifth despite losing his Lenham's coolant in qualifying and his brakes mid-race. Tony Shirtcliffe was the best of the A35 Academy contingent, 11th overall.

Take That singer Howard Donald lined up on pole for the Coys Trophy, but everything changed for him at the start when he got enormous wheelspin that dropped him to ninth. That setback gave him the chance to shine, however, as he picked off cars with great conviction over the following six laps to make it a Lotus Cortina one-two behind Alistair Dyson. The gap was 10 seconds, but a series of consistent laps before the pitstops meant that Donald's team-mate, Andrew Jordan, took over in the lead. Marc Gordon capitalised on misfortune for others and took third in his Jaguar XK150.

The Alfa Romeo title will be decided at Donington after points leader Andrew Bourke walked away empty-handed, allowing reigning champion Tom Hill

to narrow the gap. Bourke had been disputing third in the Twin Spark class with his Bianco team-mate Michael Tydeman, who put him heavily into the barriers on the climb to Shaw's, the damage ruling him out for the day.

Hill could only manage a second and third, the latter after Tydeman – excluded for his earlier misdemeanour – relegated him at Devil's Elbow on the penultimate lap. Dave Messenger produced some brilliant defensive driving to score two wins in the 156-dominated class, while Graham Seager – later sidelined by a faulty supercharger pulley on his 147 – and Alastair Kellett (156) took overall honours.

Were a championship awarded for the MR2 Classics, Arron Pullan would surely have secured it as he notched up his eighth and ninth wins in the finale. His curiously beige-hued Mk1 beat Adam Lockwood by a slender margin. But in race two Pullan won by a more convincing interval, partly because Lockwood had been drawn into an early battle with Dave Hemingway. Paul Rice and Jason Jesse split the wins in the concurrent 206 GTI Cup.

The Track Attack Race Club produced two excellent races, both won by Multimarque entrant Simon Ward (Astra). Nippon Challenge racer Kevin Middleton was a threat in the first race before a misfire and brake issues in his Subaru, whereupon the Tricolore contingent, headed by Tony Hunter's Clio, took up the cudgels. In race two, the first seven cars were split by less than four seconds until Nick Gwinnett turned fellow Clio man Robert Buckland around at the hairpin. Andrew Mitchell was one of those to benefit, and his 205 GTi beat Hunter in the sprint away to the flag to be the Tricolore victor.

IAN SOWMAN

Mike Jordan held Crossley at bay to win in HRDC Allstars

RESULTS

HRDC ALLSTARS/ACADEMY/A SERIES

CHALLENGE (31 LAPS) **1** Mike Jordan (Austin A40); **2** Julian Crossley (Morris Mini Cooper S) +0.404s; **3** Thomas Grindall (MG W&P GT); **4** Matthew Moore (Austin-Healey Jamaican); **5** John Moon (Lenham GT); **6** Brian Small (Ashley MG Midget). **Class winners** Crossley; Moore; Tony Shirtcliffe (Austin A35 Academy). **Fastest lap** Crossley 57.601s (84.37mph). **Pole** Jordan.

Starters 21.

HRDC COYS TROPHY (44 LAPS) **1** Howard Donald/Andrew Jordan (Lotus Cortina Mk1); **2** Alistair Dyson (Cortina Mk1) -1 lap; **3** Marc Gordon (Jaguar XK150); **4** Richard Longdon/Rory Longdon (Austin Mini Cooper S); **5** Michael Steele/Alec Poole (Cortina Mk1); **6** Roz Shaw/Andrew Harrison (Alfa Romeo Giulia Sprint GT). **CW** Gordon; Bruce Chapman (Austin A35 Academy). **FL** Donald 57.324s (84.78mph). **P** Donald. **S** 20.

ALFA ROMEO CHAMPIONSHIP (23 LAPS)

1 Graham Seager (147GTV); **2** Alastair Kellett (156) -1 lap; **3** Paul Webster (156); **4** David Messenger (156); **5** Tom Hill (156); **6** Roger Evans (145). **CW** Webster; Messenger. **FL** Seager 51.667s (94.06mph). **P** Kellett. **S** 12. **RACE TWO (22 LAPS)** **1** Kellett; **2** Webster +21.433s; **3** Messenger; **4** Michael Tydeman (156); **5** Hill; **6** Evans. **CW** Webster; Messenger. **FL** Kellett 52.968s (91.75mph). **P** Kellett. **S** 9.

MR2 CLASSIC RACE SERIES/206 GTI CUP (14 LAPS)

1 Arron Pullan (MR2); **2** Adam Lockwood (MR2) +0.537s; **3** Dave Hemingway (MR2); **4** Daniel Bryant (MR2); **5** Peter Higton (MR2); **6** Jamey Firth (MR2). **CW** Paul Rice (206 GTI). **FL** Hemingway 56.639s (85.80mph). **P** Pullan. **S** 21. **RACE TWO (16 LAPS)** **1** Pullan; **2** Lockwood +12.281s; **3** Bryant; **4** Hemingway; **5** Firth; **6** Higton. **CW** Jason Jesse (206 GTI). **FL** Pullan 56.601s (85.86mph). **P** Pullan. **S** 20.

NIPPON CHALLENGE/TRICOLORE TROPHY (BOTH 17 LAPS)

1 Simon Ward (Vauxhall Astra GTE); **2** Tony Hunter (Renault Clio) +0.689s; **3** Robert Buckland (Clio); **4** Andrew Mitchell (Peugeot 205 GTi); **5** David Clark (Renault 5 Turbo); **6** Nick Gwinnett (Renault Clio 172). **CW** Hunter; Mitchell; Clark; Kevin Middleton (Subaru Impreza); Richard Williams (Clio); Alex De-Moore (Honda Civic); Kelly Brabbin (Toyota Celica); Andy Ibberson (Clio); Jonathan Weedon (Peugeot 106 GTi); David Mustarde (Toyota MR2). **FL** Clark 52.114s (93.25mph). **P** Ward. **S** 25. **RACE TWO** **1** Ward; **2** Mitchell +3.990s; **3** Hunter; **4** Clark; **5** Chris Bassett (205 GTi); **6** Middleton. **CW** Mitchell; Hunter; Clark; Middleton; De-Moore; Daniel Adams (Proton Satria); Max Goucher (Clio); Ibberson; Weedon; Jon Lord (Celica). **FL** Mitchell 52.297s (92.93mph). **P** Ward. **S** 22.



Pullan denied Lockwood in both MR2 races



LOTON PARK
BHC SEPT 23-24

Moran won round 33, but spun out of the finale

Moran wins, spins on return

ABSENT SINCE EARLY AUGUST, Scott Moran returned for one last blast this season at Loton Park, where he is the outright record holder. He dominated qualifying and in the first runoff sped to victory by a margin of half a second over 2017 champion-elect Trevor Willis. But later, in the last run of the season and looking a likely double victor, Moran spun out at Loggerheads and as the sound of tortured slicks was followed by silence, a collective groan arose from the crowd.

Six-time champion Moran, who is again set to contest around half of the rounds on next year's calendar, said: "I was just trying that bit too hard."

Willis therefore swept to his ninth win of the year, his first since Harewood in July, after earlier finishing second to Moran.

With Jason Mourant spinning out in the second encounter, the final overall positions that were due to be settled on the day remained as they were at the start of the event. Mourant, who had finished third in the first runoff, will wear number 5 next year and Moran number 6.

Expectations had been high that Wallace Menzies might take a third win in succession after his Doune

double, but it wasn't to be as he spun off at the quaintly named Fletcher's Dellow in front of a horde of spectators in Q1.

Confirmed in third place overall, Richard Spedding almost cruised to fourth and third-place finishes after Moran's mishap. Will Hall, fourth overall for the year, scored in the first runoff but the car went seriously off-song in Q2.

The sensation of the day was Robert Kenrick in a GWR Raptor with a BMW superbike engine. Finishing with a fifth and a fourth, after registering for the championship just before Prescott, there is fevered speculation that an intended full season in 2018 for the quiet Welshman could result in an 1100-class car with 'number' for the first time since the early '70s.

The seventh to ninth drivers in the championship were absent from the action, but not through choice. Alex Summers (seventh) was present but still injured and moving painfully on a crutch. Sean Gould (eighth) and Dave Uren in ninth both have pre-existing engine issues. Gould suffered a failure on the dyno trying to fix his car after Doune, while Uren's engine, damaged in his Guernsey shunt, is still in rebuild.

EDDIE WALDER



Champion Willis took his first win since July

RESULTS

BRANDS HATCH BARC

INTERMARQUE (BOTH 18 LAPS)

1 Malcolm Blackman (Vauxhall Tigra); 2 Lewis Smith (Vauxhall Tigra) +4.017s; 3 Chris Brockhurst (Vauxhall Tigra); 4 Ian Hales (Vauxhall Tigra); 5 Mike Thurley (Vauxhall Tigra); 6 Steve Burrows (Peugeot 206 CC). **Class winners** Fabio Luffarelli (VW Corrado); Volker Timm (Audi TT).

Fastest lap Blackman 49.090s (88.58mph). **Pole** Smith. **Starters** 22. **RACE 2 1 Blackman**; 2 Brockhurst +3.927s; 3 Smith; 4 Burrows; 5 Keith White (BMW Z4); 6 Thurley. **CW** Timm. **FL** Blackman 49.423s (87.98mph). **P** Joe Russell (Audi TT). **S** 20.

HYUNDAI COUPE CUP (16 LAPS)

1 Steve Kite; 2 Alex Cursley +2.413s; 3 Wayne Rockett; 4 William Taylforth; 5 Jon Winter; 6 Geri Nicosia. **FL** Kite 58.694s (74.08mph). **P** Kite. **S** 20. **RACE 2 (14 LAPS) 1 Kite**; 2 Taylforth +2.203s; 3 Rockett; 4 Cursley; 5 Eddie O'Kane; 6 James Goodwin. **FL** Kite 58.673s (74.11mph). **P** Kite. **S** 20.

TIN TOPS (17 LAPS) 1 Daniel Fisher

(Honda Civic Type R); 2 Rod Birley (Honda Integra) +3.378s; 3 Rob Hosier (SEAT Leon); 4 James Ross (Vauxhall Astra VXR); 5 Ken Angell (BMW 328i); 6 David Hutchins (Honda Civic). **CW** Hosier; Ryan Brimsted (Peugeot 106 GTI); Gideon September (Ford Puma). **FL** Fisher 54.872s (79.24mph). **P** Fisher. **S** 22. **RACE 2 (14 LAPS) 1 Fisher**; 2 Birley +0.406s; 3 Hosier; 4 Ross; 5 Angell; 6 Hutchins. **CW** Hosier; Steve Everson (Citroen Saxo); September. **FL** Birley 54.720s (79.46mph). **P** Fisher. **S** 21.

JUNIOR SALOONS (BOTH 17 LAPS)

1 Will Dyrdal; 2 Ethan Hammerton +5.658s; 3 Sam Kirkpatrick; 4 Lucas Nannetti; 5 George Smith; 6 Liam Thompson. **FL** Dyrdal 58.958s (73.75mph). **P** Dyrdal. **S** 13. **RACE 2 1 Dyrdal**; 2 Hammerton +5.270s; 3 Kirkpatrick; 4 Nannetti; 5 Smith; 6 Thompson. **FL** Dyrdal 59.037s (73.65mph). **P** Dyrdal. **S** 13.

MICHELIN CLIO CUP (17 LAPS)

1 Ben Palmer; 2 Anton Spires +0.277s; 3 Tyler Lidsey; 4 Simon Freeman; 5 Ben Colburn; 6 Jon Billingsley. **CW** Sean Thomas. **FL** Palmer 53.797s (80.83mph). **P** Spires. **S** 13. **RACE 2 (16 LAPS) 1 Spires**; 2 Palmer +0.598s; 3 Freeman; 4 Lidsey; 5 Colburn; 6 Billingsley. **CW** Nic Harrison. **FL** Palmer 53.478s (81.31mph). **P** Spires. **S** 13.

RENAULT UK CLIO CUP JUNIOR (BOTH 21 LAPS) 1 Max Marzorati

; 2 Gustav Burton +0.702s; 3 Lorcan Hanafin; 4 Jack Young; 5 Ethan Hammerton; 6 Connor Grady. **FL** Hanafin 57.046s (76.22mph). **P** Hanafin. **S** 8. **RACE 2 1 Hanafin**;

2 Burton +4.282s; 3 Hammerton; 4 Young; 5 Harry Gooding; 6 Louis Doyle. **FL** Hanafin 57.191s (76.03mph). **P** Hanafin. **S** 8.

MODIFIED SALOONS (17 LAPS)

1 Rod Birley (Ford Escort); 2 Malcolm Wise (Ford Escort Cosworth) +3.873s; 3 Andy Banham (Subaru Impreza); 4 Tony Skelton (Renault Clio); 5 David Cowan (BMW M3); 6 Riku Garner (Renault Clio). **CW** Skelton; Cowan; Garner; Sean Fairweather (Ford Sierra); Robert Hosier (SEAT Leon). **FL** Birley 52.190s (83.32mph). **P** Birley. **S** 20. **RACE 2 (14 LAPS) 1 Birley**; 2 Banham +0.635s; 3 Wise; 4 Cowan; 5 Garner; 6 Mark Cripps (BMW E30 325). **CW** Cowan; Garner; Hosier; Skelton; Fairweather. **FL** Skelton 52.046s (83.55mph). **P** Birley. **S** 17.

MAZDA MAX5s (14 LAPS) 1 Paul

Roddison (Mk4); 2 Jon Halliwell (Mk4) +0.255s; 3 Jeremy Shipley (Mk4); 4 Matthew Tidmarsh (Mk3); 5 Andrew Pretorius (Mk3); 6 Adrian Baker (Mk3). **CW** Tidmarsh; Nicholas Bailey (Mk1). **FL** Halliwell 55.994s (77.66mph). **P** Roddison. **S** 17. **RACE 2 (22 LAPS) 1 Halliwell**; 2 Roddison +0.363s; 3 Ian Loversidge (Mk4); 4 Shipley; 5 Tidmarsh; 6 Lee Hollin (Mk3). **CW** Tidmarsh; Daniel Grist (Mk1). **FL** Roddison 55.732s (78.02mph). **P** Roddison. **S** 16.

SNETTERTON 750MC

BIKESPORTS (10 LAPS) 1 Stefano

Leaney (Radical PR6); 2 Chris Preen (Radical SR3 RS) +11.43s; 3 Julian Griffiths (PR6); 4 Julian Caldwell (SR3 RS); 5 James Breakell (SR3 RSX); 6 Doug Carter (PR6). **CW** Breakell. **FL** Leaney 1m52.75s (94.80mph). **P** Preen. **S** 13. **RACE 2 (11 LAPS) 1 Leaney**; 2 Preen +3.66s; 3 Griffiths; 4 John Macleod (SR3 RSX); 5 Caldwell; 6 Breakell. **CW** Breakell. **FL** Leaney 1m51.44s (95.91mph). **P** Preen. **S** 12.

ALLCOMERS (10 LAPS) 1 Joe

Wiggin (Sabre G2); 2 Antony Knight (Ford ASCAR) -1 lap; 3 Andy Waters (BMW Compact); 4 Stuart Sellars (Locost-Mazda); 5 Gary Davison (Tiger R10); 6 Jasver Sapra (BMW E92 M3). **FL** Wiggin 1m59.06s (89.77mph). **P** Wiggin. **S** 14.

750 FORMULA (5 LAPS) 1 David

Bartholomew (PRS 1b); 2 Bill Cowley (Cowley MkIV) +3.06s; 3 Peter Bove (Darvi Mk4/5); 4 Bob Simpson (SS/F); 5 Mark Glover (Racekits Falcon); 6 Chris Gough (CGR Evo 'Disco Volante'). **CW** Conway Daw (Centaur Mk16). **FL** Bartholomew 2m09.79s (82.35mph). **P** Bartholomew. **S** 17. **RACE 2 (4 LAPS) 1 Bartholomew**; 2 Cowley +7.76s; 3 Bove; 4 Simpson; 5 Glover; 6 Bill Rutter (Batten 3). **CW** Daw. **FL** Bartholomew 2m09.07s

ROUND-UP

(82.81mph). **P** Bartholomew. **S** 14.
SPORTS SPECIALS (BOTH 7 LAPS)
1 Clive Hudson (Eclipse SM1); 2 Paul Boyd (Eclipse SM1) +0.39s; 3 John Moore (FRS Arrow 2); 4 Anton Landon (Cyana Mk2); 5 Martin Farrelly (Rogue Xenon); 6 Steve Owen (Westfield 7 SE). **CW** Farrelly; Micky Scott (MEV MX150R). **FL** Boyd 2m05.45s (85.20mph). **P** Boyd. **S** 25. **RACE 2 1 Boyd**; 2 Hudson +1.40s; 3 Landon; 4 Adrian Cooper (Procomp LA Gold); 5 Moore; 6 Farrelly. **CW** Farrelly. **FL** Hudson 2m04.96s (85.53mph). **P** Boyd. **S** 17.

BERNIE'S V8s/SRGT/CRDC (BOTH 10 LAPS) 1 Paul Smith (Crosse 9S); 2 Stuart Daburn (TVR Tuscan) +18.52s; 3 Mark Hobbs (Crosse 9S); 4 Cheng Lim (RAM Cobra); 5 Matt Holben (TVR Tuscan); 6 Phil James (RAM Cobra). **CW** Daburn; William Bryan (TVR Griffith 400). **FL** Smith 2m05.00s (85.51mph). **P** Smith. **S** 15. **RACE 2 1 Gwyn Pollard (Crosse 9S)**; 2 Hobbs +4.48s; 3 Daburn; 4 Lim; 5 Phil James (RAM Cobra); 6 Holben. **CW** Daburn; Martin Reynold (Exalt Mk2). **FL** Smith 2m03.66s (86.43mph). **P** Smith. **S** 12.

TOYOTA MR2 (BOTH 7 LAPS) 1 Shaun Traynor; 2 Lewis Ward +6.77s; 3 Stuart Nicholls; 4 Paul Cook; 5 Tim Heron; 6 Ben Rowe. **CW** Nicholls. **FL** Traynor 2m19.30s (76.73mph). **P** Traynor. **S** 26.
RACE 2 1 Cook; 2 Rowe +0.38s; 3 Ward; 4 Heron; 5 Nicholls; 6 Darren Aldworth. **CW** Nicholls. **FL** Ward 2m18.81s (77.00mph). **P** Traynor. **S** 25.

SNETTERTON HSCC

HISTORIC FF1600 (11 LAPS) 1 Richard Tarling (Jamun T2); 2 Callum Grant (Merlyn Mk20A) +0.013s; 3 Michael O'Brien (Merlyn Mk20SS); 4 Cameron Jackson (Lola T200); 5 Max Bartell (Merlyn Mk20A); 6 Will Nuthall (Jamun T2). **CW** Rob Smith (Merlyn Mk20). **FL** Jackson 1m20.093s (89.18mph). **P** Tarling.



Traynor passes Ward into Riches but was later excluded

S 32. **RACE 2 (12 LAPS) 1 Tarling**; 2 O'Brien +0.001s; 3 Jackson; 4 Grant; 5 Bartell; 6 Nuthall. **CW** Smith. **FL** Jackson 1m20.109s (89.16mph). **P** Tarling. **S** 32.
HISTORIC & URS CLASSIC FF2000 (10 LAPS) 1 Marc Mercer (Van Diemen RF82); 2 Jon Finch (Van Diemen RF82) +8.681s; 3 Davy Walton (Royale RP27); 4 Andrew Storer (Reynard SF79); 5 Andrew Lancaster (Pilbeam MP52); 6 Steve Glasswell (Reynard SF79). **CW** Walton; Ken Thorogood (Van Diemen RF78). **FL** Mercer 1m17.277s (92.43mph). **P** Mercer. **S** 32. **RACE 2 (12 LAPS) 1 Mercer**; 2 Ian Pearson (Royale RP30) +15.627s; 3 Finch; 4 Walton;

5 Storer; 6 Chris Levy (Van Diemen RF83). **FL** Mercer 1m17.009s (92.75mph). **P** Mercer. **S** 15.
FJHRA FORMULA JUNIOR (BOTH 11 LAPS) 1 Will Mitcham (U2 Mk2); 2 Alex Morton (Condor S2) +38.758s; 3 Nick Taylor (Elva 100); 4 Simon Jones (Elva 100); 5 Ian Phillips (BMC Mk1); 6 Mark Haynes (Nota FJ). **CW** Xavier Kingsland (Hillwood FJ). **FL** Mitcham 1m25.822s (83.22mph). **P** Mitcham. **S** 13. **RACE 2 1 Mitcham**; 2 Morton +54.682s; 3 Taylor; 4 Richard Nitschke (Elfin Catalina); 5 Phillips; 6 Jones. **CW** Nick Daunt (Taraschi FJ). **FL** Mitcham 1m24.758s (84.27mph). **P** Mitcham. **S** 11.

HISTORIC F3 (BOTH 11 LAPS) 1 Andrew Hibberd (Brabham BT18); 2 Peter Needham (March 703) +21.748s; 3 Michael Scott (Brabham BT28); 4 Jim Blockley (Chevron B17); 5 Gregan Thruston (Brabham BT21); 6 Mark Linstone (Brabham BT21). **FL** Hibberd 1m20.595s (88.62mph). **P** Hibberd. **S** 14. **RACE 2 1 Hibberd**; 2 Needham +24.165s; 3 Scott; 4 Steve Seaman (Brabham BT21); 5 John Waggitt (Chevron B15); 6 Linstone. **FL** Hibberd 1m20.387s (88.85mph). **P** Hibberd. **S** 13.

CLASSIC CLUBMANS (BOTH 12 LAPS) 1 Mark Charteris (Mallock Mk20/21); 2 Spencer McCarthy (Mallock Mk20B) +19.282s; 3 John Harrison (Mallock Mk21); 4 Alan Cook (Mallock Mk20/21B); 5 David Wale (Mallock Mk20/21);

6 Clive Wood (Mallock Mk20B). **CW** Wood. **FL** Charteris 1m13.564s (97.09mph). **P** Charteris. **S** 15.
RACE 2 1 Charteris; 2 Cook +23.651s; 3 Wale; 4 Harrison; 5 Wood; 6 Barry Webb (Mallock Mk16BW). **CW** Wood. **FL** Charteris 1m14.492s (95.88mph). **P** Charteris. **S** 14.
CLASSIC F3 & CLASSIC RACING CARS (BOTH 12 LAPS) 1 Gaius Ghinn (Ralt-VW RT3); 2 Pat Gormley (Safir-Toyota RJ03) +1.660s; 3 David Shaw (Ralt-Toyota RT1); 4 Max Bartell (Chevron-Toyota B34); 5 Paul Smith (Ralt-VW RT3); 6 Julian Stokes (Tecno-BDA 70). **CW** Stokes; Chris Lord (Van Diemen-Ford RF82); Adrian Langridge (Dastle-Ford t/c Mk10). **FL** Gormley 1m15.167s (95.02mph). **P** Ghinn. **S** 19. **RACE 2 1 Ghinn**; 2 Gormley +1.289s; 3 Bartell; 4 Stokes; 5 David Thorburn (Ralt-Toyota RT3); 6 Smith. **CW** Stokes; Harry Bishop (Crosse-Ford 56F); James Denty (GRD-Ford t/c 373). **FL** Ghinn 1m15.341s (94.80mph). **P** Ghinn. **S** 17.

LOTON PARK BHC

ROUND 33 1 Scott Moran (Gould-NME GR61X) 43.60s; 2 Trevor Willis (OMS-RPE 28) 44.10s; 3 Jason Mourant (Gould-Judd GR55) 44.69s; 4 Richard Spedding (GWR-Suzuki Raptor) 45.19s; 5 Robert Kenrick (GWR-BMW Raptor) 45.85s; 6 Paul Haimes (Gould-Suzuki GR59)

46.02s; 7 Will Hall (Force-AER/XTec WH) 46.21s; 8 Oliver Tomlin (Pilbeam-Judd MP97) 46.64s; 9 Steve Owen (OMS-Suzuki 28) 47.06s; 10 Kelvin Broad (Pilbeam-Suzuki MP101) 48.20s; 11 Tony Hunt (Gould-Cosworth GR55) 49.11s; 12 Graham Wynn (Gould-Cosworth GR55) 49.15s.
ROUND 34 1 Willis 44.16s; 2 Wallace Menzies (Gould-Cosworth GR59M) 44.65s; 3 Spedding 44.92s; 4 Kenrick 45.36s; 5 Haimes 45.68s; 6 Tomlin 46.49s; 7 Owen 47.76s; 8 Terry Graves (Gould-Cosworth GR55) 48.37s; 9 Harry Pick (OMS-Suzuki 2000V) 48.45s; 10 Wynn 53.27s; DNF Mourant; DNF Moran.
Class winners James Kerr (Peugeot 205) 60.34s; Steve Darley (Subaru Impreza) 56.70s; Dave Warburton (Caterham-Duratec) 53.94s; Eric Morrey (Hillman Imp) 58.64s; Paul Drowne (Peugeot 205 GTi) 54.00s; Mike Turpin (Vauxhall VX220) 54.47s; Andy Griffiths (Caterham Suzuki) 50.85s; Allan McDonald (Morris-Mitsubishi Mini-Evo) 51.39s; Kenrick 45.50s; Andrew Henson (Van Diemen RF91) 56.98s; Spedding 45.16s; Tim Davies (Pilbeam-Millington MP88) 48.90s; Haimes 44.70s; Moran 43.53s.
POINTS 1 Willis 232; 2 Menzies 205; 3 Spedding 184; 4 Hall 166; 5 Mourant 139; 6 Moran 132; 7 Alex Summers 130; 8 Sean Gould 87; 9 Dave Uren 77; 10 Ed Hollier 48.



Ghinn wrapped up Classic F3 title with two wins



A Radical gap in the market?

Weighing in at £45,000, the second-generation SR1 is a bold attempt to capture and dominate a new niche
 By Robert Ladbrook, Special Contributor

[@LaddersMN](#)

It may only be the baby of the family, but there's a lot riding on Radical's refreshed SR1 model. Since the major shuffle in the Peterborough company's boardroom last summer, there has been work behind the scenes to rejuvenate the enterprise's fortunes. After some financially turbulent times, Radical's books have been balanced and there's a renewed drive toward improving both its products and its service.

From the outside, the new-look SR1 is the most notable change made so far by the new management – led by incoming CEO Joseph Anwyll – and may also prove to be one of the most significant.

It has been the case for many years that when you think Radical, you think SR3. Sure, there have been exciting – and costly – road car projects, a Le Mans prototype and the evergreen SR8 plus its RXC variants, but all are dwarfed by the sheer success of the mid-range SR3, which has shipped over 1300 units since its launch in 2001.

Arguably the SR3 is the car that made Radical. But a brand that in effect lives or dies based on the success of one model alone is inviting trouble. Look back at that model range list,

and you'll notice the biggest problem facing Radical – that nobody was thinking of the SR1.

First launched in 2012, the SR1 has quietly gone about helping a largely British customer base of amateur racers get started in the sport. The car was launched as the budget Radical with a business plan modelled on Caterham's ultra-successful Academy concept, to cater for novice drivers only.

While many took up the offer, Radical's pitch only extended to a slim portion of the motorsport market, hence the SR1 went much maligned in comparison to its faster and more expensive, but ultimately accessible, siblings... Until now.

Radical has repurposed its baby model, by redesigning and reangling it at a new market. And it's a big market. Thanks to the Generation 2 SR1, anyone can get started in Radical racing for a fraction of what it cost beforehand.

But the first step was to make the product itself more appealing. "The issue was that the SR1 looked like a 10-year-old car," says Radical's motorsport and engineering director, and 2007 British GT champion, Alex Mortimer. "When the new management came in they looked at the range and decided that the SR1 had huge potential, but needed to be remarketed."

The Generation 2 SR1 is a different beast to its predecessor,

Under the skin,
new SR1 is
very familiar



despite retaining almost all its inner workings and capability. Under the bodywork you'll find the same 175bhp RPE (Radical Performance Engines) tuned 1340cc Suzuki Hayabusa motorcycle engine and rear-wheel chain drive as the old car.

The new SR1's mission is to help Radical reach out to a new customer base, and it is doing so on multiple fronts. The Gen 2 SR1 looks like a baby SR3, with a near-identical face, smaller frame and more cost-effective internals. But the new car is more than a basic redesign, and gave Radical the chance to add some extra performance to the package.

"When we redesigned the SR3 in 2015, that project took a lot of aerodynamic design and development, and we've taken what we learned from that and scaled it down to the SR1," says Radical's technical development manager James Scott.

"Underneath, the new SR1 is almost the same as the old car, and there are even certain mechanical elements that hark back to our first cars, but the fundamental concept is that they work, so why change them?"

"With the new SR1 we knew which bodywork shapes would bring which performance gains, what would make the front end more planted or smoother at speed and what would give the whole car a better flow of air. Every panel has changed, plus we've updated the interior and electronics for reliability."

The differences mean the new SR1 has proven over half a second quicker than the old car in back-to-back testing, and the overall driveability is better.

"It's now more like a real prototype," adds Mortimer. "It's more stable on the brakes and especially through fast corners, third gear and above, where it's now very progressive and doesn't need multiple corrections. You don't have to fight the car to get a time from it."

For around £45,000 you get the car, a full package of entry fees into the six-round, 12-race 2018 SR1 Cup, two assisted test days, a race suit, any licence costs and factory technical support.

To add an even greater incentive, you no longer need to be an amateur, since the SR1 Cup will be opened to both novices and experienced drivers from next season.

Radical is also offering a funded season to the winner of a new shootout competition due to take place next month, which demonstrates that the brand is serious about the remodelling of its base championship.

Radical's newest and cheapest model is now by far its most accessible, and potentially most exciting.

"The new SR1 is our biggest redesign so far, purely because it has such scope," adds Mortimer. "Before, if a customer came to us with around £40,000 to spend, we'd have to turn them away, which felt like we were closing doors. Now we can expand our racing to a whole new customer base."

"The car is beautifully simple, so a dad-and-lad team can run with the bigger teams on a budget that isn't dissimilar to karting money. We believe this car can be a game-changer." ❁

RADICAL SR1 GEN 2

CHASSIS Steel spaceframe construction with front and rear crash boxes and side intrusion panels.

ENGINE 1340cc Gen 4 RPE-Suzuki Hayabusa four-cylinder with wet sump oil system

POWER 176bhp

TRANSMISSION Six-speed sequential with pneumatic paddleshift and chain-driven limited-slip differential

SUSPENSION Fully adjustable Nik-link front and rear with unequal length top and bottom wishbones, fabricated uprights, forged centre lock hubs and interchangeable roll bars. Intrax adjustable dampers

BRAKES Four-pot calipers with 240x25mm ventilated discs

WHEELS/TYRES Radical cast aluminium 7x13in front, 9x13in rear with Dunlop SP Sport treaded tyres

WEIGHT 490kg

DIMENSIONS Length: 3860mm Width: 1560mm Height: 1020mm

PRICE £44,500 (includes all 2018 entry fees and testing package)

Driving the SR1

"I HONESTLY DON'T KNOW HOW YOU'RE doing that in fifth, and now you're telling me you probably need sixth?"

That just about sums up my input into my first session debrief with Alex Mortimer after we compared data from our respective SR1 sessions at Snetterton 300. He's taking Riches near-flat in fifth, and wondering if he can go even faster... he's already well under the class lap record.

For an entry point, the SR1 looks a very intimidating prospect. I've got decent racing experience from Minis, Ford Pumas and other production saloons, but I was nervous before taking the SR1 out. The exposed cockpit, the fact that the forces lift your helmet on the straights – it was all alien.

"You need to work the aero more, trust the car more," says Mortimer. "Remember, the faster you go the more stable it gets."

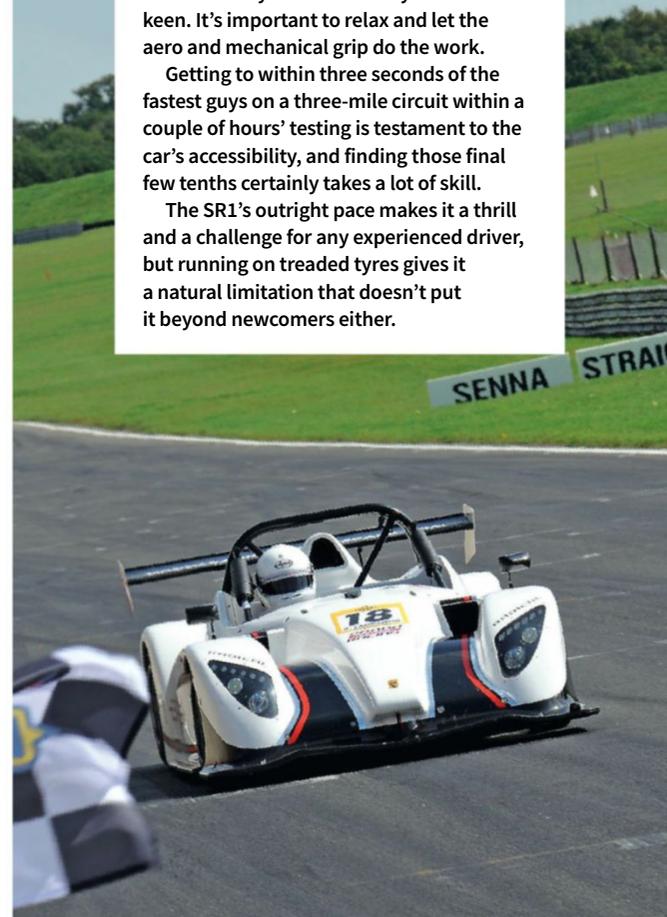
This concept is the exact opposite of the 'slow in fast out' saloon racing approach. With the SR1 you can be incredibly direct with it, tipping it into corners faster and faster, and each time it grips and goes. The key is getting back to full throttle as early as possible to maximise the run out of corners. It feels almost violent, but the chassis responds so well once you pluck up the courage to take it by the scruff of the neck.

It rarely ever feels like biting back, and even when it does it's predictable and controllable. In reality there's not much to fear here, but there is a lot to enjoy.

The brakes can be tricky for anybody coming from anything but a lightweight sportscar or karting background since they require so little pressure – about 15 bar – and can easily be snatched if you're too keen. It's important to relax and let the aero and mechanical grip do the work.

Getting to within three seconds of the fastest guys on a three-mile circuit within a couple of hours' testing is testament to the car's accessibility, and finding those final few tenths certainly takes a lot of skill.

The SR1's outright pace makes it a thrill and a challenge for any experienced driver, but running on treaded tyres gives it a natural limitation that doesn't put it beyond newcomers either.



WHAT'S ON



Project Cars 2 – putting real racing in

ONE OF THE GREAT CHALLENGES for any racing game producer is accommodating players using a conventional controller.

Over the years, the traditional gamepad has had analogue sticks and trigger-like buttons added, both of which had a huge, positive impact on how racing games can be played. Vital steering, throttle and brake inputs were no longer interpreted through controls that could only offer 0% or 100% – the fine margins that are crucial in real-world cockpits could come into play.

While that was going on, the technology involved in producing steering wheel and pedals set-ups continued to advance as well. There are now serious pieces of kit available for those who have the money and, just as importantly, the space to use them.

Unsurprisingly, those two methods of control throw up significantly different requirements for the people making the games. Often a game can be solid, perhaps even near-faultless with the right steering wheel available

(Codemasters' first proper attempt at a Formula 1 game in 2010 springs to mind) but much more difficult to play, or even enjoy, with the controller.

This could certainly be said for *Project Cars*, which went from crowdfunded internet sensation to the mainstream when it was released in 2015. It was one of the deepest motorsport games ever made, with a greater focus than many of its high-profile rivals on trying to replicate a real career journey through various levels of motorsport rather than a mode based

The modifications made to *Project Cars 2* aim to improve gameplay on handheld controllers, which was difficult on the original version



around buying and upgrading cars.

But despite having so many cars and disciplines available, some of them weren't worth spending much time on if you only had a controller. With that in mind, a lot more focus was put into that area for *Project Cars 2*, which was released last week.

"We make sure we're always testing on gamepad – we put a huge amount of emphasis on it," says Rod Chong, CCO of the Slightly Mad Studios team behind the series. "We want a game where you can sit in your living room and enjoy it with a pad, or if you are professional racing driver you can use it to practice.

"[The gamepad] is hugely important if you think that over two million people bought the first game. It's now a mass-gaming title. It's not only living in the more niche simulation area of PC gaming. That's also an important area for us, but the majority of our audience are on console."

So how do you do it? After all, racing games have been around for decades

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HOT ON THE WEB THIS WEEK

 **MERC BOSS GETS BEHIND THE WHEEL**

Search for Back in the Driving Seat – Toto Takes on the Nurburgring!

Mercedes F1 team boss Toto Wolff is no slouch (he's an ex-racer, after all), so relished the opportunity to share the delectable ex-Kurt Thiim 190E 2.5-16 Evo II in the classic support race at the Nurburgring DTM round earlier this month.

INTERNATIONAL MOTORSPORT

MALYSIAN GP FORMULA 1 WORLD CHAMPIONSHIP

Rd 15/20
Sepang, Malaysia
October 1

TV Live Sky Sports F1, Sunday 0730

Channel 4, Sunday 0735
Highlights Sky Sports F1, Sunday 1630
Radio BBC Radio 5 Live, Sunday 0730

WORLD RALLYCROSS

Rd 11/12
Estering, Germany
September 30-October 1
TV Live Motorsport.tv, Sunday 1300

NASCAR CUP

Rd 29/36
Dover, Delaware, USA
October 1
TV Live Premier Sports, Sunday 1830

INTERNATIONAL GT OPEN

Rd 6/7
Monza, Italy
September 30-October 1
TV Live BT Sport ESPN, Saturday 1500
Sunday 1300

V8 STOCK CARS

Rd 9/12
Buenos Aires, Argentina
October 1

SUPER TC2000

Rd 9/12
Buenos Aires, Argentina
October 1

BLANCPAIN GT ENDURANCE CUP

Rd 5/5
Barcelona, Spain
October 1
TV Live Eurosport 1, Sunday 1530

EUROFORMULA OPEN

Rd 6/8
Monza, Italy
September 30-October 1
TV Live BT Sport ESPN, Saturday 1400
Sunday 1200



your hands

now, and there are plenty out there that still can't master the art of turning controller inputs into the actions of a racing driver on screen.

"We decided to rework the algorithm that determines how the game interprets what you're asking of the steering," says Chong. "If you're flying up the straight to Les Combes at Spa, you may move the pad control all the way to the left as you try to reposition the car, but you're not really asking the game engine to give you full lock, because you're doing 180mph.

"There's a bit of interpretation needed there in terms of how much lock you want based on the speed you're doing. It's quite tricky, so we spent a lot of engineering effort on that."

The results look positive, so hopefully this time around players using a controller will be able to get meaningful gameplay out of the wide variety of machinery – 180 cars over 29 series and nine disciplines of motorsport – that *Project Cars 2* offers.

GLENN FREEMAN

UK MOTORSPORT

CADWELL PARK MSVR

September 30
FF1600 SuperSeries, MSVT Teams Trophy, MSVR Allcomers, Northern Sports/Saloons, SsangYong

SILVERSTONE AMOC

September 30
50s Sports/Jaguar XK

Challenge, Intermarque, Aston Martins/Pre-War Sports, Equipe Three-Hour Relay

BRANDS HATCH TOCA

September 30-October 1
BTCC, F4, Carrera Cup, Renault Clio, Ginetta GT4, Ginetta Junior
TV Live ITV4, Sunday 1030

SNETTERTON MGCC

September 30-October 1
Morgans, MG Cup, MG Metro, Midget and Sprite Challenge, BCV8, Cockshoot Cup, MG Trophy, Four-Hour Relay

DONINGTON PARK 750MC

September 30-October 1

Clio 182, BMW 330, Formula Vee, Locost, RGB, Civic Cup, Hot Hatch, MX-5 Cup, M3 Cup, Super Cooper, Monoposto

ROCKINGHAM BARC

September 30-October 1
Mini Miglia, Mini Seven, Legends, Pickups

NEXT WEEK ON SALE THURSDAY





FROM THE ARCHIVE

Ever the perfectionist, John Surtees works on his own car before the 1970 British Grand Prix. His efforts were in vain: he qualified his new Surtees-Ford TS7 19th on the grid and retired after 51 laps with an oil-pressure problem.

R. Stommelen



MY FIRST MOTORSPORT MEMORY



A1GP



JACK COZENS

[@JHCozens](#)

NATIONAL SPORTING PRIDE AT BRANDS HATCH A1GP

Purists, look away now! My family never had a great grasp of motorsport, so my fascination while growing up was very much a result of nature, rather than nurture. Weirdly, that 'natural' attraction was sparked by the 2005 United States Grand Prix – hardly the best advert for motor racing, but enough to pique my interest.

A few club events – Brands Hatch was 25 minutes up the road from my home – and time spent charting the progress of emerging local hero Mike Conway (whose signature is still legible in my first copy of Autosport), plus the FIA GT Tourist Trophy at Silverstone in 2007 are notable memories, but the first event I attended that I recall vividly was nine years ago at Brands. The end of the junior football season in May meant for the first time since the previous September I was free on a Sunday afternoon – so, as a birthday treat, we (father, brother and I) headed for the A1GP season finale.

Parked halfway up the A20 on the approach to Brands, we arrived after the sprint race had started – but just in time to catch Robbie Kerr win it for Great Britain from the top of Paddock Hill. Replica shirts purchased, Southbank was our viewing spot of choice for the afternoon's main race, as close to the apex of Surtees as possible.

That turned out to be a strategic dream, for we were away from the swathes of fans lining the Brabham straight or stacked at Druids, but with a perfect view up to Paddock, Graham Hill below and with the cars metres away at the end of the Cooper straight.

The main event was gripping – but with overtaking at a premium – and was a head-to-head between ex-Formula 1 driver Narain Karthikeyan and Kerr. India's Karthikeyan pitted early while Kerr stayed out in the opening stint, which prompted hopeless attempts from my 14-year-old self to calculate whether the gap was going out. The feeling of euphoria when the Great Britain car emerged from pits in front was like nothing I'd experienced at a sporting event before. But that joy was quashed at the second stops as Karthikeyan got back ahead and went on to win.

I took plenty more away from the weekend than the result, though. The genuine sense of national sporting pride was something I didn't experience again until the 2012 Olympics. I've always felt it was a shame that A1GP fell over. The speed and the sound of the 3.4-litre V8-engined cars was mind-boggling to me. I was well and truly hooked. 🏎️

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Official fuel consumption for the SEAT Leon CUPRA range in mpg (litres per 100km): urban 31.0 (9.1) – 33.6 (8.4); extra-urban 46.3 (6.1) – 49.6 (5.7); combined 39.2 (7.2) – 42.2 (6.7). CO₂ emissions 164 – 153g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.