

F1 JACKIE STEWART ON HIS BEST DRIVES

 **AUTOSPORT**



WHO IS F1'S

GREATEST BRIT?

MOSS

“HE WAS THE GREATEST WHO EVER LIVED”

NIGEL ROEBUCK

CLARK

“THERE HAS NEVER BEEN A BETTER DRIVER”

PETER WINDSOR

STEWART

“HE WAS MORE THAN JUST A DRIVER”

EDD STRAW

MANSELL

“HE WAS FEARLESS BEHIND THE WHEEL”

JAMES ROBERTS

HAMILTON

“A SPORTING LEGEND IN THE MAKING”

LAWRENCE BARRETTO

**WE GIVE
OUR VERDICT**

NEW STARS SHINE IN MACAU AS TICKTUM LEADS BRIT 1-2

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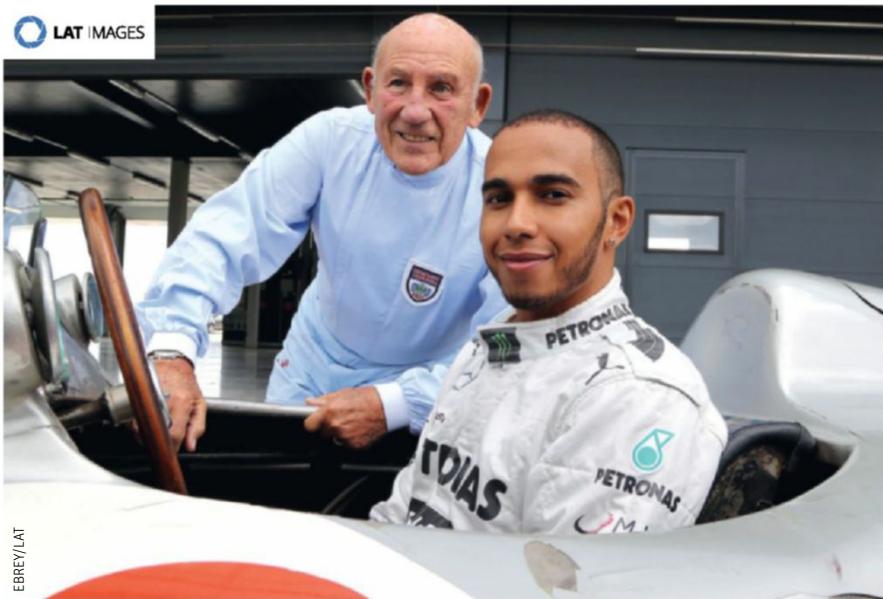
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EBREY/LAT

Who do you think is the greatest British F1 ace?

YES, WE KNOW DISCUSSIONS ABOUT THE GREATEST drivers are almost as old as motorsport itself! But Lewis Hamilton's fourth Formula 1 world title – making him the most successful Brit – seemed the perfect opportunity to have another debate.

Everyone will have their favourites, for a huge variety of reasons, as the experienced advocates we have selected demonstrate (see page 14). There are, nevertheless, certain names that cannot be ignored and an attempt at an objective analysis can be made.

There will never be unanimous agreement as to who the greatest British F1 driver is, but we've decided to nail our colours to the mast. We're sure many won't agree, so please let us know what you think.

Just one request. This is meant to be an interesting and entertaining debate. No careers will be made or lost on the basis of the arguments and we accept that all of the drivers included are, by definition, some of the best the sport has ever seen. So, please, not too much fury if you feel your hero hasn't done well enough!

With every passing decade, of course, more candidates are thrown into the mix. If last weekend is anything to go by, the future of British representation in F1 is in safe hands. Red Bull Junior Dan Ticktum completed the resurrection of his career with Macau Grand Prix success (p36), following in the footsteps of Ayrton Senna, Michael Schumacher, David Coulthard and Takuma Sato. McLaren protege Lando Norris was a close second and Ferrari Driver Academy member Callum Ilott also starred. Add in GP3 champion George Russell and it's easy to see our debate getting even harder in the years to come.



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Glenn Dunbar/LAT Images

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WORLD ENDURANCE CHAMPIONSHIP

Toyota ready to commit as Alonso makes debut

TOYOTA HAS GIVEN AN APPARENT confirmation that it will continue in the World Endurance Championship through the 2018/19 superseason.

“We will be back” and “see you next year” were the phrases used by Toyota Motorsport GmbH president Hisatake Murata on stage at the series prize-giving in Bahrain last Sunday night.

The Japanese manufacturer has stopped short of giving an official confirmation, but it now appears certain that it will race on with its TS050 HYBRIDS. Murata’s comments follow those of the overall boss of motorsport at Toyota, Shigeki Tomoyama, that the company was ready to make a long-term commitment.

There appeared to be no plans for an official statement until the final rules for 2018/19 are published, which is likely to follow the meeting of the FIA World Motor Sport Council in early December.

Two-time Formula 1 world champion Fernando Alonso also took another step towards racing in the Le Mans 24 Hours as part of his bid to win the unofficial triple crown of motorsport when he tested an LMP1 car for the first time in Bahrain last Sunday. The McLaren F1 driver

completed more than 100 laps aboard a TS050 during the so-called WEC rookie test the day after the Bahrain finale.

Toyota played down the significance of any times set by the Spaniard, pointing out that he wasn’t given any kind of low-fuel qualifying run. Much more significant was that, in the afternoon session, the 36-year-old was invited to play a small part in a Michelin tyre test led by Toyota regular Mike Conway.

Alonso, whose fastest time of 1m43.013s compared with the Toyota test best of 1m42.183s from Sebastien Buemi, described the Toyota as “amazing to drive”.

Aston reveals new challenger

Aston Martin has taken the wraps off the all-new Vantage with which it will defend the GTE Pro Le Mans 24 Hours crown it won this year and attempt to regain the WEC drivers’ and teams’ titles it collected in 2016.

The new racer, which was unveiled alongside the road car on which it is based in London on Tuesday, has been developed (like a line of Aston GT machinery) by Prodrive. Both road and race car are powered by an AMG-Mercedes



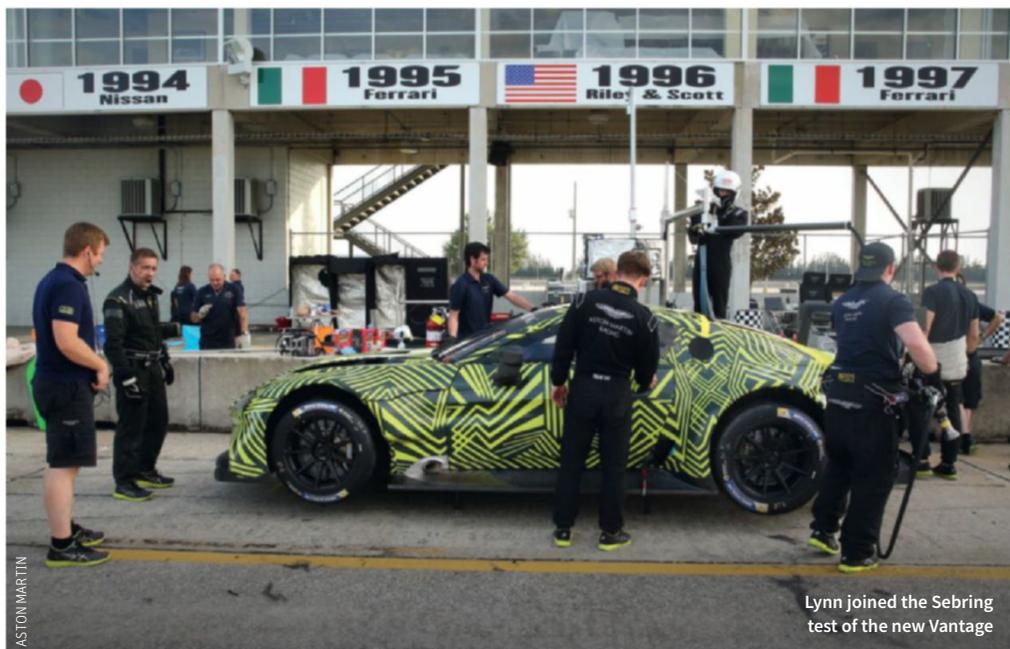
LAT IMAGES

Alonso was impressed after his first taste of LMP1



Aston Martin's new GTE contender

FRASER/ASTONMARTIN



ASTONMARTIN

Lynn joined the Sebring test of the new Vantage

four-litre twin-turbo V8 and built around a bonded-aluminium chassis.

The first Vantage GTE has already completed 8000 miles of testing, including two 30-hour tests in Spain and another endurance simulation at Sebring.

Former Williams F1 development driver Alex Lynn has joined Aston for next season and will dovetail a full-time assault with his Formula E programme with DS Virgin Racing.

"I'm excited to be joining Aston Martin at such an exciting time like this," said Lynn. "One of my dreams has always been to be aligned with a manufacturer."

Lynn joins fellow Brits Darren Turner and Jonny Adam, and Danes Nicki Thiim and Marco Sorensen, on the roster for the 2018/19 WEC.

Global survey results released

The largest ever survey of sportscar racing fans has shown strong support for WEC to stick to its traditional markets rather

than expand into new territories.

More than 50,000 fans completed the survey, which was compiled by Motorsport Network and independently verified by Nielsen. In their local markets, over half of those who completed the survey came out in favour of races at Silverstone, Spa, Fuji and Sebring, endorsing the decision taken by the WEC to concentrate on traditional territories in its new

superseason, which comes into effect next year. However, the reduced calendar, which is just five events, fails to satisfy the desire of the fans, with over 50% agreeing that eight to 10 races a year is the ideal.

The WEC's decision to persist with the top-class LMP1 category in the wake of Porsche withdrawing has been endorsed, as over 90% of respondents stated that is the category they follow.

"It was extremely gratifying to get such a positive response to our WEC Global Fan Survey and we want to say a sincere thank you to everyone who participated and who

"The decision to persist with LMP1 has been endorsed"

shared with us their passion and commitment to our sport," said WEC boss Gerard Neveu.

"It is the fans who inspire us to continue evolving and developing the WEC, and who support the different motor manufacturers and privateer teams, our competitors, in their participation at our events around the world. Endurance racing fans are some of the most knowledgeable in motorsport, and they display an interest and dedication to the WEC that should not be ignored.

"There is still much work to do and challenges to meet to satisfy our fans, but the opinions given by them in this survey will contribute greatly in helping us to improve and move our championship forward for the years to come."

The survey also showed a strong desire by WEC enthusiasts to be able to access the series through digital channels, with more than 30% saying they would be prepared to pay up to \$25 (around £20) for content, while over 15% would pay between \$25 and \$50.

There was little interest in other sports outside of motorsport for the respondents, most of whom were as keen on F1 as sportscar racing.

GARY WATKINS AND ANDREW VAN DE BURGT



FORMULA 1

HARTLEY/GASLY TO STAY AT TORO ROSSO FOR 2018

TORO ROSSO WILL KEEP Brendon Hartley and Pierre Gasly as its Formula 1 line-up for the 2018 season.

The Italian team has ended the year with Hartley and Gasly as its drivers after starting the season with Carlos Sainz Jr and Daniil Kvyat. Sainz made an early move to Renault and Kvyat was dropped from the programme entirely. While Gasly is the latest driver to emerge from Red Bull's junior programme, World Endurance champion Hartley has enjoyed a reunion with the energy drinks firm's F1 programme after being dropped from its ladder system in 2010.

"We're really happy to have Pierre and Brendon confirmed so early by Red Bull as our drivers for 2018," said team boss Franz Tost. "During this last part of the year they've shown that they're ready for F1, getting to grips with the car quickly, showing good performances and always demonstrating that they're prepared for the challenge."

"We're looking forward to having a full year with them; one where we can hopefully provide them with a good package which, combined with driver consistency, can surely put them in the best possible situation to deliver."

Gasly has made four starts for Toro Rosso this

season, missing the United States Grand Prix to contest the Super Formula finale that was abandoned, which created the opportunity for Hartley to make his F1 debut in his place.

"I'm super happy to race for Toro Rosso in 2018, for my first proper season in F1," said 2016 GP2 champion Gasly. "I would like to thank all the people involved, who helped me get here: Red Bull, Toro Rosso, my family and all the ones who have supported me in the lower series."

Hartley, who appeared on course to switch to IndyCar following Porsche's withdrawal from the LMP1 category of the WEC, added: "It's very satisfying to have converted an opportunity that came as a surprise into a 2018 F1 drive, I couldn't be happier. I'd like to thank Red Bull and Toro Rosso for believing in me and giving me this second chance – dreams can come true. I'm now going to carry on working harder than ever in order to finish this busy end of season on a high and start the new year as strong as possible. Bring it!"

Neither Gasly nor Hartley have scored any points yet for Toro Rosso. Gasly's 12th place in Brazil last time out is the best finish achieved so far.

GLENN FREEMAN

FORMULA V8 3.5

Formula V8 3.5 canned for '18

Teams and drivers frustrated by the timing of the announcement at the ailing series' season finale

D

RIVERS AND TEAM PRINCIPALS IN THE FORMULA V8 3.5 Championship have spoken out against the timing of the organisers' announcement – just as the season finale weekend got underway, with two days of testing to follow – that the series will cease to exist this year.

RPM-MKTG, which has run the championship since its inaugural season as World Series by Nissan in 1998, has struggled to attract entries since Renault withdrew its official backing at the end of 2015. The season finale

in Bahrain last weekend attracted just 10 drivers.

The cancellation was announced on Friday morning in Bahrain, timing Fortec Motorsports' Diego Menchaca called "completely irresponsible".

"I can only speak from what I see, not from what is going on with RPM behind the scenes," said Menchaca. "But what I find is completely irresponsible is they announce this before qualifying one, for the last round of the season, when there are so many things in play."

"For us drivers, they put us in a compromised position because people are already doing plans for next year and it is a bit late."

Menchaca said he was considering a return to the championship next year, as was Sauber development driver Tatiana Calderon.

"The championship was a strong possibility for 2018, the car is very close to Formula 1 in terms of cornering speed so it was a good opportunity to help me develop as a driver," she said.

The series did confirm that a potential FV8 relaunch would be considered in the near future if there were enough interest from teams, drivers and sponsors. It added that a "continuous and alarming drop" in the number of entries led organisers to make their decision.

The cancellation came as the series prepared for two days of testing in Bahrain on Monday and Wednesday. Bob Vravrik, the team principal of the Charouz-run Lotus outfit, said the timing could have been better for drivers planning to attend the test.

"The organisers should have waited until after the final race of the season, or after the test, to make the announcement," he said. "It is not a pleasant situation as we had drivers flying out for the test who weren't aware of the cancellation."

Charouz, as well as Fortec, will be joining the 2018 Formula 2 Championship, but Fortec's Jamie Dye confirmed that the British squad would have competed in both series next year.

"We would have done both, we would have supported World Series for as long as it continued," said Dye. "It would have been busy but we would have had two high categories that our junior drivers could move up to."

JOE HUDSON



Is TCR the future for WTCC?

“IT’S THE ONLY THING FOR THE WORLD Touring Car Championship,” was Rob Huff’s comment, in the wake of suggestions that the World Touring Car Championship is close to a deal to use TCR regulations from 2018.

A veil of silence has lain over the future of top-line touring car racing globally. Even by last Sunday in the WTCC paddock in Macau, teams and drivers – including those involved in both the WTCC and TCR International Series – remained in more than a shade of darkness over just what form the championship will take next year.

Key aspects of a deal, including what name the WTCC takes on, are still to be resolved (but could be concluded before the end of the week) and likely depend on the status of the intellectual property of TCR regulations. The suggestion is that the current iteration of the

WTCC will lease a licence to use the regulations for two seasons.

The emphatic job done by Citroen in creating a car for the TC1 formula meant it crushed its opposition when it entered in 2014. As much as some rave about how good the title fight has been this year, without the French brand’s manufacturer presence, who’s left caring if the audience started switching off two years ago?

The putative Class One regulations were met with skepticism by teams as a legitimate next move. There were well-founded fears over finances in particular – so a low-cost formula, with close racing and cars that are relevant to potential customers, could be just the compromise needed to rebuild a once-great championship.

JACK COZENS



WTCC and TCR cars raced together at the Nurburgring in May

VINCENT/DPII

TOP 3

Greatest Ferrari F1 drivers

Our sister publication *F1 Racing* and FerrariChat.com ran a poll asking who is the greatest Ferrari driver. Here are the results...



LAT IMAGES

ETHERINGTON/LAT

#1
MICHAEL SCHUMACHER
(50%)

Ended Ferrari’s drought in 2000 and was a key part of the team’s domination of the first half of the 2000s. Won more titles (five) for Ferrari than anyone else.



SUTTON

#2
KIMI RAIKKONEN
(12%)

A surprising runner-up, the 2007 F1 champion takes the slot that 15-time Ferrari F1 race winner Niki Lauda (fifth in the poll) could make a strong claim to.



LAT

#3
GILLES VILLENEUVE
(10%)

Perhaps no other driver encapsulates the spirit of a Ferrari racer more than Gilles. His press-on style made more of an impact than his six victories.

IN THE HEADLINES

NEW TEAMS HEAD TO FORMULA 2

The 2018 Formula 2 team entrants have been announced, with Carlin and Fortec Motorsport squads joining the grid and existing competitors Russian Time and Rapax dropping off. A third new squad for the 2018 season will be Czech team Charouz Racing System. All of the remaining teams will return next year and a 12th outfit could yet be added in the coming weeks.

PREMA SIGNS GELAEI, MERHI FOR FINALE

Prema Racing has signed Sean Gelael for the 2018 Formula 2 season and the Indonesian driver will test for the team following this weekend’s races in Abu Dhabi. Gelael will race for Prema in his third season in GP2/F2. Ex-Formula 1 racer Roberto Merhi will return to F2 for the Abu Dhabi season finale with the Rapax squad.

WEC FERRARI 488 FOR ASI 2018

The 2017 World Endurance Championship Ferrari 488 GTE is the latest car to be confirmed for the main Ferrari feature at the 2018 Autosport International. The car on display at the NEC from 11-14 January is the one that sealed this year’s WEC GT drivers’ and manufacturers’ titles. The car will join a 488 Challenge machine on the main Ferrari feature stand.

LE MANS ARCHIVE GETS ONLINE HOME

Motorsport.tv is set to become the new online home for the entire video history of the 24 Hours of Le Mans, with the massive collection of event films and video available on Motorsport Network’s TV and online properties. Motorsport Network has joined forces with the Automobile Club de l’Ouest to showcase the history of the endurance race from January 1, 2018.

BRITISH RIDER HEGARTY DIES AT MACAU

British rider Daniel Hegarty was killed in an accident during the Macau Motorcycle Grand Prix. The Topgun Racing Honda rider crashed at Fisherman’s Bend on lap six of the race, hitting the barriers on the outside of the circuit and losing his crash helmet. The race was immediately red flagged and was not restarted. Hegarty was transported to hospital but it was later confirmed that he had died while en route.

SMP REVEALS BR1 LMP1 CHALLENGER

Russian entrant SMP Racing has unveiled its BR Engineering BR1 privateer LMP1 contender. The AER-powered car developed by Dallara came straight to the launch in Bahrain from its first proper circuit test at the Aragon circuit. Vitaly Petrov and Mikhail Aleshin have been named development drivers for the project and look certain to race for the ART Grand Prix SMP team in the 2018/19 WEC superseason.



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IN THE HEADLINES

FIA RETURNS MANOR'S 2017 ENTRY FEE

The FIA has returned Manor Racing's entry fee for the 2017 Formula 1 season as a "gesture of goodwill" towards the creditors of the now defunct outfit. Manor paid the fee of \$522,322 (£394,741) in November last year. In normal circumstances, the entry fee would have been kept by the FIA, but the governing body has chosen to return the money, minus its administration costs, to help with the process of repaying debts.

ZANDVOORT F1 RETURN 'REALISTIC'

Zandvoort could realistically host a Formula 1 race from 2020, according to one of the Dutch circuit's co-owners. A feasibility study into the former Dutch Grand Prix venue hosting F1 again was completed last week on behalf of the track and the municipality of Zandvoort. It evaluated the organisational and logistical requirements of staging a grand prix, as well as what the financial benefits would be. Zandvoort's last Dutch GP was held in 1985, and circuit co-owner Bernhard van Oranje said the study was carried to support "a hunch" that he says has been validated. "Don't expect [it] to happen before 2020, but after that it would be a realistic scenario," he said.

KOBAYASHI TO MAKE FORMULA E DEBUT

Ex-Formula 1 driver Kamui Kobayashi will make his Formula E debut in the 2017/18 season opener in Hong Kong. The Japanese driver has been drafted in by the Andretti team and will partner Antonio Felix da Costa in the double-header. Autosport understands Toyota LMP1 driver Kobayashi has been called up to satisfy team backer MS&AD, a Japanese insurance company, and the series, which had been pushing for a Japanese driver.

GARAGE 59 McLAREN RETURNS TO BES

The Garage 59 McLaren factory squad that won the Blancpain GT Series Endurance Cup in 2016 will return to the championship next year. Garage 59, which is run by the independent McLaren GT operation that has developed the British marque's GT3 machinery since the 2011 season, will field multiple entries in both the Endurance and Sprint Cup segments of the BGTS in 2018. It is aiming to enter a pair of McLaren 650S GT3s in the series' pro class and one in the pro-am division.

STRAKKA GETS FIRST MERCEDES CARS

The first of three new Mercedes AMG GT cars that Strakka Racing will enter in the Blancpain Endurance Cup and Intercontinental GT Challenge have arrived at the team's Silverstone workshops ahead of the 2018 season, in which it will be a Mercedes AMG Performance team. Strakka, which ran a quartet of McLaren 650S GT3s this year, will run the new cars at Bathurst in February and its first drivers will be announced in the next two weeks.



F1 PREVIEW

Abu Dhabi Grand Prix

November 24-26

YAS MARINA
 LENGTH 3.451 miles NUMBER OF LAPS 55
 2016 POLE POSITION Lewis Hamilton 1m38.755s
 POLE LAP RECORD Sebastian Vettel 1m38.481s (2011)
 RACE LAP RECORD Sebastian Vettel 1m40.279s (2009)

● DRS DETECTION ZONES
 — DRS ACTIVATION ZONES

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 0845 FP2 1245

SATURDAY
 FP3 0945 **QUALIFYING** 1200

SUNDAY
RACE 1130 SKY, 1200 CHANNEL 4

PREVIOUS WINNERS

2016	Lewis Hamilton	Mercedes
2015	Nico Rosberg	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Kimi Raikkonen	Lotus
2011	Lewis Hamilton	Mercedes
2010	Sebastian Vettel	Red Bull
2009	Sebastian Vettel	Red Bull

RADIO COVERAGE

BBC RADIO 5 LIVE SPORTS EXTRA 1230

THEMES TO WATCH

FERRARI FLOURISH

After a poor run of results cost Vettel the drivers' world title, Ferrari finally broke its losing streak in Brazil. It'll be hoping to end the year on another high.

RENAULT/TORO ROSSO

Just one more race for Renault and Toro Rosso to get through following their public spat in Brazil. There's just four points between them in the standings.

McLAREN-HONDA SPLIT

Another team/engine marriage ending in tears after this race will be the McLaren-Honda alliance. The British team is set to finish ninth, as it did in 2015.

NIGEL ROEBUCK

Hybrids and lows

The current engine formula has led F1 down a sporting blind alley. Change is promised, but there are still three more seasons to go...

[@autosport](#)

ALTHOUGH HE DECLINES TO TALK ABOUT FUTURE goals, Lewis Hamilton must be starting to think about Michael Schumacher's 91 grand prix victories, a total believed beyond reach, but increasingly on Lewis's horizon. He has, after all, amassed 62 wins of his own – and 40 have come in the last four years, the era of the hybrid power unit, during which Hamilton's Mercedes team has been essentially unassailable.

Whatever happens in 2021, the current engine is with us until then, so if Hamilton continues at his rate of 10 victories a season, he has just time to beat Schumacher's record before the rules change. If rabid Lewis supporters have savoured this recent era, for others it has been one to forget.

Unless you happen to support the driver cleaning up, after all, domination by one team soon becomes wearisome. Fifteen or so years ago I remember leaving for the airport every other week positively *knowing* that, whatever the destination, Schumacher and Ferrari would win.

Later the torch was passed, in the 'blown diffuser' days, to Red Bull, Sebastian Vettel reeling off four consecutive world championships, at one point winning nine races on the trot. Then came the hybrids, and the age of Hamilton and Mercedes.

Of course there have always been times when one team has stolen a performance march – think of the Lotus 79 or Williams FW14B – but invariably others swiftly caught up: what has been different about the 21st century is that three teams have successively ruled for seasons on end. For fans of other than Michael, Sebastian and Lewis, it has been a very lean time.

As well as that, of course, the sport has done a very good job of slitting its own throat. As dominant as Schumacher may once have been, there were those – notably Mika

Hakkinen, and later Fernando Alonso – who sometimes threatened him, and in the three-litre V10 era the cars were undeniably spectacular. How could it have been otherwise, when they

had 900 horsepower and didn't weigh very much? And topping it all off, of course, was the muscular scream.

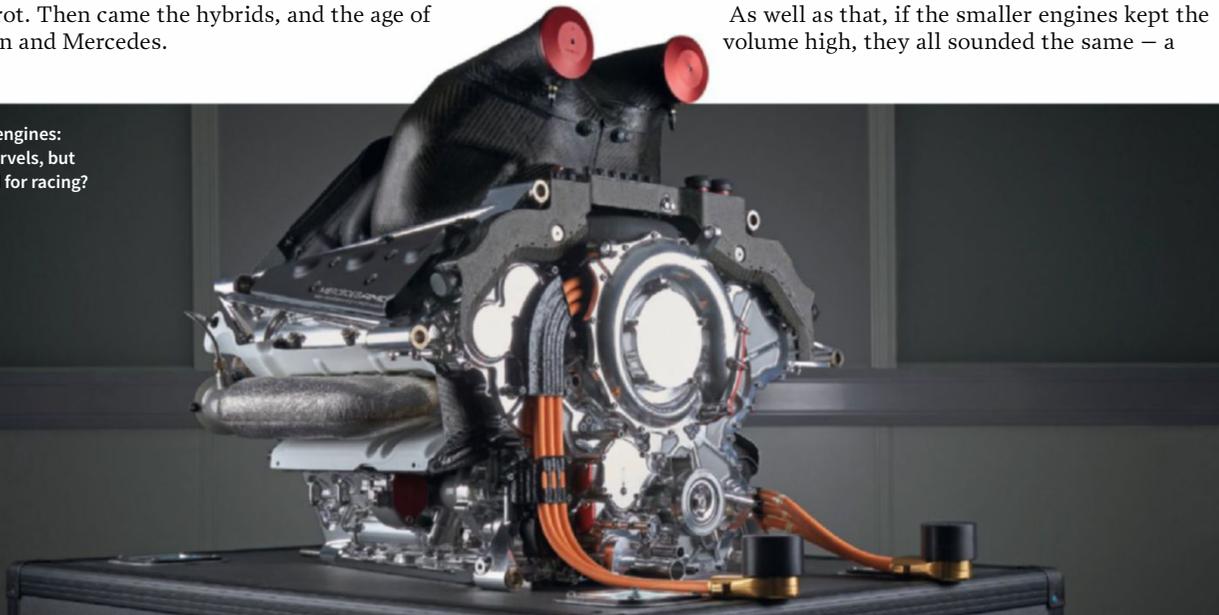
Then, in its wisdom, Max Mosley's FIA concluded that power was getting out of hand, that in the interests of safety it had to be reined in, and thus in 2006 we were landed with the 2.4-litre V8, which the drivers unsurprisingly found anaemic. No surprise that Juan Pablo Montoya's Interlagos lap record, set in '04, went unchallenged for a decade and more.

As well as that, if the smaller engines kept the volume high, they all sounded the same – a

“For once we had cause to be grateful for Ferrari's overweening clout”

Hybrid engines: tech marvels, but no good for racing?

DAMIERAG





It's to F1's shame that JPM's Interlagos record was unbroken for so long

blur of raucous 'white noise'. I wasn't sorry to see the back of the V8s, but before long began to remember them wistfully.

That said, I thought I understood the necessity for change, for a set of engine regulations that would pique the interest of manufacturers heading increasingly down the hybrid road. Ultimately the announcement came that from 2014 on it would be turbocharged 1.6-litre engines, their power supplanted by sundry ancillary systems.

Initially these were to have no more than four cylinders, and for once we had cause to be grateful for Ferrari's overweening clout in Formula 1: Luca di Montezemolo demanded that the engine should be a V6, and lo, it was done. If we think the hybrid engines have made an uninspiring noise with six cylinders, imagine how they would have sounded with four...

More than any other company, Renault pushed for hybrids, and while, like such as Patrick Head, I never saw any need for F1 to justify itself by 'improving the breed', on this occasion I swallowed the argument that unless we had fundamental change the manufacturers – whose boards' interest in racing is confined largely to R&D – would soon wash their hands of it.

As well as that, the hybrid lobby affirmed, with the new engine rules, manufacturers will be queuing to get involved, and I could see some logic in that, too. In this, and so much else, I could not have been more wrong. What we have had, in the F1 of the last four years, has in my opinion been largely a disaster, and it seems – from too many empty grandstands and falling TV figures – that I am not alone.

What can we say about the grand prix car of the current era? Certainly it has power aplenty – more even than the best V10s – and achieves it with remarkable fuel consumption, but comes at *incredible* cost. For one thing, it has been financially ruinous for the smaller teams, obliged to beg – and buy – engines from one of four, ultra-powerful, suppliers, who have not, as was confidently predicted, been joined by such as Audi.

For another, given the burden of all the systems, batteries and so on, today's F1 car weighs about the same as a Mercedes W125 from 80 years ago, and that is frankly grotesque. Thirteen years on from JPM at Interlagos, speeds are about the same as then, and an unfathomable amount has been spent simply in marking time. Yes, the saving in fuel has been extraordinary – but when did F1 ever tell anyone about it?

Last week Ross Brawn, looking to 2021, had this to say: "The current engine is an incredible piece of engineering, but it's not a great racing engine. It's very expensive, doesn't make any noise, has componentry that, in order to control the numbers of uses, is creating grid penalties that make a farce of F1, there are big differentials of performance between the competitors, and we are never going to get anyone else to come in and make engines. We can't leave the engine as it is..."

Brawn's right, whatever such as Ferrari and Mercedes might think. Indeed, the pity is that we're stuck with it for the next three seasons – and for 2018, of course, the drivers are restricted to three apiece. You think you've seen grid penalties? ❄

Balfe Motorsport plans expansion for 2018



Following a highly successful International GT Open campaign, 2017 Pro-Am champions Balfe Motorsport are hoping to attract drivers looking for a seat next season.

With Shaun Balfe and Rob Bell at the helm, the Balfe Motorsport McLaren 650S GT3 took three Pro-Am wins and eight podium finishes at classic venues including Monza, Spa and Silverstone on their way to the title.

Now the family-run team is looking to expand and become a customer team by running a second car in GT Open.

"The timing is perfect," says team manager Chris Moore. "We have spent five seasons building the team to raise it to the level where it is right now, and it is our intention to carry on growing."

With a history of success across different series, running Ferrari, Radical and Saleen machinery,

Balfe Motorsport is well-placed to deliver success.

"We feel that we're on the top of our game when it comes to International GT Open and understanding what needs to be done," says Shaun Balfe.

"We have a wealth of history in motorsport and have consistently been front-runners in whatever we've competed in.

"Our track record speaks for itself, but the way we go racing is also

important – we have strong, old-school values. It's a good atmosphere to be around, it's like one big family."

Running as the headline event with highly-regarded Michelin tyres and a live TV package, the fast-growing championship is proving a popular route for Pro and Am drivers wanting to branch out of the UK and pit their skills against top European GT teams such as AF Corse, Teo Martin Motorsport and Emil Frey Racing.

If you are interested in working with **Balfe Motorsport** in 2018, email Chris at info@balfemotorsport.com

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FEEDBACK

Reward reliability and keep fastest in front

We clearly need to find a balance between rewarding reliability in F1 while not detracting from the desire to have the fastest at the sharp end of the grid.

Simply deduct 20/10 manufacturers' points for each excess engine/gearbox use (over the season allowance) plus give the team a choice of either 20 (engine)/10 (gearbox) grid-place penalties or a £2m/£1m fine respectively.

So, for example, Vettel is fighting for the championship and blows his last engine. Ferrari takes a 20-point constructor hit but chooses to pay £2m to give its driver a fighting chance. These fines are redistributed proportionately in favour of those teams who have not paid fines.

So if Sauber went over its component allowance it would probably choose a grid penalty over a fine (no avoiding the deduction of constructor points), would save money and be in a good position to receive a healthy cut of the pooled fines.

We need to level out opportunity – but not ruin the competitiveness of the grid.

Shaun Kelly
Teston, Kent

Start with 500 points...

Why not start the F1 season with each driver being given 500 points and each manufacturer 500 points. For each finish position, 1, 2, 3, etc, for each driver deduct 1, 2, or 3 or the

appropriate number of points from the total of 500. The driver with the most points remaining would be the champion.

As for the manufacturers, adopt the same system but deduct five points for an engine change, four points for a gearbox change, one point for MGU-K/MGU-H change or other component because of failure – not changed because of a collision.

The driver should not be penalised for an engine or gearbox failure by a grid penalty, only the manufacturer by the deduction of manufacturer points. This would ensure the most reliable manufacturer would be world champion.

David Kirkwood
Byemail

Massa proves his class

Once again, Felipe Massa proves in Brazil he is best of the rest after the top three teams, far beyond his rookie team-mate. He has done this all year. None of the other Williams prospects will do as well next year as he would. How does he not deserve a ride in F1?

Bruce Merchant
Big Sur, California

Jacques it in, Autosport

Will you please stop insulting the intelligence of your readers by printing the ramblings of Jacques Villeneuve! His knowledge of the facts of the



Reader Merchant reckons Williams will have its work cut out finding a driver of Massa's calibre

races, cars and drivers has little relation to actual events!

John Leyland
London

Hamilton's race overrated

I have to disagree (for possibly the first time ever) with the opinions of Nigel Roebuck and Ben Anderson regarding Lewis Hamilton's race at Interlagos.

While he undoubtedly unleashed the pace of his Wo8 to greater effect than Bottas, his race was assisted heavily by a new engine and turbo, an early safety car and drivers either unwilling to fight a faster car or unable to defend due to a tremendous power deficit.

Now if he'd fought his way past Kimi Raikkonen I probably would agree with the 9 out of 10 rating, but by then he'd already used up his tyres. This wasn't a patch on Jenson Button's drive to the title at the same track in 2009.

Joe Padgett
Byemail

CORRECTION

BARC Tin Tops class winner Gideon September was driving a Mitsubishi Mirage at Brands Hatch earlier this month and not a Ford Puma, as stated in our results (page 69, November 9). We apologise for the error.

HAVE YOUR SAY, GET IN TOUCH

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WHO IS BRITAIN'S GREATEST F1 DRIVER?

FOLLOWING HIS MOST IMPRESSIVE CAMPAIGN YET, LEWIS HAMILTON'S FOURTH world title makes him the most successful British Formula 1 driver. But statistics never tell the whole story. Which begs the question: is Hamilton now the UK's greatest F1 racer of all time?

Autosport created a shortlist and then asked some of the most experienced and respected F1 journalists to advocate their choices. The final five are Stirling Moss, Jim Clark, Jackie Stewart, Nigel Mansell and Hamilton. The first three are era-defining, fan favourite Mansell was the biggest threat to the great Alain Prost-Ayrton Senna duo, and Hamilton is one of the top three drivers of the past decade.

An analysis such as this can never be entirely objective. Even though we have tried to make this a debate about who is the greatest, rather than who is everyone's favourite, people's experiences and criteria will be different. Which is what makes such debates interesting.

Sustained success is a given, and qualifying speed, racecraft, wet-weather performance, the ability to set up a car and drive a team forward, and how they respond to pressure are all important factors to consider. A driver's whole career is relevant too – it's not just the peaks.

Britain has had more than its fair share of top drivers, so some truly fine performers didn't make the final cut.

The UK's first world champion, Mike Hawthorn, is missing. Although brilliant on his day, Hawthorn was not consistent enough, with Tony Brooks and Peter Collins arguably as strong, and certainly didn't define his era in the way that rival Moss did.

Similarly, Graham Hill and John Surtees were two of the best drivers of the 1960s, the period during which Clark was widely regarded as the benchmark.

James Hunt became a superstar and was faster than many give him credit for, but the 1976 world champion's time at the top was brief and he was not a standout in the same way as our top five.

Damon Hill and Jenson Button both took their title opportunities when they came along, but were generally overshadowed by others. Button's strike rate (15 wins from 306 starts) also hinders him, even if he did outscore Hamilton in their time together at McLaren.

Which brings us back to our five. We hope you enjoy the arguments put forward by our experts – see who you think has got it right. >>

Britain's top 10 F1 winners

LEWIS HAMILTON
62

NIGEL MANSELL
31

JACKIE STEWART
27

JIM CLARK
25

DAMON HILL
22

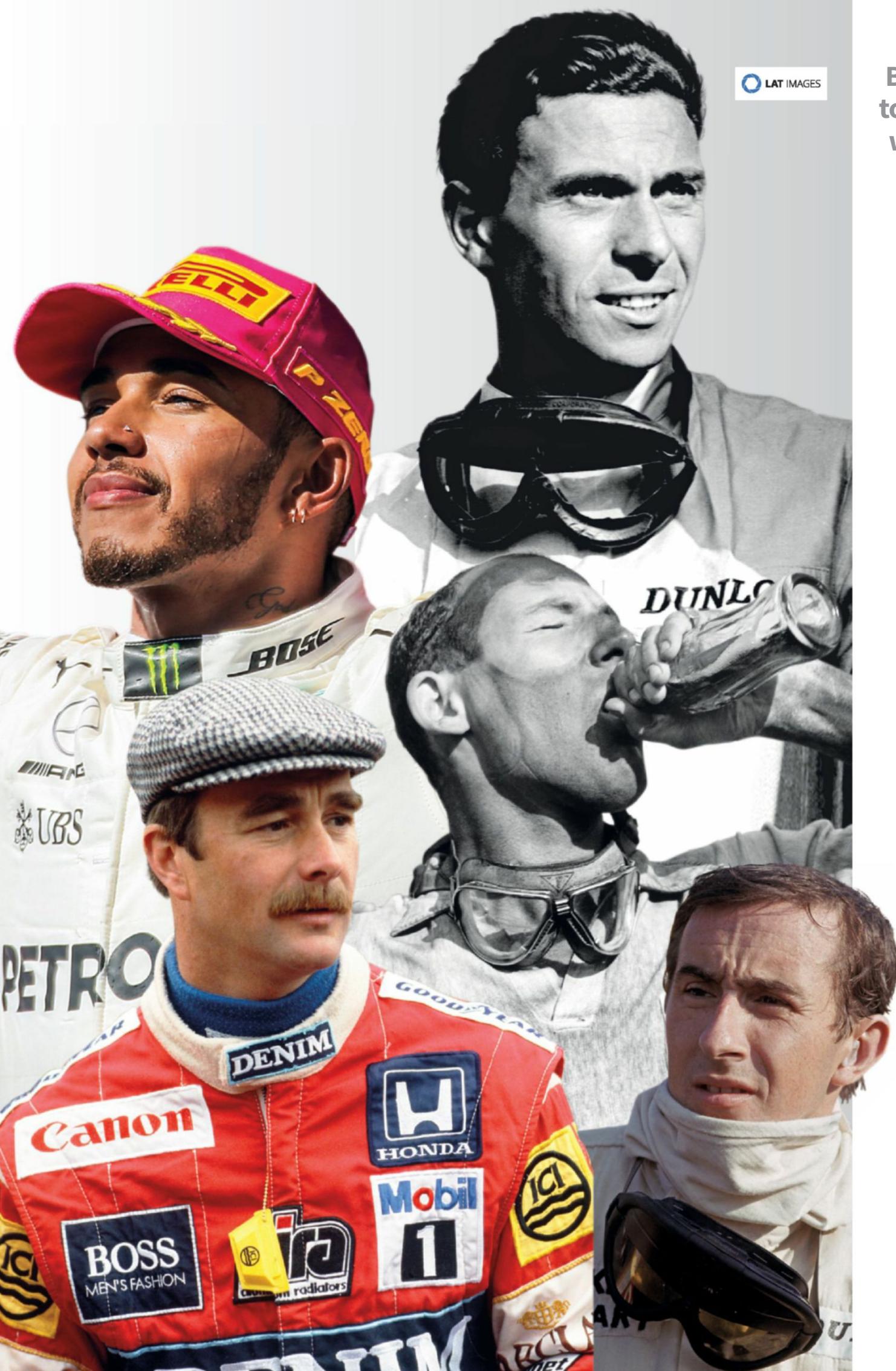
STIRLING MOSS
16

JENSON BUTTON
15

GRAHAM HILL
14

DAVID COULTHARD
13

JAMES HUNT
10



BRITAIN'S GREATEST
F1 DRIVERS



STIRLING MOSS

By Nigel Roebuck

LAT IMAGES



SATURDAY, MAY 6 1961, WAS A BUSY day in the life of Jack Brabham. At early evening he flew off to the USA, to begin testing his Cooper for the Indianapolis 500, but as he boarded the aeroplane he was still in rain-drenched overalls, having dashed to Heathrow from Silverstone, where he had finished second – a lap behind – to Stirling

Moss in the *Daily Express* International Trophy.

“Second’s not too bad,” Brabham quipped. “I’d be more upset if I’d been beaten by a human...”

Unless you were around at the time, it is impossible to appreciate just how much Moss was motor racing in Britain back then. There were others – Mike Hawthorn, Peter Collins, emphatically Tony Brooks – of great ability, but none captured the public imagination like Stirling, and I would venture that none has since. One of my earliest racing memories is of the warm-up lap for a Gold Cup at Oulton Park. Past the cars came – and then someone exclaimed, “Here he is!” Nothing more was needed.

Moss is invariably summarised as ‘the greatest driver never to win the world championship’, but in my eyes that diminishes only the worth of the title: I have always thought Stirling the greatest who ever lived.

“If Moss had put reason before passion,” Enzo Ferrari said, “he would have been world champion many times.” True enough – but then he wouldn’t have been Stirling Moss. Part of the attraction of driving, in his later years, for Rob Walker was the frisson of beating the factory teams as a privateer. For all his artistry, his countless victories, he will say that he prided himself primarily as a racer.

On the day of his last accident at Goodwood – unexplained more than half a century on – he was laps behind after a pitstop, but going flat-out because there was still a lap record to be broken, still something to be taken from the day. And still spectators to be entranced, of course.

At his peak – which he was to the end of his career – Moss’s driving was essentially without flaw. Wet or dry, fast circuit or slow, it didn’t matter, and it was the same with cars. When John Cooper and then Colin Chapman revolutionised grand prix racing, he effortlessly adapted: in 1956 he won at Monaco in a Maserati 250F, and four years later did it again in a Lotus 18. A paradox of his era, he says, was that invariably the better a car felt, in terms of driver enjoyment, the less effective it was.

“The Mercedes W196, for example, was never as nice a car to drive as the 250F – and the Vanwall wasn’t nice at all! The Merc didn’t have anything particularly wrong with it, but you couldn’t have the love affair with it you could with the Maser, because you couldn’t play with it in the same way. On the other

hand, because it would never break, it was a great car...”

In the same way, once the rear-engined cars had arrived, Moss always relished a Cooper more than a Lotus – its limits were lower, so going beyond them came sooner: manna for a genius.

Through my young years, Moss was an authentic national hero, yet his phone number remained in the book, as it does to this day. If someone – be it a fan or Alfred Neubauer – wished to contact him, he felt he should be available. Hard to believe in the precious world of today.

Overwhelmingly, Stirling personified ‘racing driver’, blending the grace of Alain Prost with the passion of Ayrton Senna. Even with charisma to throw away, he has always been fundamentally a shy man, never finding it easy to enter a crowded room, but in a paddock he was different again, a man absolutely in his own environment.

“For some reason I lacked confidence – although in a car I was as confident as hell. The race was no problem, and neither was going up to get an award at prizegiving – but I’d worry if I actually had to say something...”

There was a purity in the way Moss went racing. If he was fortunate in anything, it was that in those simpler times a great driver could compensate for an average car. Like most of his contemporaries, he had no great mechanical knowledge: if a car wasn’t handling well, he simply drove around the problems.

As well as that, Stirling was also quintessentially a sportsman, a quality highly valued way back when. Thanks to the scoring system of the time, he famously lost the 1958 world championship by a point to Hawthorn, despite winning four grands prix to Mike’s one. Less remembered is that had he not voluntarily gone to the stewards at Oporto, and spoken in Hawthorn’s defence, his rival would have been disqualified. Suggestions that it was a remarkably selfless thing to do leave him bemused: “What else could I have done?”

If Moss’s most fabled victory is probably the Mille Miglia in 1955, he was at his very greatest in ’61, his last full season, when he put his virtuosity to work at Monaco and the Nurburgring, archetypal driver’s circuits both, and beat the more powerful Ferraris in Walker’s obsolete Lotus-Climax. No-one else beat them all season long.

The Monaco victory came after what Moss considered his finest drive, and you can see why. Over the 100 laps, his average lap time was 1m39.5s, only four-tenths shy of his pole position lap, and that rather beggars belief.

“There really was no-one like Stirling,” Walker said. “For me, he was the perfect racing driver. When he was driving for me, I always felt that anything was possible, because he was so much better than all the others. It wasn’t fair, really...”

‘Mr Motor Racing’ was how Autosport headlined its report of Monaco ’61. That he was, and that for me he will always be. >>

Stats

STARTS

66

WINS

16

STRIKE RATE (%)

24.2

POLES

16

FASTEST LAPS

19

WINS BY TEAM-MATES

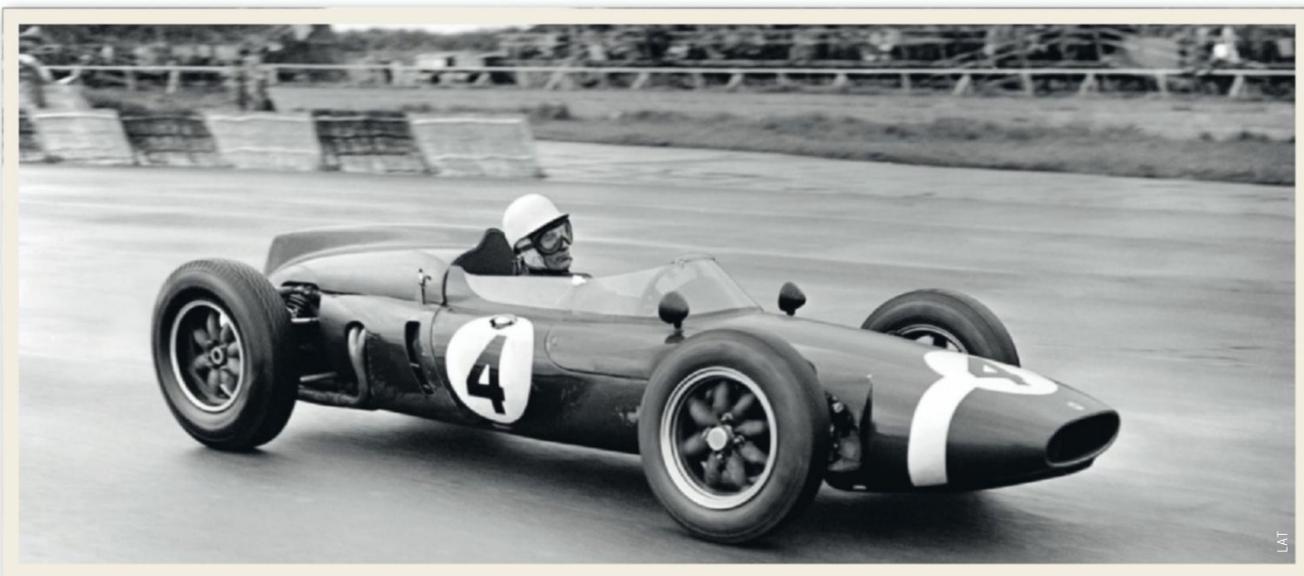
8

Juan Manuel Fangio 5

Tony Brooks 3

TITLES

0



Moss was on another level, lapping the field in 1961 International Trophy at Silverstone

JIM CLARK

By Peter Windsor



WHAT I CAN TELL YOU ABOUT JIM Clark is that from my flag marshals' post at Warwick Farm, the Tasman circuit on the outskirts of Sydney, I once saw a driver absolutely seamlessly drifting a Lotus 49 from apex to exit. There was not a trace of opposite lock or flick of the steering wheel as he floated the car towards the white exit line. Everything was harmonious on that

blue-sky Sunday. The consistency was mesmerising; there was no deviation. I've seen several other drivers that good on exits – Lewis Hamilton, Jackie Stewart, Fernando Alonso and yes, Max Verstappen – but I've never seen anyone better.

I can't tell you as much about the way Clark prepared for corner entries other than that he was himself aware of braking as he turned in, of extending the straights and of shortening the corners, of all the things that we know today constitute perfect use of the tyres. It was a talent that astonished even Colin Chapman when once he rode with Jim in a Lotus Cortina.

Would Clark's inputs have featured any 'spikes' had his cars been wired-up with 21st century telemetry? I doubt it and the evidence, admittedly circumstantial, confirms it. How else would he have been able to make a set of Dunlops last for five straight races (as he did in 1963)? How else would he have been able to glide a quad-cam Indianapolis Lotus-Ford up between the trees on a wet hillclimb in Switzerland (as he did in '65, after winning the 500)? So there has never been a better driver than Jim Clark into corners, either. I'd bet my life on it.

He could nurse a sick car, too: he won the 1965 British Grand



Clark celebrates 1965 British GP win (main) and takes the flag at Warwick Farm in '66



Stats

STARTS

72

WINS

25

STRIKE RATE (%)

34.7

POLES

33

FASTEST LAPS

28

WINS BY TEAM-MATES

1

Innes Ireland

TITLES

2

1963

1965



Prix at Silverstone, with falling oil pressure, because in the closing laps he switched off the engine before Stowe and Club corners and cruised the Lotus 33 through them in neutral, thus saving the bearings. A misfire should have lost him the '63 French GP at Reims but rain fell towards the end, enabling him to dance around the power loss with fine car control. The rear suspension broke on his Lotus 49 towards the end of the '67 US GP at Watkins Glen: still he found enough balance to be able to bring the car home to win. And he won at Spa, in '63, in teaming rain, despite his Lotus 25 persistently jumping out of top gear. Clark solved the problem by steering with his left hand and holding the gear lever in place with his right. Through the Masta Kink. In the wet.

Clark loved simply to drive. He jumped into Peter Westbury's four-wheel-drive Felday in the 1966 BOAC 500 simply because he was intrigued. He cajoled the Hon Patrick Lindsay into letting him have a few laps at Rouen in a pre-war ERA before the '64 French GP. He didn't hesitate when Holman-Moody offered him a NASCAR ride at Rockingham in '67 – or when Rolla Vollstedt invited him to race his Indycar at Riverside the same year. He was very quick when he drove a Lotus Cortina

in the '66 RAC Rally; and, of course, he adapted immediately to oval racing in America.

He remains – it you want a statistic that says it all – the only driver in the history of our sport to win the Indianapolis 500 and the F1 World Championship in the same year. He should have been world champion in 1962, '64 and '67 but was beaten only by idiosyncrasies. As it was, he annihilated the F1 opposition in '63 and '65 and was also virtually unbeatable in touring, sports, F2, Indy and Tasman cars whenever he drove them.

So it was that I met him at Sydney Airport in March, 1968 – me, a school kid, wondering why that Qantas 707 had taxied back to the terminal when it should have been heading east, to Chicago, for the early-season Indy tests. "Hey! You still here?" he said. "Come up to the restaurant and have a drink..." I sat there, sipping my Coke, asking him about this and that, talking about F1, the Tasman Series, helmets, aircraft and life on the road.

"You know," he said, "there's one thing you should never forget: if you want something, work for it. Never give up. Never give up for an instant."

We lost Jim Clark a month later but he has always been a part of my life – as a driver and as a person. There was no-one better. >>

BRITAIN'S GREATEST
DRIVERS
F1

JACKIE STEWART

By Edd Straw



JACKIE STEWART IS NOT ONLY THE greatest British grand prix driver, but you can make a strong case for him being the best of all-time. So much so that the statistics – three world championships and 27 wins at a strike rate better than one in four – don't do him justice. He ticks every single box required of a great.

The critical characteristic of any great is that they must raise the bar for what a grand prix driver can be. In an era blessed with remarkable depth, Stewart was able to do just that. His professionalism, safety advocacy and impact on the wider world redefined how a racing driver could operate on the global stage. Even today, 44 years since his retirement, he's still able to make a living and do plenty of good simply by 'being Jackie Stewart'. And, on top of that, he was a phenomenally fast – and hugely intelligent – driver whose only real fault was overworking thanks to the demands placed on him by dovetailing Formula 1, sportscar and touring car outings.

In 1971 he was struck by mononucleosis, then a duodenal ulcer that haemorrhaged the following year, both leading to thoughts of retirement. And when he did retire, he timed it perfectly, as champion – rejecting subsequent offers to return. That was even the case when big-money offers were made as late as the early 1980s.

Stewart was also one of the great star rookies, finishing third in the 1965 world championship for BRM, and remained a top grand prix driver throughout the transition to bewinged machinery. Stewart won races in four different chassis – BRM, Matra, March and Tyrrell – and titles in two of those. He also formed one of the great driver/team-boss partnerships in motorsport history with Ken Tyrrell – and played a critical role in the team parting company with Matra in order to retain use of the Cosworth DFV in 1970. While that led to what was, by Stewart's standards, a fallow year with the March – meaning just the one win – the best a Matra-powered machine managed was a third place. And it created the foundations for Tyrrell's success as a constructor.

Stewart was more than just a driver, he was a focal point around which a team could form, and who glued it together. Some drivers only thrive in the right circumstances, but the true greats create those circumstances.

As well as having prodigious pace behind the wheel, he

was mechanically sympathetic and technically adept. He played an important role in ensuring the most was extracted from the car and worked well with those around him. His respect for the efforts of those who held the spanners is reflected in his long-running association with the Grand Prix Mechanics Trust.

On-track, he was peerless. In a hugely competitive era, he was the driver who delivered the most consistent success. In 70 races started from 1968, he won 25 of them – and that includes a year in the March 701 that was only capable of nabbing a win thanks to his virtuosity. A Stewart win in this period was rarely eye-catching, simply because it was so predictable. The true greats make brilliance look ordinary.

But there were more obvious displays of his brilliance. Take his career-defining wet-weather victory, another mandatory box to tick on the CV of a great – the 1968 German Grand Prix. He won by over four minutes on the fearsome Nurburgring Nordschleife and, regardless of any tyre advantage he had from Dunlop, it was a true masterclass.

He was also capable of dragging a difficult car to a strong result, such as at Interlagos in 1973 when the Tyrrell struggled on the bumpy surface. He finished second, a result only the very best could have delivered. This was a driver with no obvious weak point. Even when things went wrong, such as at Monza in '73 when a puncture struck, he recovered to finish fourth and seal the title.

Being cynical about it, the only reason that Stewart, for all the veneration he receives, remains almost underrated is that he's still around. There was no tragic end behind the wheel of a racing car to add to the Stewart legend, and as an eloquent talker there are inevitably those who disagree with some of what he says. After all, nobody has a monopoly on being right, and while a driver like Ayrton Senna exists to many in the form of a handful of soundbites of beautiful eloquence, Stewart remains in the here and now as a real human being. That can hardly be taken as a criticism.

Perhaps the best way to characterise Stewart is as a man with a plan, a clear strategy. There was always method behind what he did, built around working towards a clear goal. For Stewart, it was not about the next corner, but the end of the race. Harnessed to his sheer ability behind the wheel, that made him the most formidable driver of an era blessed with brilliance.

Most of all, as the true greats in all sports do, he made the brilliant look mundane. >>

Stats

STARTS

99

WINS

27

STRIKE RATE (%)

27.3

POLES

17

FASTEST LAPS

15

WINS BY TEAM-MATES

3

Graham Hill 2

Francois Cevert 1

TITLES

3

1969

1971

1973



Stewart ticks all the boxes of a grand prix great. He took his 25th win in Monaco in 1973



NIGEL MANSSELL

By James Roberts



WHEN YOU VISUALISE MANSSELL on-track, it's impossible not to think of him flat-out; hard-charging, foot to the floor. In the era in which he raced, grand prix racing was dominated by multiple world champions: Ayrton Senna, Alain Prost and Nelson Piquet. But the British driver wasn't afraid to take any of them on. He was fearless behind the wheel.

Who can forget his opportunist pass to take the lead from Senna, when the pair came up behind Stefan Johansson's Onyx at the Hungaroring in 1989? His famous dummy on team-mate Piquet at Silverstone in '87? Or passing Prost around the outside of the Magny-Cours hairpin in '91?

Mansell was different from the world champions he shared the race track with. He wasn't blessed with the flair or charisma of the South Americans, nor did he spend hours intellectualising debriefs or using his influence politically. But what he did have was courage, determination and that most valuable commodity of all: *speed*.

Nowhere was that more evident than when he raced at home, in front of his adoring fans. Take the opening laps of the 1992 British GP where he destroyed the opposition. He'd amassed a 3.3-second lead at the end of the first lap and extended that to 11.8s after only *four* more laps. Of the 13 starts 'Red Five' made on home soil, he scored eight fastest laps and eight podiums (five wins) with arguably his most memorable performance – second – in the Silverstone deluge of '88, the wet conditions masking the deficiencies of his normally aspirated Williams-Judd.



Only the brave: Mansell, winner at Imola (main) and Silverstone in '92, was super-ballsy battler



Stats

STARTS

187

WINS

31

STRIKE
RATE (%)

16.6

POLES

32

FASTEST LAPS

30

WINS BY
TEAM-MATES

20

Elio
de Angelis 1

Keke
Rosberg 2

Nelson
Piquet 7

Gerhard
Berger 1

Alain
Prost 5

Riccardo
Patrese 3

Damon
Hill 1

TITLES

1

1992

“There was some baggage that came with Nigel, but when he walked into the garage, everybody knew ‘The Man’ was there,” remembers Williams co-founder Patrick Head. “They knew that if he was in the car, he was on it, every moment – wet or dry.”

You could guarantee that when Mansell took to the track, something dramatic was going to happen. Yes, there were the theatrics: collapsing in the heat of Dallas as he tried to push his car to the line, cutting his hands on the trophy he won in Rio on his Ferrari debut. But there was bravery too. He didn’t retire his Lotus when a fuel leak burned his backside. He broke his back on three occasions and raced much of 1992 with a broken foot.

As Enzo Ferrari’s last signing before his death, ‘Our Nige’ endeared himself to the Ferrari faithful. When Gerhard Berger shoved him onto the grass at Imola in 1990 he pirouetted at 160mph and then miraculously brought his scarlet machine under control and continued. Three races later he outwitted the Austrian when he overtook him around the outside of the terrifyingly quick Peraltada corner on the penultimate lap of the Mexican GP – stunning onlookers with his bravado.

With his dogged determination and bulldog spirit, the Italians took him to their hearts, labelling him ‘The Lion’.

He even impressed the *tifosi* with a smattering of Italian, once miserably proclaiming: “*molto, molto contento*” – “very, very happy” in his flat Brummie accent.

It took a while for *Il Leone* to have the machinery worthy of his talents, but when he did he was regularly in the title fight. He came oh-so-close to taking the crown in 1986 and was in the hunt again in both ’87 and ’91. He also became Britain’s most prolific winner, eclipsing Jackie Stewart’s 27 GP victory tally and in his championship winning year, ’92, he set a then record for most wins in a season (nine).

At the age of 40, he proved his versatility by clinching the Indycar championship at his first attempt, mastering the mix of street circuits and ovals with his trademark courage.

“I remember watching Nigel on the penultimate lap of the Indy 500,” says Damon Hill. “He’s understeering towards the wall and he doesn’t lift, then he goes up to the wall and there’s a flash of magnesium as he clips it. You know the guy’s got balls! Everyone was on Nigel’s case all his career and there was a certain amount of satisfaction seeing him prove them wrong. I know he isn’t everyone’s cup of tea, but he was so *brave*.”

And that, perhaps, was his greatest attribute. >>

BRITISH GRAND PRIX



LEWIS HAMILTON

By Lawrence Barretto



IF THE ACCOLADE OF BRITAIN'S greatest Formula 1 driver was awarded on statistics alone, Hamilton would take it by a landslide. His tally of 62 wins is double that of the next best, Nigel Mansell. Victory in this year's title race is his third in four years and fourth in total, moving him to an illustrious level alongside only Michael Schumacher, Juan Manuel Fangio,

Alain Prost and Sebastian Vettel.

But perhaps what makes him stand out most is his ability over one lap. He can do things with a racing car that most can only dream of. When the pressure is on and you have just one lap to deliver, Hamilton makes it happen. His tally of 72 pole positions is an all-time record, three clear of Schumacher. Jim Clark is the second best-placed Briton on 33.

Granted, much of that success has come when he's had the best car. Mercedes has dominated the V6 turbo hybrid era that began in 2014. But it was his decision, made when his gearbox failed while leading the 2012 Singapore Grand Prix, to leave McLaren and join Mercedes when it was a midfield runner that made the difference. Had he stayed with McLaren, it's likely he would still only have one title to his name. Careers are made on decisions like that, and Hamilton chose wisely.

The pressure was on him to succeed from the age of 10, when McLaren started backing him. He delivered on expectation, winning the Formula Renault UK title, the F3 Euro Series crown and the GP2 championship. He then almost won the F1 title at his first attempt. What Hamilton achieved in that first season in 2007 was astonishing. He scored podiums in the first nine races, including two wins, and led the title race for most of the season. His pass around the outside of then team-mate Fernando Alonso at the first corner of his first grand prix in Australia was an impressive statement.

He won the championship the following year, albeit fortuitously in a crazy Brazilian GP finale, but then struggled for the next five seasons to replicate that form. Much was

down to the machinery, but there was also an element of too much success, too soon. It took Hamilton some time to recover, but his move to Mercedes, leaving his childhood education at McLaren behind to graduate to 'high school', changed everything and provided the foundation on which to build the next stage of his career.

Hamilton oozes natural ability, which is never more clear than when it rains. His victories at Fuji in 2007 and Silverstone in '08 were remarkable. But he has managed to marry that talent with a greater aptitude for the engineering side, particularly since he joined Mercedes. With age comes experience and that has been evident this year. He has made few big mistakes, no split-second misjudgements and not allowed himself to get distracted from the job in hand.

His success on-track combined with his focus on building a life outside of F1 – in areas such as fashion, music and movies, with an eye on the future – has made him the face of F1 across the globe in a way Usain Bolt has been for athletics.

The greatest athletes are those who remind us that sport isn't the be-all and end-all. And they try to let the public in to experience their lives with them. Hamilton has the advantage of social media, a platform that previous British champions did not have access to, in which to connect with fans. He does not have to engage with them – many drivers, such as Vettel, do not – but he chooses to.

You often see Hamilton filming team celebrations, on Facebook Live during downtime or Instagramming his life outside of F1. He goes above and beyond to share his success and takes his role-model status seriously. He transcends F1. He might divide opinion because he has strong opinions and is not afraid to express them. But the greats generally do, and it's often not until after their careers that they are remembered more fondly.

"Being thought of as a legend doesn't resonate with me yet," he said earlier this year. "Maybe when I retire and time has gone by."

Hamilton is a truly staggering talent, a sporting legend in the making and worthy of the title of Britain's greatest F1 driver. >>

Stats

STARTS

207

WINS

62

STRIKE RATE (%)

30.0

POLES

72

FASTEST LAPS

38

WINS BY TEAM-MATES

37

Fernando Alonso 4

Heikki Kovalainen 1

Jenson Button 8

Nico Rosberg 22

Valtteri Bottas 2

TITLES

4

2008

2014

2015

2017



Hamilton's a wizard in the wet. He racked up his fifth British GP win (far left) this year

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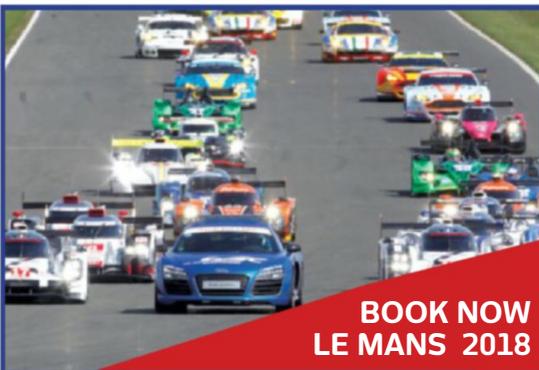
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AND THE WINNER IS...



SO WHO WINS THIS CONTEST?

There is no definitive answer of course – comparing drivers who never raced against each other is fraught with difficulties – but there are certain fundamentals we can look at. The first thing to consider is that this is not about who is simply the *best*, because that almost certainly has to be a current driver. The constant human push to

improve means that modern professional racing drivers must surely be better in the purest sense because of what has been learned – from the use of data to better diet and fitness. But that doesn't mean they are *greater*.

Usain Bolt is currently the fastest 100-metre runner ever. The stopwatch says so. But is he a *greater* athlete than 1930s American legend Jesse Owens? That's a much harder question.

Further complicating the issue is that, even when trying to be as objective as possible, the weight you give certain criteria will vary from person to person. Is wet-weather skill worth more than racecraft? Does the ability to build a team around you trump qualifying pace? Most could agree on a set of essential parameters, but the importance of them will boil down to an individual's

taste, preferences and experiences, as our advocates have demonstrated.

Drivers must also be judged in context. In other words, they have to be assessed compared to their peers and within the challenges F1 posed when they were active. Racing in the 1950s was, for example, far more dangerous and there was no power-steering or paddleshift gearboxes, but the g-forces were nothing compared to today. These things should not count for or against either era.

Comparing the drivers against their competitors, Mansell has to be the first to fall. Probably the greatest overtaker ever, he was nevertheless third to Alain Prost and Ayrton Senna in the 1980s and early '90s. Capable of producing something special to turn a race, Mansell could also be absent and took a long time to become a winner. Prost and Senna were almost invariably in the mix, virtually from the start of their careers.

Hamilton also suffers slightly when compared to his peers, though it is less clear-cut as the jury is still out as to whether he, Fernando Alonso or Sebastian Vettel is the brightest star of the post-Michael Schumacher period.

The trouble he has had with his (admittedly very strong) team-mates, most notably being outscored by Jenson Button at McLaren and being beaten to the 2016 title by Nico Rosberg, also counts against him. And it's probably fair to say that Moss, Clark and Stewart never put in the sort of troubled campaign Hamilton did in 2011.

If this was a debate about Britain's greatest driver across the board, then Moss would probably win. His versatility was matched only by the extent of his advantage in multiple disciplines. For a considerable length of time he was comfortably the best driver in F1, GTs and sportscars.

His season alongside Juan Manuel Fangio in 1955 doesn't count against him. The dynamic of established champion and respectful pupil was entirely different to the more modern, combative situation Hamilton and Alonso found themselves in during 2007.

But missing a gear and blowing his Vanwall's engine in the Belgian GP, a mistake that arguably cost him the 1958 title, is one blot. And although clearly a galvanising force at a team, it's probably fair to say Moss didn't drive things forward in quite the same way as Stewart, Niki Lauda and Schumacher later did.

Clark formed a special relationship with Lotus boss Colin Chapman. Although he was increasingly having ideas of his own shortly before his death, Clark was not the proactive part of the combination.

Chapman's innovation often gave Clark a car advantage, though he did prove his ability to extract the most from mediocre machines during 1966. But Clark never won a

GP for anyone else.

Which leaves Stewart. The two most competitive periods in F1 history are the Cosworth DFV era and the 2000s. The availability of the DFV meant there were many cars and drivers capable

of winning in the late 1960s and early '70s, and yet Stewart was the dominant figure. Crucially, he also raised the bar of what it meant to be a professional F1 driver in a way none of the others on this list did, with the arguable exception of Moss.

Stewart won races for four different marques (BRM, Matra, March and Tyrrell), was superb in the wet, had great racecraft, didn't make errors, and did his homework to find a crucial edge, as demonstrated at the 1969 Italian GP (see page 33). He could haul an uncompetitive car onto the podium (BRM was only the eighth-fastest team of '67) and his final title in '73 was one of the greatest F1 campaigns.

The Lotus 72 and McLaren M23 were both quicker than his Tyrrell, yet Stewart secured five wins and the crown, while Lotus team-mates Emerson Fittipaldi and Ronnie Peterson took points off each other. He then retired still at the top.

All five Britons are among the greatest drivers in F1 history. To separate them requires extreme nitpicking and there will surely be new candidates in the years to come. But with no apparent weaknesses, and having been *the* standout driver of one of the most competitive eras in the history of the world championship, Stewart narrowly takes our plaudits. He currently stands as Britain's greatest F1 driver. 🌟

“DRIVERS MUST BE JUDGED IN THE CONTEXT OF WHEN THEY WERE ACTIVE IN F1”

Disagree?
We're sure many will. Let us know why by emailing us



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BRITAIN'S GREATEST
F1
DRIVERS

Sir Jackie Stewart's

GREATEST F1 DRIVES

The winner of our greatest Brits contest
helps us pick out his finest races

By Kevin Turner, Editor

 @KRT917

WITH 27 WINS AND THREE TITLES FROM JUST 99 WORLD CHAMPIONSHIP STARTS, SIR Jackie Stewart is one of Formula 1's all-time greats. Finalising his top 10 races was always going to be tough, so Autosport enlisted the 78-year old's help. Fortunately, the Scot didn't have too many issues with the list we put to him, but he did add some insight and suggestions. Here is the outcome of all that deliberation

10

**1965
BELGIAN GP**

BRM P261 (2nd)

This appallingly wet grand prix was the scene of one of rainmaster Jim Clark's masterclasses. The Lotus driver scored his fourth consecutive Belgian GP victory, but Stewart – who was only starting his third world championship F1 race – picks it out as one of his own best drives.

Both men were beaten to dry pole by a sensational time from Stewart's BRM team-mate Graham Hill, with Clark second and Stewart a fine third on his Spa debut, completing the front row.

Stewart briefly fell to fifth at the start, but was back in third – behind leader Clark and Hill – by the end of the opening tour. As conditions worsened, Hill waved Stewart by on lap four, but Clark was already 25 seconds clear.

Although the gap continued to rise, Stewart was the only driver to get anywhere near the leader's lap times in the ever-changing conditions. Clark's lead hit a high of around 1m20s before eventually coming down to 44.8s at the finish. Everyone else was lapped.

"We were a huge amount ahead of everyone else and it was some of the worst rain I've driven in, for the whole race," recalls Stewart. "When we got out of the car Jim asked if I was alright – he was worried about me!

"He had opened up a gap and then I more or less kept up with him. To this day I am sure he backed off because he thought I was over-driving.

"By then we were very good friends and I was so inexperienced. To drive Spa like that in the wet and to finish second to Jimmy was a big deal."



LAT IMAGES

Lack of rear brakes failed to halt Stewart's march to victory on the streets

9

**1971
MONACO GP**

TYRRELL 003 (1st)

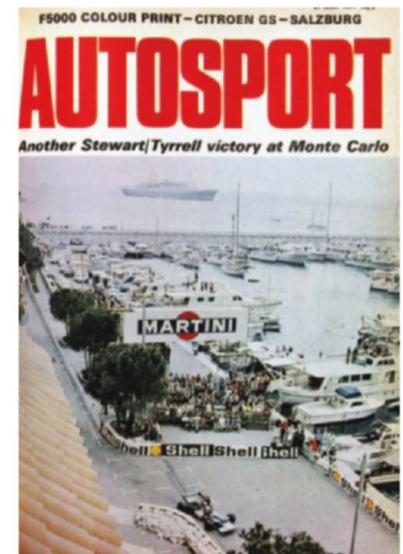
This is not one of Stewart's favourites, but the circumstances surrounding one of his most famous wins earns it a place on this list.

Much of practice was wet and in the half-dry session there was, Stewart managed a time 1.2s faster than anyone else. Pole was comfortably his, despite a quick spin climbing the hill to Casino Square.

After a delayed start, Stewart held the lead, but already he knew he had a problem. "It happened on the warm-up lap and they couldn't fix it," recalls Stewart of realising he had no rear brakes. "I told them there was something wrong at the back end and it was, 'Oh, sorry, there's nothing we can do'. But because I made a clean start we were quick enough to do the job."

And 'doing the job' doesn't mean holding the field at bay. Stewart simply drove off into the distance in what Autosport's Patrick McNally described as "a masterly demonstration of skill".

While Jo Siffert's BRM battled Jacky Ickx's Ferrari for second and Ronnie Peterson (March) began a charge that would eventually net him the runner-up spot, Stewart started building a lead that would reach 35s. He



even managed to set a new lap record, 0.8s faster than anyone else.

Stewart was also sick into his helmet in the closing stages due to cockpit fumes. And yet the man himself is surprisingly nonplussed by this drive against adversity.

"I don't think it's that difficult to win Monaco – if you qualify well and you don't make mistakes you can win," reckons Stewart. "You can't say it was on the limit in 1971, but it was obviously a good win." >>

8

**1967
BELGIAN GP****BRM P83 (2nd)**

Just a year after suffering the terrifying crash that kick-started his safety campaign, Stewart returned to the old Spa and manhandled the recalcitrant H16-engined BRM to within striking distance of victory.

Jim Clark's Lotus 49, fresh from its win first time out at the Dutch GP, dominated practice, taking pole by 3.1s. Even taking Clark's remarkable time into account, the BRM did not seem competitive. Stewart qualified 6.7s down in sixth.

Graham Hill's Lotus was removed from contention with clutch problems and Dan Gurney's Eagle got too much wheelspin at the start. Stewart thus reached Eau Rouge in third, behind Clark and Jochen Rindt's Cooper, and had snatched second before the end of the lap.

Stewart had no answer for the pace of Clark's Lotus, but he kept the difficult H16-engined BRM in second place while Gurney started his recovery drive.

On lap 13 of 28, the electrode blew out of a spark plug on the leading Lotus and Clark had to pit. Gurney also had a brief stop to complain of fluctuating fuel pressure, but soon after that Stewart started suffering with gearbox problems and he had to hold the gear-lever to prevent it from jumping out.

"It was unsatisfying with the problem with the gearbox, and the car was a monster," says



McKLEIN

Stewart, still clearly not a fan of BRM's complex and unreliable H16. "That thing carried more petrol, water and oil than the Queen Mary!

"The H16 was a mistake. But because it was Spa and it was so demanding it was easier to do quite well. The easier the circuit, the less skill is required."

Nevertheless, Gurney's pursuing Eagle got faster and faster, and closed in. He swept by into the lead on lap 21, leaving Stewart to battle an increasingly recalcitrant gearbox. But he (literally) held on, giving the H16 engine its best result in the back of a BRM.

H16 monster was a "mistake", but JYS hauled it to second



McKLEIN

7

**1971
GERMAN GP****TYRRELL 003 (1st)**

"You've got to win your own grand prix, you've got to win Monaco, and you had to win at the Nurburgring," asserts JYS about the three most important races on the calendar.

"An F1 car round the 'Ring was a monster – you were travelling so fast and you took off something like 13 times, and it was narrower than today. It was the daddy of them all, there was no race track in the world that was even close."

The German GP returned to a revised 14.2-mile Nurburgring for 1971, following a year at Hockenheim due to safety concerns, and Stewart was on top form. Arriving for round seven of 11, Stewart had more than twice as many points as second-placed Jacky Ickx.

Stewart's Tyrrell had tweaked rear-suspension pick-up points to increase ground clearance around the bumpy circuit and he dominated qualifying. But a big effort from 'Ring specialist Ickx got him within 0.2s around the seven-minute lap.

Ickx's Ferrari grabbed the lead down the inside into the first corner, but the Tyrrell dived back by into the North Turn left-hander behind the pits. Ickx was within three seconds of

Stewart was untouchable around the 'Ring in 1971

Stewart at the end of the first lap, but the Ferrari went off at the Wippermann on lap two, putting him out and forcing team-mate Clay Regazzoni into a spin.

That left the runaway championship leader 16s ahead of Jo Siffert's BRM. "It was all over already," reckoned Patrick McNally in Autosport's report.

Siffert and Regazzoni battled for second before Francois Cevert overcame both in his Tyrrell. Cevert broke the lap record, but by then Stewart had already extended his lead to nearly 40s. He finally came home 30.1s clear of his team-mate and the world title was all but won.

6**1971
SPANISH GP****TYRRELL 003 (1st)**

The V12-powered cars of Ferrari, Matra and BRM appeared to have an edge over the V8 Cosworth DFV runners around the Montjuich street circuit in 1971. The Ferraris of Jacky Ickx and Clay Regazzoni qualified first and second and there was only one DFV in the top six.

Come the end of the race there were still only two DFVs in the top half-dozen, but one of them was first. Predictably, that was a car driven by Stewart, who gave Tyrrell its first win as a constructor.

Stewart burst ahead of two of the three front-row men, Regazzoni and Chris Amon (Matra) at the start to chase Ickx. Stewart shadowed the Ferrari, while Amon made it three for the lead after passing Regazzoni.

On lap six of 75, Stewart slipped ahead and started to edge away while Ickx battled Amon. The top three gradually spread out until Ickx began a charge in the final third of the race.

“The Ferrari appeared to handle a lot better than the Tyrrell on the exit of the

fast right-hander just before the pits,” said Autosport’s F1 reporter Patrick McNally. “Apparently Jackie was having some minor braking problems and was having to drive with this in mind.

“The last few laps were absolutely fantastic, with both Stewart and Ickx driving absolutely 10-10ths.”

Ickx set the fastest lap – 0.5s faster than Stewart’s best – on lap 69, but the Tyrrell held on to win by 3.4s. The next DFV-engined car, Denny Hulme’s McLaren, was nearly a minute and a half behind in fifth.

“Ickx forced Stewart to drive right on the limit – it must have been one of his hardest races,” added McNally.



LAT IMAGES

5**1969
BRITISH GP****MATRA MS80 (1st)**

“Heroic Stewart/Rindt battle at Silverstone,” declared Autosport’s cover after the two friends engaged in a wheel-to-wheel fight in the British Grand Prix.

Following a lurid off in practice, Stewart had to switch to the Matra originally intended for team-mate Jean-Pierre Beltoise. Stewart didn’t fit the car perfectly and felt the DFV was not as strong as his own, but he still qualified second to Jochen Rindt’s Lotus 49 – albeit 0.6s slower than he had managed in his car.

The duo headed off into a race of their own from the start, second man Stewart crossing the line 3.3s clear of the rest at the end of lap one. The two then put on a display that impressed Autosport: “The leading battle was tremendous stuff – the two fastest men in GP racing fighting it out wheel to wheel.”

“It was great because of Jochen,” says Stewart, who drove most of the race with a clutchless Matra. “By that time we were really good friends and spent a lot of time together, and the respect we had for each other was so big that nobody ever did anything wrong.

“We had so many lead changes. Down Hangar Straight you’d definitely get past, you’d point to which side you wanted the other to pass on. If he passed down Hangar, I’d pass him before we got to Woodcote. We were so far ahead of everyone else because we were slipstreaming each other.”

Rindt managed to edge away at half-distance, helped by traffic, but a sequence of lap records brought Stewart back towards the Lotus. He grabbed the lead again on lap 62 of 84.

Sadly, the duel wasn’t to last. One of the Lotus 49’s rear-wing endplates had come loose and was dangling over the rear wheel.

“I was sure it was going to blow a tyre so I passed him and pointed,” recalls Stewart.

“He then saw it in the mirror and went in [to the pits]. And then they didn’t have enough fuel in the car...”

Stewart thus went on to take victory by a lap from the Brabham of Jacky Ickx, with Rindt recovering to fourth. Just 0.1s separated the fastest laps of JYS and Rindt, with the next best being another 1.6s slower.

Interestingly, particularly given his approach to that year’s Italian GP (see page 33), Stewart is adamant he hadn’t come up with a plan for what could have been the crucial last few laps against Rindt: “I didn’t have one – we weren’t far enough into the race yet. You’d have thought about that in the last five laps. It would have been an issue, obviously!” >>

AUTOSPORT

BRITAIN’S MOTOR SPORTING WEEKLY

Heroic Stewart/Rindt battle at Silverstone – Mugello



Stewart fought friend Rindt until the Lotus driver hit trouble



LAT



4 1973 SOUTH AFRICAN GP

TYRRELL 006 (1st)

The 1973 South African GP at Kyalami is probably most famous as the race in which Mike Hailwood helped save Clay Regazzoni from his burning BRM after a multi-car crash. But it should also be remembered as one of Stewart's most impressive victories.

During practice, Stewart suffered brake failure at the fastest part of the circuit, approaching Crowthorne Corner. "I had a long time to think about it – we were doing about 180mph – and I came out of my body and I saw myself in the cockpit," remembers Stewart. "I'll never forget it.

"There was a concrete wall all around there, but I'd insisted on chain-link fencing. It was a huge accident and the chain-link fencing did a fantastic job – I was right up against the wall and I didn't know whether I was alive or dead. I couldn't understand what I was looking at, and I was completely disorientated."

With his own car damaged, Stewart had to qualify team-mate Francois Cevert's car and

struggled: "He was a lot taller than I was and it was uncomfortable; I didn't do a decent lap."

Stewart was still unhappy with the car in warm-up – causing Tyrrell to change the entire rear suspension – and had to start from an unfamiliar 16th on the grid, but he made rapid progress. Remarkably, he was in the lead by the end of lap seven – having swerved to avoid the multi-car accident – and won the 79-lapper by nearly 25s. And this in a car that had been 4mph down on poleman Hulme's McLaren M23 on the main straight in practice.

The M23 might have been able to put up more of a fight, but a puncture delayed Hulme while he was leading on lap five and at no time did anyone challenge Stewart's lead once the Tyrrell hit the front.

"The accident didn't affect me and I had a good race, though I don't remember much about it," admits JYS. "[Team boss] Ken Tyrrell kept me well informed – he knew when to tell you things. Not everyone knows – they give



you too much information or too little."

Nevertheless, there was some controversy. McLaren made a protest, arguing Stewart had overtaken Peter Revson under yellows. Initially, the Scot was reprimanded, but after a hearing that decision was rescinded – Stewart argued he had completed the manoeuvre before they reached the flags.

Autosport's Pete Lyons wrote: "There is no doubt that there was no need for him to take advantage of any yellow flags, he would have been able to pass anyone at any time."

Stewart can't recall much about his win, scored after a massive practice crash



AUTOSPORT
BRITAIN'S MOTOR SPORTING WEEKLY
Stewart's Champion Monza-Chevron's Ring-Alpine Rally



3

1969 ITALIAN GP

MATRA MS80 (1st)

“That’s the only time I can think of in my career where we took the whole of practice to get one thing right,” says Stewart of his approach to the 1969 Italian GP. “Ken Tyrrell never thought pole was important and we spent the whole time trying to stop having to change gear before you got to the line.”

That work during the six hours of Monza practice paid off in what Autosport described as “one of the closest-fought and most exciting grands prix ever” and the “slipstreaming epic of motor racing history”.

Although he only started third, Stewart made a gap for himself between Jochen Rindt’s Lotus and the McLaren of Denny Hulme to snatch the lead. Stewart and Rindt started another one of their battles, but this time they could not break away from the field.

“Round the back of the circuit Rindt was regularly ahead, but Stewart would slip back by before the Parabolica every time,” wrote Patrick

McNally in Autosport’s report. “In one great multi-coloured swarm came seven cars behind them, and they were not to be shaken off.”

Rindt managed to lead across the line on lap seven and Hulme the next time through. Piers Courage (Frank Williams-run Brabham) also achieved the feat on two occasions, but generally Stewart had his nose ahead across the line, helped by Rindt’s Lotus being undergeared.

After 22 laps of the 68, the top eight were still only covered by four seconds, but the lead pack lost Hulme when he hit brake trouble. Then Jo Siffert’s Rob Walker-run Lotus started to suffer engine issues.

“It was still very much anybody’s race, and any one of the leading six stood an equal chance, yet somehow Stewart managed to dominate,” wrote McNally.

Stewart had, of course, loaded the dice in his favour with the longer fourth gear, and knew

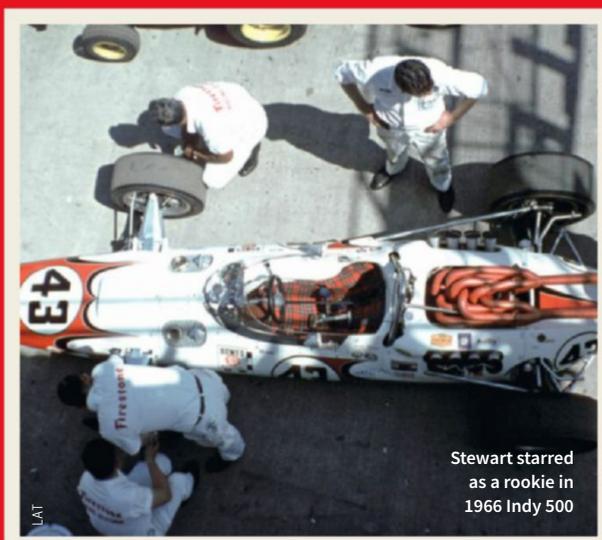
Canny Scot had worked out how to win the slipstreaming battle

where he needed to place the Matra.

Courage started suffering from low oil pressure in the closing stages and Graham Hill’s Lotus, which had moved up to second to challenge Stewart, broke a driveshaft. That left Stewart leading Rindt, the second Matra of Jean-Pierre Beltoise, and Bruce McLaren’s M7C.

Rindt made another bid on the final lap, snatching the lead at Lesmo. But Stewart was still well placed, even as team-mate Beltoise overtook both the leaders heading into the final corner. He slid wide, Stewart dived back ahead and held off the trio behind on the run to the line, pipping Rindt by 0.08s. Just 0.19s covered the top four.

Despite the excitement, Stewart had in fact led across the line for all but 10 of the 68 laps. He had made sure he was quick enough in the most important place. The victory – his sixth of the year – also meant Stewart clinched his first world title with three rounds still to go. >>



Stewart starred as a rookie in 1966 Indy 500

Stewart’s forgotten Indianapolis 500 misfortune

Graham Hill’s Indianapolis 500 success in 1966 is well-known, but the victory could so easily have fallen to his Mecom/Lola team-mate Jackie Stewart.

Stewart qualified on row four – one ahead of Hill – and, like Hill, avoided the massive early multi-car accident. Several car failures and incidents, including ’65 winner Jim Clark twice spinning his Lotus, allowed Stewart

and Hill to move forward.

Stewart overtook Clark, but had to rely on Lloyd Ruby’s flying Eagle to hit trouble before taking the lead. Once there, however, he pulled away.

“Then, when it seemed almost certain that Stewart would win Indy at his first attempt, his oil pressure vanished and he coasted to a standstill,” said Autosport.

Hill thus took a famous victory, with Stewart sixth.

Stewart returned the following year and had risen from row 10 to third, just behind eventual winner AJ Foyt, when the Lola-Ford’s engine blew with 30 laps to go.

“Surely he is due better luck at the Speedway; his success here will be greeted with enthusiasm by all concerned,” said Autosport.

But Stewart never returned to see if it could be third time lucky.

2 **1968**
GERMAN GP
MATRA MS10 (1st)

This would be many people's choice for Stewart's best drive of all. It was one of the all-time greatest performances in the rain, around the Nurburgring Nordschleife.

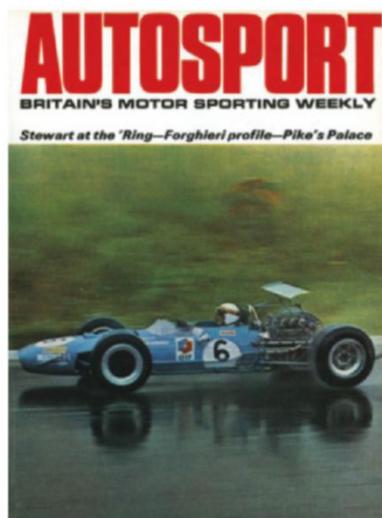
Stewart lined up on row three after suffering electrical problems on the Matra in a disjointed and delayed practice during which few drivers set representative times due to the wet and foggy conditions. But he stormed up to third at the start.

"I went down the concrete pitlane – there was more grip than on the Tarmac and I had hardly any wheelspin at all," recalls Stewart. He then passed Chris Amon's Ferrari at Adenau – "I don't think he expected that one" – and overcame the Lotus of Graham Hill to lead by eight seconds at the end of the first lap.

"By the second lap Stewart had pulled a further 25s ahead, the blue Matra looking solitary but secure at the head of the field," said Autosport, which also described the conditions as "unbelievably bad" and "probably the worst at the 'Ring since before the war".

On lap eight Stewart set what would be the race's fastest lap – 9m36s, which was a full 15s faster than anyone else managed for the 14-lapper. In the closing stages, second-placed Hill spun and stalled before recovering, increasing Stewart's advantage yet further. The final winning margin was 4m03.2s.

If that gap seems unnecessarily big given the fragility of the era's machinery, Stewart points out that he was comfortable at that pace and couldn't be sure of the gap: "The lap was so long you couldn't risk backing off, you were only finding out [gap information] every 10 minutes. And you couldn't see anything behind you.



"I made one mistake, just after the Karussell. It was so wet the rivers weren't the same every lap and I hit one. I didn't go round it but I went real slow."

As if the conditions weren't challenging enough, Stewart was driving with his right wrist in a plastic support, having broken his scaphoid in an F2 accident at Jarama three months before.

"I went around the world trying to find it – I went to Muhammad Ali's doctor, I can't tell you how many – and in the end Bernie [Ecclestone]'s lawyer's father made it [the support]," explains Stewart, who was forced to miss the Spanish and Monaco GPs that year.

"If it had been a dry race I wouldn't have won. It might have been too much for me, but in the wet it didn't really worry me at all.

"The Dunlops were good and the Matra was a good little car. I could have won the world championship in that car, but I ran into a fuel pick-up problem in [the final round in] Mexico."

Stewart had to wait a long time for Rindt (left) and Hill to join him on the podium



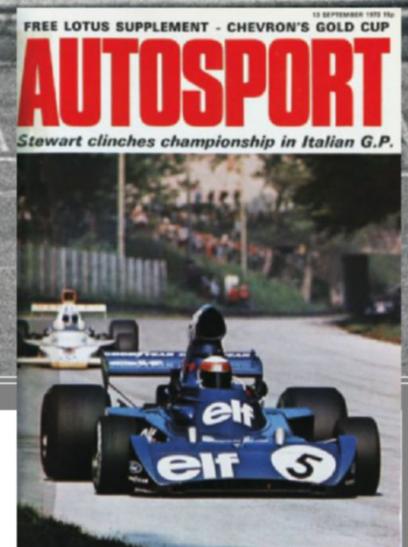
SUTTON

1 **1973**
ITALIAN GP
TYRRELL 006 (4th)

Stewart's own choice for his greatest drive is not his famous wet victory at the Nurburgring. In fact, it's a race in which he didn't even finish on the podium. But his comeback charge at Monza, which also clinched his third world title, clearly means something special to him.

As Pete Lyons outlined in Autosport's report, the weekend did not start well for Stewart: "He started practice with a headache from his cholera immunisation and carried on with an influenza infection that gave pains across his chest. His car was just plain slow through practice and on race morning his engine dropped a valve."

The race didn't go according to plan



Stewart clinched his third crown with a great drive

either. While Lotus started its domination of the event with Ronnie Peterson and Emerson Fittipaldi, Stewart initially jumped from sixth to fourth. But he soon found the Tyrrell's handling wayward and had to pit with a rear puncture, dropping him to the back.

He now put in a recovery performance reminiscent of Jim Clark's 1967 drive at Monza, only without the significant machinery advantage. Stewart picked off car after car, consistently the fastest man on track. Pushing into the top 10 after 21 of the 55 laps, he overtook Carlos Reutemann's Brabham for sixth with 13 tours to go.

He then caught team-mate Francois Cevert, who allowed him by, and Stewart fell just 4.4s short of catching Peter Revson's McLaren M23,

which completed the podium.

Not only did he set the fastest lap by 0.6s and break the lap record, Stewart also beat his own qualifying time. And, with Peterson staying ahead of title-contending team-mate Fittipaldi to win, fourth place was enough to secure the title in a car that was almost certainly inferior to the Lotus 72 and M23.

"I did not know that if I finished fourth I'd win the championship," says Stewart. "It was the joy of being able to do whatever I wanted to do with no pressure because I was way behind. I was able to pick people off – they weren't grouped."

Stewart also rates the drive because, whereas at the Nurburgring or old Spa only a handful of drivers could master the circuit, the

relatively straightforward Monza track meant gaining time on other racers was tough. Consistently precise laps were required to make ground.

"I was driving in a manner that was the quickest way, not being disturbed by anybody," he adds. "That was one of the most satisfying races."

Unbeknown to anyone at the time, Stewart would only start one more world championship GP. Autosport's editorial comment thus seems fitting: "Stewart's incredible drive saw the lap record smashed time and time again, and convinced those that did not already believe it that he is undoubtedly the best driver in the world." ❦

Ticktum writes his Macau fairytale

It was arguably the most exciting Macau Grand Prix of all time, and one of the most thrilling races anywhere. And it had a sensational – and unexpected – winner

By Marcus Simmons, Deputy Editor

 @MarcusSimmons54







If fairytales do come true, then Red Bull junior chief Helmut Marko is an evil wizard who snuck into the pit garages of Sergio Sette Camara and Ferdinand Habsburg last Saturday night to administer a magic potion, whereby their Dallara Formula 3 cars would turn into pumpkins at precisely 4.14pm the following afternoon.

When they crashed simultaneously at the very last corner, in the midst of an attempted pass by Habsburg that, had it succeeded, would have produced the all-time most audacious Macau Grand Prix victory, it was Marko's protege Dan Ticktum who sped across the line to win the most thrilling race in the event's history.

That's the same Dan Ticktum who, just over 12 months ago, came out of a one-year ban for his Silverstone British Formula 4 moment of madness. The same guy who the late former Macau GP coordinator Barry Bland had to cajole the

FIA into accepting his entry for the 2016 race, and for whom his preliminary outing in that year's European F3 finale at Hockenheim was effectively a trial by jury. The same lad who got promoted onto Red Bull's books last winter and put into the Formula Renault Eurocup for '17, and did two GP3 rounds. And then Macau... His one-off F3 outing for this year before a full attack in '18. Marko loves a feisty scrapper, and Ticktum's redemption and stunning Macau win surely make him motorsport's Cinderella.

But it wasn't just this story that made the race so great. The Macau streets were a serum for a truly gladiatorial contest of breathtaking bravery of which any one of eight drivers would have been a deserving winner. And no moment illustrated that better than Ticktum's astonishing simultaneous pass of Lando Norris and Maximilian Gunther to take third place at the beginning of the penultimate lap. As Norris pulled out of Gunther's tow, Ticktum got a double slipstream, and Ralf Aron drafted all three of them. Briefly four abreast, Ticktum scabbled



Ticktum (top) celebrates last-gasp win after beating Norris (above) by just 0.6 seconds

around the outside with a brake-locking manoeuvre at Lisboa, and that was the key to his being in the right place at the right time to win.

At this point, Ticktum was over six seconds adrift of Habsburg, who in turn was gaining hand over fist on Sette Camara, the Formula 2 race winner stepping back to F3 for this weekend, and who had destroyed his rear tyres by going too hard. By the end of the lap, with one to go, Ticktum was still five seconds behind, and Habsburg was in Sette



Habsburg crossed the line like this following his bold bid for victory

“Sergio was very aggressive, but to be honest I would have been in his situation”

Ferdinand Habsburg

Camara’s slipstream. Arguably he was too close, because he was sucked into a move at the Mandarin kink. Nowhere to go but around the outside, Habsburg braved it out as the crowd roared their approval, Sette Camara tough in his defence – “Sergio was very aggressive, but to be honest I would have been in his situation,” said Habsburg – as they ran wheel to wheel down to Lisboa.

Sette Camara was on the inside line, so headed into the mountain section still in front, but with his tyres shot he was sliding everywhere, Habsburg jinking to force a mistake. By the end of that sector, Ticktum had slashed 3.5s out of their advantage since the start of the lap, and Norris was still right on his gearbox. Habsburg forced Sette Camara to defend into Fishermen’s Bend – you never pass there – and that gave him momentum as they raced down to the final R Bend. You never pass there either... Oh yes you do. Habsburg threw his Carlin Dallara around the outside of Sette Camara’s Motopark car. As Sette Camara tried to turn in on his tighter line, his Yokohamas cried

enough and he spun into the barriers. And, just ahead, Habsburg’s wider arc ran him into the wall. Oh no you don’t...

As Habsburg kept his foot to the floor, his left-front wheel waving crazily and left-rear suspension collapsed, he was pipped to the line by Ticktum, Norris and Aron. Just 1.953s split the quartet.

Ticktum had been a threat all week, part of a tasty line-up from Motopark that also included Sette Camara and Joel Eriksson. Right from the word go they looked strong, the German squad’s Dallara-Volkswagens going 1-2-3 in the first free practice session on Thursday. Norris topped that day’s qualifying session, but needed two extra tyres to do so and knew that the true pace would only be shown on Friday, when the track is always quicker anyway.

Sette Camara had ended Thursday’s qualifying in the barriers at Fishermen’s, and he embarrassingly repeated the feat on Friday, meaning massive work from the Motopark mechanics. His two crashes represented a quarter of the eight red flags that disrupted qualifying over >>

ARON STARS IN GRAND PRIX

WE’RE COMING CLEAN HERE. EVER SINCE RALF Aron came into racing, we’ve been desperate to use a Pete Aron/*Grand Prix* reference to the classic 1960s F1 film. And, in Macau, Aron finished third in the Grand Prix, engineered by a bloke called Peter (van Leeuwen).

There, we’ve done it now. But, joking aside, Aron had a superb race, climbing from 13th on the grid to third and taking unofficial Macau rookie honours. He also did it on his first outing with Van Amersfoort Racing, having raced this season in European F3 with Macau-stay-awayers Hitech GP.

Key to Aron’s – and team-mate Pedro Piquet’s – form was VAR’s curious inability to switch on the Yokohama tyres. The flipside of this is that the duo were flying late in the races, while rivals struggled. Of the pair, it was actually Piquet who looked more likely for the podium. He was a fine second in Thursday qualifying, then lost confidence in Q2 after a free practice crash in the morning, before charging up to sixth in race one.

Aron crashed in the very same session as Piquet, and was also learning the circuit, but he was always confident. Sadly for Piquet, his Macau shot – and he really could have won – came undone when he clipped the wall in the very early stages, making it a huge struggle in right-hand corners. Even so, he finished sixth, just five seconds away from victory.

Piquet was replaced by Aron as the main hope for VAR, and the Estonian completed a great Macau debut, which he reckoned could have been even better had the temperatures not dropped from the high-20s of the previous days. “I was confident my pace was better than where I started,” he said. “I was hoping for a 33-degree race because it seemed we saved our tyres when the others couldn’t.”

Aron had just two hours of testing at the Nurburgring with VAR before travelling to Macau, and said: “I’m amazed they’ve struggled so much this year. The car and the team are really good.” Indeed, the result was a great boost for the squad as it seeks to attract drivers for 2018.





the two days, and this probably hampered Ticktum more than anyone. Three times he was in the final sector of ultra-quick laps when the reds flew, and that restricted him to sixth on the grid for the qualification race.

Eriksson, as expected, was looking super-strong. The Swede pipped Norris to pole position, but both struggled in the qualification race on Saturday, when they opted to run in low-downforce configuration. As the race progressed, both found their rear tyres fading, and Eriksson lost the lead to Callum Ilott on the seventh lap of 10.

Ilott was also looking formidable.

Another to be scuppered by red flags in qualifying, it was impressive that the Ferrari protege's third position on the grid was achieved with a lap just 0.090s off Eriksson's pole, because his right-side tyres had completed several laps and his left-side rubber had done three or four; Eriksson and Norris, meanwhile, had done their times on their first flying laps on all-new sets.

Ilott's Prema Powerteam car – the squad as usual carrying the colours of Macau GP deity Theodore Racing – pulled 8s clear of Eriksson over the final four laps of the qualification race, and his form looked ominous for Sunday's

Ilott (left) and Eriksson lead at the start of the Grand Prix

Grand Prix. But Motopark set to work, and knew where its weaknesses had been. Eriksson said the low-downforce set-up was only partly to blame. "There was also something in the mechanical side that was not in the right direction," he said. Ticktum too had struggled in this race, setting an early fastest lap before sliding down to eighth, and by contrast he was on medium downforce. "We just need to calm it [the car] down a bit," he said. "I think we're running a bit aggressive, too based on a qualifying set-up. But I'm confident I've got the quickest car..."

Engineering voices in the paddock explained that, indeed, medium downforce was better. The new technical rules for the 2017 Dallara update kit add 20kg to the car, and it has more downforce, while the aero characteristics provide a better tow – which we saw from the tremendous racing. So if you've got medium downforce, you're quicker through Fishermen's Bend and R Bend and then, even if you've got less straightline speed while running on your own, that doesn't matter if your exit speed from R Bend has put you into the slipstream of the car in front.

This was one of the things from which Ticktum benefited in the Grand Prix, as he reeled in Gunther and Norris for that crucial pass. "I was on medium-medium settings and the two in front were on medium-low," he said. "You gain so much time on the last two corners that you get the slipstream anyway, and you keep your rear tyres for longer. We were so fast anyway that we didn't need to be that quick, so we sacrificed a bit of pace to keep the tyres together."



Piquet (26) survived this moment with Sekiguchi to claim sixth

By this stage, Eriksson and Ilott, the two expected to battle it out for victory, were gone. Eriksson had predictably slipstreamed in front of poleman Ilott at the start, but an early full-course yellow – used for the first time in Macau – ended when the leaders were on the long drag from Mandarin to Lisboa. Ilott took the tow, thought he'd got ahead, then moved across the front of Eriksson to claim the inside line. His right-rear tyre hit Eriksson's left-front wing, and Ilott bounced into the escape road, while Eriksson, with his wing bent into the suspension, couldn't steer the car and hit the wall. Eriksson was furious with Ilott, who got a very rude gesture from the Motopark team as he pitted for a new tyre. "It was his mistake and we both had to pay the price for it," mused the BMW junior.

Ilott did rejoin but several laps later he retired, his tyres having faded dramatically, and Prema team-mate Gunther was similarly stricken. Gunther was lying second, and even got side by side with leader Sette Camara as they headed to Lisboa, only to have to abort his pass because of yellow flags. And then his rubber fell off the cliff. Habsburg pulled off a great move for second, and Gunther faded to an eventual fifth place.

By this point, Habsburg was overshadowing Carlin team-mate Norris. The McLaren reserve arrived in Macau late on Wednesday, the aborted Interlagos F1 test allowing him to at least make it to the Far East in time for free practice. Norris was quick, but the tiredness seemed to take a toll on his spark. A clutch problem at the start of the qualification race caused a bad start – "For the first time all year I've got an excuse!" he quipped – and he dropped from second to ninth, rose to fifth, before dropping to seventh as his tyres faded.

For the final, Norris had saved four new tyres from his weekend allocation of 14, with only Sette Camara – who went from ninth on the grid to third in the Saturday race – of the other frontrunners having the same luxury. Most had two new Yokohamas mounted on the left while, paradoxically, Ticktum had zero, but looked after what he had and took his moments at the right time. Habsburg also had great end-of-race pace, and clean outperformed Norris in the GP.

Habsburg had a couple of brushes with the wall over practice and qualifying, this damaging a tyre and having an adverse effect on his strategy. He kept it clean in the qualifying race to finish fifth, then took his chance in the final. "It was a do-or-die race for me," he said. "It was either win or crash, and for me it was crash. But I was 100% not going to finish second."

Archduke Ferdinand is, of course, a real-life prince. But Ticktum, who off-track was amazing with the local media all week – Prince Charming, indeed – completed his Cinderella story. At this rate, he shall go to the F1 ball.

GETTING A GRIP

ONE OF THE BIGGEST TALKING POINTS OF THE Macau Grand Prix was tyres. Macau had always been run on Yokohamas since it became a Formula 3 race in 1983 until 2015, but for '16, its first year with FIA F3 World Cup status, the contract went to Pirelli. That was for one year only, and this year Yokohama got the gig again. Ironically, this year the Yokos seemed to behave like Pirellis. And, with the return of the 14-tyres-per-car rule (for the Pirelli year, they were each allowed five sets), that caused major engineering and strategy headaches.

Sergio Sette Camara, thanks to his crashes at Fishermen's Bend in both qualifying sessions, was looking good for the two races, because his lack of track time in qualifying had left him with six new tyres. He was the only driver in the field

to put two fresh Yokos on for the qualification race, where he casually cruised from his shunt-enforced ninth on the grid to third, and had a complete new set for Sunday. So it was surprising that Sette Camara killed his rubber

in the race, allowing Ferdinand Habsburg to slash his advantage and set up that thrilling finale, while race-winning Motopark team-mate Dan Ticktum had fewer worries having started the race on old tyres all round. Motopark team boss Timo Rumpfkeil confirmed that they were on similar set-ups.

Over at Prema Powerteam, Callum Ilott and Maximilian Gunther looked very good all through Thursday and then Friday morning's free practice, the Italian team's quartet of cars staying on the same sets of tyres with which they'd started the weekend throughout all three sessions. But Gunther struggled for rear grip in both races, and Ilott told the same story on Sunday. "Generally I'm not one to complain about things," said the Austro-Bavarian after

fading from the lead battle to fifth in the Grand Prix. "But to be honest in this case I need to say something about the tyre situation. It's quite clear that this weekend there have been some sets that have not been working. I had a lot of drop-off in the races. I did so much with the balance and my driving to make the tyre go the distance, but there is nothing there anymore – just graining left to right."

Ticktum had an interesting take on the situation: "It's the old [pre-2016] tyre, but the cars are 20kg heavier now [due to the new FIA technical rules in the wake of the '17 Dallara update kit]. That might not sound like a very high percentage but it makes a lot of difference around here. I think Yokohama have got to do something for the tyre – it needs a

sturdier sidewall."

It's also worth noting that in its one and only season on GP2's Pirellis, running Russian Time in 2013, Motopark won the teams' championship – the Oschersleben squad clearly knows something

about looking after temperamental tyres.

The other controversy was the full-course yellow's Macau debut. The race went green as the leaders were on the straight from Mandarin to Lisboa, with predictably wild results that ended with Ilott eliminating himself and Joel Eriksson from contention. Both criticised the call, Eriksson saying: "Both Callum and the FIA have to learn something out of it – it was unbelievable to release the FCY on the straight in Macau." But to be fair, Macau doesn't exactly have a glut of safe places to do so. The Solitude Esses? That would be something... And, by the FCY's very nature, different cars are in different places on the track. Suffice to say, when Eriksson's broken car was retrieved, the decision was taken for a full-fat safety car.

"It's quite clear some sets of tyres have not been working"



IN THE HEADLINES



TRIENTZ/LAT

FENESTRAZ ON FORM

Formula Renault Eurocup champion Sacha Fenestraz carried the colours of French comic hero Michel Vaillant and, on his second F3 race outing with Carlin, beat Prema's Ferrari junior Guan Yu Zhou to seventh. He was happy with his Macau debut, saying: "Lando [Norris] last year as 1.0s from pole [on his first time at Macau], Esteban Ocon in 2013 was 1.8s off, and I was 1.2s off, so it wasn't too bad."

DARUVALA BOUNCES BACK

Force India protege Jehan Daruvala had a miserable Thursday and Friday, crashing his Carlin-run car three times. But he finished 10th on Sunday, behind Tadasuke Makino, after an early pitstop under the safety car. Daruvala had sustained a punctured right-front tyre in contact at Lisboa on the opening lap. "It was good experience, and next year I can start from where I finished off this year," he said.

B-MAX DISASTER

Super Formula star Yuhi Sekiguchi finished only one place behind Dan Ticktum in Saturday's race, so looked good for Sunday. He was running in the top 10 when he went down the escape road at Lisboa and, before he had time to rejoin, was crashed into by B-Max team-mate Kenta Yamashita. Team principal 'Dragon' had long since withdrawn after breaking a bone in his finger in a Thursday qualifying shunt.

SCHUMACHER SHINES

Mick Schumacher hasn't been a great qualifier in his F3 debut season with Prema Powerteam, but did a good job to bounce back from a free practice shunt to be top rookie after Friday's Q2, seventh on the grid. He botched a move while trying to pass Ferdinand Habsburg for sixth in the Saturday race, flying down an escape road. He was scything up the order on Sunday when a gearbox drama struck, but after attention from Prema he rejoined to set fastest lap – by half a second.



TRIENTZ/LAT



TRIENTZ/LAT

RESULTS MACAU (PRC), NOVEMBER 18-19 (15 LAPS – 57.042 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Dan Ticktum (GB)	Motopark · Dallara-Volkswagen F317	39m56.648s
2	Lando Norris (GB)	Carlin · Dallara-Volkswagen F317	+0.568s
3	Ralf Aron (EST)	Van Amersfoort Racing · Dallara-Mercedes F317	+1.763s
4	Ferdinand Habsburg (A)	Carlin · Dallara-Volkswagen F316	+1.953s
5	Maximilian Gunther (D)	Prema Powerteam · Dallara-Mercedes F316	+4.463s
6	Pedro Piquet (BR)	Van Amersfoort Racing · Dallara-Mercedes F316	+5.141s
7	Sacha Fenestraz (F)	Carlin · Dallara-Volkswagen F312	+5.386s
8	Guan Yu Zhou (PRC)	Prema Powerteam · Dallara-Mercedes F315	+6.483s
9	Tadasuke Makino (J)	Motopark · Dallara-Volkswagen F316	+7.626s
10	Jehan Daruvala (IND)	Carlin · Dallara-Volkswagen F315	+10.455s
11	Alex Palou (E)	Drago Corse · Dallara-Tomei F314	+27.160s
12	Ritomo Miyata (J)	TOM'S · Dallara-Toyota F314	+43.746s
13	Sergio Sette Camara (BR)	Motopark · Dallara-Volkswagen F315	14 laps-accident
14	Sho Tsuboi (J)	TOM'S · Dallara-Toyota F317	-1 lap
15	Callum Irott (GB)	Prema Powerteam · Dallara-Mercedes F314	13 laps-handling
16	Mick Schumacher (D)	Prema Powerteam · Dallara-Mercedes F317	-2 laps
R	Devlin DeFrancesco (CDN)	Carlin · Dallara-Volkswagen F312	10 laps-accident
R	Yuhi Sekiguchi (J)	B-MAX Racing Team · Dallara-Volkswagen F312	6 laps-accident
R	Kenta Yamashita (J)	B-MAX Racing Team · Dallara-Volkswagen F314	6 laps-accident
R	Joel Eriksson (S)	Motopark · Dallara-Volkswagen F315	2 laps-accident
R	Marino Sato (J)	Motopark · Dallara-Volkswagen F314	0 laps-accident
NS	'Dragon' (J)	B-MAX Racing Team · Dallara-Volkswagen F315	hand injury

Winner's average speed 85.682mph. **Fastest lap** Schumacher 2m12.651s, 103.203mph.

GRID Decided by result of qualification race.

QUALIFICATION RACE (10 LAPS – 38.028 MILES)

1 Irott 2m18.077s; 2 Eriksson +7.957s; 3 Sette Camara +8.643s; 4 Gunther +9.798s; 5 Habsburg +10.391s; 6 Piquet +10.821s; 7 Norris +11.966s; 8 Ticktum +12.657s; 9 Sekiguchi +13.418s; 10 Zhou +14.715s; 11 Yamashita +15.505s; 12 Fenestraz +17.608s; 13 Aron +19.371s; 14 Sato +25.456s; 15 Tsuboi +26.614s; 16 Daruvala +30.412s; 17 Makino +32.173s; 18 Palou +32.606s; 19 Miyata +37.061s; 20 Schumacher +37.634s; 21 DeFrancesco +51.177s.

Winner's average speed 102.311mph. **Fastest lap** Ticktum 2m12.281s, 103.492mph.

QUALIFYING

1 Eriksson 2m10.720s; 2 Norris 2m10.744s; 3 Irott 2m10.810s; 4 Gunther 2m11.156s; 5 Habsburg 2m11.245s; 6 Ticktum 2m11.437s; 7 Schumacher 2m11.483s; 8 Sekiguchi 2m11.559s; 9 Sette Camara 2m11.569s; 10 Zhou 2m11.781s; 11 Fenestraz 2m11.880s; 12 Makino 2m11.929s; 13 Piquet 2m12.050s; 14 DeFrancesco 2m12.349s; 15 Sato 2m12.558s; 16 Yamashita 2m12.563s; 17 Aron 2m12.644s; 18 Tsuboi 2m13.604s; 19 Daruvala 2m13.710s; 20 Miyata 2m13.721s; 21 Palou 2m13.863s.

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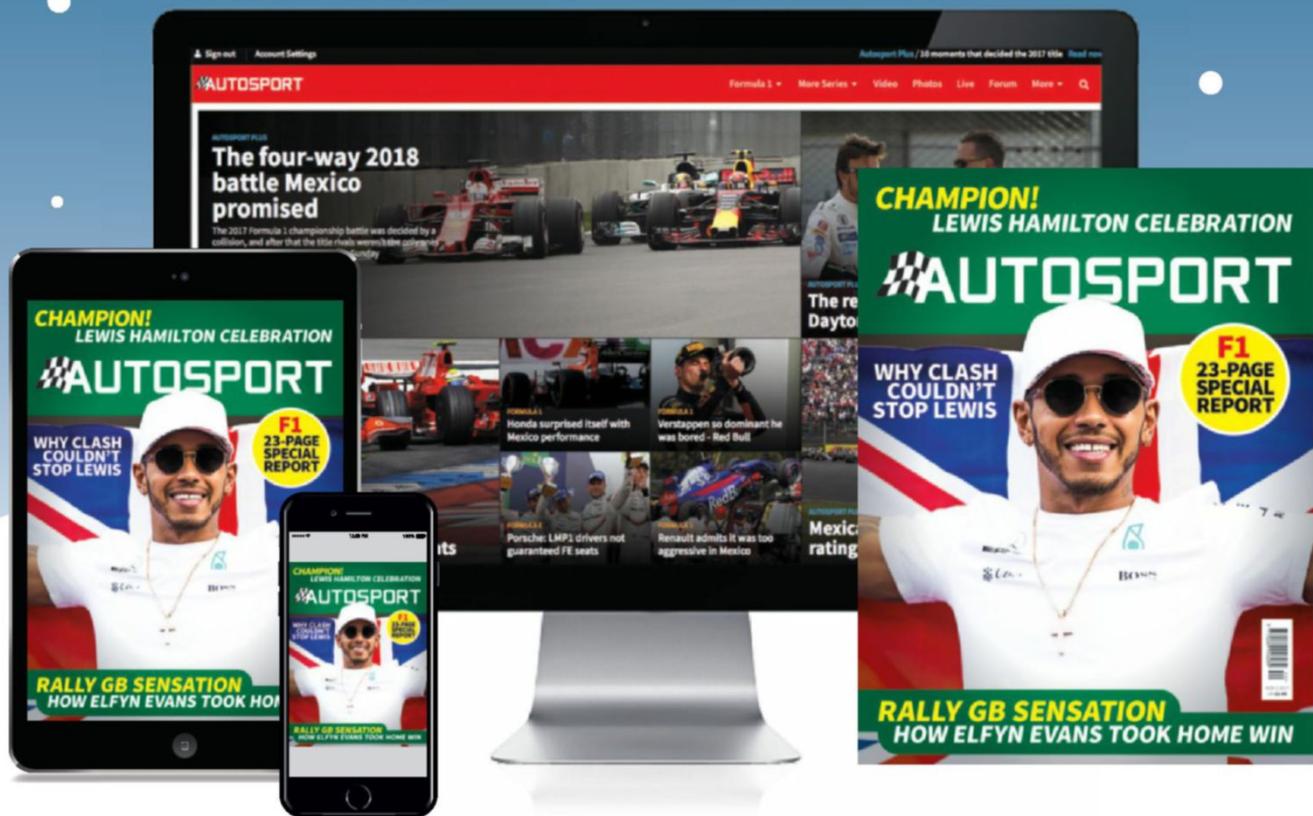
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Mortara rises above the chaos




FIA GT WORLD CUP MACAU (PRC) NOVEMBER 18-19

THE 2017 SEASON WAS A TESTING transition year for Edoardo Mortara after moving from Audi, but the Mercedes recruit capped his campaign off in style in Macau with victory in the FIA GT World Cup.

Mercedes set its stall out early in the weekend. Two-time Macau winner Maro Engel was quickest in his GruppeM Racing machine as all four Mercedes completed first practice in the top six, although Macau rookie Robin Frijns then stuck his Audi R8 LMS at the top of the FP2 times. Had Mercedes showed its hand too early?

The answer was an emphatic no, as Mortara hit the front for the first time in a crushing qualifying session for the manufacturer's rivals. The fastest lap of the weekend, a 2m17.565s, was enough to give Mortara qualifying race pole by 0.282 seconds from Dani Juncadella, while Engel and Raffaele Marciello

completed a Mercedes 1-2-3-4 lockout.

That pace was enough for all four Mercedes to be laden with an extra 30kg of ballast in an attempt to level the field, but even the bizarrest of crashes failed to halt the Silver Arrows juggernaut.

Juncadella had challenged Mortara for the lead at the start of the qualifying race but clattered the barrier exiting the Grandstand kink. No immediate damage was done, but disaster struck when he clipped a second wall and lost his steering at Police bend, piling into the barrier. Marciello managed to squeeze by, but an unsighted Laurens Vanthoor smashed his Porsche into the rear of the Merc and came to a halt, with the majority of the pursuing cars caught up in a huge shunt.

A delay of more than half an hour ensued while the mess was cleared, with Mortara winning the restarted eight-car event after Engel, who had snatched the lead on the run to Lisboa on lap one, failed to get going for the second start with a battery issue.

That meant Mortara again had pole in a reduced 14-car field for the main event

Double Macau Grand Prix winner Mortara added GT World Cup success for Mercedes

but, knowing the second-place-starting BMW M6 GT3 of Augusto Farfus's best shot at grabbing the lead was on the approach to Lisboa, he gambled early. Like Juncadella a day earlier, Mortara slid wide at the first kink but opened his steering to hit the barrier as squarely as possible. With little momentum lost and no noticeable damage, the 30-year-old settled into a rhythm at the front while Marciello fought past Farfus at Lisboa.

Two safety car periods (for Lucas di Grassi's Audi R8, stranded in the Solitude Esses, and Hong Kong racer Darryl O'Young) then wiped out Mortara's advantage over new second man Frijns. The Dutchman had inherited the spot after Marciello stopped his smoking car and Farfus was instructed to pit to have a flapping boot lid – a result of a touch with a barrier in his squabble with Marciello – removed.

After resisting a couple of attacks from Engel, the gold Audi of Frijns did its best to home in. He caught up to the leader on the final lap, with Engel in tow, but Mortara had built enough of a cushion and held his lead over the line to beat Frijns, who had started the qualifying race from row nine after a qualifying crash.

Engel was left to rue his Saturday battery problem in third, while Farfus completed a remarkable comeback drive to finish fourth ahead of fellow BMW man Chaz Mostert.

JACK COZENS

RESULTS

1 Edoardo Mortara (Mercedes-AMG GT3) 18 laps in 51m52.822s; 2 Robin Frijns (Audi R8 LMS) +0.618s; 3 Maro Engel (Mercedes); 4 Augusto Farfus (BMW M6 GT3); 5 Chaz Mostert (BMW); 6 Marco Wittmann (BMW).
Qualification race 1 Mortara 11 laps in 1h16m04.117s; 2 Farfus +1.566s; 3 Raffaele Marciello (Mercedes); 4 Frijns; 5 Mostert; 6 Darryl O'Young (Porsche 911 GT3 R).



Most of the field was involved in massive race one accident



Huff is a Macau record breaker

WORLD TOURING CAR CHAMPIONSHIP
MACAU (PRC)
NOVEMBER 18-19
ROUND 9/10

ROB HUFF'S RIVALS MAY AS WELL not have turned up for the main World Touring Car Championship race on the streets of Macau.

If victory wasn't a foregone conclusion after the Briton had secured pole with a qualifying lap record of the Guia circuit, it seemed a formality that he would get the job done after Munnich Motorsport had repaired his Citroën C-Elysee overnight following a monster shunt in Saturday's opening race.

Sure, there was some sweat over the state of the car. The front end of it had been crumpled in a pileup at Police bend, triggered when Norbert Michelisz clipped the inside wall and broke his steering before ending up in the barrier on corner exit. But Huff needn't have worried: his mechanics completed the C-Elysee's rebuild and fired it up in the wee hours of Sunday morning.

Overnight rain that continued into mid-morning threatened to throw another spanner in the works, but this was a different Huff in action to the one that copped a penalty for contact at the start of the main Hungaroring race or stalled from second at Vila Real earlier this year. He was given a hard time into Lisboa on two occasions by the slippery Honda Civic of Michelisz — determined to continue a recent spell of momentum

and keep his championship hopes alive. But after Michelisz forfeited time in the final sector on lap two, and then got uncomfortably close to the wall exiting the Grandstand kink, Huff knew the race was his to lose.

"I knew if I could hold Norbi [Michelisz] off in sector one, I could just get that gap and I knew his confidence would be down after yesterday because he clipped the wall and when you do that, it hurts," he said. "I tried to take advantage of that and on lap three that was when I got my gap."

At his ruthless best, Huff extended his advantage to eight seconds thereafter to clinch his first official win since the opening race of the 2016 season — and became the most successful man outright in 64 years of racing in Macau with his ninth victory.

Michelisz, whose factory Honda outfit had also worked through the night to repair his and Esteban Guerrieri's cars,

He's had a tough season, but Huff was on his usual superb Macau form

looked vulnerable to attack from Tom Chilton, but was afforded some breathing space when he closed the door on the Citroën and forced Chilton to back out of a move at the Grandstand kink that allowed Guerrieri to scythe into third.

But Chilton would join Michelisz and Huff on the podium, as Guerrieri squirmed wide at the looped Dona Maria corner and allowed Chilton back into a deserved third. This was a result that Chilton felt was "karma" for what he claimed were "backing-up" tactics employed to protect Michelisz.

If Guerrieri were acting as Honda's rear gunner, then he did just enough; Michelisz took 10 points out of Thed Bjork in the battle for the drivers' championship. The Hungarian profited from countback rules in Saturday's reversed-grid race, won by Mehdi Bannani: despite crashing, Michelisz was classified fifth and one place behind Bjork. The 37 points Michelisz picked up in Macau means fifth-place finisher Bjork now has a slender 6.5-point advantage with one round of the season remaining.

JACK COZENS

RESULTS

Race 1 1 Mehdi Bannani (Citroën C-Elysee) 5 laps in 12m26.832s; 2 Tom Coronel (Chevrolet Cruze) +1.952s; 3 Ryo Michigami (Honda Civic); 4 Thed Bjork (Volvo S60); 5 Norbert Michelisz (Honda); 6 Esteban Guerrieri (Honda).

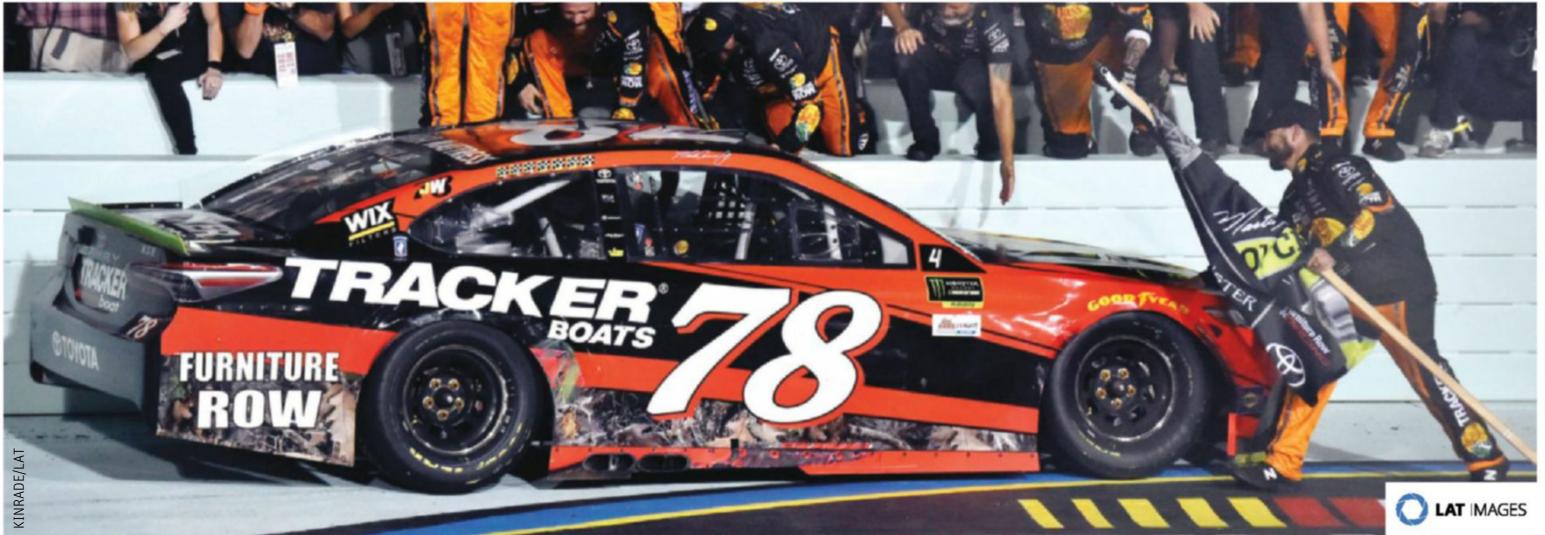
Race 2 1 Rob Huff (Citroën) 13 laps in 38m15.740s; 2 Michelisz +8.142s; 3 Tom Chilton (Citroën); 4 Guerrieri; 5 Bjork; 6 Coronel.

Points 1 Bjork 255.5; 2 Michelisz 249; 3 Bannani 216; 4 Nicky Catsburg 211.5; 5 Chilton 210.5; 6 Guerrieri 205.



RACE CENTRE

NASCAR CUP • FORMULA V8 3.5 • SUPER TROFEO • TCR INTERNATIONAL



Truex wins to claim emotional title

NASCAR CUP
HOMESTEAD (USA)
NOVEMBER 19
ROUND 36/36

NOT ONLY DID THE 2017 NASCAR Cup championship conclude at Homestead as Martin Truex Jr clinched the title with victory, but so did the tenures of long-time series stars Dale Earnhardt Jr and Matt Kenseth.

Truex, who once seemed destined for mediocrity thanks to a 218-race winless streak that stretched from 2007-13, dominated this season and carried on that trend at Miami, beating fellow title contenders Brad Keselowski, Kevin Harvick and Kyle Busch to finish the year with a total of eight wins.

Kyle Larson, a specialist on 1.5-mile tracks, won the opening two 80-lap stages. He took the first by 11 seconds over Keselowski and the second by 0.6s over Truex after a restart.

Truex and Kyle Busch duelled at the beginning of stage three and Truex pitted 10 laps before his rival with 100 remaining, while Busch stayed out, counting on a one-stop strategy to take him to the end. Kurt Busch then spun at Turn 4 and brought out a caution, which forced his brother to pit again for new tyres alongside his rivals.

Truex led at the restart, followed by Harvick and Kyle Busch. Harvick closed in rapidly and looked like he might run Truex down, but minor damage from

debris he'd collected earlier in the race and late tyre wear eventually dropped him to fourth. Kyle Busch's pace was unrivalled, but that second pitstop in the third stage ultimately cost him. He ran the fastest laps in that final stint and threatened to ruin the Truex fairytale, which many had come out for, with a late charge. But it was meant to be for Truex and he made his final stand to beat the younger Busch to the line by just 0.681s.

Larson filed in third despite leading 141 laps, fading on the final long run of the race. The Chip Ganassi Racing driver challenged throughout, and his early pace was matchless. Harvick and Chase Elliott rounded out the top five.

Keselowski ended up seventh, behind team-mate Joey Logano, and conceded post-race that he never had the pace to run up front, citing the new chassis run by his Toyota rivals as the main reason.

Truex's first championship comes at a time otherwise defined by adversity for the #78 Furniture Row Racing team. His partner, Sherry Pollex, has been battling ovarian cancer for years; team owner Barney Visser is recovering from a heart

Truex's finale victory capped what had been a difficult off-track season for his Furniture Row team

Fan-favourite Earnhardt made a low-key conclusion to his NASCAR career

attack, and crew chief Cole Pearn lost a lifelong friend before the race at Watkins Glen, which Truex won.

The retirements of Earnhardt and Kenseth add more uncertainty to the future of NASCAR, as does Danica Patrick's decision to stop racing full-time. Her last farewells will come at the 2018 Daytona 500 and Indianapolis 500.

Their respective NASCAR swansongs were muted: Earnhardt finished three laps down in 25th and Patrick retired halfway through, collecting Kasey Kahne, whose last race for Hendrick Motorsports ended owing to damage from that impact 33 laps before the end. Kenseth, in his last race for Joe Gibbs, finished eighth in a typically quiet manner before rookie of the year Erik Jones, 21st at Homestead, takes his seat in 2018 as Jones leaves Furniture Row.

That changes little for the once straggling outfit. After an imposing 2017, Truex has emerged as the most capable of leaders.

SAMARTH KANAL

RESULTS

1 Martin Truex Jr (Toyota Camry) 267 laps in 3h02m11s; 2 Kyle Busch (Toyota) +0.681s; 3 Kyle Larson (Chevrolet SS); 4 Kevin Harvick (Ford Fusion); 5 Chase Elliott (Chevy); 6 Joey Logano (Ford); 7 Brad Keselowski (Ford); 8 Matt Kenseth (Toyota); 9 Denny Hamlin (Toyota); 10 Ryan Newman (Chevy).
Points 1 Truex 5040; 2 Ky Busch 5035; 3 Harvick 5033; 4 Keselowski 5030; 5 Elliott 2377; 6 Hamlin 2353; 7 Kenseth 2344; 8 Larson 2320.





ROZENDAAI/DUTCH PHOTO AGENCY

Fittipaldi crowned under the lights

FORMULA V8 3.5
BAHRAIN INTERNATIONAL CIRCUIT (BRN)
NOVEMBER 17-18
ROUND 9/9

PIETRO FITTIPALDI CARRIED ON the impressive race form he's shown throughout the 2017 Formula V8 3.5 Championship season as he secured the title with a race to spare under the lights.

The Lotus driver didn't make it easy for himself, as a track-limits penalty demoted him to a "disappointing" fourth in qualifying while nearest rival Matevos Isaakyan stormed to pole.

Going into race one, the series' first to be run at night, Isaakyan couldn't start from pole because of an issue with his transmission as he tried to pull away on the formation lap. The SMP Racing mechanics scrambled to push him into the pitlane to fix it, which took five laps. "The transmission broke, it popped out of the gearbox and when I put the clutch in to get going it stalled," he said afterwards. "It's never happened before."

With Fittipaldi left fighting series debutant Henrique Chaves for the

lead, Isaakyan's only hope of extending the title battle was a retirement for the Brazilian. But, barring mechanical trouble, Fittipaldi's finish was never in doubt as he took heed of double Formula 1 world champion grandfather Emerson's advice to "keep [his] eyes on the bigger picture" and settled for second behind Chaves, who admitted he didn't expect to win first time out after promotion from AVF's Formula Renault 2.0 team.

"When I realised Matevos had stalled on the grid I knew I had a chance to be crowned champion," Fittipaldi said. "It has been an amazing season with Lotus, they are like a family for me and I want to thank everybody for their support."

The champion then secured another second place in the last ever race of the series – just ahead of impressive debutant Tatiana Calderon – as he couldn't find a way past team-mate Rene Binder, who took his fourth win of the season. Isaakyan's woes were compounded in race two as he stalled the car while "taking the risk of getting a great start", before his front wing was damaged by a piece of debris

Fittipaldi ends the year with six wins, two clear of Binder

that reduced the car's downforce.

His team-mate and fellow title contender Egor Orudzhev didn't make the season finale as acute tonsillitis kept him from travelling, prompting a late call-up on Wednesday afternoon for Konstantin Tereschenko, who just made it in time for practice. Tereschenko had been without a drive after his regular team Teo Martin Motorsport confirmed it wasn't going to Bahrain due to sponsorship issues.

Orudzhev's absence meant he slipped to sixth in the final standings, with Alfonso Celis doing enough with sixth and eighth places – despite overheating problems with his Fortec car – to claim third in the championship and seal a drive in the AF Corse Ferrari 488 GTE at the World Endurance Championship's rookie test.

Binder's win elevated him to fourth in the standings, level on points with Roy Nissany, who ended the season in fifth place. He'd struggled with a lack of speed during the second half of the season, which his RP Motorsport mechanics suspect was due to a broken chassis after replacing "every other part" on the car.

JOE HUDSON

RESULTS

Race 1 1 Henrique Chaves Jr 23 laps in 42m07.489s; 2 Pietro Fittipaldi +1.654s; 3 Roy Nissany; 4 Yu Kanamaru; 5 Tatiana Calderon; 6 Alfonso Celis; 7 Konstantin Tereschenko; 8 Diego Menchaca; 9 Rene Binder; no other finishers. **Race 2 1 Binder** 23 laps in 42m29.001s; 2 Fittipaldi +2.542s; 3 Calderon; 4 Nissany; 5 Chaves; 6 Kanamaru; 7 Menchaca; 8 Celis; 9 Matevos Isaakyan; no other finishers. **Points 1 Fittipaldi 259**; 2 Isaakyan 215; 3 Celis 204; 4 Binder 201; 5 Nissany 201; 6 Egor Orudzhev 198.



ROZENDAAI/DUTCH PHOTO AGENCY

Series debutant Chaves was race-one winner



America conquers world at Imola

LAMBORGHINI SUPERTROFEO WORLD FINALS
IMOLA (I)
NOVEMBER 16-19

RICCARDO AGOSTINI AND TRENT HINDMAN couldn't have hoped for a more successful week at Imola, following up clinching the Lamborghini Super Trofeo North America title last Friday by being crowned World Final winners on Sunday.

Agostini led the first World Final race from pole position, only for team-mate Hindman to find himself behind the Antonelli Motorsport entry of Mikael Grenier, sharing with Loris Spinelli, after the pitstops. But with Grenier battling worsening gearbox problems, Hindman made the winning pass at the second Rivazza left-hander on the penultimate lap.

Grenier's clash with Jonathan Cecotto at Tosa

in the second race proved decisive. The resulting 20-second penalty dropped team-mate Spinelli from second, behind the winning car of Raphael Abbate and Yuki Nemoto, to seventh and handed fifth, and the title, to Hindman and Agostini.

EDD STRAW

RESULTS

Race 1 Riccardo Agostini/Trent Hindman 20 laps in 51m38.624s; 2 Loris Spinelli/Mikael Grenier +6.874s; 3 Richard Antinucci/Patrick Kujala; 4 Dennis Lind/Andrea Amici; 5 Jeroen Mul/Austin Versteeg; 6 Yuki Nemoto/Raphael Abbate. **Race 2 1 Abbate/Nemoto** 28 laps in 51m20.198s; 2 Rik Breukers/Axcil Jefferies +7.474s; 3 Kujala/Antinucci; 4 Afiq Yazid/Kai Cozzolino; 5 Hindman/Agostini; 6 Versteeg/Mul. **Points 1 Hindman/Agostini 22**; 2 Abbate/Nemoto 20; 3 Kujala/Antinucci 20; 4 Spinelli/Grenie 16; 5 Jefferies/Breukers 13; 6 Yazid/Cozzolino 11.

Vernay victorious, Sheddon stars

TCR INTERNATIONAL
DUBAI AUTODROME (UAE)
NOVEMBER 17-18
ROUND 10/10

THE FINAL SPOT ON THE PODIUM IN THE opening race of the weekend proved enough for Jean-Karl Vernay to claimed his maiden TCR title.

Vernay (below) had completed an all WRT-run Volkswagen Golf GTI front row, with stand-in team-mate Gordon Shedden impressively taking pole on his debut despite stopping for new brake discs mid-qualifying. He believed he had been knocked out following the first session after finishing only 14th, but with both Hyundai i30s unable to participate further due to their temporary homologation, the triple British

Touring Car champion was able to resume and duly claimed top spot for race one.

Vernay's main title rival Attila Tassi strategically opted to qualify 10th, ensuring he would have pole for the partially-reversed-grid finale.

Though Pepe Oriola beat both Vernay and Shedden into the first corner and established a lead he would never lose, the action focused around the final podium position as Tassi worked his way through and hounded the rear of Vernay in the closing stages. A mistake from the fast-starting James Nash gave Vernay third behind Shedden on the final lap, and with it the title.

"It's great to be champion," he said. "I am very happy for WRT and Volkswagen. Everybody did a great job in a season that was quite tough."

Outgoing champion Stefano Comini won the finale after Tassi was handed a drivethrough penalty for a jump-start.

DAMIAN MEADEN

RESULTS

Race 1 1 Pepe Oriola (SEAT Leon) 19 laps in 30m57.563s; 2 Gordon Shedden (Volkswagen Golf GTI) +4.445s; 3 Jean-Karl Vernay (Volkswagen); 4 James Nash (SEAT); 5 Attila Tassi (Honda Civic Type R); 6 Josh Files (Honda). **Race 2 1 Stefano Comini (Audi RS3 LMS)** 17 laps in 25m37.323s; 2 Gianni Morbidelli (Volkswagen) +1.190s; 3 Files; 4 Frederic Levensch (Audi); 5 Alain Menu (Hyundai i30 N); 6 Benjamin Vercher (Volkswagen). **Points 1 Vernay 22**; 2 Tassi 19; 3 Comini 19; 4 Oriola 16; 5 Roberto Colciago 16; 6 Morbidelli 13.



IN BRIEF

MRF CHALLENGE

Felipe Drugovich won two of the four MRF races in Bahrain as the long and wide Sakhir circuit created some frenetic and entertaining battles. In race one, polesitter Rinus van Kalmthout had it all under control until a mechanical issue forced him out with just two laps remaining, handing Drugovich victory. The Brazilian doubled up in race two, leading home Presley Martono. Van Kalmthout claimed his just reward in race three, and was leading again in race four until he was passed by Julien Falchero. The pair battled to the finish, but the Frenchman just held on to win.

NASCAR XFINITY

Teenager William Byron took the Xfinity Series crown after a battle with his JR Motorsports team-mate Elliott Sadler for a third-place finish at Homestead. Byron and Sadler scrapped throughout but it was mid-race when their skirmish heated up and Byron, who moves up to the Cup next year with Hendrick Motorsports, pinched his team-mate into the Turn 4 wall. Sadler tried to recover but ended up making contact with Ryan Preece in fifth, and officials had to separate the furious pair post-race. An unchallenged Cole Custer finished a full 15.4 seconds ahead of runner-up Sam Hornish Jr to take the win.

NASCAR TRUCKS

Christopher Bell gave Kyle Busch Motorsports its second drivers' championship in three years as he finished second at Homestead. Rookie Chase Briscoe took his first win for the now-defunct Brad Keselowski Racing team, passing potential winner Ben Rhodes, who ran out of fuel and ended up finishing 19th, five laps before the end. The race ran without a caution and Briscoe cruised to victory after passing Rhodes with ease, ultimately enjoying a 2.887-second margin of victory. Bell, the fourth-youngest Truck Series champion, will race in the Xfinity Series for Joe Gibbs Racing next year.

BRAZILIAN STOCK CARS

Victory from pole position in the main race at Goiania and ninth place in the second moved Daniel Serra one step closer to the title with just one race remaining. Sharing the third row with guest driver Antonio Felix da Costa, Serra's title rival Thiago Camilo was held back early on and opted for longer refuelling during the mandatory pitstop. After placing all his bets on a late, quick splash-and-go, Camilo finished eighth – promoted to seventh after Victor Genz was later penalised. Serra kept the lead to the flag, followed by Ricardo Zonta and Felix da Costa. In race two, Camilo had to make do with fourth, behind Atila Abreu, Max Wilson and Caca Bueno.

Hyundai stakes 2018 claim despite internal strife

Thierry Neuville and the i20 ended the season on a high,
but more work is required to sustain team harmony

By David Evans, Rallies Editor

🐦 @daviddevansrally



Hyundai had been in this place before. Regularly and all too often this season. The i20 Coupe WRC was leading,

leading well and looking good for another World Rally Championship win. Then it wasn't. Another odds-on 25-pointer down the swanny. This time, however, halfway up the creek, a paddle was found.

Where Andreas Mikkelsen left off, Thierry Neuville picked up and the Korean team's dominance of Rally Australia was complete. Neuville's fourth win of the year sealed a seasonal silver for him. Not that he cared much about that. This season's lost. He's already moved onto a bigger picture with 2018 increasingly large in the frame.

Hyundai turned a page in New South Wales last week and, for the first time since it returned to the World Rally Championship in 2014, looked like a genuine force to be reckoned with.

It's impossible to praise Mikkelsen highly enough for what he did in Australia and for what he's achieved in recent months. He won this rally 12 months ago, but arrived at final service with another sticker on the front of his Volkswagen Polo R WRC.

It was hand-written and read: 'For hire.' Granted, the reference could have been applicable to man or machine. Either way, a year ago the Norwegian faced nothing but uncertainty.

Ultimately, he lost out on a Toyota seat that had his name on and was faced with a bit-part campaign with Skoda and Citroen before he was able to seal a Hyundai deal for the final three rallies of this year and beyond.

“I wanted this. It would have taken the pressure off”

Leading two of those final three 2017 rallies, Mikkelsen has signalled his intentions for next year. And, in doing so, he's raised expectations of Hyundai higher than ever.

Mikkelsen surrendered a 15-second lead when he suffered two punctures while carrying just one spare on Saturday morning. Reflecting on the day while sitting on a tree stump on Rock Road, Bowraville, he was hurting.

“I wanted this one,” he said. “It would have just taken some of the pressure off to get the first win in before the start of next season...” >>



A couple of hours later, with the onboard footage loaded into his mobile phone, he shared the evidence of the innocuous-looking fourth-gear right over crest that had undone his plan.

"That was it," he said.

Can't be. Surely not.

"I know," he said. "But it was — 99 times in 100 you get away with those."

Ninety-nine times out of 100, drivers will say they were unlucky when they really weren't. Here Mikkelsen really was.

Neuville empathised. A bit.

"I gave him some pressure," he said.

"We took some time out of his lead in the stage before..."

Neuville's self-confidence rarely dips beneath stratospheric and he's going to need that next season. For the first time across the spread of a season, he's going to face significant competition from his mate from around the corner in Monaco.

The passing of time eased Mikkelsen's pain. Yes, back-to-back wins would have been nice, but 12 months on, he was in full-time employment and on the edge of a first genuinely serious title tilt.

"It's true," he said, "this isn't life and death. It's been a lot worse this year. Poland was quite frustrating for me.



Everybody was thinking I had lost it when I did that rally with Citroen."

Having manhandled a recalcitrant C3 WRC between the trees to a miserable ninth place in Mikolajki, Mikkelsen headed home in a sombre mood.

"It was nice that I got the chance with Citroen," he said, "but I was helping to develop the car for them. I was bringing experience from the Polo. But in Poland I got the feeling that some people looked and said, 'Look how slow he is...' That was quite frustrating.

The bright side of Hyundai: Neuville (top) celebrated his fourth win of 2017, while Mikkelsen (above) already feels at home

"When I got to the next rally in Germany I said, 'OK, now I will focus on myself'. I knew the car would be better on asphalt and this was a chance for me to do something. With second place, I felt I got my name back a little bit."

And the last three rallies have turned the lights on his name. In Australia they were directed at Hyundai and its double podium. The unflinching beam of that spotlight of success has revealed a team divided between the haves and have-nots. The have-nots being, of course, Hayden Paddon and Dani Sordo — the drivers who have not got a full programme in 2018.

As Neuville would testify, Hyundai team manager Alain Penasse is a man who says what he thinks. A couple of years ago, Neuville was accused of prioritising the quality of his hotel ahead of his performance on the road, shortly before he was dropped to Hyundai's B team. In late 2015, Paddon was going in the opposite direction: he was moving on up.

The juxtaposition at the final service last Sunday was incredible. Neuville arrived into the arms of his team with a powerslide, a flourish and a bootful



ALL PICS: MCKLEIN

of revs, effectively drowning out Paddon's interview as he sought to explain the finale to a torrid season.

Penasse: "We are quite aware that his head is a big part of the problem. We have been talking with his management a lot over the last two months. In New Zealand it was always Hayden's story, so we started to talk to them in [Rally] Great Britain and here to find more information. We have to work together to get him out of this situation.

"It's best for him and us to get out of what's going on right now, but it's very difficult to read Hayden. With others, it's quite simple, but he's quite closed.

"We know that Hayden has the objective to be world champion in 2018. After [his victory] in Argentina last year, I would say that was a sensible objective. Now I don't think so. After Argentina [last year] he had the car fire in Portugal, then he crashed in Sardinia and everything started to go downhill and he started to doubt about it.

"At the start of this year he missed most of Monte Carlo, Sweden was not fantastic and then there was a problem in Mexico and he got a bad road position. He starts thinking and worrying and he

Latvala (top) and Mikkelsen (above) both fell by the wayside after strong runs

doesn't come out of it any more. You know, if we have shit in life, you have to put it aside and walk away from it. You cannot keep going back on it.

"I have been quite clear that he should review his objective for 2018. He didn't understand why we wanted to give priority to Andreas, but for us it's simple: we don't think he will match his objective in 2018. He was angry."

Until last week, Paddon had steadfastly refused to be drawn into a public debate on what he considered a private matter with his employer. But against what one team member described as a "poisonous" atmosphere, Paddon spoke out.

"I feel like an outsider," he said. "At this level everything has to come naturally and one of the most important things is to feel comfortable in the environment. I feel like I'm forcing everything, and like I'm looking in on this team from the outside. Right now, nothing feels natural.

"Look, I know I've made mistakes and we've had some problems, but I haven't thrown the toys out of the cot. I've stayed calm and not pointed fingers. I don't feel the same can be said in reverse."

Paddon suffered a nightmare start to the season when he was involved in

a fatal accident on the opening round in Monte Carlo, and since then things have spiralled downwards. He has suffered the brunt of Hyundai's mechanical frailties, but of more concern is the fact he simply hasn't been allowed to dial himself into the i20 Coupe WRC. He hasn't been comfortable with a 2017 car which is at odds with his aggressive, steer-with-the-rear style.

The Kiwi's biggest problem now is that Mikkelsen's set-up is very similar to that of Neuville, offering little incentive for Hyundai to invest time and money in developing a car in the direction of a driver who will only be running a part programme next season.

With Sordo absent in Australia last week, Paddon cut a lonely figure as he stood in the corner of a team he once called home, looking across at the blossoming bonhomie between new favourites Neuville and Mikkelsen.

The bottom line is, however, that Neuville ends the year on the crest of a wave, with Mikkelsen paddling away ready to hop on the next roller that comes along. Hyundai is ready.

"We are the complete team now," said Penasse. "It's clear during the >>>

SPRAY IT AGAIN, OTT

OTT TANAK WENT THROUGH THE FULL RANGE of emotions at the end of last week's Rally Australia. When he stepped out of the car at the finish, he hugged anybody and everybody in M-Sport clothing. This really meant a lot. He'd grown up with this team, but now the time had come to move on. It was emotional.

"I was OK," he said. "I wasn't thinking too much about it and then he [co-driver Martin Jarveoja] started finding some sad songs on his phone... It's quite tough."

It became rather less tough, emotionally at least, when he got back in the car after service to drive it to the podium. Pulling third gear brought a strange sensation. Back to second, all OK. Into third, there it was again.

"My balls were getting wet," he said. "The boys had wired the washer [bottle pipe] and directed it to my balls, then every time I put the car in third gear it was squirting the water."

That's what you get for jumping ship to Toyota after all these years.

Much of Rally Australia was taken up with pontification on whether or not he would be followed through the exit by his team-mate Sebastien Ogier. The Frenchman's only concession to taking his own news story forward was to admit that Citroen was now out of the running.

"If I stay, I will stay with my current team," he explained. "My decision is 99% done, but I cannot tell you yet."

This time next year Rally Australia will say goodbye to Coffs Harbour as it heads off in search of spectators. It might find more people, but it's debatable whether the welcome will be as warm and the roads as interesting as they are on the 'Bananacoast'.

Another downside would be the likely loss of Nathan Quinn. The local hero won the Australian Rally Championship and bagged ninth overall in his 10-year-old Mitsubishi Lancer (below) last weekend. There was, however, concern that he might be last to the ceremonial finish. Nothing to worry about – turns out he'd popped into his local for a 'swifty' to celebrate with his mates.

Australia. Where else?

DAVID EVANS

Tanak scored a fine second in last outing for M-Sport



year that we saw on so many occasions that we were missing a second Thierry. Unfortunately Dani and Hayden didn't fulfil the role of the second Thierry, but with Andreas it's clear that after three rallies he is here."

There's no doubting Neuville's return this season and his form last week was imperious. When the rain came on Sunday, he danced between the puddles and walked on water. Getting to the finish of a washed-out Wedding Bells stage, Neuville's eyes were on stalks.

"That was really tricky," he said. "A hell of a ride, but I kept it on the road."

Crucially, he reversed a trend of dropping time to Jari-Matti Latvala's Toyota and allowing the Yaris to close to 9.9s with three stages remaining.

"When you see Jari-Matti doing his push-ups in the morning, you know it's going to be a big attack," said Neuville. "And it was. When I went to sleep last night I was comfortable, but when I saw the rain this morning then I had some pressure on my shoulders. But it was OK.

This is a good way to finish the season."

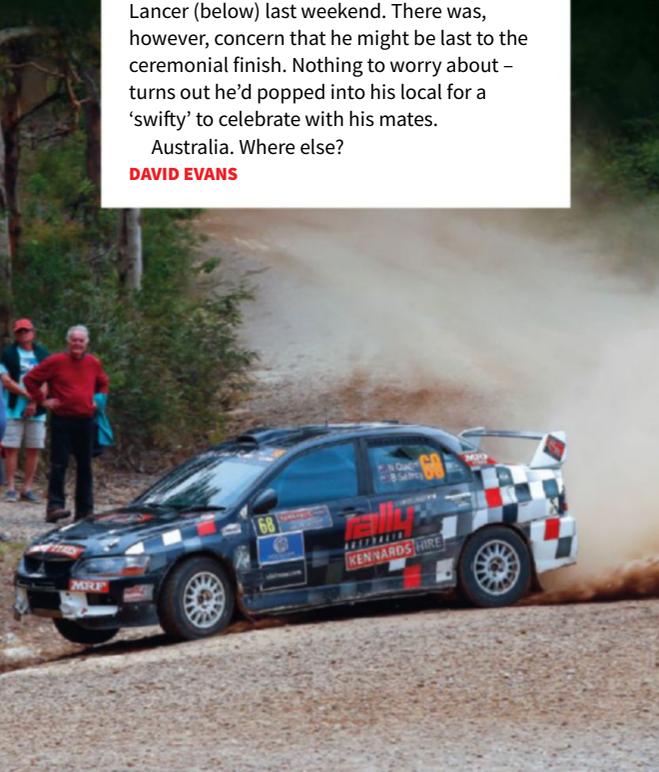
Hyundai Motorsport boss Michel Nandan agreed, but then quickly added that there was an even better way: "We didn't give this championship away, we lost it. Now we must go away and come back stronger."

There's no doubt Hyundai will start next season stronger and more capable, but will it be united? Walls need to be broken down and rebuilt, since papering over the cracks only brings more grief further down the line. And judging by the number of Paddon's Pack supporters' club members crowding into the service park, there would be no shortage of volunteers to help break those walls.

That building work might not be needed, however, if Hyundai's rivals continue to flounder in the way they did last week. A mixture of misfortune and misdemeanours hit M-Sport, Toyota and Citroen, ensuring they would struggle to put together three trouble-free days to battle with the Korean cars.

The terrain didn't help, and this year's

The dark side of Hyundai: Paddon cut a lonely figure last weekend




RESULTS ROUND 13/13, RALLY AUSTRALIA, NOVEMBER 16-19

POS	DRIVER	CO-DRIVER	TEAM	TIME
1	Thierry Neuville (B)	Nicolas Gilsoul (B)	Hyundai Motorsport · Hyundai i20 Coupe WRC	2h35m44.8s
2	Ott Tanak (EST)	Martin Jarveoja (EST)	M-Sport WRT · Ford Fiesta WRC	+22.5s
3	Hayden Paddon (NZ)	Sebastian Marshall (GB)	Hyundai Motorsport · Hyundai i20 Coupe WRC	+59.1s
4	Sebastien Ogier (F)	Julien Ingrassia (F)	M-Sport WRT · Ford Fiesta WRC	+2m27.7s
5	Elfyn Evans (GB)	Daniel Barritt (GB)	M-Sport WRT · Ford Fiesta WRC	+3m05.6s
6	Esapekka Lappi (FIN)	Janne Ferm (FIN)	Toyota Gazoo Racing WRC · Toyota Yaris WRC	+3m49.5s
7	Kris Meeke (GB)	Paul Nagle (IRL)	Citroen Total · Citroen C3 WRC	+22m58.4s
8	Richie Dalton (AUS)	John Allen (AUS)	Shamrock Motorsport · Skoda Fabia R5	+24m39.6s
9	Nathan Quinn (AUS)	Benjamin Searcy (AUS)	Coffs Coast Rally Team · Mitsubishi Lancer Evo IX	+25m03.4s
10	Dean Herridge (AUS)	Sam Hill (AUS)	Maximum Motorsport · Subaru Impreza WRX STI	+29m52.3s
OTHERS				
11	Jourdan Serderidis (GR)	Frederic Miclotte (B)	J-Motorsport · Citroen DS3 WRC	+32m25.4s
13	Andreas Mikkelsen (N)	Anders Jager (N)	Hyundai Motorsport · Hyundai i20 Coupe WRC	+37m39.7s
R	Jari-Matti Latvala (FIN)	Miikka Anttila (FIN)	Toyota Gazoo Racing WRC · Toyota Yaris WRC	SS21-crash
R	Craig Breen (IRL)	Scott Martin (GB)	Citroen Total · Citroen C3 WRC	SS18-crash
R	Stephane Lefebvre (F)	Gabin Moreau (F)	Citroen Total · Citroen C3 WRC	SS17-crash

WRC finale proved to be a typically tough Australian affair. The heat of the southern-hemisphere summer ensured that tyre choices were constantly compromised, while an unexpected Sunday morning monsoon sent the teams scurrying for anything left in a remotely soft compound.

The combination of forest and shire roads (think flowing, double-width country lanes covered in ball bearing-small loose gravel) worked perfectly once again; that this event provides some of the best stages in the world is beyond doubt. And running them through the backdrop of banana plantations, rainforests, koalas and kangaroos once again had those behind a camera in raptures. However, post-2018, this event faces a serious dilemma. WRC Promoter and the FIA want out of Coffs Harbour, the current rally base, but they want to remain in Australia. The challenge for the organisers of this event is to find a fourth home for it in little over a decade.

By definition a world championship needs something that far south, and I'll resist the temptation to point them in the direction of the Tasman's far side to the land of the long white cloud; the New Zealand drum has been beaten into submission. For now.

One man who cares little for the location of future Antipodean WRC adventures is Neuville. With a little help from his friend, he rocked and ruled down under last week. And, just before stepping on an equator-bound plane, he delivered the line. "We were not the world champion this year," he said. "But we drove like world champions and I am proud of that." 🌟



DRIVERS' CHAMPIONSHIP
1 Ogier 232; 2 Neuville 208;
3 Tanak 191; 4 Latvala 136;
5 Evans 128; 6 Sordo 95;
7 Meeke 77; 8 Paddon 74;
9 Hanninen 71; 10 Breen 64.

MANUFACTURERS' CHAMPIONSHIP
1 M-Sport WRT 428;
2 Hyundai Motorsport 345;
3 Toyota Gazoo Racing 251;
4 Citroen Total 218.

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Pilbara 1 6.03 miles	Mikkelsen 5m17.2s	Mikkelsen	Meeke +1.3s
SS2 Eastbank 1 11.76 miles	Mikkelsen 9m56.3s	Mikkelsen	Meeke +3.0s
SS3 Sherwood 1 16.52 miles	Mikkelsen 12m51.1s	Mikkelsen	Meeke +16.6s
SS4 Pilbara 2 6.03 miles	Mikkelsen 5m14.0s	Mikkelsen	Meeke +17.9s
SS5 Eastbank 2 11.76 miles	Neuville 9m48.8s	Mikkelsen	Meeke +18.7s
SS6 Sherwood 2 16.52 miles	Mikkelsen 12m38.1s	Mikkelsen	Meeke +20.9s
SS7 SSS Destination NSW 1 0.79 miles	Tanak 1m02.4s	Mikkelsen	Meeke +21.0s
SS8 SSS Destination NSW 2 0.79 miles	Neuville 1m00.9s	Mikkelsen	Neuville +20.1s
SS9 Nambucca 17 30.38 miles	Neuville 26m53.6s	Mikkelsen	Neuville +15.6s
SS10 Newry 171 12.96 miles	Latvala 12m10.7s	Neuville	Latvala +5.7s
SS11 SSS Raceway 0.85 miles	Tanak 1m15.3s	Neuville	Latvala +6.3s
SS12 Welshs Creek 20.81 miles	Neuville 17m44.8s	Neuville	Latvala +16.2s
SS13 Argents Hill 7.66 miles	Neuville 6m42.4s	Neuville	Latvala +19.0s
SS14 Newry 172 12.96 miles	Stage cancelled		
SS15 SSS Destination NSW 3 0.79 miles	Neuville 1m02.3s	Neuville	Latvala +19.6s
SS16 SSS Destination NSW 4 0.79 miles	Tanak 1m01.8s	Neuville	Latvala +20.1s
SS17 Pilbara Reverse 1 6.23 miles	Evans 5m23.1s	Neuville	Latvala +19.0s
SS18 Bucca 16 19.82 miles	Paddon 16m57.4s	Neuville	Latvala +9.9s
SS19 Wedding Bells 161 4.00 miles	Neuville 3m55.5s	Neuville	Latvala +14.7s
SS20 Pilbara Reverse 2 6.23 miles	Stage cancelled		
SS21 Wedding Bells 162 [Power Stage] 4.00 miles	Ogier 3m32.6s	Neuville	Tanak +22.5s

Toyota salvages pride from final Porsche duel

It lost the war, but victory in the Bahrain battle meant Toyota ended 2017 with more wins than its title-taking rival

By Gary Watkins, Special Contributor

🐦 @gazzasportscars

EBREV/LAT

It was mission accomplished for Toyota in Bahrain last weekend. The Japanese manufacturer achieved its late-season target of outscoring Porsche in race victories over the nine events of the 2017 World Endurance Championship to salvage some kind of bragging rights from a season of disappointment.

Sebastien Buemi, Kazuki Nakajima and Anthony Davidson took a fifth win of the year aboard the #8 Toyota TS050 HYBRID in the day-night Bahrain

6 Hours to end up with one more victory than Porsche's title-winning crew of Timo Bernhard, Brendon Hartley and Earl Bamber. It was, of course, only a consolation prize given that Porsche claimed all the silverware that mattered — the big pots that come with winning the Le Mans 24 Hours and the WEC drivers' and manufacturers' titles.

The Toyota again had the edge on Porsche's 919 Hybrid, though its advantage was less significant around the 3.36-mile Bahrain International Circuit than the previous time out in Shanghai earlier in the month. In the end, though,

Winning Toyota had a largely trouble-free run compared with rivals

Buemi and his team-mates were able to complete an end-of-season hat-trick with relative ease. The reason was simple: the two Porsches and the second Toyota all ran into problems of varying severity, allowing the winning TS050 to cross the line an unrepresentative lap clear of its nearest pursuer.

The biggest problem for the winning Toyota was precipitated by a stray cat. The appearance of a wandering feline out on track seemed set to trigger a full-course yellow virtual safety car, which sent Davidson scurrying to ready himself in case he was called to jump into the car



LAT IMAGES

early. He wasn't, but in the rush to ready himself, he stubbed and broke a toe on his braking foot, which caused him some discomfort when he finally did get in the winning car.

Porsche looked completely out of the hunt by midway through the second hour of the final race for the 919 Hybrid. Bernhard had to pit for a new nose section as early as the seventh lap after running over an errant corner-marker bollard, while Neel Jani in the #1 car had haemorrhaged time to Buemi during the second half of an opening double stint on the same set of tyres.

“The biggest problem for the winning Toyota was a stray cat”

Polesitter Jani, who'd ceded the lead to Buemi after 35 minutes, was just five seconds behind after the first stops, but lost more than 10s before pitting to hand over to Nick Tandy. The Briton also could not keep pace with the Toyota, now in the

hands of Nakajima. At least, not initially.

That changed for the Brit on a second stint on the tyres that ran through a short full-course yellow virtual safety car. The gap stabilised at just under half a minute, at which point Porsche rolled the dice in an attempt to claim one last win for the 919 before its retirement. Porsche opted to keep Tandy on the same four Michelins at the car's next pitstop late in the fourth hour.

“We thought we'd go again on the tyres and do a short stint to take away the splash at the end, and it was looking good,” explained Tandy, who helped >>



Porsche fell back after leading early running

the #1 car to pole after returning to the track after Jani for a second run. “We had to try something to claw back the time and I’d been very careful with the tyres at the beginning of the stint.”

The Porsche leapfrogged the #8 Toyota in the pits and was still ahead, albeit by just a couple of tenths, when Tandy tangled with the Gulf Racing UK GTE Am-class Porsche of Nick Foster at the first corner. Tandy thought the GT man had seen him and was giving him room, but that turned out not to be so.

The resulting impact punctured a tyre, sending the car pitwards and as good as ending Porsche’s chance of increasing its tally of victories in the WEC. After six years and exactly 50 races since the rebirth of world championship sportscar racing, the Stuttgart marque has ended up tied on 17 wins with another now-departed manufacturer in Audi. Toyota is on 16.

The #1 Porsche lost a minute and a half as a result of the contretemps, even



Davidson, Nakajima and Buemi won by a lap

before it was penalised. That put it behind the sister car, which had lost about a minute and made back some of that during the full-course yellow.

The virtual safety car had been triggered by another incident involving a P1 car and a 911, one that meant that there was no in-house challenge to Buemi, Nakajima and Davidson.

Mike Conway, Kamui Kobayashi and Jose Maria Lopez were running a different tyre strategy to their teammates, but their chance of a first victory of the season disappeared in the third hour with another clash with one of Porsche’s factory 911 RSRs. In Shanghai, Lopez had tagged Richard Lietz in the #91 car. This time Kobayashi had a coming together with Michael Christensen in the #92 entry.

The Japanese driver went around the outside of the GT car into Turn 1 and then dived up the inside into Turn 2. It was not a regular passing spot and, with the Toyota not visible in his mirrors,



FERRARI DUO TAKES GTE CROWN

FERRARI WRAPPED UP THE SECOND WEC GT world championship title with a one-two formation finish in Bahrain. Alessandro Pier Guidi and James Calado claimed the drivers' title to go with the manufacturers' crown won by the marque last time out in Shanghai with second place behind AF Corse team-mates Davide Rigon and Sam Bird.

Pier Guidi and Calado were on course to win GTE Pro class until the latter backed off in the final stages, allowing Bird to move ahead. It was still a deserved victory for the #71 Ferrari 488 GTE, which lost a clear lead with the virtual safety car. Rigon had just pitted when the yellows came out, bringing the rest of the GTE Pro field into the pits. What had been a 20-second advantage for the #71 Ferrari became a deficit of a similar margin.

"I'm not sure we had the quickest car today – the Porsches were flying at one point – but we had the most consistent car," explained Calado. "We managed the tyres well and stayed out of the trouble.

"I'm almost speechless. Being able to call myself a world champion is something I've always dreamed of."

Ferrari had an edge on its rivals for much of the race, though not on the Porsche 911 RSR when it went onto the softer of the two Michelin tyre compounds available. The #92 factory Porsche came alive in Kevin Estre's hands, and the Frenchman hauled the car up through the field in the second hour to briefly take the lead just before the one-third mark.

Team-mate Michael Christensen was running second, having just got back ahead of Calado, when he was clipped by Kamui

Kobayashi's Toyota. The impact sent the Porsche into the gravel and out of the race. Frederic Makowiecki and Richard Lietz, who arrived in Bahrain two points behind Pier Guidi and Calado, for a brief moment looked as though they might get in on the action after they too switched compounds. Makowiecki moved the car up to second position.

The championship challengers' tyre allocation only included one set of the medium rubber, though, so when Makowiecki went back to the harder compound, he couldn't maintain his pace. He lost second to Bird and then third position to Andy Priaulx in the best of the Ganassi Ford GTs as his pace dropped off on the run to the flag.

Priaulx and team-mate Harry Tincknell also had a shot at the title in Bahrain, and when the younger of the two Brits jumped to second at the start and Pier Guidi fell to fourth, they were on course to overturn a 7.5-point deficit. Ultimately, however, the Ford didn't have the pace of the Ferrari.

Aston Martin drivers Paul Dalla Lana and Pedro Lamy finally wrapped up the GTE Am WEC title together with Mathias Lauda after four seasons of trying. It was only fitting that a pairing which has now taken 15 victories – 12 with Lauda – should seal the elusive crown with a dominant victory.

They only needed to finish third in class, but after a cautious Lauda was bundled down to that position at the start it was pretty much plain sailing for the winning Vantage GTE. They ended up more than a minute ahead of the Clearwater Ferrari shared by Matt Griffin, Keita Saw and Weng Sun Mok.

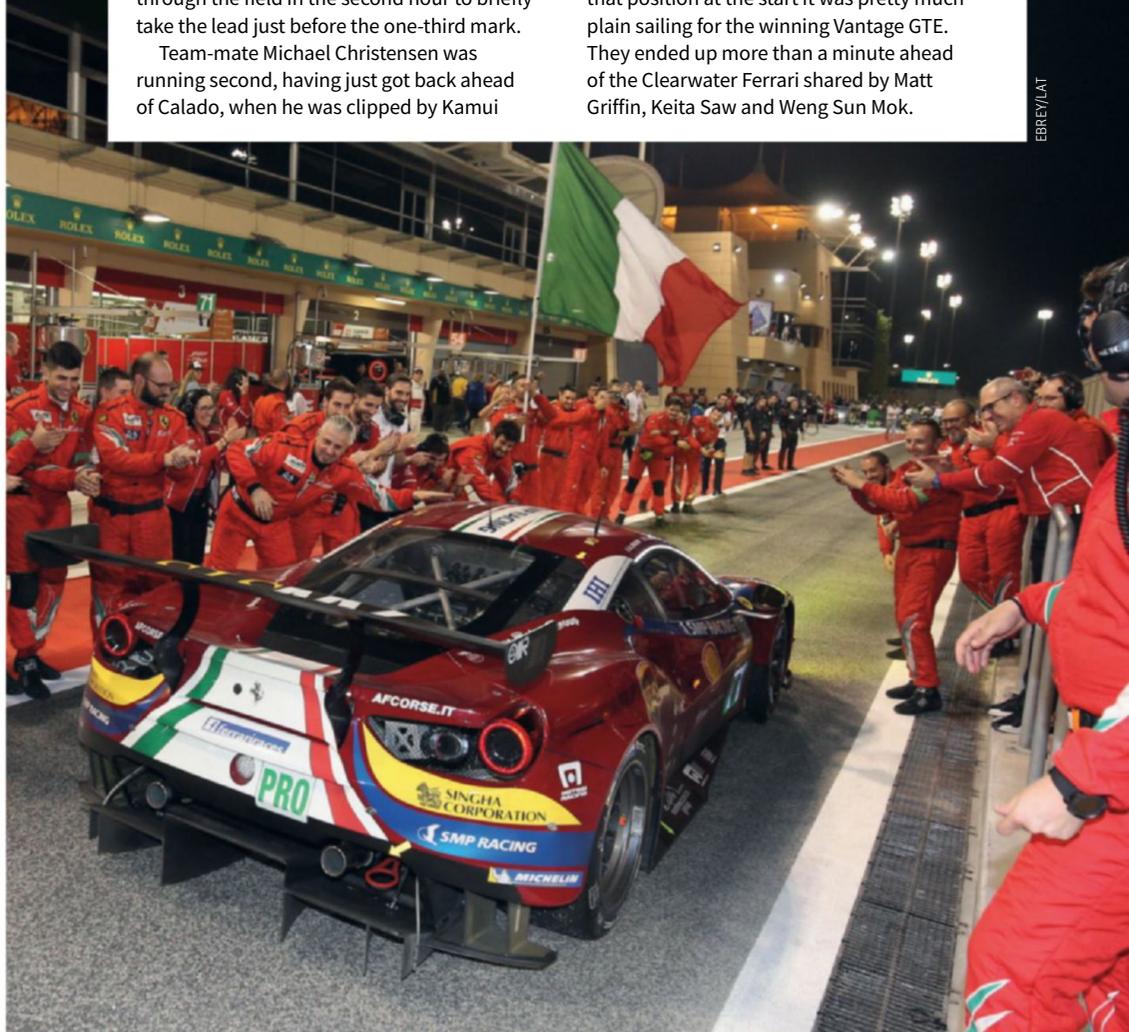
Christensen couldn't be blamed.

Kobayashi was subsequently found at fault, perhaps unfairly, by the stewards. That resulted in a stop-go penalty, though a puncture and minor body repairs had already lost the car two laps.

Win number five of the season for Toyota was clearly of great satisfaction to the Japanese manufacturer after it was able to change the dynamic at the front of the WEC field for the final three races as a result of restarting development of its 2017 LMP1 contender.

"It definitely puts a different light on the season," reckoned Toyota Motorsport GmbH technical director Pascal Vasselon. "Of the nine races this year, we have been faster in six of them. Porsche has not really won the championships, we have lost them."

That might be so, but the five-four scoreline in Toyota's favour at the end of the season was really nothing more than a WEC equivalent of the *Crackerjack* pencil or the *Pointless* trophy. »»





Rebellion rides its luck for LMP2 crown

THE ANGLO-SWISS REBELLION squad maintained its unbroken sequence of title wins in the WEC since the rebirth of the series in 2012. It added the drivers' and teams' LMP2 titles to its collection of LMP1 privateers' end-of-season silverware, but it required a giant-sized slice of luck to keep the run going.

Bruno Senna and Julien Canal became champions with another victory together with Nicolas Prost in the best of the Rebellion ORECA-Gibson 07s, but in the middle of the race it looked as though long-time championship leaders Oliver Jarvis, Ho-Pin Tung and Thomas Laurent would overhaul a four-point deficit coming into the Bahrain weekend. The Jackie Chan DC Racing trio appeared to have victory in their pocket until the middle of the race when Laurent radioed in to say that the

fuel light had come on six laps early.

The team had no option but to bring him in early and then reduce the length of every stint for the remainder of the race because the Gibson V8 in the back of the team's ORECA had stopped picking up the final 15 litres of fuel in the tank. That meant the car needed an extra stop for a late splash, and with it disappeared their chances of the race victory and the title. Jarvis did his utmost to try to come back at Senna over the final laps, halving a 20s deficit.

Rebellion also had its problems. Senna received a five-second penalty for contact with Jean-Eric Vergne in the #24 Manor ORECA early in the race and then lost the power-steering during a two-and-a-half-stint run on the same set of Dunlop tyres at the end.

"I made a lot of mistakes and had quite a few lock-ups," said Senna, who

Prost, Senna and Canal won, though their ORECA lost power steering late on

claimed his first title in 14 years of car racing. "I eventually managed to get on top of the steering issue and had just enough of a gap in the end."

The battle for the championship appeared to have turned in Chan/DC's favour when Tung went up against Canal after Jarvis and Senna got out of their respective ORECA's. The Chinese pulled 50s on the #31 Rebellion entry's mandatory silver-rated driver over the course of a double.

Laurent then proved more or less a match for Prost on pace, which meant race victory and the title should have been heading in the direction of the Jota-run Chan/DC squad.

"We lost 58s with the extra stop and we were 10s down at the finish," said the race engineer of the lead Chan/DC ORECA, Greg Wheeler. "That shows you who should have won today."

The second Rebellion ORECA driven by David Heinemeier Hansson, Mathias Beche and Nelson Piquet Jr came through to third after starting eighth after the first-named lost his best qualifying time to a track limits violation. The Signatech Alpine team, which had an outside chance of the title, could only finish fourth with Nicolas Lapierre, Andre Negrao and Gustavo Menezes.

Negrao and Menezes had qualified on the pole, but Lapierre suffered worse than expected tyre degradation during his opening stint. The French team changed its strategy, but the team was never truly in the hunt.



RESULTS ROUND 9/9, BAHRAIN, NOVEMBER 18 (199 LAPS – 669.209 MILES)

POS	DRIVERS	TEAM	CAR	CLASS	TIME
1	Sebastien Buemi (CH) Anthony Davidson (GB) Kazuki Nakajima (J)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	6h01m26.294s
2	Timo Bernhard (D) Earl Bamber (NZ) Brendon Hartley (NZ)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	-1 lap
3	Neel Jani (CH) Andre Lotterer (D) Nick Tandy (GB)	Porsche LMP Team	Porsche 919 Hybrid	LMP1	-1 lap
4	Mike Conway (GB) Kamui Kobayashi (J) Jose Maria Lopez (RA)	Toyota Gazoo Racing	Toyota TS050 HYBRID	LMP1	-3 laps
5	Bruno Senna (BR) Julien Canal (F) Nicolas Prost (F)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-13 laps
6	Oliver Jarvis (GB) Ho-Pin Tung (PRC) Thomas Laurent (F)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-13 laps
7	David Heinemeier Hansson (DK) Mathias Beche (CH) Nelson Piquet Jr (BR)	Vaillante Rebellion	ORECA-Gibson 07	LMP2	-14 laps
8	Nicolas Lapierre (F) Gustavo Menezes (USA) Andre Negrao (BR)	Signatech Alpine Matmut (ORECA)	ORECA-Gibson 07	LMP2	-14 laps
9	Vitaly Petrov (RUS) Roberto Gonzalez (MEX) Simon Trummer (CH)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-14 laps
10	Jean-Eric Vergne (F) Matt Rao (GB) Ben Hanley (GB)	CEFC Manor TRS Racing	ORECA-Gibson 07	LMP2	-14 laps
11	Roman Rusinov (RUS) Leo Roussel (F) Loic Duval (F)	G-Drive Racing	ORECA-Gibson 07	LMP2	-15 laps
12	Alex Brundle (GB) David Cheng (USA) Tristan Gommendy (F)	Jackie Chan DC Racing (Jota)	ORECA-Gibson 07	LMP2	-16 laps
13	Emmanuel Collard (F) Francois Perrodo (F) Matthieu Vaxiviere (F)	TDS Racing	ORECA-Gibson 07	LMP2	-17 laps
14	Sam Bird (GB) Davide Rigon (I)	AF Corse	Ferrari 488 GTE	GTE Pro	-24 laps
15	Alessandro Pier Guidi (I) James Calado (GB)	AF Corse	Ferrari 488 GTE	GTE Pro	-24 laps
16	Harry Tincknell (GB) Andy Priaulx (GB)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-25 laps
17	Richard Lietz (A) Frederic Makowiecki (F)	Porsche GT Team	Porsche 911 RSR	GTE Pro	-25 laps
18	Stefan Mucke (D) Olivier Pla (F)	Ford Chip Ganassi Team UK	Ford GT	GTE Pro	-25 laps
19	Jonny Adam (GB) Darren Turner (GB)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-25 laps
20	Marco Sorensen (DK) Nicki Thiim (DK)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Pro	-26 laps
21	Mathias Lauda (A) Paul Dalla Lana (CDN) Pedro Lamy (P)	Aston Martin Racing	Aston Martin Vantage GTE	GTE Am	-29 laps
22	Keita Sawa (J) Mok Weng Sun (MAL) Matt Griffin (IRL)	Clearwater Racing	Ferrari 488 GTE	GTE Am	-29 laps
23	Francesco Castellacci (I) Thomas Flohr (CH) Miguel Molina (E)	Spirit of Race (AF Corse)	Ferrari 488 GTE	GTE Am	-30 laps
24	Christian Ried (D) Matteo Cairoli (I) Marvin Dienst (D)	Dempsey-Proton Racing	Porsche 911 RSR	GTE Am	-30 laps
25	Mike Wainwright (GB) Ben Barker (GB) Nick Foster (AUS)	Gulf Racing	Porsche 911 RSR	GTE Am	-36 laps
R	Michael Christensen (DK) Kevin Estre (F)	Porsche GT Team	Porsche 911 RSR	GTE Pro	84 laps-accident

Winner's average speed 111.091mph.

Fastest lap Lotterer 1m42.862s, 117.694mph.

LMP2 Brundle 1m49.425s, 110.635mph. **GTE Pro** Pier Guidi 1m58.456s, 102.200mph. **GTE Am** Molina 1m59.900s, 100.969mph.

QUALIFYING

1 Jani/Tandy 1m39.383s; **2** Conway/Lopez 1m39.646s; **3** Bernhard/Hartley 1m40.011s; **4** Nakajima/Davidson 1m40.774s; **5** Negrao/Menezes 1m47.227s; **6** Laurent/Tung 1m47.612s; **7** Senna/Canal 1m47.721s; **8** Duval/Roussel 1m47.989s; **9** Petrov/Gonzalez 1m48.176s; **10** Hanley/Rao 1m48.374s; **11** Vaxiviere/Perrodo 1m48.386s; **12** Piquet/Heinemeier Hansson 1m48.387s; **13** Gommendy/Cheng 1m49.102s; **14** Rigon/Bird 1m56.033s; **15** Turner/Adam 1m56.372s; **16** Tincknell/Priaulx 1m56.463s; **17** Calado/Pier Guidi 1m56.881s; **18** Sorensen/Thiim 1m57.019s; **19** Makowiecki/Lietz 1m57.516s; **20** Estre/Christensen 1m57.522s; **21** Lamy/Dalla Lana 2m00.111s; **22** Griffin/Mok Weng Sun 2m00.285s; **23** Cairoli/Ried 2m00.395s; **24** Castellacci/Flohr 2m01.352s; **25** Pla/Mucke no time; **26** Wainwright/Barker/Foster no time.

Fastest in each class **LMP1** Jani 1m39.084s; **LMP2** Vaxiviere 1m47.000s; **GTE Pro** Rigon 1m56.021s; **GTE Am** Griffin 1m58.615s.

CHAMPIONSHIP

LMP drivers **1** Bernhard/Bamber/Hartley 208; **2** Nakajima/Buemi 183; **3** Davidson 168; **4** Tandy/Lotterer/Jani 129; **5** Kobayashi/Conway 103.5; **6** Lopez 84.5.

LMP manufacturers **1** Porsche 337; **2** Toyota 286.5.

LMP2 drivers **1** Canal/Senna 186; **2** Tung/Jarvis/Laurent 175; **3** Prost 168; **4** Menezes 151.

GTE drivers **1** Pier Guidi/Calado 153; **2** Makowiecki/Lietz 145; **3** Priaulx/Tincknell 142.5; **4** Rigon 139.5; **5** Bird 139; **6** Sorensen/Thiim 104.

GTE manufacturers **1** Ferrari 305; **2** Ford 237.5; **3** Porsche 223.5;

4 Aston Martin 207.

GTE Am drivers **1** Lauda/Dalla Lana/Lamy 192; **2** Ried/Dienst/Cairoli 168; **3** Mok Weng Sun/Sawa/Griffin 165; **4** Castellacci/Flohr 109.



Aston trio took well-deserved GTE Am title

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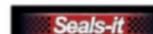
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**KEVIN
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GIVEN THE RISING COSTS OF professional motorsport, it's great to see another new young-driver programme. And perhaps the most attention-grabbing element of McLaren's announcement is the inclusion of historic (and SsangYong) racer Michael O'Brien.

Autosport has been championing the quality of Historic Formula Ford racing and its leading lights for some time. For O'Brien, one of the best frontrunners in recent years, to get a chance in a contemporary sportscar is a great story.

O'Brien, son of ex-British Touring Car driver Mike, tried to step into modern single-seaters but didn't have sufficient budget. Winning two Classic Racing Car events in McLaren Automotive CEO Mike Flewitt's McLaren M4A at Cadwell Park this year must have helped, but Flewitt wasn't about to hand out drives that easily. He invited the 23-year-old to test alongside McLaren's pros.

"He was the fastest driver there in the 650S Sprint and second-fastest in the GT4, so he clearly has potential," Flewitt told Autosport.

After years of struggle, British GT4 was very strong in 2017 and four marques won races. Momentum is with the class now, and hungry drivers guided by McLaren should make it even better.

BRITISHGT

McLaren launches young driver programme and new GT3 car

McLAREN AUTOMOTIVE HAS LAUNCHED A NEW Driver Development Programme and will place four drivers in British GT4 next season.

BRDC Formula 4 race winner Jordan Albert, European GT4 racer Charlie Fagg, Historic Formula Ford ace Michael O'Brien and GT Cup competitor Lewis Proctor will share two 570S machines, to be run by an as-yet unnamed customer team.

The drivers will be mentored by 2016 Blancpain Endurance champion Rob Bell, who has again been confirmed as a factory driver. They will also receive fitness and nutrition assessments and advice, along with PR, marketing and sponsorship guidance.

The programme was launched at McLaren's Woking HQ on Tuesday (November 21), along with announcements of a new 720S GT3 racer and the Pure McLaren GT one-make series.

"The Driver Development Programme is probably the one I have most personal passion around," said McLaren Automotive CEO Mike Flewitt. "This is a long-term commitment.

"To get anywhere in motorsport you normally have

to have talent and money. I wanted to give opportunities to drivers with great potential, irrespective of their backgrounds.

"Our efforts will go into developing those drivers and I believe one of the teams could win the championship."

The 570S took four GT4 victories from the 10 British GT Championship rounds in 2017.

The 720S GT3, which will replace the successful 650S, is scheduled to make its race debut in 2019. Next year will be spent developing the four-litre twin-turbo V8-engined machine, which will then be made available to customer teams for the following season.



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BRITISH GT Dutch team V8 Racing will be the first squad in Europe to run the new Chevrolet Camaro GT4.R machines, which could make selected appearances in British GT next year. V8 Racing will take delivery of two of the new 6.2-litre V8-powered machines around Christmas. The cars are built by works Corvette constructor Pratt and Miller – the same outfit that builds the firm’s Le Mans challengers. Two cars will run in the full GT4 European Series, with one driver pairing already signed. Next year will mark V8 Racing’s return to competition after a fire destroyed its HQ, along with several of the team’s race cars, in 2016.

PORSCHE CARRERA CUP GB

Boston’s team to Carrera Cup, TCR

GINETTA GT4 SUPERCUP SQUAD Boston Racing is plotting a major expansion next season as it plans to branch into the Porsche Carrera Cup GB as well as the new TCR UK series.

The team has enjoyed success in the Ginetta category – with its driver Tom Wrigley winning the title in 2016 – as well as in the Lotus Cup, but is now looking to move further up the racing ladder.

“We’ve done very well with Ginettas over the past few years and we’re speaking to quite a few drivers at the moment who are looking into it [for 2018],” said team boss Rob Boston. “But with the new 2018 Carrera Cup car we

are very much trying to field two cars next year. I drove the new car at a Porsche taster day and it’s the best-sorted car I’ve driven – it handles well.”

As well as the move into the Carrera Cup, the team will also return to Mazda MX-5s – Boston won the title in 2010 – as the MX-5 Supercup joins the TCR UK support package.

“We’re talking to a couple of manufacturers regarding the TCR car itself and will go to the taster day,” added Boston. “So we’re going to be supporting four championships as a team next year – it’s going to be busy! We’ve done a lot of winning but we aspire to do the next thing now.”



FORMULA RENAULT EURO CUP

Cane joins Fortec for Eurocup switch

BRDC BRITISH F3 RACE WINNER JORDAN CANE will move to the Formula Renault Eurocup next year after signing with the Fortec team.

Cane missed the start of the 2017 F3 season as he was not 16 years old until the third round at Snetterton, but went on to take three wins with Douglas Motorsport this term.

Cane has tested the Formula Renault car at Barcelona, the Nurburgring and Monza with title-winning R-ace GP and Fortec, and believes that race wins are possible despite the series lending itself more to second-year drivers.

“It’s a really tough series, there’s 36 drivers,” said Cane. “But with the pace that we’ve shown in the previous tests, we’re certainly in a good place now.”

“Every year you want to win. But it’s a case of how quickly we can get ourselves in a position to win. Second-year drivers have an extra edge because of the testing ban [which starts in December]. Mine and the team’s aim is to get as many wins and podiums as possible. But at the minute Formula Renault is a two-year programme.”

Cane added that because of his strong showing in British F3, he will not be classed as a rookie in next year’s campaign.

York targets F3 after strong debut

BRITISH FORMULA 4 RACE WINNER
Oliver York has impressed in his first test in a BRDC British F3 car ahead of a possible move to the series next year.

The 16-year-old took two wins in F4 with Fortec this season on his way to sixth in the standings and tested one of the team's F3 machines at Donington Park at the end of last month, along with Formula Masters Asia racer Arvin Esmaili.

Team boss Richard Dutton was impressed

with York's performance in the first test.

"We would like him to do F3 next year if we could," said Dutton. "He really did come on strong during this season and for a rookie with no winter testing he did really well. I think he would do a good job in F3 and we are trying to get something together."

Fortec's other 2017 F4 drivers, Hampus Ericsson and Johnathan Hoggard, have both been testing the team's F4 cars at various venues around the UK.



York wowed Fortec boss Dutton on Brit Formula 3 test outing

EBREY

JUNIORSALOON CAR CHAMPIONSHIP

Juniors race into Rockingham dusk

THE JUNIOR SALOON CAR Championship is set to hold its first race in the dark next season.

The category will partner the Pickup Truck Racing Championship at a number of rounds next season, including when it races in the dark at Rockingham. The JSCC will

have at least one race held in what is likely to be dusk conditions before the Pickups.

Series organiser Dave Beecroft said: "We've been working with Sonny Howard of the Pickups a bit - we've got the great prize for the kids to have a run in one.

"We will be doing a few

events in the next year with them and we're trying to show the kids that there's lots of racing out there.

"I don't have a problem with the kids racing in the dark and it will be a fantastic experience for them. It's something that's a little bit different."



Byrne (leading) took poles and a win at Anglesey

JONES

BRSCC

Byrne and MR-G share victories

JAKE BYRNE AND MATT ROUND-Garrido took a Formula Ford 1600 win apiece at the British Racing and Sports Car Club's winter race meeting at Anglesey.

Race one victory went to Byrne - who put his Ray GR13 on pole for both of the weekend's races - but Round-Garrido's Medina Sport JL17 dominated in race two.

Peter Drennan took a brace of wins in the Global GT Lights series, but retired in race three, allowing James Thompson to take top spot.

Neil Harrison claimed both wins in the Tiedeman Trophy aboard his Dallara F302, as did Doug Carter (Radical PR6) in the Sports, Saloons and Caterham contests.

IN BRIEF



RARE BENETTON B197 RUNS AT DONINGTON

Historic racer Scott Mansell gave a rare Benetton B197/06 (above) from 1997 a shakedown at Donington Park last week, prior to it being shipped to new owner Phil Stratford in the United States. Stratford, a UK born but US domiciled driver, has previously driven a Tyrrell 022 and a Dallara GP2. He raced a B197 in Europe this season and has now bought another to race in the US.

YOUNG PLANS TO DEFEND CLIO JR TITLE

Inaugural Renault UK Clio Cup Junior champion Jack Young says he plans to defend his title next season after triumphing at Brands Hatch last weekend.

SPOTLIGHT ON HISTORIC SINGLE-SEATERS

The 60th anniversary of Formula Junior will be marked by a historic motorsport display at Autosport International in January. The single-seater category is the best-supported class in historic racing, and the Historic Sports Car Club stand will showcase six of the period racers.

BOBBY BELL 1942-2017

Autosport is sad to report that former prolific historic racer Bobby Bell died last week aged 75 in an accident at his Surrey home. Bell was fatally injured when the shotgun he was cleaning went off. He started racing in the 1960s in a Lotus 7, competing against Jim Clark in British GP support races later in the decade. He moved to historics and raced cars such as a Maserati 250F and an ex-grand prix BRM P153.

NEW BOLSTER CELEBRATION RACE

A new race for pre- and post-war vintage specials will be added to the Goodwood Members' Meeting next spring to honour the memory of renowned Autosport journalist John Bolster. The March 18 race will remember Bolster, who was famed for his 'Bloody Mary' specials in the 1930s.

SECOND C1 ROUND-THE-CLOCK RACE

The Citroen C1 Challenge will have a second 24-hour race at Rockingham next year. Entries for the first filled in a matter of days of the event being confirmed, so a second race has been added to the schedule.



STYLES

Hope plans to race 1980 Shadow DN11 in FIA Masters Historics



WALKER

FIAMASTERS HISTORIC

Last Shadow F1 car to return

THE LAST FORMULA 1 SHADOW TO COMPETE IN a world championship grand prix is set to join the FIA Masters Historic series next season, having run on track for the first time since 1980 earlier this month.

American Don Nichols' Northampton-based Advanced Vehicle Systems team – which entered F1 in 1973 and won the '77 Austrian GP with Alan Jones in a DN8 – was in terminal decline when Briton Geoff Lees managed to qualify DN11-02, one of three, for the South African GP at Kyalami in '80. A late suspension failure forced retirement. Its DN12 successors only started non-championship races.

Jersey-domiciled Lancastrian Richard Hope acquired chassis 02, which Nichols sold to Californian James Paul in 2001 as a restoration project, in June. The work had stalled long before the low-mile chassis was repatriated to the UK by Marc Devis this year.

WDK Motorsport totally rebuilt the car in which Hope's

shakedown test at Donington on November 9 was limited to a few laps by a faulty differential.

Versatile historic racer Hope – whose experience spans pre-war cars to two-litre prototypes of the 1970s and younger touring cars – returned to the circuit last Thursday and completed 51 laps in damp conditions.

"The Shadow is from the F1 era I looked up to when I was doing 250cc karting, so for me this is chasing a dream," he said. "Driving it is an all-embracing experience.

"It will take me a while to get used to being able to see wheels again – I last raced an F1 Cooper-Maserati T51 at Monaco in 2004 – but the initial runs have left me wanting a lot more.

"I'm keen to race with Masters. I love the spirit, the spread of cars, and the championship opens at Imola, one of the world's great tracks. Getting a Monaco entry would be fantastic too."

BRITCAR

DECISION TO RESTART RED-FLAGGED RACE WAS 'RIGHT'

RESTARTING A RED-FLAGGED Britcar Endurance race behind the safety car was "the right decision at the time", according to the series' managing director – despite the decision giving some teams a 'free' pitstop and affecting the outcome of the championship.

The first race at Brands Hatch last weekend was suspended mid-way through after Tom Barley crashed at Paddock Hill. Several cars had yet to visit the pits.

It was decided to restart behind the safety car, with cars in the order they were when the red flag was shown. That meant drivers who had stopped – but were now at the back of the queue – had an advantage on those who hadn't pitted. But Britcar boss Claire Hedley believes everything was done to ensure it was a fair contest.

"It was the clerk of the course's decision," she said. "For safety reasons it was to restart the race from the position it was stopped.

"All the teams were happy with the decisions made, they had the chance to appeal and none did. I'm not saying it was 100% the right decision, but it was the right decision at the time."

Darron Lewis and Tom Knight were among those who lost out, finishing second in class and losing points in the title battle, which was decided in Ross Wylie/Witt Gamski's favour.

HISTORICS

Briggs shakes down Can-Am McLaren

FORMER McLAREN FORMULA 1 team member Warren Briggs shook down his 1971 M8E Can-Am car at Donington Park last Thursday.

Briggs, a Champion of Brands Formula Ford 1600 frontrunner in the 1980s and now known for racing and rallying Ford Mustangs, tested chassis 80/06 – raced initially by American Fred Parkhill and

last out with Briton Stephen Minoprio in 2012.

He described the car as feeling "like a big go-kart".

"Although the track was damp, and I only did a couple of five-lap stints, the car was just fantastic," said the UK-based Kiwi. "I want to take as many opportunities as I can to use it."

Briggs also plans to run the

McLaren-Cosworth M29C-2 chassis – in which John Watson finished fourth in the 1980 USGP West and Canadian GP – in FIA Masters F1 events.

"Having started at McLaren in '78 – working mainly on M28s – I wanted one of the last F1 cars from its Bruce McLaren Motor Racing era," added Briggs. "I'm really excited about driving it."



Briggs described the McLaren M8E as "like a big go-kart"

WALKER



Jackie Oliver delights at HSCC prizegiving

By Marcus Pye, the voice of club racing

[@autosport](#)

FOLLOWING AN EXCEPTIONAL HISTORIC SPORTS Car Club season a grand turnout of 262 members and guests flocked to Whittlebury Hall, near Silverstone, for Saturday's awards dinner. I have been honoured to compere the gala prizegiving since 2005 and was delighted to interview Jackie Oliver – the latest guest of honour in a long line of motor sport luminaries from HSCC CEO Grahame White's black book – before he presented the silverware.

From the moment the pre-road-licensed Essex teenager spun his father's potent Facel Vega V8 in a cloud of tyre smoke on Stapleford Airfield, close to home, Jackie was going to be a racing driver. Oliver Sr was doing very nicely from a refrigeration business – "I describe him as a fridge magnate," chuckled Jackie – thus could indulge their passion, to the glee of Chadwell Heath's performance car dealers, so often were the 'wheels' changed.

Having started in a Mini, Jackie recalled reducing his racing Marcos to firewood at Snetterton, competing in his dad's business partner Ken Baker's DR Fabrications Ford Mustang (the shell of which is believed to be Pete Hallford's, which he has shared in recent years, so perhaps it's due a colour change?) and buying back his Lotus Elan 26R from Michael Schryver a few years ago, for rather more than the £1800 original invoice price.

Having entered Formula 2 with a works Lotus 48 backed by Stapleford Airfield owner Roger Frogley's Herts & Essex Aero Club, Jackie became Colin Chapman's Gold Leaf Team Lotus cub driver in 1968. Having starred in its Europa-derived Type 47 GT cars, Jackie received an F1 chance. His debut

at Monaco lasted half a lap, before he was collected in an unfolding accident, but he led brilliantly at Brands Hatch before his old-spec 49's mis-routed oil pipe failed.

Oliver enjoyed parallel single-seater and sportscar racing careers. The latter brought fantastic success, particularly with the well-run and resourceful JW Automotive team. He spoke amusingly of winning the 1969 Le Mans 24 Hours with Jacky Ickx in a Ford GT40 (by 1.4 seconds after Ickx ambled across the track at the echelon start), lapping La Sarthe at over 153mph on the test weekend in one of JW's Gulf Porsche 917s, flipping the Ti-22 Autocoast Can-Am car at St Jovite, and claiming the final original-era Can-Am title with Shadow in '74.

Many forget that Jackie landed third places for Lotus in the 1968 Mexican GP and for Don Nichols' fledgling AVS Shadow in Canada in '73 after stints with McLaren and BRM. He raced Shadows in F5000 too, making one final F1 appearance for Nichols in '77 before co-founding the Arrows equipe, the challenging and sometimes satisfying mid-chapter of his career that diminished his fortune. Having finally sold his interests in Arrows in '99, Oliver helped drive Silverstone forward, but he gratefully credits Lord March with luring him back to racing with early Goodwood Revival drives.

That Jackie has never forgotten his club racing roots struck a chord in the room, particularly with those racers called forward to receive trophies. While his relationship with Lotus founder Chapman was (not atypically) tempestuous, he adores his Elan and had special congratulations for those who won awards in them this year. "It's great that we can all do this for fun," he said to hearty applause. 🍷



GINETTA HOTSHOE JONES TO RACE 'TATTY TURNER'

'Tatty Turner,' a giant-slayer with Pat Fergusson and Warwick Banks from 1960-63, will return to the tracks next season with Ginetta GT4 Supercup race winner Declan Jones, 22. Unraced in several years, the Coventry Climax-powered racer has been acquired by Declan's father Kelvin from the Harding family. "It ran rings round Lotus Elites and bigger cars when new. Dec will surprise people, especially in the wet," said the Liverpool raceshop proprietor.



TARLING RECEIVES HISTORIC FF1600 TROPHY

Following the tightest finish, closest racing and largest fields since the class joined the HSCC's roster in 1995, the Historic Formula Ford championship's top six drivers received their trophies from Jackie Oliver on Saturday. Champion Richard Tarling (above, right in a Jamun T2) beat Michael O'Brien (Merlyn Mk20) by a point, with former champions Callum Grant (above left) and Sam Mitchell third and fourth, ahead of Benn Tilley and Max Bartell, all driving Merlyns.

BRANDS HATCH
BARC NOVEMBER 18-19

Smalley beats Jewiss to Ginetta Junior winter crown

TWO WINS AND TWO POLE positions – the start of the Ginetta Junior Winter Series at Brands Hatch last Saturday couldn't have gone much better for Kiern Jewiss.

But as befits a series in which the unexpected usually happens, the 2017 Ginetta Junior rookie champion's title bid came undone because of just one mistake, allowing Adam Smalley to claim the ultimate prize.

Jewiss was the pre-weekend favourite for Winter Series honours and he began strongly. He guarded the inside lines at Druids and Surtees expertly to hold off Smalley in race one.

A second win from pole in race two proved harder than it might sound. Persistent rain made for slippery conditions and Jewiss fluffed the start. "The longest burnout ever" put him third behind Greg Johnson and Smalley.

The wet kerbs were especially unforgiving of any drivers who strayed wide. All three of the leading trio had their moments but Johnson fared the worst, dropping to third.

Smalley and Jewiss continued to trade mistakes – and the lead – into the rapidly fading light, and as Smalley rued afterwards "we both made a couple of mistakes, but unfortunately I made the last one". He ran wide at Paddock, leaving the door open for Jewiss to win.

Smalley began race three on pole but suffered a horrendous start from the wet pole box. Jewiss looked good for a third win from three, but Smalley caught him unawares with a superb move on the outside at Graham Hill Bend to take his first Junior victory.

Race four was where it all came undone for Jewiss, who still stood to



Jewiss (87) lost out on winter title to Smalley (54) after mistake

win the series even if Smalley won the race, provided he could finish second if that circumstance arose. But Jewiss had a catastrophic spin on oil at Surtees that dropped him from third to 14th. His excellent recovery to sixth, despite damaged steering, wasn't enough to prevent Smalley's win securing the title.

"It's amazing, I'm speechless," said Smalley, the 2016 scholarship winner. "Pole, two wins and the championship in a day isn't bad. Hopefully I can start next year how I ended this one."

Jewiss added: "At the end of the day it is what it is, so I will move on from it."

Ross Wylie and Witt Gamski took the 2017 Britcar Endurance championship in their Ferrari 458 GTE, with a class win and second place at Brands Hatch.

Wylie and Gamski in Class 1 entered

the final weekend one point ahead of Class 3 pair Simon Rudd and Tom Barley, and three ahead of Class 3 duo Darron Lewis and Tom Knight. Both Class 3 pairs were in Team Hard-run Ginettas.

The Rudd/Barley challenge ended in the sprint race – held at night in wet and difficult conditions – when Barley was nudged into the barriers mid-race at Paddock Hill Bend.

Lewis and Knight lost ground to Wylie and Gamski by finishing second in class to Mike Moss and Kevin Clarke's BMW, amid controversy over a stoppage that followed Barley's crash (see National News).

Lewis and Knight then had a frustrating into-the-night endurance race on Sunday afternoon. At three-quarters' distance they were cut across at Druids by the Matt Le Breton/Rob Young McLaren, which forced them to make an extra pitstop and dropped them from contention.

Gamski and Wylie's class win and second sealed them the title. "We're over the moon," said Wylie. "It's been a difficult season. They threw everything at us but we still came out on top."

The endurance race was won by Stefano Leaney and Rob Wheldon in their Radical RXC GT3 Coupe. It was their first Britcar victory.

"We've definitely had the pace every meeting we've been to," said Wheldon. "It's about time that we managed to covert it; chuffed to bits that we have!"



Gamski/Wylie won Britcar title in Ferrari 458

ALL PICS: HAWKINS



Young (62) beat Marzorati to UK Clio Cup Junior glory



Tester led Sports and Saloons race

In Class 2, the opening race was won by Johnny Mowlem and Bonamy Grimes in their Ferrari 458 Challenge, while David Mason and Calum Lockie in another 458 won the Sprint race.

The British Touring Car Championship might have been decided at Brands more than a month ago, but the title fight continued between Ashley Sutton and Colin Turkington – this time by proxy, through their Renault UK Clio Cup Junior proteges.

Jack Young (supported by Turkington) headed into the weekend with the most points, but the Sutton-mentored Max Marzorati held the title lead after two dropped scores. Both made poor starts, dropping them down to seventh and sixth respectively, in the opening race.

Just three laps in, Young understeered and tagged Marzorati at the hairpin. Marzorati ended up in the Clearways wall but managed to continue.

Young pushed through to second position (behind winner Lorcan Hanafin) while his rival finished eighth. But the stewards handed Young a two-place grid penalty for race two.

Marzorati squeezed Young at the start of the finale to run ahead, but he was on the ragged edge of control. On the last tour he spun at McLaren, dropping him to fourth behind Young in third. Hanafin won again, this from Ethan Hammerton.

“I’m over the moon,” said Young, who became the first series champion. “It’s

a massive confidence boost for me, especially when it’s my first year in cars. There are no words to describe it.”

Mini debutant Lee Deegan scorched his way to two victories in the Sevens and Miglias, while noted historic racer Nick Padmore also triumphed. Padmore won the drizzly opener after Deegan spun on cold tyres following a mid-race safety car period, eventually recovering from seventh to second.

In the wet second race Deegan again lost his lead to Padmore with a slide at Graham Hill Bend, but retook the place two laps later when they went either side of a backmarker at Surtees.

A fine outside-to-inside move at Clearways completed at Paddock sealed the third race for Deegan.

The South Eastern Centre Sports and Saloons races featured cars from Modified Saloons and Tin Tops for a non-championship combined weekend.

A spin for Caroline Agate at Druids brought a safety car, which helped Jon Bevan and Rod Birley’s Honda Integra to victory in the pitstop race.

Colin Tester (Ford Sierra) led much of race two, slowing with a problem on lap 16 of 21 to gift Paul Watson the win in his BMW E36.

Watson diced with Martyn Scott (BMW E30) in the finale, which ended prematurely with a red flag for Bevan’s off at Druids in favour of Scott.

JASON NOBLE AND GRAHAM KEILLOH

RESULTS

GINETTA JUNIOR WINTER SERIES

(16 LAPS) 1 Kiern Jewiss; 2 Adam Smalley +0.386s; 3 Fin Green; 4 James Hedley; 5 Greg Johnson; 6 Louis Foster. **Fastest lap** Green 57.002s (76.28mph). **Pole** Jewiss.

Starters 16. RACE 2 (14 LAPS)

1 Jewiss; 2 Smalley +1.055s; 3 Tom Canning; 4 Foster; 5 Ruben Del Sarte; 6 Hedley. **FL** Jewiss 1m06.469s (65.42mph). **P** Jewiss. **S** 16.

RACE 3 (15 LAPS) 1 Smalley;

2 Jewiss +0.277s; 3 Del Sarte; 4 Johnson; 5 Canning; 6 Gordon Mutch. **FL** Johnson 57.730s (75.32mph). **P** Smalley. **S** 16.

RACE 4 (21 LAPS) 1 Smalley;

2 Johnson +0.826s; 3 Canning; 4 Del Sarte; 5 Foster; 6 Jewiss. **FL** Johnson 57.078s (76.18mph). **P** Jewiss. **S** 16.

BRITCAR ENDURANCE

CHAMPIONSHIP (26 LAPS)

1 Bonamy Grimes/Johnny Mowlem

(Ferrari 458); 2 Witt Gamski/Ross Wylie (Ferrari 458) +5.639s; 3 Mike Moss/Kevin Clarke (BMW 1M); 4 Rob Wheldon/Stefano Leaney (Radical RXC); 5 Tom Howard/Adam Hayes (BMW M3); 6 Darron Lewis/Tommy Knight (Ginetta G55). **Class winners**

Gamski/Wylie; Moss/Clarke; Howard/Hayes; Alyn James/Martin Byford (Honda Civic Type R); Neil Garnham/Matt Le Breton/Rob Young (Ferrari

Leon); Jake Rattenbury/Mike Sellar (Porsche 911 Cup); Ben Wallace/Jesse Chamberlain (Toyota Avenir); Sam Allpass/Clint Bardwell (BMW M3); Marcus Fothergill/Dave Benett (Porsche 997 Cup); Garnham/Le Breton/Young (McLaren GT4); David

Mason/Calum Lockie (Ferrari 458 GT3). **FL** Gamski/Wylie 54.095s (80.38mph). **P** Wheldon/Leaney. **S** 27. **ENDURANCE RACE (142 LAPS)**

1 Wheldon/Leaney; 2 Gamski/Wylie -2 laps; 3 Manuel Cintrano/Javier Morcillo (Mosler MT900); 4 Grimes/Mowlem; 5 Andy Demetriou/Jayde Kruger (Ginetta G55 GT4); 6 Moss/Clarke. **CW** Grimes/Mowlem;

Demetriou/Kruger; Moss/Clarke; Taylor/Lines; Rattenbury/Sellar; Allpass/Bardwell. **FL** Gamski/Wylie 46.126s (94.27mph). **P** Grimes/Mowlem. **S** 16.

SPRINT RACE (53 LAPS) 1 Mason/Lockie; 2 Edward Moore/Marmaduke Hall (Ginetta G50) +24.882s; 3 Lucas Nannetti/Jake Jackson (Ginetta

G40); 4 Ben Wallace/Jesse Chamberlain (Toyota Avenir); 5 James/Byford; 6 Sean Cooper/Brad Nevison (Porsche Cayman GT4 CS). **CW** Moore/Hall; Nannetti/Jackson; James/Byford; Cooper/Nevison. **FL** Mason/Lockie 47.068s (92.38mph). **P** Grimes/Mowlem. **S** 12.

RENAULT UK CLIO CUP JUNIOR (BOTH 21 LAPS) 1 Lorcan Hanafin; 2 Jack Young +4.387s; 3 Harry Gooding; 4 Ethan Hammerton; 5 Jack Davidson; 6 Louis Doyle. **FL** Hanafin 57.953s (75.03mph). **P** Hanafin. **S** 9. **RACE 2 1 Hanafin;** 2 Hammerton +3.496s; 3 Young; 4 Max Marzorati; 5 Gooding; 6 Doyle. **FL** Young 56.911s (76.41mph). **P** Hanafin. **S** 9.

MINI SE7EN & MINI MIGLIA (16 LAPS) 1 Nick Padmore (Miglia); 2 Lee Deegan (Miglia) +8.963s; 3 Alfie Brown (Miglia); 4 James Cuthbertson (Miglia); 5 Mark Sims (Miglia); 6 Robert Howard (Miglia). **CW** Ian Fraser (Rover Mini Libre); Lee Roberts (Se7en). **FL** Deegan 1m04.791s (67.11mph). **P** Padmore. **S** 16.

RACE 2 (17 LAPS) 1 Deegan; 2 Padmore +1.316s; 3 Brown; 4 Cuthbertson; 5 Fraser; 6 Leon Window (Se7en). **CW** Fraser; Window. **FL** Deegan 1m02.017s (70.11mph). **P** Deegan. **S** 15.

RACE 3 (19 LAPS) 1 Deegan; 2 Padmore +0.433s; 3 Brown; 4 Cuthbertson; 5 Sims; 6 Window. **CW** Window. **FL** Padmore 57.884s (75.12mph). **P** Deegan. **S** 13.

SPORTS & SALOONS (24 LAPS) 1 Jon Bevan/Rod Birley (Honda Integra); 2 Vic Hope (Honda Civic Type R) +0.436s; 3 Jamie Falvey (VW Fun Cup); 4 Terry Waller (Ford Fiesta); 5 Ashley Hall/James Russell (VW Fun Cup); 6 Martyn Scott/Paul Watson (BMW E30). **CW** Falvey; Scott/Watson. **FL** Hope 1m06.667s (65.22mph). **P** Paul Restall/Colin Tester (Ford Sierra RS Cosworth). **S** 12. **RACE 2 (21 LAPS) 1 Watson (BMW E36 M3);** 2 Birley +0.694s; 3 Scott; 4 Ken Angell (BMW 328i E36); 5 Mark Cripps (BMW E30 325); 6 Warren McKinlay (VW Fun Cup). **CW** Birley; Scott; Angell; McKinlay. **FL** Tester 54.613s (79.62mph). **P** Hope. **S** 11.

RACE 3 (13 LAPS) 1 Scott; 2 Watson +0.711s; 3 Angell; 4 Cripps; 5 Restall; 6 Falvey. **CW** Watson; Angell; Restall; Falvey. **FL** Restall 53.782s (80.85mph). **P** Watson. **S** 10.

Chamberlain (Toyota Avenir); 5 James/Byford; 6 Sean Cooper/Brad Nevison (Porsche Cayman GT4 CS). **CW** Moore/Hall; Nannetti/Jackson; James/Byford; Cooper/Nevison. **FL** Mason/Lockie 47.068s (92.38mph). **P** Grimes/Mowlem. **S** 12.

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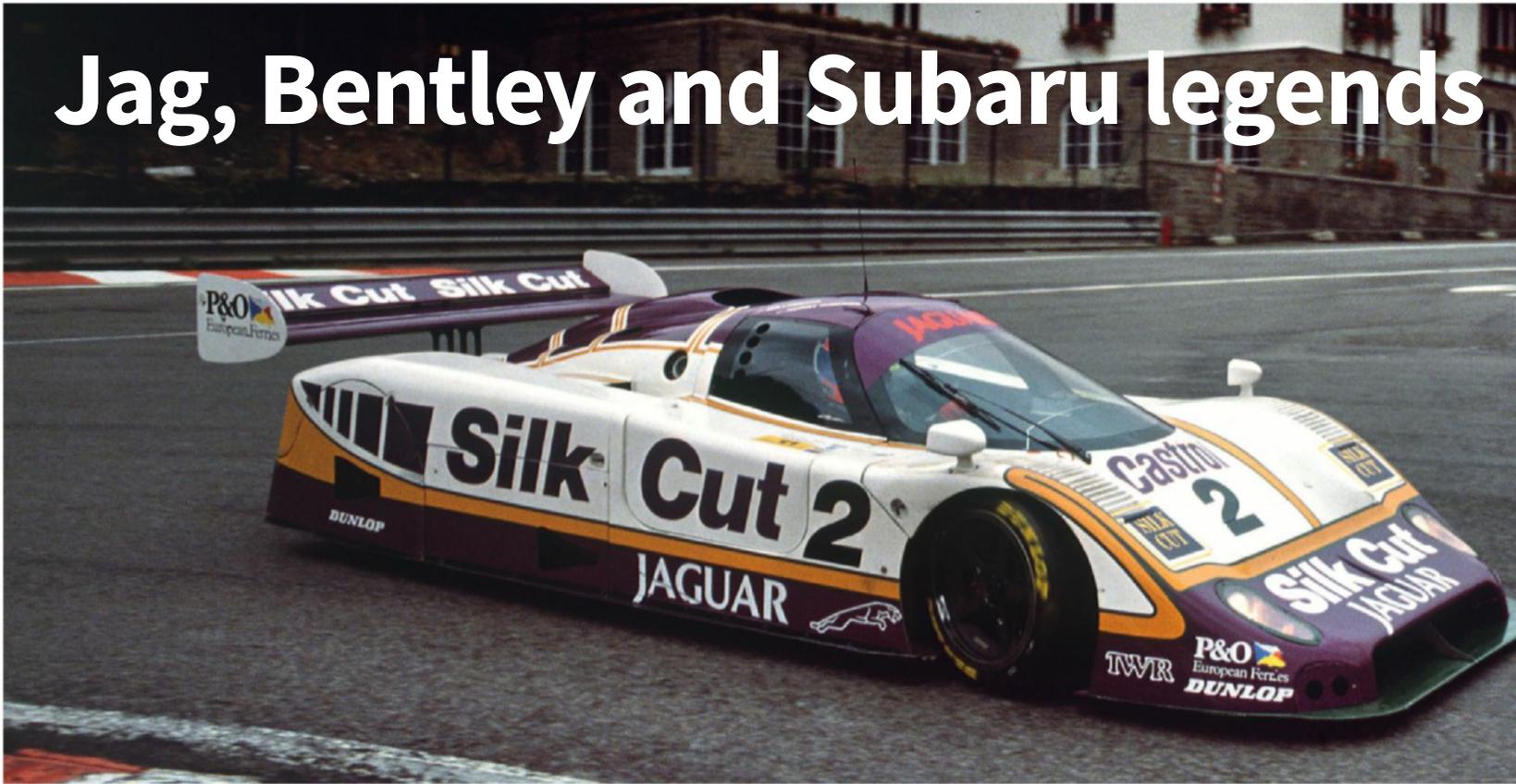
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Deegan and Padmore fought for Mini honours

WHAT'S ON

Jag, Bentley and Subaru legends



A TRIO OF BRITISH LE MANS winners are among the offerings released over the past six months in the ever-growing Haynes owners' workshop manual series library. The Jaguar D-type, the Jaguar XJR-9 and the Bentley 4.5-litre make easy bedfellows on the enthusiast's bookshelf.

There's a perennial frustration with the Haynes series when it comes to their books on racing cars. Clothing them in the style of the popular car guides gives them great novelty value,

but too often what is contained within feels like a missed opportunity. Granted, you don't need the wiring diagrams for the car in question, but the best books in this series tend to be those that go a few steps further.

In that regard, Chaz Parker's D-type book offers reassuring news in the introduction. Following an accident at Le Mans in 2015 (which isn't the good news) a genuine D-type was being rebuilt by CKL Developments. That leads to the star chapter of the book,

The Jaguar XJR-9 in action during the world sportscar championship at Spa in 1988 (above); McRae helped make the Subaru Impreza a star (below)

'the anatomy of the D-type', which is closer to the spirit of the original manuals given the plethora of images of the car in various states of restoration. This offers some great insight, although it's a little frustrating that the pictures tend to be placed around the text rather than being more integrated.

It's a similar story for the other two titles. The Jaguar XJR-9, which is really about the whole series of Jaguar XJRs that raced on both sides of the Atlantic from 1985-1993, is written by veteran sportscar journalist Mike Cotton.

Its anatomy chapter lacks the depth of photography of the D-type book, although still gives a good feel for the car and includes some gems such as Tony Southgate's master drawing of the XJR-6, but it again feels like a missed opportunity. The hundred or so pages that precede it are occupied predominantly with an event-by-event guide to the races of the XJR, which is rigorous and useful for those interested in specifics but isn't as effective as it might be in telling the story of this sequence of cars. Then again, Cotton has the challenge of telling a much



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HOT ON THE WEB THIS WEEK

RICCIARDO'S FIRST NASCAR RACE

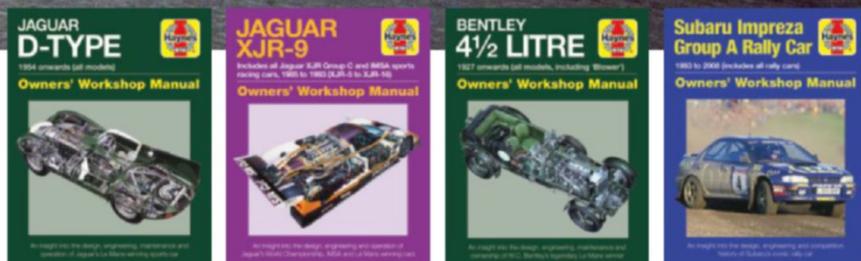
Search for Checking out my first NASCAR race w/ Dale Jr and Chase Elliott

Daniel Ricciardo eschews his team duds for a vintage Dale Earnhardt Sr T-shirt to experience a NASCAR race for the first time at Texas Motor Speedway. He looks like he's having a ball, not least when he gets to swap helmets with Dale Jr.



 LAT IMAGES

join Haynes



Jaguar D-type (RRP £25), Jaguar XJR-9 (RRP £25), Bentley 4.5-litre (RRP £22.99), and Subaru Impreza Group A Rally Car RRP 22.99 are available at major book retailers and via www.haynes.com

wider story and there's plenty of detail.

The Bentley book, by two more familiar names in journalist Ian Wagstaff and well-known engineer Andy Brown, inevitably feels slightly more of a history book since it addresses the series of cars, including the famous 'Blower', which are totemic of British motor racing in the late 1920s.

As ever, the anatomy chapter is the standout, and there's plenty of good detail in here alongside chapters on the various chassis and the thoughts of the drivers that starred in the Bentleys. Again, you can't fault the rigour, but again there's this nagging feeling that with a little more visual virtuosity it could have been so much more.

EDD STRAW

ANOTHER RECENT ADDITION TO the Haynes list is the Subaru Impreza Group A Rally Car, written by our own Andrew van de Burgt.

The book charts Subaru's motorsport history, homing in on the iconic Impreza as its central focus. Coming 10 years after the death of Colin McRae, it takes an in-depth look at one of World Rally's most famous cars.

Featuring insight from Impreza drivers Markku Alen, Ari Vatanen and Carlos Sainz, it covers the history of the Group A Impreza's 11 WRC wins, with particular attention to McRae's title in 1995. The best parts of its anatomy chapter are the images showing the raw simplicity of the Impreza's cockpit.

ALEX KALINAUCKAS

NEXT WEEK



 **ABU DHABI GRAND PRIX**
All the action from the final race of the F1 season

INTERNATIONAL MOTORSPORT

**ABU DHABI GP
FORMULA 1 WORLD
CHAMPIONSHIP
Rd 20/20**

Yas Marina Circuit
November 26

 **Live** Sky Sports F1, Sunday 1130. Channel 4, Sunday 1200. Radio BBC Radio 5 Live Sports Extra, Sunday 1230. Highlights Sky Sports F1, Sunday 1900

**FORMULA 2
Rd 11/11**

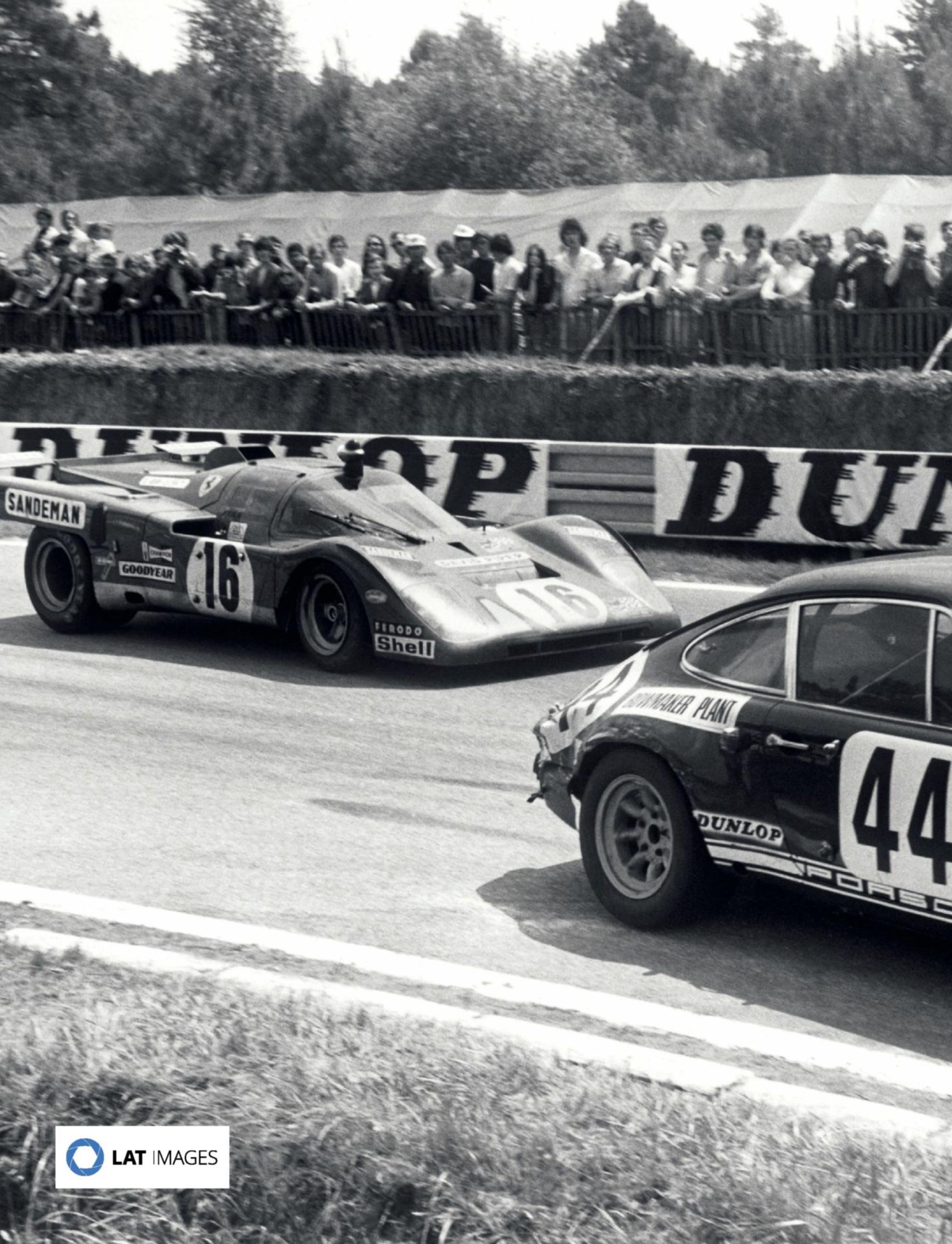
Yas Marina Circuit
November 25-26
 **Live** Sky Sports F1, Saturday 1440, Sunday 1010

**GP3
Rd 8/8**
Yas Marina Circuit
November 25-26
 **Live** Sky Sports F1, Saturday 0820, Sunday 0915

**AUSTRALIAN SUPERCARS
Rd 14/14**
Newcastle Street Circuit
November 25-26
 **Live** Motorsport.tv, Friday 0430, Saturday 0430

**SUPER TC2000
Rd 11/12**
General Roca, Argentina
November 26







FROM THE ARCHIVE

The battle-scarred Porsche 911S shared by Paul Vestey and Richard Bond is about to be lapped by the Chris Craft/David Weir Ferrari 512M in the 1971 Le Mans 24 Hours. Both cars made it to the finish, in 12th and fourth places respectively.

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INTRODUCING



GIULIANO ALESI

JEAN'S SON HAS HAD A BREAKTHROUGH GP3 SEASON IN 2017

GRIFFITHS/LAT

Alesi and Ferrari – two names that require a lot of living up to. GP3 racer Giuliano Alesi has the task of honouring both of those famous motorsport monikers at once, because the son of famous Formula 1 race winner Jean Alesi is also a member of the Ferrari Driver Academy.

Alesi is currently fifth in the 2017 GP3 standings – in his second year in the third-tier category – and has taken three wins for the Trident team so far this season. His breakthrough victory came in the second race at Silverstone, where he led from the start and held off the advances of ART Grand Prix driver and title contender Jack Aitken.

Alesi Sr was visibly emotional watching his son take to the top step of the podium for the first time in GP3, and Giuliano reveals that – given ART's dominance of the category – his father was predicting that Aitken would find a way by.

"He was really happy," Alesi recalls. "He said he wasn't really expecting it – he was expecting Aitken to pass – but he said he was quite impressed with what I did. To impress him, for me, it's not that easy so I took it as a big compliment."

Inspired by his father's F1 exploits – "he had a big impact on me, which got me into racing" – the younger Alesi made his car racing debut in the French Formula 4 championship in 2015; he finished fourth in the standings, with three wins and two pole positions.

"I was happy with my year in Formula 4," says Alesi. "It was my first year and [I was] with other people that had done a couple of years [in F4] before. I finished fourth, so I would say that was quite positive."

Since the start of the 2016 season, Alesi has been part of the Ferrari Driver Academy. "It's really emotional and honouring to be part of this team," he says. But despite his famous name and Ferrari association, the 18-year-old is determined that he is not going to get ahead of himself.

"It takes a lot of effort to achieve your goal, and the effort and sweat I'm putting into it is just the beginning – I know I have a long road ahead," he says. "If I start looking into [F1], that's when I will start making big errors." ❧

ALEX KALINAUCKAS



MAUGER/LAT



Age	18
2017	GP3 (Trident) 5th, 3 wins
2016	GP3 (Trident) 22nd
2015	F4 France 4th, 3 wins
2013-14	Karting



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