

F1's next generation
What to expect from
Leclerc and Gasly

Electric warrior
Why Massa is back
– in Formula E

It's Schumacher!
Michael's boy
nears F3 title



AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

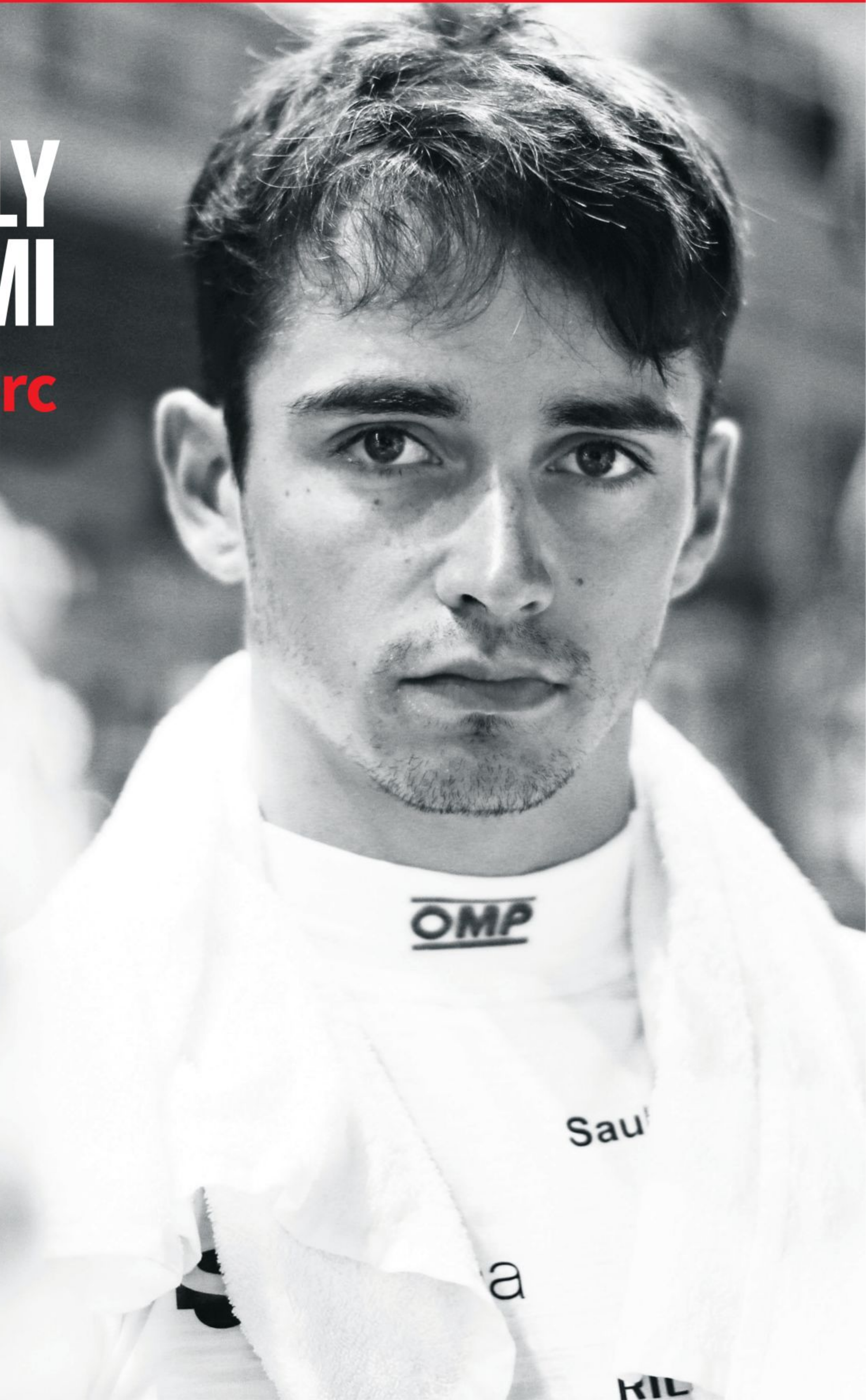
SEPTEMBER 27 2018

THE MAN WHO FINALLY OUSTED KIMI

**Is Charles Leclerc
Ferrari's next
champion?**

**'If I don't
get the results
I don't deserve
a Ferrari seat'**

LECLERC





ventus F200

Top-notch performance slick tyre with consistency and high mileage in dry conditions



Be one with your tyres,
and the road will be one with you.

BE ONE WITH HANKOOK



F1'S PROMOTION OF NEW TALENT IS NOT YET COMPLETE

New blood at the top of any sport always keeps the interest levels up, and with that in mind it's great to see the elite teams of Formula 1 taking a punt on Charles Leclerc and Pierre Gasly for 2019. Leclerc is dubbed by many as an F1 world champion of the future, and our cover story by Scott Mitchell on page 18 investigates what his arrival at Ferrari – and the Scuderia's long-overdue U-turn on its aversion to young talent – means for the team.

Pierre Gasly's promotion from Toro Rosso to Red Bull in place of Renault-bound Daniel Ricciardo is good news too. Edd Straw analyses his arrival in Milton Keynes on p26, and gives his opinion on p16 on the difficulties of anyone arriving at the top of any sport and surviving the inevitable limelight their performances will attract. F1 doyen Nigel Roebuck is also a fan of Leclerc, as you'll read in his monthly column on p10, which also includes some amusing anecdotes about the man he replaces: Kimi Raikkonen.

As if that isn't enough, Sauber's announcement just before we went to press that Antonio Giovinazzi will join Raikkonen next season extends our young-driver nirvana this week. Giovinazzi is a smashing lad and big talent. I remember his Formula 3 days, when an Italian colleague and I went to a pizza restaurant in Zandvoort with Giovinazzi and George Russell. 'Anto' commandeered one of the Carlin team's road cars for the short trip from the track and, with George issuing instructions, squeezed the Audi into an impossibly tight parking space. His frequent exclamations of "oh maaaaaate" proved that he was well on the way to mastering English vernacular.

The shame is that Russell and Esteban Ocon are looking increasingly unlikely to be on the F1 grid next year (see p4). So it's not all good news – and that's something F1 needs to sort out fast.



MS

MARCUS SIMMONS
DEPUTY EDITOR

marcus.simmons@autosport.com

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COVER IMAGES

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PIT+PADDOCK

- 4 The case for third cars in F1
- 6 Albon lands Nissan Formula E seat
- 8 Blomqvist's BMW Blancpain shot
- 10 Fifth Column: Nigel Roebuck
- 16 In the paddock: Edd Straw
- 17 Feedback: your letters

INSIGHT

- 18 **COVER STORY** Charles Leclerc's arrival in the big league at Ferrari
- 26 Gasly's Red Bull promotion
- 30 Why Massa has gone Formula E
- 34 Gary Anderson talks windtunnels

RACE CENTRE

- 38 MotoGP; European F3; DTM; NASCAR; ELMS; Formula Renault Eurocup

CLUB AUTOSPORT

- 60 Aston British GT teams expand in GT4
- 62 British F3 keeps its Tatuus for 2019
- 64 Mazda RX-8 class for CSCC series
- 66 National reports: Donington British GT/British F3; Brands Hatch HSCC; Silverstone; Snetterton

FINISHING STRAIGHT

- 74 What's on this week
- 76 From the archive: 1979 Le Mans
- 78 Pit your wits against our new quiz

SUBSCRIPTION OFFER

- 48 Subscribe for £1 and get a free Ferrari thermal mug worth £22.50



"IT'S EASIER TO MARKET A JUNIOR
IN A MERCEDES AND A FERRARI"



WHY MERCEDES WANTS

FORMULA 1

Does Formula 1 need three-car teams? That's the latest question as Mercedes boss Toto Wolff tries to find somewhere to place Esteban Ocon and George Russell in 2019. F1 faces a shortage of seats, and hence a lack of opportunities for young drivers.

"I feel like F1 is currently lacking at least two teams," noted Formula 2 championship leader Russell (above). "We only have 20 cars on the grid, and trying to break into that 20 is extremely difficult. The idea of a third car, or something along those lines, gives the likes of Mercedes, Ferrari and Red Bull the chance to throw their young drivers in without any major issues."

But at a senior level, aside from Wolff's lone voice, the third-car idea hasn't gained much traction. It barely got a mention at last week's Strategy Group meeting, despite Wolff's obvious enthusiasm when speaking with the media. Other teams have made clear their dissatisfaction with Mercedes' increasing political power, so this wasn't really the time for Wolff to float such an idea in a formal setting.

"I'm not the flavour of the month in F1 at the moment," he admitted at the Singapore Grand Prix. "So the ideas I bring up somehow end up in the bin. Better I'm not saying anything, then someone else brings it up as the next great idea..."

It would be wrong to suggest that third cars are not part of the DNA of F1. There were no limitations in the first few decades of the world championship, and the big



Andretti won South African GP in 1971 in third Ferrari

MOTORSPORT IMAGES/SUTTON

teams routinely entered three or more cars, but by the 1970s that was less common.

Nevertheless the third-car idea surfaces every few years, usually when a big team finds itself with three potential drivers and a difficult decision to make. That's the situation Wolff is currently in, with Ocon and Russell (and until recently Pascal Wehrlein) on his books, and Lewis Hamilton and Valtteri Bottas in the works seats. Mercedes still has the possibility of placing a driver at Williams, but there are several qualified candidates with bigger budgets than any deal Wolff can offer.

"The more cars we have in the field, and the more opportunity we give to young exciting drivers to fight in a competitive car against experienced drivers, it would create great stories," said Wolff. "Personally, I would really enjoy it, have a third Mercedes and put Pascal in there or George or Esteban, and see what they are able to do."

FIA race director Charlie Whiting said "it would be nice to have a few more cars, but honestly I think it's very unlikely."



STAT
14
Drivers who made F1
debut in 1994 – a record
in post-privateer-
team era

ANDRE/SUTTON

motorsport
IMAGES

THREE-CAR F1 TEAMS



Villeneuve made 1977 debut
in third McLaren in Britain

MOTORSPORT IMAGES/LAT

The argument against it is if you've got three dominant teams with three cars, then you're fighting over 10th. I can understand why everyone would balk at that."

Wolff understands that line of argument, some of the noisiest exponents of which have been his own customer teams: Williams and Force India. "We've had quite some pushback for the idea, for reasons that I respect," he said. "Teams saying that would mean there are three Mercedes and three Ferraris and three Red Bulls. If I were involved in a smaller team, that would be an argument."

But what if those reservations could be overcome, with a push from the commercial rights holder's side? Wolff insists it makes economic sense – in other words, a third works car would cost substantially less than fielding a full two-car junior team in the way that Red Bull operates. "I think that a third car would be very easy to finance," said Wolff. "It's easier to market a junior driver that drives in a Mercedes and a Ferrari – that is exciting."

When he read of Wolff's suggestion,

Mario Andretti contacted Autosport with his own take – the 1978 world champion made his own F1 debut with Lotus in '68 as a third entry, and then contested 12 grands prix in a third Ferrari in '71-72, even logging a first win at Kyalami.

"We're always looking for an angle to try to promote F1 in a different way and try to reach out to fans," he said. "First of all, that is how I got my break. Colin Chapman gave me a ride in a top team in a competitive car, and that's the reason I was on pole, in a third car. I won my first race in South Africa with Ferrari as third car. The point I'm making is it launched my career because I had a competitive car under me."

"Can you imagine the promotion if, say, Josef Newgarden as IndyCar champion was invited by Mercedes or Ferrari or Red Bull as a third car for the US GP?"

The real issue, as Russell noted, is that there are not enough teams, and nobody fulfilling the traditional role of back-of-the-grid staple with seats for hire at a reasonable price. Don't forget that Fernando Alonso was placed by Renault at Minardi, and Daniel Ricciardo by Red Bull at HRT. And it's no coincidence that in its final season Manor fielded Mercedes juniors Ocon and Wehrlein.

The big question is how new teams can be persuaded to come in. Force India's recent sale shows there are people out there with money, but there's a huge difference between buying the established fourth-best team and funding a start-up. There's no sign of any new contenders on the horizon.

ADAM COOPER

STOP PRESS

Giovinazzi gets the nod at Sauber

FORMULA 1

Antonio Giovinazzi has won the battle for a seat at Sauber alongside Kimi Raikkonen, forcing Marcus Ericsson to take a third-driver role in 2019.

The identity of the second driver at Sauber had been up in the air ever since team boss Fred Vasseur pounced on an opportunity to sign Raikkonen when he became available. That decision left the choice on the second seat entirely up to Ferrari, which has had a call on one of the Sauber cockpits as part of parent company Alfa Romeo's association with the squad.

With Ferrari moving Charles Leclerc up into its works team for 2019, its obvious candidate to fill the Sauber role was the Monegasque's fellow Ferrari Driver Academy prospect Giovinazzi. But his promotion would leave no place for Ericsson, who has close ties to Sauber's owners.

In the end, with Giovinazzi having already missed out this season at Sauber in favour of Leclerc, Ferrari wanted to keep up the momentum of its young-driver programme.

"This is a dream come true, and it is a great pleasure to have the chance to race for this team," said Giovinazzi. "As an Italian, it is a huge honour for me to represent a brand as iconic and successful as Alfa Romeo."

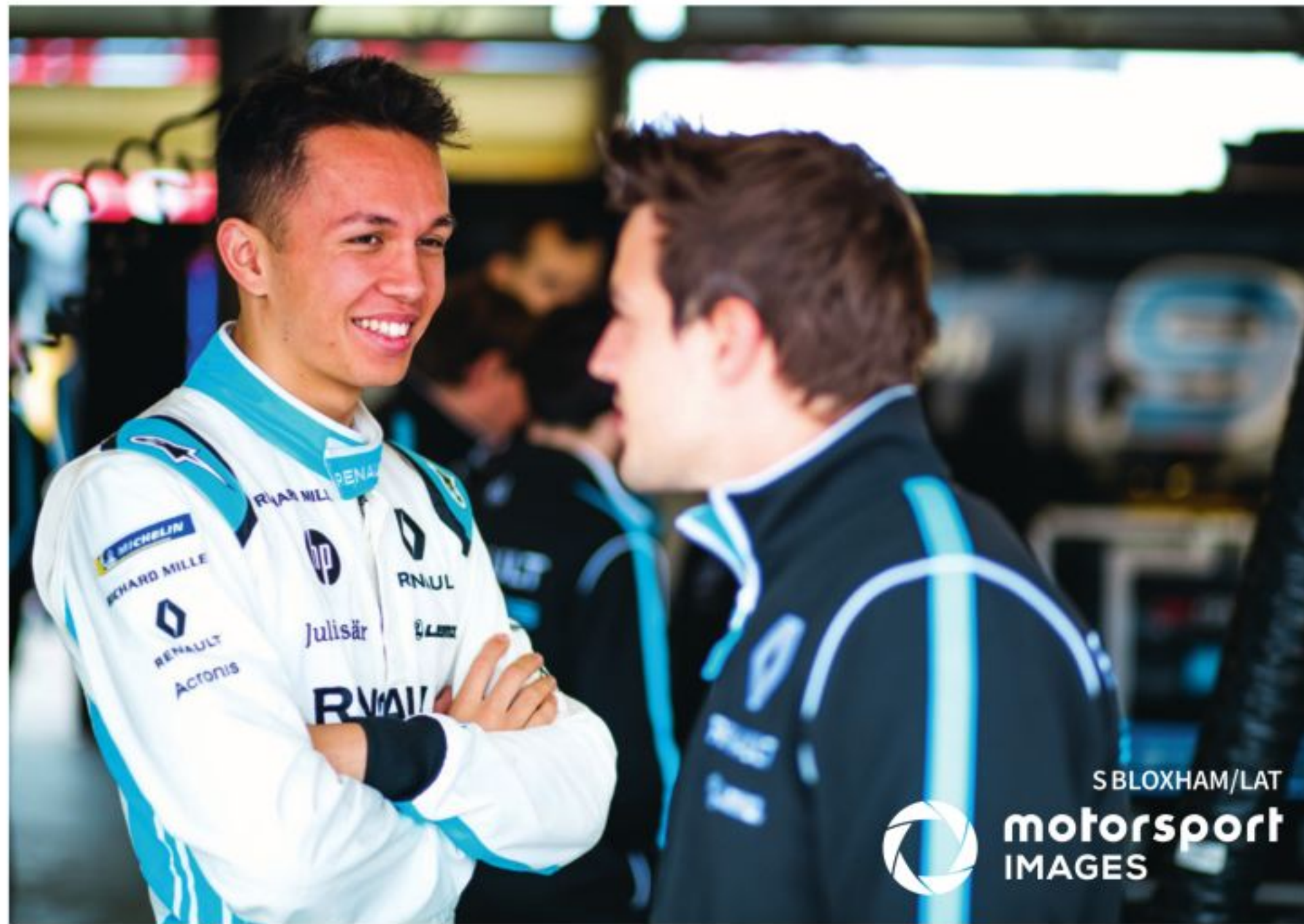
Giovinazzi made his F1 debut for Sauber at the 2017 Australian Grand Prix, when he stood in at the last minute for the injured Pascal Wehrlein. He also raced in China, but had a more difficult weekend there with a big crash. He has since completed several tests and free practice sessions for the team, and will run in Russia this weekend.

Ericsson will continue with Sauber as third driver and brand ambassador.

JONATHAN NOBLE



MOTORSPORT IMAGES/SUTTON



How Albon got plum Formula E seat with Nissan e.dams

FORMULA E

Formula 2 ace Alexander Albon will partner Sebastien Buemi at the Nissan e.dams team for the forthcoming Formula E season.

The Japanese manufacturer, which has taken sister company Renault's place in the e.dams entry, had attracted much speculation regarding its driver line-up over the FE off-season.

Buemi and former team-mate Nico Prost were given contracts that covered the 2018-19 season, but the team's definitive line-up remained uncertain over the summer and Prost left the team at the end of the 2017-18 championship. Rumours pointed to possible problems with Buemi's Toyota World Endurance programme and a mooted F1 return with Toro Rosso being issues, while Nissan was widely expected to have one of its own proteges in the team.

Albon, who is currently third in the 2018 F2 standings and has taken three wins with DAMS, was therefore something of a surprise signing to many observers. "This was what I wanted," said team boss Jean-Paul Driot. "Everybody was convinced that with Nissan I was going to be obliged to recruit a Japanese driver. But Nissan wants to win and told me, 'Look, you know drivers better than we do, especially in single-seaters, and also we know

that Formula E is demanding.'"

The squad ran 22-year-old Albon at the inaugural FE rookie test in Marrakech in January, although it is understood that this had no bearing on the race-seat decision.

Driot is pleased to be able to give an up-and-coming driver a high-profile opportunity. "We all know the problems that these young drivers have with Formula 2 budgets – even when they are succeeding as you will see the result at the end of this season, with a guy like [F2 championship leader and Mercedes F1 junior George] Russell," said Driot. "So if a guy like Russell was a problem, you think that for Alex, who is demonstrating that he's very quick [it is also an issue].

"I really wanted to have him because sometimes I am so disappointed to see talents not going anywhere because of [financial issues]. It's a very good opportunity for us. We know he's very quick, there is no doubt about it.

"When you are runner-up until the last race in GP3 with [Charles] Leclerc [as Albon was in 2016] that means that you are not slow. Also, he has done many pole positions with us this year; he has done beautiful races. This man is very well educated, very calm, very quick, and very easy to work with."

ALEX KALINAUCKAS

Old and new F3 progress for '19

FORMULA 3

The FIA's new International Formula 3 category has long been fixed for 2019 – it effectively becomes a merger with the GP3 Series, and takes the slot at the bottom of the Formula 1 bill. Teams will be notified next week of whether they have gained an entry, although no-one has seen the car yet...

But as far as the rest of F3 in Europe is concerned, confusion has reigned over the summer. Perhaps at last things are beginning to crystallise: Formel 3 Vermarktungs, the subsidiary of the DTM-promoting ITR that has run the FIA's Formula 3 European Championship since 2013, has now gone public on its plan to continue a series for the current-generation F3 car for one more year until its FIA homologation expires at the end of '19. And at last week's FIA Single Seater Commission meeting, delegates reportedly were presented with proposals for two new European series run to the governing body's new lower-level Regional F3 concept: one from Renault Sport as a direct replacement for its Formula Renault Eurocup; and one from World Karting and Italian Formula 4 promoter WSK, using the same Tatuus-Alfa Romeo combination that has been blooded in Asian F3 this year.

F3V doesn't have a name for its series yet: initially the plan was a revival of the F3 Euro Series title, but recently this has morphed into F3 European Masters. Sources claim that Commission president Stefano Domenicali gave it the thumbs-up for 2019, and teams are reporting plenty of interest to Autosport.

Regarding Regional F3, the word is that the Commission members will be asked to vote on which one to adopt for 2019, because the FIA doesn't want two new European series going up against each other until one is established. Renault is expected to get the nod, with its Eurocup infrastructure already in place.

And then there's the outlier... Euroformula Open, which is run for current-spec Dallara F3 cars with spec Toyota engines, is planning to allow in the current European F3 Mercedes and Volkswagen engines and apply a Balance of Performance. F3V insiders say that this doesn't worry them, but the single-seater mess is still far from being cleaned up.

MARCUS SIMMONS





LE MANS 24 HOURS The latest GreenGT hydrogen-powered prototype was demonstrated at the Spa European Le Mans Series round last weekend. The run was part of a launch of a new initiative under the Mission H24 banner by the Franco-Swiss group and Le Mans 24 Hours organiser the Automobile Club de l'Ouest to promote zero-emissions fuel-cell technology. The ACO is planning a special class for hydrogen cars at Le Mans in 2024. **Photograph by ACO**

Juncadella gets sympathy for lost win

DTM

Mercedes DTM racer Daniel Juncadella may have lost out on 25 points after being stripped of his win in last Saturday's race at the Red Bull Ring, but his penalty was far outweighed by the outpouring of sympathy.

The Spaniard, who took his maiden DTM victory last month at Brands Hatch and had claimed pole position for the wet race in Austria, appeared to have controlled a late double-file restart, and was leading on the final lap when notification came through that he was being given a drivethrough penalty for a restart infringement. This was converted to a 30-second time addition, dumping Juncadella to 14th in the results.

Juncadella was deemed to have accelerated too soon – in a narrow 'corridor' between the finish line and the first of two white lines, instead of after the first line, as prescribed in the regulations.

"The straight is really long, and I could see everyone wanting to go," said Juncadella. "I could see the white line ahead and they said I went too early."

He added that he would not be losing any

sleep over the decision. "What's the point? It doesn't change anything," he said. "This is such a strong championship which is destroyed by such small things – it's digging its own grave. To have such a great day spoiled by something like this is annoying, but I'm not going to let it get into my head."

"It's nice to hear a lot of comments from other guys, other manufacturers, who don't agree with the situation. I'm taking all the positive stuff – I'm not fighting for the championship so who cares about the points? I'm just missing going on the podium and spraying champagne on everybody!"

Juncadella's friend, ex-DTM racer Antonio Felix da Costa, tweeted: "How can DTM be one of the most entertaining series on earth, but at the same time be so fake? A penalty for Dani for no reason... sorry for you my friend."

BMW star Marco Wittmann, who was directly behind Juncadella at the restart, replied to da Costa: "Fully agree with you! In my view (just behind him) don't see any mistake he did! A shame for a guy who did a great race!"

MARCUS SIMMONS



IN THE HEADLINES

RAIKKONEN'S SEAT FIT

Kimi Raikkonen has had a seat fitting at Sauber, according to sources, prompting speculation that he could test for the Swiss team later this year in preparation for his 2019 switch from Ferrari. Raikkonen sat out last week's Pirelli tyre test at Paul Ricard, where his replacement Charles Leclerc drove for Ferrari. So Raikkonen, who is based near the team base in Hinwil, could return the favour for Sauber in the post-Mexican Grand Prix Mexico City tyre test.

KARI MOVES UP TO F2

GP3 Series racer Niko Kari will make his Formula 2 debut this weekend in the Russian Grand Prix support round at Sochi. The Finn stays with MP Motorsport for his step up, and replaces Ralph Boschung, who has reportedly run out of funding. Kari will join Dorian Boccolacci, who also made the GP3-to-F2 move within MP this summer.

MERHI BACK ON THE GRID

Roberto Merhi will also make his return to the F2 grid at Sochi. The ex-Formula 1 racer split with MP Motorsport this season and was replaced by Boccolacci, but is now replacing Roy Nissany at Campos Racing. Merhi drove with the Spanish team in the first two rounds of the 2017 season.

FENESTRAZ FOR GP3

Formula 3 European Championship race winner Sacha Fenestraz is to contest the final two rounds of the GP3 Series, beginning at Sochi this weekend. Renault F1 junior Fenestraz replaces fellow Frenchman Julien Falchero with Arden International. He will also complete his F3 campaign, in which he lies 11th in the points with Carlin.

F4 STAR VESTI IN F3

Danish Formula 4 racer Frederik Vesti is to make his European F3 debut in the final round at Hockenheim next month. Vesti, who finished fourth in German F4 this season with Van Amersfoort Racing, stays with the Dutch team for his step up. Meanwhile, Julian Hanes returned to the F3 grid last weekend at the Red Bull Ring, filling the final seat at Carlin after missing three rounds following his split with Ma-con. Carlin had been looking to fill the drive since Devlin DeFrancesco quit the series after the opening two events of the season.

BUSHELL IN 2019 BTCC

Team Hard racer Mike Bushell has become the first to commit to the British Touring Car Championship for 2019. Bushell will continue with the Volkswagen CC-equipped squad. He is 22nd in the points this season after winning the Clio Cup title in 2017.



BMW's 'Blomqvain' push

BLANCPAIN GT ENDURANCE

The Blancpain GT Series Endurance Cup points system explains why BMW factory drivers Tom Blomqvist and Philipp Eng will be racing in this weekend's series finale at Barcelona – their score from the Spa 24 Hours blue-riband round in July has given them a shot at the title.

Victory in the double-points BGTS round (above) with the Walkenhorst BMW team alongside Christian Krognes, who isn't racing in Spain, propelled Blomqvist and Eng into third place in the standings. Combined with fourth and first-place points accrued at the six and 12-hours marks, the Spa result has left them just five points shy of championship leader Raffaele Marciello in the standings.

BMW has split up its unlikely championship contenders for the three-hour race at Barcelona to maximise its title chances. Blomqvist will share one of the two Rowe BMW M6 GT3s with Nicky Catsburg and Jens Klingmann, while Eng will team up with Alexander Sims and Jesse Krohn in the other.

"Barcelona wasn't originally on my programme for this season," said Blomqvist. "But the result at Spa has given us a realistic chance to fight for the championship – that's why we are going."

Blomqvist is making his third Endurance

Cup appearance of the season. He was classified 11th together with Catsburg and Klingmann in a Rowe BMW at Paul Ricard in June, after a post-race time penalty for a safety-car infraction dropped them from sixth. But for that, Blomqvist would now be leading the championship.

Blomqvist is unsure about his chances at Barcelona. "Historically it hasn't been a good track for the BMW," he explained. "But it has been resurfaced and it's now less abrasive and has more grip than before, which can only be beneficial for us. The disappointing thing is that without the penalty at Ricard, I'd be leading the championship."

Auto Sport Promotion Mercedes driver Marciello (inset) is bidding for a unique BGTS treble at Barcelona. The Italian claimed the Sprint Cup title earlier this month at the Nurburgring with Michael Meadows, so can seal the overall crown as well as the Endurance Cup on Sunday.

Super GT Series frontrunner Jann Mardenborough is returning to the BGTS after an absence of more than three years for Barcelona. He has stepped in to partner Alex Buncombe and Matt Parry in the RJN Nissan team's pro-class GT-R NISMO GT3 after regular Lucas Ordonez was ruled out with a shoulder injury sustained while training.

GARY WATKINS

F1 RUSSIAN GRAND PRIX PREVIEW



UK START TIMES

THURSDAY
FP1 0900 FP2 1300

SATURDAY
FP3 1000 QUALIFYING 1300

SUNDAY
RACE 1210

LIVE ON SKY SPORTS F1

BBC RADIO 5 LIVE SPORTS EXTRA 1200

HIGHLIGHTS ON CHANNEL 4 1845

DRIVERS' CHAMPIONSHIP AND CONSTRUCTORS' CHAMPIONSHIP SO FAR

1	Hamilton	281	1	Mercedes	452
2	Vettel	241	2	Ferrari	415
3	Raikkonen	174	3	Red Bull	274
4	Bottas	171	4	Renault	91
5	Verstappen	148	5	Haas	76

TYRE ALLOCATION

SUPERHARD	HARD	MEDIUM	SOFT	SUPERSOFT	ULTRASOFT	HYPERSOFT	INTERMEDIATE	WET
			▲ AVAILABLE		▲ AVAILABLE	▲ AVAILABLE	▲ AVAILABLE	▲ AVAILABLE

TRACK STATS

LENGTH 3.634 miles

NUMBER OF LAPS 53

2017 POLE POSITION
Sebastian Vettel 1m33.194s

POLE LAP RECORD
Sebastian Vettel 1m33.194s (2017)

RACE LAP RECORD
Kimi Raikkonen 1m36.844s (2017)

PREVIOUS WINNERS

2017	Valtteri Bottas	Mercedes
2016	Nico Rosberg	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
1914	Willy Scholl	Benz
1913	Georgy Suvorin	Benz



THEMES TO WATCH

SOCHI IS A MUST-WIN RACE FOR VETTEL

"If we win every race from now we are safe, so that is what we need to aim for," said Sebastian Vettel after the Singapore Grand Prix. With a 40-point deficit to Lewis Hamilton, the fightback needs to start at Sochi. Failure is no longer an option for Vettel and Ferrari.

BOTTAS'S BIG CHANCE

Things haven't gone so well for Valtteri Bottas in recent races, but Sochi is a track that suits him. He usually goes well on this type of surface, and took his first grand prix victory here last year, so where better to hit form?

FORCE INDIA ORDERS

After their collision at the start of the Singapore Grand Prix, Sergio Perez and Esteban Ocon have been banned from racing each other – and not for the first time. Realistically, that race has made the Racing Point Force India team's hopes of climbing as high as fourth in the championship fade to almost nothing, but it can't afford a repeat.

FIFTH COLUMN

ROLE REVERSAL

‘Out with the old and in with the new’ doesn’t ring true in F1, since Kimi Raikkonen could have another two years left on the grid while young guns face an early exit

NIGEL ROEBUCK

“I rather doubt,” an Italian colleague murmured on race morning at Monza, “that Kimi is going to help Sebastian very much today.” How so? “Well,” my friend went on, “this could be his last chance to win a grand prix – and they’ve told him he’s out...”

Raikkonen and Vettel get along well, which is one reason why Seb has always been keen for Kimi’s one-year Ferrari contracts to be renewed; the other, more significantly, is that if asked, he has long proved willing to ride shotgun, and that *really* sits well with Vettel.

Right enough, though, at Monza Raikkonen – starting from pole – was clearly in business for himself, and if Vettel hoped for an easy ride at the first chicane, he didn’t get it. Having taken that on board, what Seb should then have done was simply tail Kimi, keeping a weather eye on Lewis Hamilton, until DRS was activated.

As it was, yet again he couldn’t contain his impatience, and when that happens he makes mistakes. Into the next chicane – this a left-right – he extraordinarily went left of Raikkonen, leaving a ‘clean air’ path on the right gratefully seized upon by Hamilton. Halfway through they unsurprisingly touched, and it was the Ferrari that spun:

while Lewis went after Kimi, eventually going on to one of his greatest victories, Seb found himself dead last.

That being so, from lap one of the Italian Grand Prix onwards, it was effectively one Ferrari against two Mercedes, and after the leaders’ stops Valtteri Bottas – still to come in – dutifully delayed Raikkonen, obliging him to run in dirty air for many laps, which took its toll of his tyres, allowing Hamilton to pass without problem eight laps from the end.

Given that the Ferraris had the front row to themselves, this should have been the end of an eight-year Monza drought; as it was, Vettel blew it, his assumption of cooperation from Raikkonen on this occasion misplaced. Perhaps, as my pal had suggested, in light of the news recently received by his team-mate, Seb might have seen that coming.

Long ago I asked Gerhard Berger to define his ideal team-mate, and he laughed: “Oh, anyone three seconds a lap slower – that’s why Senna was happier with me at McLaren than he was with Prost!” Self-deprecating, sure, as Gerhard invariably was, but on this occasion not altogether facetious. “Never,” he went on, “believe all this bullshit from guys saying they really want a super-quick team-mate – mainly what they want is someone who isn’t going to threaten them! It’s always been like that...”

At McLaren, Senna (right) enjoyed far smoother relationship with Berger than he had with Prost



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Raikkonen (7) didn't roll over and play lapdog to Vettel in Italian GP

SBLOXHAM/LAT
motorsport
IMAGES

So it has. I remember Mario Andretti's growling response when Colin Chapman did a deal to bring Ronnie Peterson back to Lotus for 1978: "Tell me where it's written we need two stars in this team..."

Recently, Bernie Ecclestone, when asked to pick the outstanding driver of his decades of running Formula 1, went for Alain Prost: "Unlike Senna, unlike Schumacher, he never tried to stop his team putting another superstar in the other car – when he won all those

"THERE HAVE BEEN FLASHES OF THE ALMIGHTY PACE EVIDENT IN RAIKKONEN'S McLAREN YEARS"

championships, he had *opposition*."

Although by a single point Raikkonen won the world championship in 2007, his first year in red, more often than not he was outpaced by his team-mates, be they Felipe Massa, Fernando Alonso or Vettel, yet – in two spells – he has had eight seasons with Ferrari, by my reckoning a record bettered only by Michael Schumacher, who did 11 straight from 1996 on.

It's an irony that Maranello should finally call it a day with Kimi after what has been his best season since rejoining the

team in 2014. There haven't been any victories – his last for Ferrari came at Spa in 2009 – but he has looked leaner and fitter than for a long time, and there have been flashes of the almighty pace sometimes evident in his McLaren years. This year's car suits him well, and for Raikkonen that has always been a prerequisite; as we saw with that dog of a Ferrari in 2014, by no means does he have Alonso's gift for being better than his car.

What an enigmatic figure Kimi-Matias Raikkonen has always been. Dour and poker-faced, monosyllabic in his bored dealings with the press, the other side of him – rarely seen at a race track – is different again, and he has long been known as a party animal in the mould of Mike Hawthorn. It was not by chance that he showed up at Monaco a few years ago sporting a 'James Hunt' helmet, and he has said that he was born too late, that he would been much more in his element in the Formula 1 of the 1970s.

Raikkonen's enduring popularity with the fans stems, I am sure, from the fact that he is so *different* from the typical 21st century grand prix driver, utterly – almost uniquely – immune from the smothering constraints of PR, and in this dreary climate of political correctness a throwback to a time many of us savoured more than now. I remember a McLaren press lunch years ago, when Martin Whitmarsh was asked about 'Kimi's drinking problem'. "Oh," Martin laughed, "I don't think Kimi has any problem drinking..."

In point of fact, like virtually all who have worked with him down the years, Whitmarsh, while admitting to finding Raikkonen in many respects maddening, remains fond of him. >>

CONGRATULATIONS FLICK HAIGH AND JONNY ADAM

Congratulations to 2018 British GT champions Flick Haigh and Jonny Adam in Optimum Motorsport's Aston Martin V12 Vantage.

Flick becomes the first female driver to win an overall championship in GT3 and Jonny takes his third series title, taking 3 pole positions and 2 wins



“When Kimi was at McLaren, he hated Ron [Dennis] with a passion, but I always got on fine with him – in fact, when he was pushed out of Ferrari at the end of ’09, I thought of signing him again. We were in negotiations with his management, but they were being a bit... commercially ambitious, and then Jenson became available, so that was that. Off he went rallying for a couple of years.

“Kimi is very insightful, with a dry sense of humour... I really like the bloke, and actually he’s quite a misunderstood individual. Yes, he has always liked to party, but he’s actually much more disciplined about training than most people realise, and he’s also one of the sharpest drivers out there. Because he doesn’t say very much, and has a generally flippant demeanour, people wouldn’t necessarily think that.

“Another thing is that, in my opinion, Kimi’s one of the best drivers when it comes to understanding the car, and communicating that. ‘Communicating’ and ‘Kimi’ in the same sentence might seem like a bit of a strange one, but I’m a big fan of his: he can still be very quick, and he’s smart, too, so you can say he’s got all the ingredients – but what he’s never had is the dedication.

“I SUSPECT IT TROUBLES RAIKKONEN LITTLE THAT HE NEVER REALISED HIS POTENTIAL”

“I remember one year in Montreal – it was a back-to-back, and we were going on to Indianapolis the next weekend. On the Sunday night he was going to fly to Vegas, to party with his mates, and I said, ‘Kimi, at the end of the day you’re an adult – you’re going to do what you’re going to do, and we can’t stop you – but I just want to put this question to you...’

“Just like now, there wasn’t a lot of overtaking, and qualifying well was vital. I said to him, ‘If, in six days’ time, you miss pole position at Indy by five thousandths of a second – which could happen – and you’ve flown from Montreal to Vegas, into a different time zone, partied and had a drink or two, and then flown all the way back to Indianapolis, won’t you want to kick yourself really f***ing hard?’ He smiled at me, and nodded – didn’t say it, but seemed to agree – and then an hour later flew off to Vegas! At the time he was in the championship fight!

“Kimi is deeply frustrating, in that he’s as smart as he is, and has so much pace – and it just pissed you off that he compromised it. As well as others best forgotten, he had days with McLaren that bordered on genius. As it is, he’s



It came down to Button and Raikkonen for the vacant '10 McLaren seat

never realised his potential, and that’s a great shame.”

So it is, but I suspect it troubles Raikkonen not too much. Like most observers, I always assumed that as and when Ferrari finally replaced him, he would call time on his Formula 1 career, but in fact it is to be bookended by Sauber, with whom he made his debut back in 2001. Given that he came in straight from Formula Renault, there were those, including FIA president Max Mosley, who questioned his eligibility for a superlicence: in his first grand prix – his 24th motor race – he finished sixth.

Under the stewardship of Fred Vasseur, and with bountiful assistance from Alfa Romeo (Ferrari), Sauber has undergone something of a transformation in 2018, but even so Raikkonen’s move back there has surprised many – as, frankly, has Sauber’s willingness to sign a driver of 39 with so many promising youngsters in the wings. One hopes that Antonio Giovinazzi will get the other car.

Kimi’s experience will of course be of great value to Sauber, and neither will his presence hurt team sponsorship. Being the sort of man he is, probably he will relish a less intense environment, but in the end he is continuing – >>



Raikkonen finished sixth with Sauber on his F1 debut in 2001

already with enough money for several lifetimes – because, cheques apart, the one and only aspect of Formula 1 that has ever appealed to him is driving the car. As and when retirement finally comes, it would amaze me to see him ever again in an F1 paddock.

Through the summer it was confidently expected that Charles Leclerc would replace Raikkonen at Ferrari in 2019, but following the death of Sergio Marchionne most believed that Vettel would again successfully steer the management towards Kimi. Ferrari, after all, is hardly known for taking a chance on young drivers – its serious look at Nico Hulkenberg four years ago ultimately came to nothing – and most were surprised when Leclerc was confirmed.

That said, everything about this understated Monegasque suggests he is headed for greatness, and once he has settled into his new surroundings it will be fascinating to see how Vettel responds. Will it bring out the best in him, take his game to a new level, or might it revive memories of his ill-tempered 2014 season, during which – after winning four championships on the trot – he reacted negatively to the instant pace of new Red Bull team-mate Daniel Ricciardo?

While Leclerc arrives at Ferrari, Pierre Gasly replaces Danny Ricc at Red Bull, and if it pleases me to see a pair of newcomers in ‘A-list’ teams, there is another side to this coin. As things stand, neither Esteban Ocon nor Stoffel Vandoorne have anything to drive

“EVERYTHING ABOUT LECLERC SUGGESTS THAT HE IS HEADED FOR GREATNESS”

in 2019, and that is a travesty.

“Formula 1 has lost its way, hasn’t it?” said Martin Brundle. “It’s supposed to be the 20 fastest drivers in the world, and... it just isn’t. It’s a great indictment of the sport today that we can’t get Fernando Alonso – in many places the most popular driver – a competitive ride, yet we can accommodate people bringing vast quantities of money...”

Vandoorne’s grand prix career to date has been beyond disappointing, and that says everything about the wretched state of McLaren in this era. Whereas Hamilton arrived in Formula 1 with the fastest car, Stoffel has been stuck with one that not even Alonso could coax anywhere near a podium. As Anthony Davidson said, “He’s been up against the benchmark, the best in the business.”



“Remember Vandoorne’s first race,” said Brundle, “standing in for Alonso at Bahrain a couple of years ago – he outqualified Button, and finished in the points. All the way through, in GP2 and so on, he’d looked sensational, hadn’t he? I really hope he gets another shot – he’s far too good for Formula 1 to lose.”

So he is, but just as Vandoorne supplanted Kevin Magnussen in McLaren affections three years ago, now Lando Norris gets the nod to partner Carlos Sainz – similarly leapfrogged by Gasly at Red Bull – in 2019.

“Personally,” said Brundle, “I thought Sainz was a no-brainer for Red Bull – I don’t think he’s Verstappen quick, but he’s quick enough, and he’s got his dad’s winning mentality about him. I’m a big fan of his – I like the way he drives, the way he goes about it, and McLaren have been smart to sign him. If they finally come up with a decent car next year, he could do an outstanding job for them.”

Not so long ago in the frame for a move to McLaren, following the sea changes at Force India, was the highly touted Ocon, but a more likely destination was Renault, and when neither came to pass, Toto Wolff – without naming names – raged at the turn of events.

“What went on in July and August,” he said in Singapore, “was just unbelievable – so much politics in the background, hidden agendas, lies. In July Esteban had two offers on the table with contracts, and it was just a matter of choosing which was the right one. He ended up not having either any more because people simply don’t have the balls to stick to what they say.”

In this day and age it is mighty unusual – dare one say refreshing – to see one of the gurus of the paddock step out



of the PR cocoon, and speak his mind, but as I listened to what he had to say, I couldn't help but think, 'Live by the sword...' While a charming fellow, Toto himself, after all, is hardly renowned as a softie: in the manner of Jean Todt in his Ferrari days, his focus is squarely – rightly – on what is best for Mercedes, and in a pitiless commercial world it was surely unrealistic to expect anything else from fellow team principals.

Everything was precipitated by the change in ownership at Force India, which put Ocon on the street for 2019, and then by Ricciardo's decision to part ways with Red Bull: as Cyril Abiteboul put it, "If Daniel was available, how could we not sign him?" The logic was unarguable, and I somewhat doubt that anyone in Abiteboul's position, presented with the unexpected opportunity of a dream signing, would have behaved differently. 'After you, Claude' appertains no more in the paddock than on the race track.

It is a relatively recent phenomenon in Formula 1 that many a young driver is 'owned' by this team or that, and this has repercussions both good and bad. Whatever decisions might have been reached by either Renault or McLaren, Ocon's dilemma was initially spawned by the fact that his safe seat at Force India was wiped away by the change in the team's ownership.

I think back now to 10 years ago, to the first grand prix in Valencia, to chatting with Bernie Ecclestone in the paddock, looking across the harbour at Vijay Mallya's imposing yacht. "What d'you think?" said Bernie. "Has he got any money? I don't know..."

Mallya's subsequent financial tribulations have been well documented, and given the constraints under which



Wolff, with Todt, focuses solely on what suits his team best

it has necessarily operated, his team's achievements have been little short of phenomenal. Sooner or later, though, a point of no return was going to materialise, and in the summer legal action taken by Sergio Perez created circumstances in which the team could be saved – by a consortium headed by Lawrence Stroll.

While doubtless considering it a good business opportunity in itself, the Canadian billionaire's move was motivated also by a wish to buy his son Lance into a better car than that currently on offer from Williams. Given the team's reluctance to lose Perez with his Mexican sponsorship, it was always going to be Ocon who would make way for Stroll.

Initially indeed there were suggestions that Esteban might be moved aside forthwith, but Lance was savvy enough to see it might not be the smartest thing to change teams at mid-season, to be almost inevitably blitzed in an unfamiliar car by the underrated, if erratic, Perez. Instead he will step aboard a Force India – or wherever it is called by then – in Melbourne next March, when the likelihood is that the abundantly talented Ocon will be kicking his heels.

(A brief digression, if you will. How on earth the five-second penalty incurred by Perez in Singapore, when he lost his rag and plainly drove into Sergey Sirotkin, was no more severe than that later handed out to Sirotkin himself for squeezing Brendon Hartley I remain at a loss to understand. This was one of Sergio's flaky days: already, on the opening lap, he had omitted to steer quite enough to avoid putting his own team-mate in the wall. Not surprisingly, a livid Otmar Szafnauer afterwards declared a resumption of the 'no racing' rule imposed on his drivers after comings-together in 2017.)

"I find this 'ownership' of drivers difficult to fathom sometimes," said Brundle. Him and me both. "Until the deal came up with Ricciardo, Ocon was all set for Renault – but actually, given that he's a 'Mercedes man', I could never quite understand why they would place him at Renault – and even more difficult to comprehend was why Renault would take him: why train up someone else's driver, and give him all your knowledge? I couldn't get my head round that at all."

Nor I, but it is all part of Formula 1's changing landscape, in which too much power resides with too few people, and young drivers are passed around like a tray of cakes. Wolff insists that sooner or later his boy Ocon will be a Mercedes driver, which doubtless sent a shiver down the back of Bottas: might it be that, in light of recently underwhelming performances by Valtteri, Toto now regrets confirming him for 2019 as early as he did, and wishes instead he could pair his potential superstar with Hamilton, as Ferrari has done with Vettel and Leclerc? One suspects that Lewis, currently in the most imperious form of his life, would fret about that rather less than Sebastian. ✽



GRADUATION DAY

In a top-drawer team you have to deliver when the pressure is on. Can star pupils Pierre Gasly and Charles Leclerc pass this final test next season?

EDD STRAW

Pierre Gasly and Charles Leclerc are ready for their promotions to the big-time with Ferrari and Red Bull respectively in Formula 1, there's no doubt about that. But it's impossible to say, conclusively, that they will cut it in the white-hot intensity of the front of the grand prix field. Those two statements may seem at odds, but they encapsulate a fundamental truth that nothing prepares you for the pressure, the demands, the sky-high standards right at the top of elite sport.

It's not a question of speed, it's not a question of overtaking ability, it's not a question of feedback quality and it's not a question of consistency. It's about delivering those proven qualities amid the most intense scrutiny, which is phenomenally difficult. You may scoff and say it's not a case of life-and-death, and that's true. But listen to those who are or who have been at the very highest level of sport, and so many paint a picture of almost unbearable intensity. That's the constant battle of performing at your best when the stakes are highest – the mechanism for which is doing your thing as if there are no stakes at all. The failure to do so is at the root of many who have struggled.

"IN A TOP TEAM YOU ARE CERTAIN TO BE UP AGAINST A DRIVER WHO CAN CUT IT"

There are warnings from the past for both drivers. Plenty of racers have struggled in the pressure-cooker environment of Ferrari, perhaps the most obvious example being Ivan Capelli in 1992, albeit in a season that was one of the team's periodic visits to F1's rock bottom. In Red Bull's case, while Max Verstappen thrived when he was promoted after a season and four races with Toro Rosso into the A-team, winning immediately, Daniil Kvyat didn't do himself justice. Yes, he outscored Daniel Ricciardo in 2015, but that was distorted by Ricciardo having the worst of reliability when the car was at its strongest. And while Verstappen's meteoric rise and the need to get him into the top team as quickly as possible to ensure he was settled with Red Bull played a part, Kvyat's lack of robustness was at the heart of his fall. Hitting Sebastian Vettel twice in the first few seconds of the Russian Grand Prix in 2016 was the final nail in the coffin.

None of this, of course, means Kvyat was slow. Far from it – he was, and still is, a seriously fast racing driver. Ask Red Bull

team principal Christian Horner what makes him confident that Gasly will succeed where Kvyat failed, and you get an equivocal answer.

"It's a different level here," says Horner. "[Kvyat] didn't quite have the mental capacity to deal with it at that time. I feel he [Gasly] is ready to make that move, I feel he deserves the chance and I think only time will tell whether he can cope with the pressure that comes with being in a high-profile team."

The same could be said of Leclerc. Horner has been around long enough to know that you can do what Gasly has done – pass every test at every level. To use an educational analogy, both drivers have made it through their GCSEs, A-levels, undergraduate and postgraduate degrees and even their PhDs with flying colours. Everything has been building to earning this opportunity.

By definition, when you get into a top team you are almost certain to be up against a driver who has shown they can cut it. In the midfield, it's possible to fade in and out of form. Both Gasly and Leclerc have outperformed their team-mates – Brendon Hartley and Marcus Ericsson. But they are a very different pair of opponents to Max Verstappen and Sebastian Vettel. Underperform against either of those drivers and you will be nowhere. Ricciardo has been performing well and struggles to get within a tenth and a half of Verstappen in qualifying. Kimi Raikkonen has also had a good season, but rarely manages to beat Vettel on outright pace.

What is beyond doubt is that both drivers have delivered 'race-winning' drives in the midfield. Gasly's two 'Class B' victories – in Bahrain and Hungary, when he headed the midfield – were simulations of how you might go about winning at the front. Excel in qualifying, break the opposition early on, then control from there. While Leclerc hasn't 'won' in the midfield, he was on his way to doing so and in the middle of undercutting his way past Nico Hulkenberg at Silverstone when his Sauber let him down. These were first-rate performances. Both drivers have also got away with moments when they have underperformed. Look at the criticism Vettel has rightly received for the mistakes he's made. Yet barely anybody noticed Gasly underperforming in Q3 in Monaco, instead focusing, with some justification, on his excellent race drive. Leclerc's struggles in the first few races of the season, and his spin in Germany, are barely remembered. That sounds extremely harsh, and it is. But the front of the field is exactly that unforgiving.

None of this means Leclerc and Gasly will fail. They are both outstanding drivers who deserve their shot, and most likely they will thrive. It's just that everything they have done up to now has been about earning this opportunity.

Next year, it will be time to pass the final exam and demonstrate, above all, that they have the mental strength to be true top guns. 🏆

YOUR SAY

To see passion, frustration and a bit of red mist was highly entertaining. Characters and controversy are a big part of F1 and we shouldn't forget that!

PAUL MILLWARD

Ticktum needs to focus on himself

The comments made this week by Dan Ticktum regarding the recent upturn in form of Mick Schumacher in the European F3 Championship (autosport.com) reek of sour grapes to me.

Ticktum, who is a fantastic driver and worthy of his Red Bull Junior status, has admitted that talks linking him to an F1 seat at Toro Rosso had distracted him from his main job of winning the Euro F3 title, and in the meantime Mick and the Prema team have been working hard on eradicating his flaws, specifically qualifying, and now all the hard work has paid off in a big way.

I think Dan needs to focus on his own performances within his Motopark team, where team-mates Juri Vips, Jonathan Aberdein, etc have proved more than a match for him recently.

Joe Padgett

By email

Switch off the TV, turn on the radio

During the Singapore Grand Prix coverage Steve Jones announced that Channel 4 would be showing F1 in 2019, but only Silverstone live. Not having Sky, I shall, apart from Silverstone, be giving this all a miss next year as I'm not prepared to spend 20 weekends trying not to find out who won. So it will be BBC Radio 5 Live for me and, of course, the following Thursday's coverage in these pages.

Roger Narraway

By email

Don't want to pay for football, just F1

Sky charges customers for 'sports packages', which do not allow the individual to tailor their viewing needs to a specific sport. It's like visiting a restaurant and having to pay for the whole menu when only three courses are required.

I cannot purchase a motorsport package to view only F1, but must have it as part of a 'sports package' that includes football, which I detest. If Liberty Media wishes to have more fans of F1, they are not considering the ones they are going to lose.

David Kirkwood

By email



A bit of red mist beats sanitised soundbites

Watching the build-up to the Singapore GP, I was taken aback by how well-spoken and eloquent Lando Norris and George Russell were, politely answering all questions posed and yet giving nothing away. A marketing man's dream, I thought, but somewhat sanitised for my liking.

The only point of interest in the GP itself was Perez's attempt to ram Sirotkin off the road. It can't be condoned, of course, but to see that passion, frustration and a bit of red mist was highly entertaining. Characters and controversy are a big part of F1 and we shouldn't forget that!

Paul Millward

Nottingham

Shut up and drive

I agree with Ronald McIsaac (Letters, September 20). I don't want to hear drivers complaining. Ban radios. Let the drivers get on and drive. I wouldn't ban blue flags, just keep them as a warning. A driver should not be made to pull over. If the car lapping is fast enough to gain a lap, it's fast enough to get past. Drivers racing for a point or two are just as important as the leaders.

Michael Beach

Birmingham

HAVE YOUR SAY, GET IN TOUCH

Autosport editorial
Autosport Media UK Ltd
1 Eton Street
Richmond
TW9 1AG

@
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autosport@
autosport.com


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INSIGHT

LECLERC AT FERRARI • GASLY'S BIG CHANCE • WHY MASSA IS IN FORMULA E
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CHARLES LECLERC

IS THIS FERRARI'S NEXT WORLD CHAMPION?

The promotion of Charles Leclerc for what will be his sophomore year in F1 is the clearest indication yet that Ferrari is embracing a culture change

SCOTT MITCHELL

Sebastian Vettel is a passionate student of his sport's history and something of an Anglophile. If he was a professional footballer, rather than one of Formula 1's greatest-ever drivers, he would know all about Sir Matt Busby. The Manchester United legend followed up his on-the-pitch success with a trophy-laden managerial career driven by a youth-driven philosophy. That philosophy is responsible for an adage that has been universally adapted since: 'If they are good enough, they are old enough.'

Vettel is one of F1's most comprehensive justifications of grand prix racing's version of that cliché, namely 'if you're quick enough, you're old enough.' Which may be why he greeted news of Charles Leclerc's Ferrari promotion for 2019 with (the slightly less catchy): "If you are fast and talented then the age doesn't matter."

Leclerc will become the second-youngest driver in Ferrari F1 history next season after the team finally decided to call an end to Kimi Raikkonen's second spell at Maranello. The veteran of 285 grand prix starts and counting is out in favour of a 20-year-old with one year's F1 experience under his belt as >>



STAT
13
The number of GPs Leclerc entered before getting the Ferrari call-up at Monza



Testing with Ferrari in 2016

MOTORSPORT IMAGES/SUTTON/SUTTON



S BLOXHAM/LAT
motorsport IMAGES

F2 crown was won despite family tragedy

Ferrari trades its most recent world champion for what could very possibly turn out to be its next one.

The great thing about Ferrari's decision is the number of questions it has thrown up. Is Leclerc ready after just one season? Will he challenge Vettel straight away? Will he even be allowed to? Is this the beginning of a stunning new chapter in Ferrari's history?

Ferrari wants to avoid the last point, or anything close to it. Team boss Maurizio Arrivabene says: "The first mistake is to put too much pressure on the shoulders of this guy. It could be, potentially, a huge mistake."

It is understandable that Ferrari and those around Leclerc want to play things down. He will only have 21 grand prix starts — one

more than Raikkonen has victories — to his name by the beginning of the 2019 season. But Ferrari should have put a muzzle on its Monegasque if it truly wanted to calm expectations, with the young charge putting immediate pressure on himself. If next year's Ferrari is good enough to win, he says he's aiming for the title.

"If you see Lewis [Hamilton], he arrived the first year and straight away was there," Leclerc says. "Experience is always a plus, obviously, but if you are good enough in one seat, you are good enough from the first year you arrive in Formula 1. If next year I don't have the results good enough to stay in Ferrari then it would be normal that I downgrade, but then I don't deserve a Ferrari seat."

"I need to deliver. I'm not going to Ferrari to learn. I think I've



had a very good season this year where I could learn most of it, and next year is to perform – the way it should be once you are going in a big team.

“My target is to do the best job possible with the car we’ll have – this year they have a winning car, and if next year is the same, [the target] will be then to win the title. It is definitely a big thing; I will have to improve a lot as a driver.”

Leclerc speaks confidently and calmly about the pressures and expectations he will soon face. He says he is aware that “a big question for a lot of people is whether I’m ready or not”, but doubters underestimate him at their peril.

The Leclerc narrative this season has gone something like this: he and his camp try to play down expectations, then he does something stunning that makes observers raise their expectations even higher – patience is urged again, then Leclerc reaches a new peak.

Put simply, he cannot help but raise the bar. And sky-high expectations of Leclerc are nothing new. He won back-to-back titles in GP3 Series and Formula 2 having made his way onto the Ferrari Driver Academy books, and has bounced back from a difficult start to his rookie campaign with a mightily impressive season. Leclerc has had his vastly experienced team-mate Marcus Ericsson on toast, and taken Sauber to the final part of qualifying multiple times, and to the lofty height of sixth place in Azerbaijan in the process.

Does Ferrari really believe these results in a lower-midfield team is proof Leclerc can win races next year, or the title? Maybe. But it >>

HOW LECLERC EARNED HIS CHANCE SO QUICKLY

After three races that would be harshly described as poor and generously described as educational, Charles Leclerc really arrived in Formula 1. A set-up change and a recognition that he was not driving the car how it needed to be driven – relying too much on his style from GP3 Series and Formula 2 – coincided with a Q2 appearance in Azerbaijan and a stunning sixth-place finish. That triggered five points finishes in six races, and coincided with Kimi Raikkonen having a poor spell.

Then-Ferrari chief Sergio Marchionne was convinced it was time for a change, but the move was complicated by Marchionne’s death. This sad twist seemed to offer Raikkonen the chance of a reprieve, but Ferrari’s new chiefs came to their decision at the Italian Grand Prix (ironically before Raikkonen claimed his first pole position of the year and almost won the race).

Some have suggested for a long time that Leclerc should not be rushed into Ferrari next season, but his performances have allayed almost all doubt that it is too soon. Impressively, Leclerc acknowledges the argument from some that he would be better off with another year at Sauber, or an interim step with Haas: “I understand the reaction, of course. But I had the opportunity to go in Ferrari, and it’s a once-in-a-lifetime opportunity...”

You cannot blame him for that. And his track record proves that he has the capabilities to thrive under pressure, not just survive it.

“The spotlight is obviously very rewarding, but at the same time full of pitfalls,” says Leclerc’s manager Nicolas Todt, the son of former Ferrari team boss and now FIA president Jean. “One day you’re a star, the next day you’re a disappointment. You have to know how to handle aspects or you risk being overwhelmed. At the age of 20, suddenly becoming popular is a delicate step and you have to be careful.

“We have pleasantly noticed that the higher the pressure Charles was under [earlier in his career], the higher his performance on the track. All drivers have very good speed, but what makes the difference is the head. On this front Charles, I think, is very solid.”



**“THE HIGHER
THE PRESSURE,
THE HIGHER HIS
PERFORMANCE”**





doesn't need to happen. Leclerc's not an emotional, one-year gamble. He is a world champion in the making and has 15 years (or more) ahead of him in F1. Ferrari has prided itself on driver loyalty and holds stability in the highest possible regard. Bringing in Leclerc to partner Vettel gives it a driver line-up that it should have no reason to change for the next few years, and locks down its probable team leader to the end of the next decade.

"Charles Leclerc is not a big surprise," says Arrivabene. "He's a guy that grew up with us and I hope that he is going to continue his career with us, at least until 2022 for sure."

Leclerc will not go to Ferrari with the bravado of an inflated ego and risk disrupting Vettel or triggering any internal conflict that could undermine the team. He's too mature to make that mistake — "I will not arrive there and act like I am the king and say, 'I want this, this and this'" — but he will ruffle

"LECLERC IS NOT AN EMOTIONAL, ONE-YEAR GAMBLE. HE IS A WORLD CHAMPION IN THE MAKING"

Vettel's feathers in a way Raikkonen never has.

There is a chance this could be a repeat of 2014, when four-time world champion Vettel was outgunned by new Red Bull signing Daniel Ricciardo. The differences between the two scenarios are small but significant: the '19 Ferrari will almost certainly be better than the '14 Red Bull, which means a disenchanted Vettel is less likely, and Leclerc arrives with less experience than Ricciardo had.

Regardless, Leclerc's own high expectation of fighting for the title if the car is good enough means he does not fear going up against Vettel. Evidently, he's determined to beat him in his first season, and he does not want Ferrari stopping that in the way that Raikkonen has been kept on a leash.

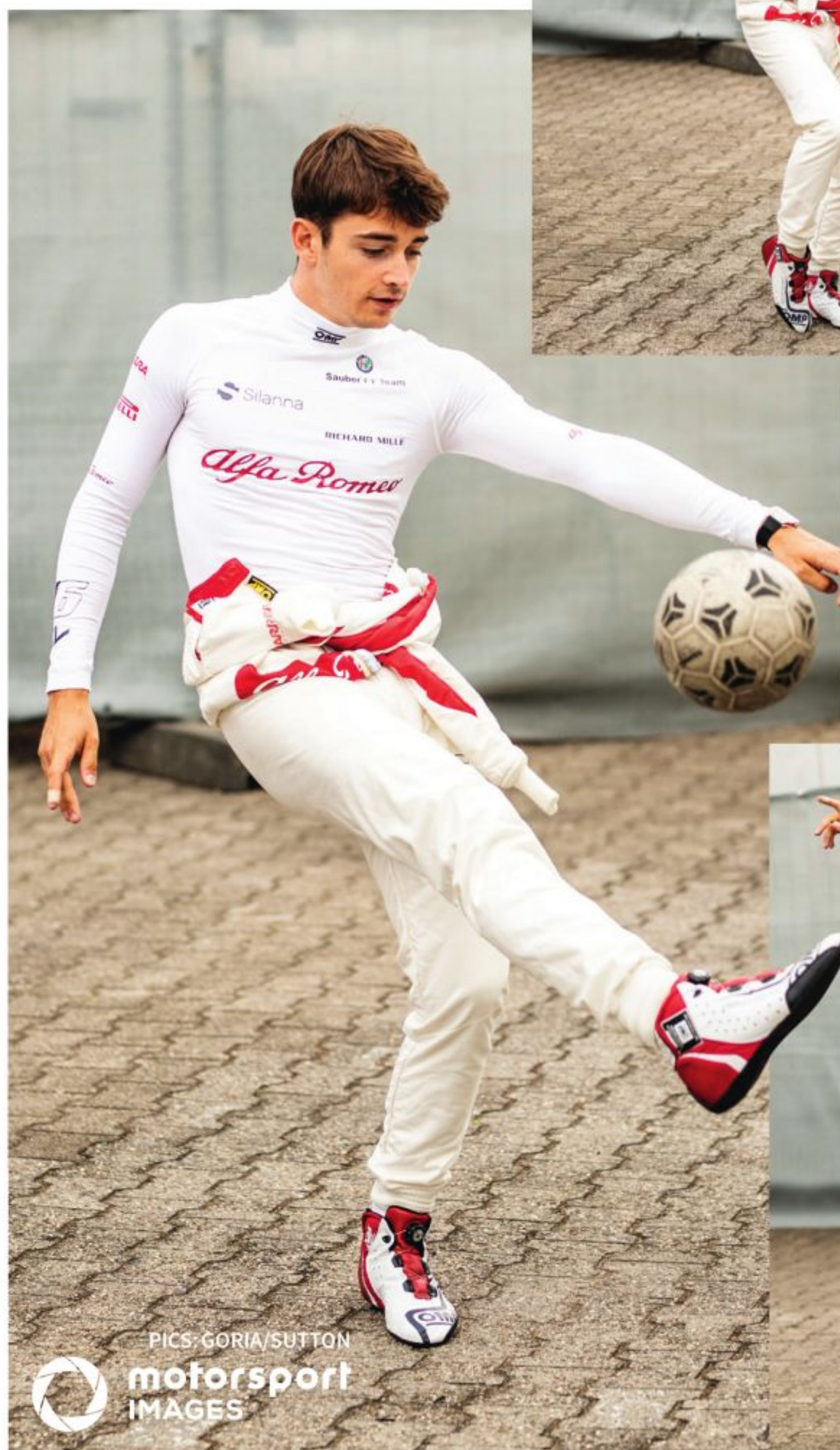
"I believe they will let us race at the beginning of the season," says Leclerc. And, when asked if that means there is nothing in his contract commanding him to be a support driver, he replies emphatically: "Oh, no, no. Not at all."

While plenty will tell you that Raikkonen was never allowed such an attitude, the evidence from 2014 to now suggests that he was simply not capable of operating at Vettel's level over the course of a season, whereas Leclerc is capable of doing exactly that, if not more. And stripping back performance comparisons and expectations, even the hardest of Raikkonen fans or the wariest of Leclerc sceptics must accept that this is a richly emotive storyline.

It has been a long time since Ferrari invested in youth quite the way it has with Leclerc. But that is largely because of a cruel twist of fate. Replacing Raikkonen has become Leclerc's reality, but it was Jules Bianchi's destiny first. Bianchi, who died in 2015 at 25 after succumbing to the injuries he sustained in his '14 Japanese Grand Prix crash, was Ferrari's next big thing before Leclerc. He was also a huge part of



Leclerc has no intention of playing lapdog to Vettel, who will have to ensure that he's constantly on the ball



WHY RAIKKONEN'S FERRARI EXIT IS RIGHT - AND SO IS HIS SAUBER SALVATION

It is undoubtedly correct that Kimi Raikkonen will not be a Ferrari driver next season. But it would be wrong to say that he does not deserve the two-year deal with Sauber that extends his spell in Formula 1 to the point where he should surpass Rubens Barrichello's record for most grands prix started.

Raikkonen has had strong peaks this season and he is third in the drivers' championship, ahead of the second Mercedes of Valtteri Bottas. It is comfortably his best campaign since rejoining Ferrari in 2014, but that bar was not set very high. He has trailed team-mates by more than 100 points in three of the past four years and is still yet to win a race in this Ferrari spell.

Raikkonen has been an immensely popular member of his team, with Vettel saying "one thing you can't express in numbers and results" is that the Finn brings "zero bullshit". Some will interpret that as Vettel getting what



he wants with a subservient team-mate, but that would be churlish.

Vettel holds Raikkonen in high esteem and believes his image has been distorted in F1. That may be generous, but Ferrari certainly feels Raikkonen has made a valid contribution over the past few years, whatever the numbers

say. Just look at how it broke protocol, which Maurizio Arrivabene says was "absolutely intentional", to issue an emotive and personal press release announcing his exit.

It shows that Raikkonen's standing within Ferrari overrules any statistics from this winless second spell. That is frustrating, and unjustified to a degree, but Ferrari clearly enjoyed having him around and there was a tangible benefit to that.

More important than Raikkonen hanging around is that he will be somewhere where he will be an asset to F1, not a placeholder. He is vastly experienced, which is important given he may well be partnered by Ferrari's rookie protege Antonio Giovinazzi.

Sauber's project is gathering pace and the signing of a world champion is the latest impressive example of that. Raikkonen may not be what he once was, but he still has something to offer Sauber and F1 itself.



Raikkonen heads back to Sauber, where it all began



It's been a winless run since returning to Ferrari in 2014

Leclerc's life: a driver coach, a mentor and, more important than anything else, he was a friend.

"Jules and my father [ex-Formula 3 racer Herve, who died last year during Leclerc's title-winning F2 season] are two people that have taught me a lot," says Leclerc. "It's thanks to them I'm here in F1, and have the opportunity to be in Ferrari next year. They have been in my thoughts as soon as I had the announcement."

Leclerc's stunning junior single-seater career might never have materialised in the first place were it not for Bianchi, who facilitated a meeting between Leclerc's family and his driver manager Nicolas Todt. That was back in 2011, when Bianchi told Todt that his best friend's younger brother had started karting but was short on budget.

"It seemed right to meet him [Leclerc], even if only out of respect," says Todt. "I still remember him in a black suit. They confessed later that they were very tense before the meeting!"

"The boy immediately impressed me. I didn't know how much this guy was worth, but I would have been sorry to see him stop like that. So I made him a proposal: to finance the next season in karting, with the promise that if he did well I would continue to support his career."

Todt cleared a path and Leclerc hurtled down it at immense speed, breaking records and shattering perceptions all the way to F1, despite suffering heartbreaking personal losses in the



Bianchi helped pave the way for Ferrari chance, according to Leclerc

P25 NEXT IN LINE

process. It's part of an emotional backstory that would not be out of place in a comic book or blockbuster film.

Leclerc's heartache has helped make him who he is just as much as his success has, helping him blend mega talent with a thirst to improve and a desire to make others proud.

His efforts have handed him a stunning opportunity to pay the ultimate honour to his father, to Bianchi and to everybody he feels he owes for putting their faith in him. Anybody paying attention will know an opportunity is all Leclerc ever needs. ✎

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Armstrong
has starred in his
rookie season in the
Formula 3 European
Championship



SUEP/FIAF3

FERRARI'S NEXT IN LINE TO THE THRONE?

While Charles Leclerc is the highest-profile product of the Ferrari Driver Academy, the Prancing Horse's junior scheme has plenty more talent queueing up behind him – beyond next-person-most-likely Antonio Giovinazzi. Two proteges in particular are creating waves in the third tier of motorsport: GP3 Series ace Callum Ilott needs no introduction after his three years of Formula 3, and the lesser-known Marcus Armstrong has starred in his rookie season

in the Formula 3 European Championship.

The 18-year-old New Zealand South Islander currently lies third in the points behind Dan Ticktum and Mick Schumacher, and as well as his speed he has been notable for a remarkable maturity that's been on display since his karting days. He even started racing cars aged 13. "I learned the old-school way," says Armstrong. "My coach [former Indy Lights racer Matt Hamilton] used to pick me up from school when I was 12 or 13, and I'd drive a Suzuki Swift – it had slicks, and I had to heel-and-toe it." His first car race was in the Toyota TR86 tin-top series: "That was a very good part of my learning – not an easy car to drive on the limit because it's so overtired. It's cool."

Aged 14, he took an early lead in the South Island Formula Ford championship before abandoning that to take up an offer from Tony Kart, whose talent scout Oliver Oakes [now the Hitech Grand Prix F3 team boss] had spotted Armstrong in a race in the United States.

First he had to convince his dad, Christchurch luxury-car dealer and leading NZ GT amateur racer Rick Armstrong. "He thought it was dangerous," reveals Armstrong. "I was pushing my dad like hell to go over there. I said, 'OK, let's do the first half of the season', but it took me about a week to convince him." At 14 he left home, and never came back...

**"WHEN I DROVE
AN F3 I THOUGHT,
'OH MY GOD,
I'M HOME' "**

Armstrong contested late-season Formula Renault Eurocup and NEC rounds in 2016, as well as the BRDC F3 Autumn Trophy, with a view to a full-time graduation to FR2.0 in '17, but then there was a chance encounter with FDA boss Massimo Rivola: "He asked me why I wanted to do Renault, and I said Oli [Oakes] wants me to. He asked me to test at Fiorano

with four other guys in Formula 4, and I was quickest. Massimo put trust in me to kick arse in F4, and I did." Narrowly beaten by then-Prema Powerteam team-mate Juri Vips in

German F4, Armstrong won the Italian title, and now came the step to F3 for '18.

"In my opinion I was ready for F3 when I started my F4 season!" he says. "It took me a while to get used to the F4 car, but when I drove an F3 I thought, 'Oh my God, I'm home.'" He's been paired with engineer Jean-Francois Levere – who ran Esteban Ocon and Lance Stroll to F3 titles – to provide perhaps the series' most-cerebral partnership: Armstrong is super-smooth in the car, ultra-calm outside it, and has provided the Prost-like yin to the yang of the Senna-like, fiery long-time series leader Ticktum, with whom he has frequently come into conflict on track this season.

A recent slump – inadvertently taken out by Ferrari and Prema stablemate Guan Yu Zhou at Misano; an engine-change grid penalty at the Nurburgring – has provided a hit to his title hopes. But there's no doubt that Armstrong is firmly on Ferrari's path to F1.

MARCUS SIMMONS



SUEP/FIAF3

PIERRE GASLY

RED BULL'S NEW STAR

In just one year Pierre Gasly has done enough to earn his place at one of F1's big three. Can he now beat the best?

EDD STRAW

Daniil Ricciardo's surprise decision to sign for Renault at the start of Formula 1's August break sent shockwaves through the driver market. Of the many drivers whose careers his move has impacted, for better or worse, none will feel happier than Pierre Gasly. Just one season (and five late-2017 races) into his F1 career, the Frenchman will race for Red Bull-Honda next season alongside old karting rival Max Verstappen.

Gasly has not created as big a stir as Charles Leclerc in F1's midfield this season, but there's not a vast amount to choose between the two. The 22-year-old's promotion to Red Bull may have seemed a foregone conclusion given that he was the next cab off the rank of the junior team, but there are two reasons why Gasly's promotion is a ringing endorsement of his ability.

First and foremost, Red Bull had a very credible alternative on its books in Carlos Sainz Jr — a proven, consistent performer who would have done a good job even though there were legitimate concerns about his relationship with Verstappen and the way he agitated to get a loan move to Renault.

Secondly, Red Bull has experienced the flipside of the young-

"GASLY HAD TO PROVE HE HAS WHAT IT TAKES TO CUT IT AT THE FRONT OF THE FORMULA 1 FIELD"

driver-programme coin with Daniil Kvyat's struggles. So Gasly didn't simply have to barge past team-mate Brendon Hartley to get to the front of the queue — he had to prove he has what it takes to cut it in the high-pressure environment that is the front of the F1 field.

"Based on what we've seen from the work he's done directly for us in testing and then his season at Toro Rosso, he's done a very good job," says Red Bull team principal Christian Horner. "He was the more convincing candidate to put into the car. His progression has been extremely quick. It was a tough decision to choose between the two of them. Carlos is a very strong driver and we're happy to see that he's secured an F1 future. It's testimony to Pierre's strength that he came out on top of that decision-making process."

Gasly's season has waxed and waned with the fortunes of the



RED BULL



Marko was impressed by Gasly's dedication

STAT
28

Points Gasly has scored so far in 2018. Team-mate Hartley has two



Sixth-placed Gasly stunned in a soaked Hungarian qualifying

Toro Rosso team. When clear opportunities for big results have presented themselves, he has shone. In Bahrain Gasly qualified sixth and finished fourth, comfortably dominating 'Class B'. Not only was he fast, but he dealt with Kevin Magnussen, repassing him at Turn 2 after briefly losing the place to a DRS pass, and also gave the Haas driver short shrift shortly after a restart.

In Hungary he qualified a stunning sixth in the rain and finished there, while after a disappointing Q3 performance in Monaco he was seventh. There have been other highlights – a stellar run to Q3 at Monza and a very strong ninth place at Spa – that prove he's not just a flash in the pan. On top of that, he's shone at times when the car hasn't – such as his qualifying lap at Silverstone, which earned him an unflashy 14th place.

Both as a character and a driver, Gasly is effervescent. Out of the car he's more Ricciardo than Verstappen in terms of approach, always quick to make a quip and happy to talk through his performances in detail. In the car, he is attacking and aggressive yet well-controlled.

Watch trackside early in the weekend and he immediately carries significant speed into the corners. While team-mate Hartley builds up, keen on a strong front end, Gasly is happy to get the rear working immediately. But – and this is crucial – he rarely looks ragged or overdoes it, missing apexes, even when the track is very green.

"It has always been my way since I started," says Gasly. "I've

always pushed very hard on the entries, without focusing so much on the exits. I'm trying to make the time on the entry and deal with the mid-corner balance and grip, and of course trying to get the best exit possible but making as much time as possible at the start. If you start the corner by losing lap time, it's lap time that you don't have at the end of the lap."

Gasly converts any rear-end instability, provided it's controllable, into a virtue. He's able to rotate the rear to his advantage without overdoing it. Gasly admits that trying to work his way up to the limit from a conservative start is, for him, a slower process.

The support Red Bull has shown him also speaks highly of his abilities; even when he went through a stretch of 55 races without a victory, from late in his title-winning 2013 Formula Renault Eurocup season through to his maiden GP2 win in July '16. Admittedly, that run included finishing runner-up as a rookie in a very competitive Formula Renault 3.5 championship in '14, but Red Bull drivers have been dropped for ostensibly much less.

As Gasly explains, Red Bull junior programme boss Helmut Marko sees more than just results. "He also saw the dedication I had – I always knew what I wanted to achieve and pushed like hell to my best level," says Gasly. "I had to deal by myself with him, and that really made the difference because I was on my own, without a manager, and always told him how things were going. He liked that >>

things were straightforward. He sees how you handle pressure and different situations, and saw that I kept pushing to improve myself. He probably liked the mentality.”

When Gasly did get that breakthrough win at Silverstone, which kickstarted his charge to the GP2 title, it couldn't have been in tougher circumstances. A road-car accident, in which he was involved as a passenger, early in the weekend led to him breaking a vertebra and left his mother with serious injuries. How's that for mental toughness?

That crucial GP2 campaign also required him to work closely with the Prema Racing team to unlock his potential, especially given the barren spell that also included his rookie GP2 season with DAMS did have an impact on Gasly.

“He was very, very good in qualifying,” says Prema team boss Rene Rosin. “At the beginning with us he was overthinking races, because the previous year his problem was the races so he was maybe overdriving. We worked with him to calm him down and make him deliver what he could do. It worked out, and he was incredible.”

Since then he hasn't looked back. One final season before F1, being denied the chance to take a sensational Super Formula title win in his rookie year by a typhoon that struck Suzuka, meant Gasly came into F1 as prepared as any newcomer can be in these days of limited testing.

“What he's demonstrated is an absolute dogged determination,” says Horner. He just has this absolute belief – he's that kind of steely character. He'll be quick, he'll get up to speed pretty quickly next year. He's extremely resilient, from the same sort of mould as Daniel Ricciardo.”

And he's going to need that resolve for two reasons. Firstly, the intensity of competition at the front. Every qualifying session and race, he's going to be expected to perform under far greater scrutiny than ever before. Every lap will count.

Secondly, he has a big problem on the other side of the garage



GP2 title in 2016
showed resilience
after road accident

in Verstappen. The Dutchman will see himself, justifiably, as top dog in the team. While Ricciardo will admit to a multitude of factors that led to him leaving Red Bull, the presence of Verstappen is one he denies. But all the evidence points to it being significant. Verstappen is a stunningly fast driver, getting better by the day – he will be a formidable team-mate for Gasly to take on.

“With Max alongside me, it is going to be a tough season,” admits Gasly, who is actually 19 months older than the driver who will be the senior partner at Red Bull next year. “But I see it as an amazing opportunity to show what I can do.”

One thing that will help Gasly is that he is a studious driver, in a similar vein to Sebastian Vettel, Red Bull's first (and so far only) world champion. As well as working through things with the engineers, he's happy to pore through data on his laptop to





Team-mate Verstappen
(l) will be a formidable
benchmark for Gasly

try to learn for himself. It's not about the numbers teaching him how to drive, but ensuring no stone is unturned in becoming the strongest driver he can be.

"At the end of a lap I can tell exactly what went wrong and what went right," he says. "If I was at the limit of the grip or if I left half a tenth in that corner or I braked slightly too early. You feel all things inside the car, so don't need data to confirm it. But it is good to look at what you do inside the car, compared to your team-mate, because he might take a different line or do something different that is faster. But it's mainly to look at what I do, at the consistency, the balance and the way I translate it to the engineers."

Gasly has the speed. He also has the grit and the work ethic. The question now is, can he pass his final test and hack it at the front alongside a stunningly fast team-mate? The odds are, yes he can. ❧

THE ENGINEER'S VIEW

Pierre Gasly made a big impression on Toro Rosso chief race engineer Jonathan Eddolls from the start of his Formula 1 career at last year's Malaysian Grand Prix.

"The first things that impressed me were silly things, like the way he attacked the pit-entry and stopping for a pitstop," says Eddolls. "You could tell from his first ever pit entry that Jeez, he means business. Those sorts of details were really impressive.

"He is very confident, not over-confident, but believes in himself and that helps him. Nothing fazes him. He might have a bad lap or a bad session, but he can move on. He knows he's got the ability, puts that to one side and moves on."

Eddolls also points to Gasly's skills as a tyre manager, perhaps an unusual strength for a rookie but one that the Frenchman has worked hard on. Safety cars have often prevented him exploiting that trait, but Monaco, where Gasly ran 14 laps longer than any of those who also started on hypersofts, is testament to his skills. But don't mistake that for steadiness.

"He doesn't necessarily need so much stability in the car to be able to drive it fast," says Eddolls. "Sometimes when you run a more unstable car you can get in a better window aerodynamically or mechanically to extract a little bit more.

"It's not that Brendon [Hartley] is unable to drive a loose car, but he needs to build up the confidence, whereas Pierre can go out and attack straight away and have belief in the car. But he isn't a driver that will go out and overdrive. And if you make a change to the car, he will try to adapt – he has the ability to change his style to suit."

In terms of weaknesses, Eddolls finds it difficult to zero in on any, except what is the inevitable consequence of an inexperienced driver ensuring he leaves no stone unturned.

"One of the things I keep trying to get him to improve is that sometimes his feedback is too detailed," he says. "That comes with experience – rather than saying everything, he just needs to be able to go out and say 'bam, bam, bam' and move on. But he has made big steps on that through the year."

Toro Rosso's chief engineer could tell Gasly meant business from 2017 Malaysian GP debut



WHY MASSA IS TAKING ON THE CHALLENGE OF FORMULA E

With his Formula 1 career finally over, it didn't take long for the 11-time grand prix winner to find a new home

ALEX KALINAUCKAS

Venturi has been here before — an ex-Formula 1 star making the switch to new electric pastures in Formula E. But where Jacques Villeneuve failed — after just three events and two race starts in the 2015-16 championship — the Monaco manufacturer is hoping that new recruit Felipe Massa can succeed. In fact, after an intense expansion process in recent months, which included launching the Next Gen driver academy and hiring ex-DTM racer and Williams F1 test driver Susie Wolff as team principal, the squad is aiming for a spot in FE's upper echelons.

That ambition is part of the reason why Massa has been signed to a three-year deal. But the 11-time grand prix winner has his own reason to enter FE: he's not done with racing.

"I don't want to be sitting on my sofa at home," he says. "I cannot do that so I need to do something."

There was a sense that Massa did not really want to give up his spot on the F1 grid at the end of 2017 — as evidenced by his willingness to race on with Williams for that season, following Valtteri Bottas's elevation to Mercedes, after previously having to make way for the incoming Lance Stroll at the end of '16.

In Massa's 15 years of racing in F1 there were seven champions. FE, from its first four campaigns, has crowned four different title winners. Where Mercedes, Ferrari and Red Bull are the only squads to have triumphed in grand prix races since 2014, eight FE teams have taken wins in the same period.

Of course, there are plenty of reasons from decades of history that have led F1 to its current problem with a thin success-share, and FE is a start-up spec-chassis championship, but the latter's healthy competitive spread is the key reason Massa highlights to explain why he wants to join in the fun.

"Formula E is a championship that is unpredictable," he says. "You have so many drivers winning, everything is a little bit more competitive. Formula 1, more or less, you understand who is going to fight for the championship — almost every time — since I arrived in F1 to now."

While Massa will attempt to add another successful chapter to a glittering motorsport career, the 37-year-old is important to FE too. He possesses a high profile and his presence will mean at least three Brazilian drivers will be on the 2018-19 grid — the country is a significant automotive market for manufacturers and has a long history of motorsport success. >>

Venturi bosses Wolff and Pastor delighted to have Massa on board





Griffiths/LAT
motorsport
IMAGES



The first FE team Massa was hotly linked with was Jaguar, and at the end of 2016 he came close to sealing the same arrangement he now has with Venturi – to wait for the '16-17 season, which was just about to get under way when he ended what he had thought was going to be his final F1 campaign, to run its course and then come on board. But the career moves of Nico Rosberg – now an FE investor – and Bottas changed all of that.

“Before I re-signed in F1 I was close [with Jaguar],” confirms Massa. “I didn’t really sign anything, but I did a test to see the [Gen1] car and everything. Maybe after the test we would discuss because it was not going to be straight away, it was going to be I’d finish the season in F1, Formula E was already starting to go into 2017, so I said, ‘No, if I go, I go after one year because I need a bit of time to prepare myself, to have a little bit of time at home as well and then we decide.’

“Then I did the [Jaguar] test, but when I did the test I had

“HE’S THE MOST HIGH-PROFILE DRIVER ON THE GRID. FOR THE TEAM IT’S A MASSIVE WIN”

already signed with Williams [for 2017], so it was very short to carry on for one more season in the end. But this time I stopped and took the same idea: wait one year, prepare myself and see many things about the championship. But it worked more or less in a similar way.”

So, with Jaguar settled with Nelson Piquet Jr alongside Mitch Evans, Massa agreed to join Venturi – a team handily based near to his Monaco home – and the deal was announced back in May. Venturi president Gildo Pastor is happy to have him.

“He is full of life and he wanted to go on with us and do this incredible challenge,” Pastor says. “We have been training him for some time now and he’s fantastic. He wants to get better in this field so much – he wants to show everybody there is a king.”

Massa may be valuable to FE through his star billing and F1 achievements, but Wolff explains that his arrival has also boosted Venturi when it comes to its business dealings ahead of season five.

“For us as a team, commercially, he’s been a huge asset,” she says. “That’s been one of my areas that I’ve been focused on ahead of

MASSA’S ‘OTHER’ POST-F1 JOB

Felipe Massa’s Formula E driving duties with Venturi are not the sole motorsport responsibilities making up his post-Formula 1 career.

Massa is also the president of the FIA’s international karting commission. He would like to see young drivers spending more time competing in karts before jumping onto the single-seater ladder, and has outlined his preference for a simplified international structure of pre-car racing.

The karting and electric-motorsport fields will meet on a previously unlikely stage in 2018: the Youth Olympics. The event will take place next month in Buenos Aires and the FIA has announced that it will showcase its road-safety campaign and

introduce electric karting to local communities in the capital of Argentina, a step that has earned Massa’s approval.

“Electric is part of the future – karting, cars, bikes, most things,” he says. “I think the idea of this event in Buenos Aires – trying to put motorsport in the Olympic Games – is amazing. It’s really good, especially on the electric side.

“The idea of promoting a championship where everybody has the same material in an electric kart can be very important for world motorsport promotion and for karting. It’s maybe not something for this [full 2020] Olympics, but for the future.”

But Massa reckons that electric karts have not yet been developed to the point where they can

replace traditional machines to help prepare young drivers for a career in motorsport, although he expects that to change.

“There’s still so many years that the development of the electric batteries will grow massively, so I still believe racing on electric karts is not 100% ready,” he says.

“For a rental kart it is working really well, but for proper categories for the kids it is still a bit too heavy – talking about a safety point of view. But I’m sure in a very short time we will speak in a different way on how things are developing. This idea for motorsport in the Youth Olympic Games is definitely amazing, and I’m sure will be very important for the Olympics as well.”



season five and I've only had positive feedback from the fact that he's one of our drivers and without a doubt the most high-profile driver on the grid. For the team it's a massive win."

But easing deals off past glories is one thing, succeeding in FE — a notoriously tricky category to master — is another, as demonstrated by Villeneuve's doomed exploits. Massa will be going up against many drivers who have raced and dominated the series since it began — Sebastien Buemi, Lucas di Grassi, Sam Bird — and other rivals who have used their new FE home to boost their own racing credentials; think Jean-Eric Vergne and Oliver Turvey. Plus, his recently confirmed 2018-19 teammate Edoardo Mortara has shown rapid pace at times too.

FE enters a new era in season five with its Gen2 car, which may level the competition somewhat and features new toys that could ease Massa's arrival. The new car has a brake-by-wire system for its rear wheels and it has been suggested that this will improve driver feeling under braking, as well as maximising regen for the powertrain.



"There are also systems in F1 that recover a lot of energy from the braking and it's the same approach for season five," explains Venturi technical director Franck Baldet, who has been overseeing Massa's development progress, which began with testing its season-four car on the team's simulator to learn essential brake-balance and energy-management techniques, before switching to the simulated VFE 05 Gen2 car and then testing the real machine on track.

"His experience from F1 on the brake-by-wire system is helping a lot because he can bring us the F1 experience, where we have a similarity," adds Baldet.

Gen2 will wipe the FE slate clean to a certain extent and Massa's relationship with Mortara appears to be very good on the surface — Wolff highlights it as a key reason why the Swiss-Italian racer was re-signed for a second year at Venturi. But when it comes to success on street circuits, Massa will need to regularly produce performances along the lines of his pole lap at the Monaco Grand Prix in 2008, and not his double crash at the same venue in '13.

Massa attended the Zurich and New York races at the end of season four to see first-hand how an FE event works in full and to gain an understanding of Venturi's race operations. When discussing his decision to join Venturi, which pushed "harder than all of the others" to sign him, it's clear he views the team as one that is going places, even if it is still yet to score a first FE victory.

"With a new season, a new car — it's a big change for everybody so it's impossible to say who is going to win the championship next year, who is going to be more competitive or not," Massa says. "But if you see everything that the team is preparing, it's quite interesting and I really hope we can have a competitive car."

"It's true that Venturi have never won a race, but they were very close to winning and they've managed some very good results in terms of points."

Massa has already impressed Venturi as "a very open-minded colleague" according to Baldet, who adds: "He really is pushing a lot to always be with us." There is a real sense that Massa has not just joined the team or FE to simply collect pay-cheques.

"My goal is always to be the best I can," he says. "My goal is to try to win races — this is always what I had in all my career. I want to try to win and be the best — my goal never changes."

Massa's presence on the FE grid and the results of his debut campaign will undoubtedly be one of the tales of the upcoming season. But if he can bring success to Venturi, then he will rewrite the team's own FE story. ❧



GARY ANDERSON'S WINDTUNNEL FAQ

Our technical expert offers his insights into how this essential tool is employed in the aero arms race

What kind of data would you aim to gather from a windtunnel test?

All the data gathered is numerical, so you need tools that take all those numbers and simulate them to give you a picture of how they will impact the performance of the car.

The important thing is to take home comprehensive and believable data. To go through all the procedures required to produce this data can be very time-consuming and it's easy not to test a new component fully. If you are forced to do that by either management pressure or available windtunnel time, then you can very easily waste lots of money making components that don't work on the track.

What are the typical things you will measure in a windtunnel?

The basic measurements are load (downforce) and drag. This load will be separated into front load and rear load. Every component change will alter those

loads and it's important to understand where those changes are coming from. For example, on current Formula 1 cars you will change some little detail on the outwash front-wing endplates and it will alter the rear downforce.

You can just accept it, or you can spend time looking into where that change occurred. If you can understand why and where, then you can probably exploit it that little bit further.

What's the process for a typical windtunnel run in terms of how you set up the model, and the length of time you gather data for?

You have to try to simulate what the car does on the circuit. If you only want to look at drag reduction and braking stability, you will start with ride heights that are, relative to the model size, similar to what the real car will create from its vertical spring stiffness at around 100km/h (62mph). For full-size that would be, say, 20mm front, 80mm rear.

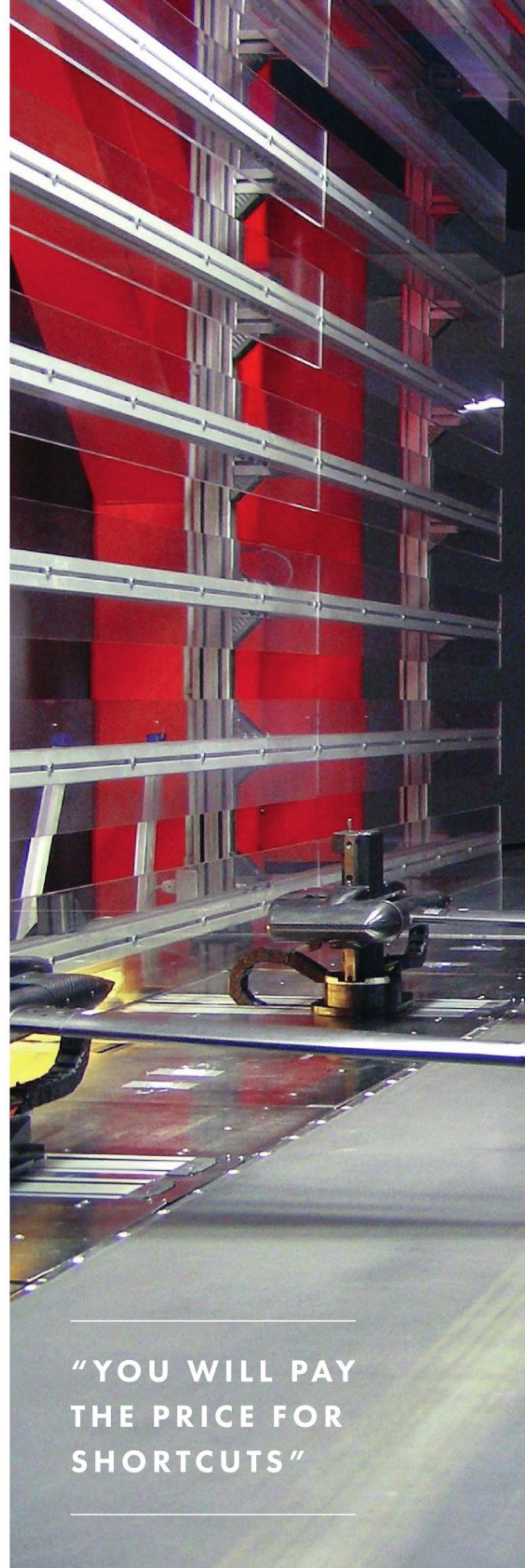
You will then lower the ride heights step by step, say to 18/72, 16/64, 14/56, 12/48, 10/40, 8/32, 6/24, 4/16 and 2/8. You will then raise the rear, as happens during initial braking, say 2/16, 4/24 and 6/32, then back to your reference ride height of 18/72 just to see how good the repeatability is.

From all this you will get a map of loads front and rear and drag, and from those you can see how the diffuser stall or whatever affects the drag level. And you can see how

the diffuser airflow reattaches.

This basic test could take around 10 minutes as you need to take two or three measurements at each ride height and you need to give the airflow over the model time to settle.

If you have a diffuser stall it is critical to understand at what ride height it happens and, more importantly, its reattachment point. To get this you need to use finer ride-height changes, say drop the car to the 2/16 ride height as before then raise the front and rear 2/17, 2/18, 3/19, 3/20, 3/21, 3/22, 4/23, 4/24. You need to keep going in small steps until the diffuser reattaches, and then you need to do it two or three times to make sure it's consistent.

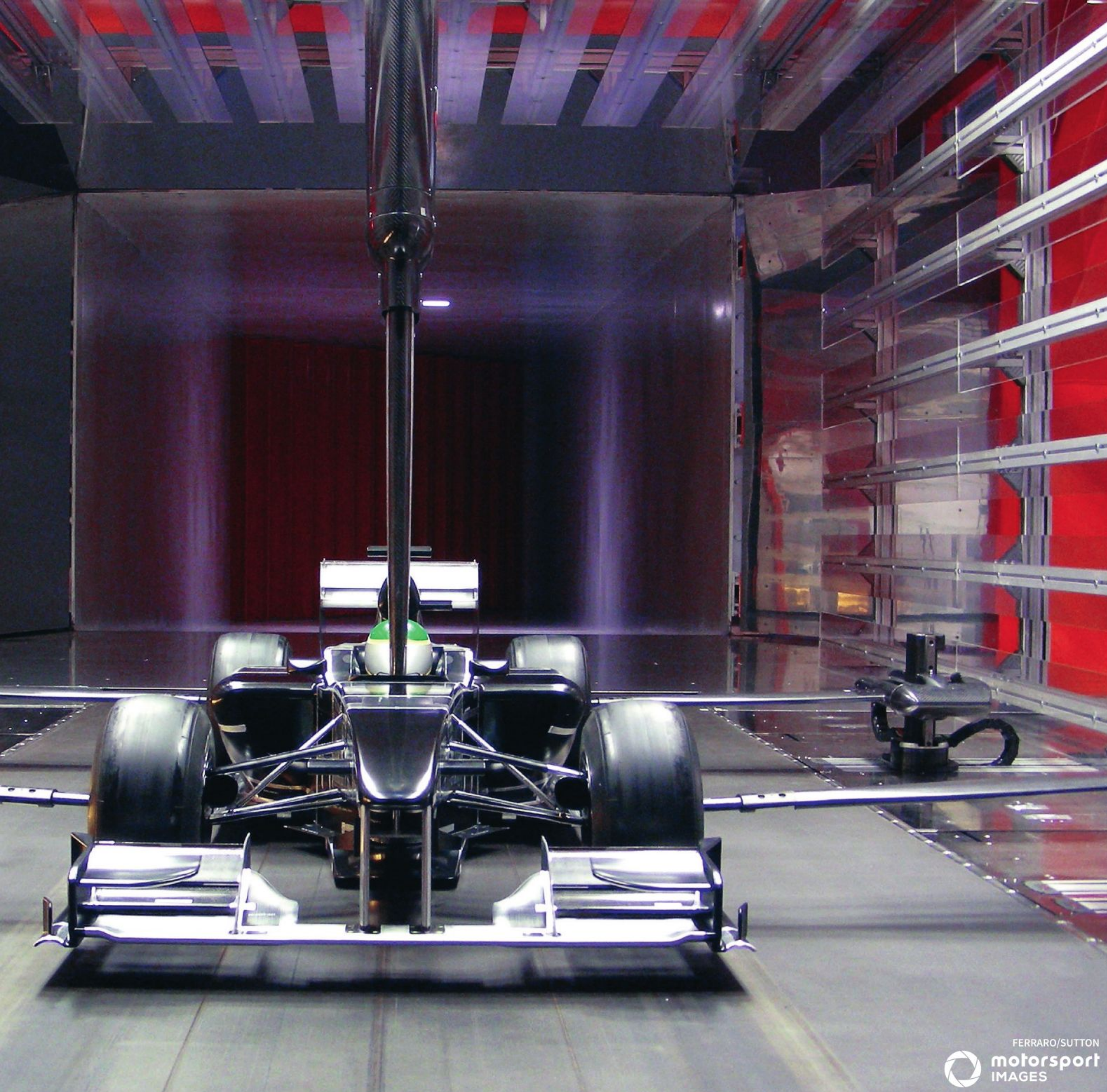


"YOU WILL PAY
THE PRICE FOR
SHORTCUTS"

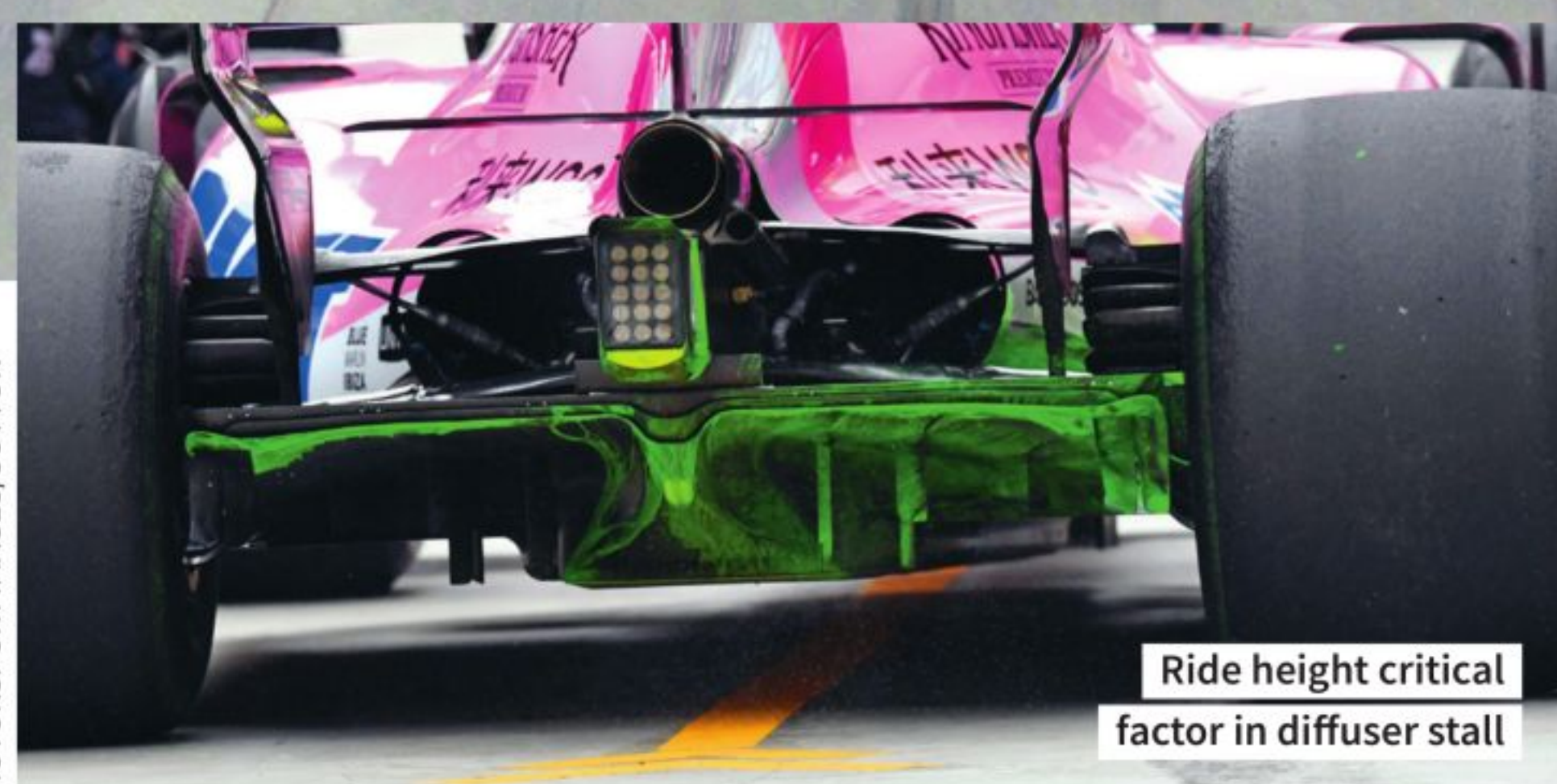


Anderson confers with
Jordan test driver Bjorn
Wirdheim at '03 US GP

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Ride height critical
factor in diffuser stall



Half-scale model built to
hone Toyota TF103's aero

This can take around 10 minutes, but once you have a ride-height map that gives the information you require it is probably the best 20 minutes you can spend. If you are also wanting to simulate the car in a corner, you need to add on top of all this the steering-angle change. This also induces yaw and roll, so it's a 3D map of how the car goes from being in a straight line to what its pose is mid-

corner converted into steps.

This takes around another 10 minutes. So if you have a full test programme that, as best you can, simulates the car going around the track, and you want to understand what is going on, you will need to programme in around half an hour for each run specification. Shortcut these procedures and normally you will pay the price in performance.

How many times will you replicate a run to ensure high-fidelity results?

Each run will always incorporate a reference car position or ride height. During the run you may put this reference car position in the overall map a couple of times, but at the minimum you will always start and end with the same configuration to make sure nothing has gone wrong during the run cycle. >>

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WINDS OF CHANGE AT TECH CENTRE

As part of its investigation into windtunnels, Autosport visited Wind Tunnel Development Limited's Technology Centre in Huntingdon, previously used by Lola Cars for its successful Indycar and sportscar designs from the turn of the century.

Designed by former Williams man Chris Saunders and funded by then Lola owner Martin Birrane, the facility is known for its strong correlation with on-track data and allows for quick model changes for customer testing – a feature not often found in F1 windtunnels.

Successful cars to have come out of the Huntingdon site include the sequence of Le Mans LMP2-winning sports-prototypes, the B2/00 that ended Reynard's domination of CART/Champ Car, and the first A1GP machine (Lola B05/52). It has also been used for non-motorsport programmes, including Hybrid Air Vehicles and Scania trucks.

EDD STRAW

The Wind Tunnel and Vehicle R&D Centre is for sale. For more information visit lolatechnicalcentre.com/sale-information/



What range of speeds will you typically test at in a windtunnel?

Normally all the tests will be done at a reference speed of, say, 50m/s, or at the speed that the windtunnel airflow characteristics and boundary layer control will be optimised. But to check if a certain component is suffering airflow separation at lower speeds, you can test at various speeds to see if it gives a direction on what is happening. You can also use a lower speed to try to understand the difference in low-speed and high-speed downforce.

How has Formula 1's use of windtunnels evolved since you were first involved in F1 in 1973?

Back in the early 1970s aerodynamics were basically guesswork. I remember at Brabham, Gordon Murray wanted to find out what level the positive pressure in the radiator ducts was at. So we made this U-shaped plastic tube mounted on a piece of plywood and fitted it inside the cockpit. It had a tap on the pipe to close it off and the driver would shut it at a certain speed. We put both ends inside the headrest area and got a reference figure, then took one end and put it in front of the radiator. We got up to the same speed and he shut the tap off to give a figure. We then put it behind the radiator and again went through the same procedure. From that we had a

pressure drop across the radiator; and from that we could experiment with different inlet or exit detail.

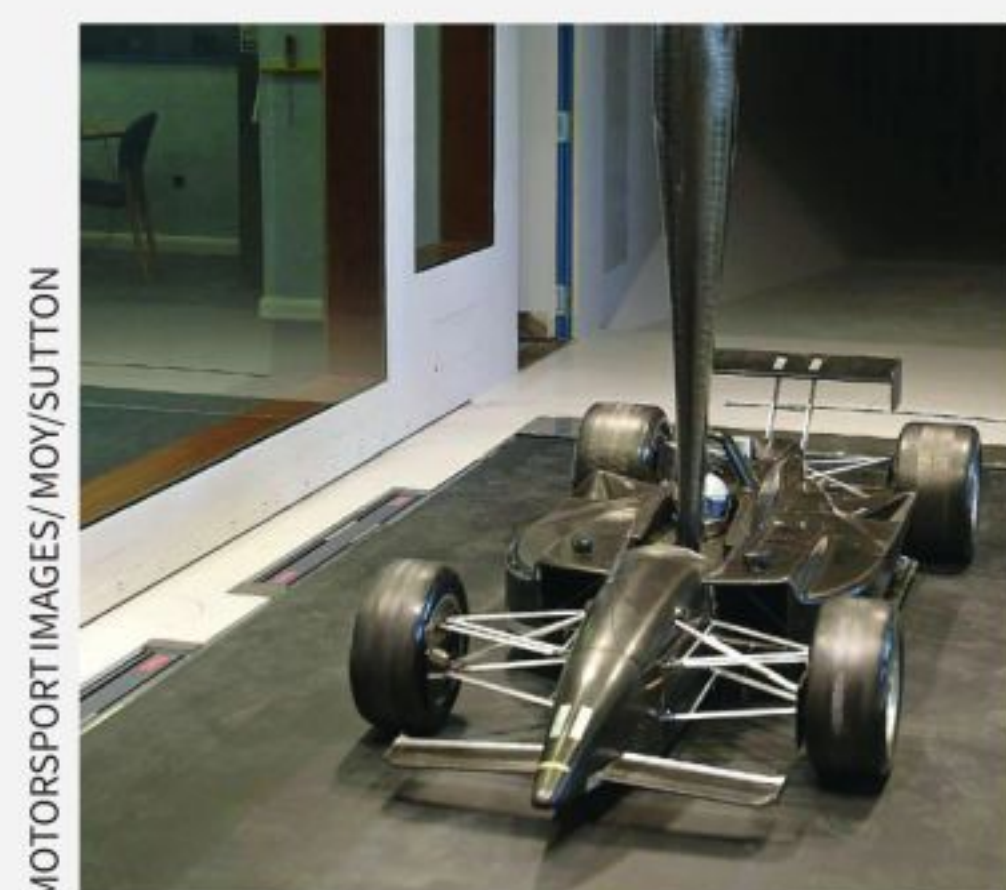
It was in the late 1970s that we first went to a windtunnel, and even then it was all very primitive – normally full-scale with no rolling road. From there windtunnel usage scaled up to where it is currently.

Now, windtunnels are the prime movers in any design. Nothing that you see – and I mean nothing – will get signed off unless it has been thoroughly tested in the windtunnel. That is not only the outside body surfaces; it's all the suspension components, and underneath that outer surface there is an inner surface that manages the cooling airflow through and out of the radiators. This is vitally important – less airflow mass used for cooling leaves more to produce downforce.

With CFD technology now prevalent, why are windtunnels still important?

CFD is great for understanding airflow, especially off the surface of the car's body. It is also excellent for designing ducts where the airflow is working within its own expansion or contraction constraints.

Getting absolute numbers from it is quite difficult, especially where it's working against another surface like the road surface or where tyre modelling is critical. Everything is about correlation. CFD, windtunnel and track need to correlate. ✎





Marquez scores a controversial sixth

MOTOGP
MOTORLAND ARAGON (E)
SEPTEMBER 23
ROUND 14/19

Honda must be wondering what it has let itself in for by pairing Marc Marquez and Jorge Lorenzo in its squad for the 2019 MotoGP season, following last weekend's tumultuous Aragon Grand Prix.

Marquez scored his sixth win of the campaign at the Motorland track, taking another step towards his fifth premier-class title. But it was the chaotic sequence of events at the first corner that made the headlines as Lorenzo was parted from his Ducati and sent tumbling through the air.

Afterwards Lorenzo verbally attacked Marquez, saying the Honda rider had "destroyed my race and destroyed my foot". Lorenzo suffered a dislocated big toe on his right foot and fractured the metatarsal of his second toe.

Lorenzo continued: "He destroyed also the big possibility that I had to win, and probably also in Thailand." He went on to claim his future team-mate had forced him on to the dirty part of the circuit and left him with no option but to "crash or go outside the track".

Was Lorenzo's fury justified? He asserted that Marquez was too aggressive on the approach to Turn 1, and it's true that the reigning champion lunged up the inside

and ran wide onto the green asphalt lining the corner exit, chopping across polesitter Lorenzo in the process.

But, as Marquez suggested, Lorenzo partially authored his own departure from the race. Once forced off line, a rider of Lorenzo's pedigree should have been calm enough to not jam on the throttle in a desperate bid to maintain places.

In Lorenzo's absence, it was left to the other factory Ducati of Andrea Dovizioso to lead the fight, although Suzuki's Andrea Iannone did a sound job of trying to make it a three-way fight for honours.

Dovizioso led the opening half of the 23-lap encounter, as Marquez and the squabbling Suzukis of Iannone and Alex Rins gave chase. But Marquez went on the attack on lap 14 of 23 to wrest the advantage.

Two laps later, Dovizioso hit back. When Marquez botched a passing attempt with five to go, running wide and falling back behind Iannone, Dovizioso appeared to be on course for back-to-back wins.

But a late spurt from Marquez took him past Dovizioso with three laps remaining. He held on to win by 0.6s and extended his championship lead to an imperious 72 points with only 100 remaining.

Iannone led home Rins for a Suzuki 3-4, meaning the marque gives up the technical concessions it regained this season after a lacklustre 2017. The retiring Dani Pedrosa matched his best result of the year in fifth place on the second works Honda. >>



Aragon triumph puts
Marquez within spitting
distance of fifth title

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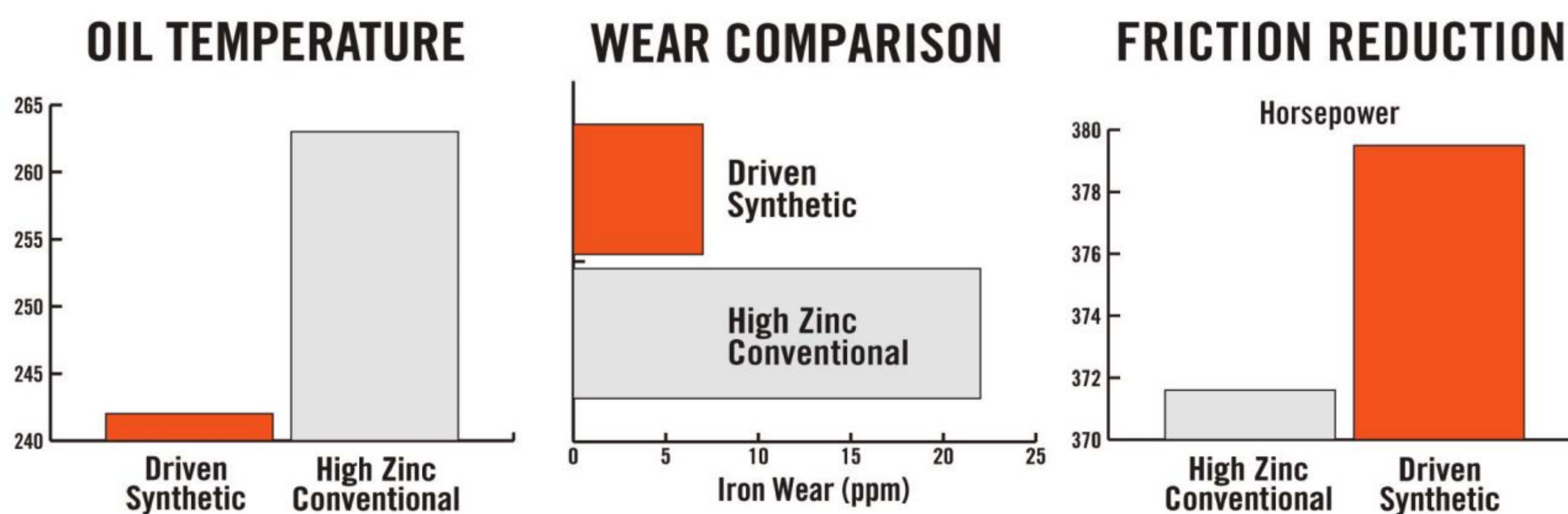
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TCR EUROPE

Drive Type	Front-wheel drive only
Weight	1285kg
Tyres	Two Compounds Yokohama dry tyre Yokohama wet tyre
Engine	2.0L turbocharged, direct injected
Output	350 bhp (approx)
Max Torque	420Nm
Gearbox	Xtrac 6-speed sequential with paddle shift + Lsd
Dampers	Two-way adjustable (Front and rear)
Brakes	Brembo Racing specified package
Qualifying	Q1 (20min), Q2 (10min), Top 12 shootout
Races	2 races (23min+1 lap)



BTCC

Drive Type	Front and rear-wheel drive
Weight	1280kg
Tyres	Three compounds Dunlop hard dry tyre Dunlop soft dry tyre Dunlop wet tyre
Engine	2.0L turbocharged, direct injected
Output	350+bhp
Max Torque	400Nm
Gearbox	Xtrac 6-speed sequential-shift and differential
Dampers	Multi-adjustable double- wishbone suspension (Front and rear)
Brakes	AP Racing specified package
Qualifying	130-minute session
Races	3 races (16-25 laps approx)

TCR EUROPE & BTCC
HOW THEY
COMPARE

THE FUTURE FOR ONE OF the hottest young prospects in international racing looks bright after proving himself to be highly competitive and adaptable in either a TCR or BTCC car.

Reece Barr is a leading touring car talent despite only making the step up into cars last year after a short but successful career in karts.

The 17-year-old took a debut runner-up spot in the highly competitive JCW Mini Challenge series, before making the huge leap into international racing for 2018 and TCR Europe with leading TCR team Target Competition.

Having first tested the Hyundai i30 N TCR car at the start of the year at Adria International Raceway, Barr also sampled Motorbase's BTCC Ford Focus at Snetterton just weeks later and has a unique perspective on the characteristics of both cars.

"I've never really had issues with adapting my driving style to any car and with both cars I was pushing by the third lap," recalls the Irishman. "In these cars you can push over the limit and still get away with it in a way. The skill is not to exceed the limit but to maximise the limit.

"In the TCR test Josh Files [two-time TCR Germany champion] was coaching me and I ended the session two tenths quicker than the podium finishers who raced at Adria that weekend; and my time in the TCR car probably helped me to adjust quicker to the BTCC car".

"The BTCC car was set up for three other drivers for my session at Snetterton, which also had TCR cars out that day, and I don't know if they were pushing but there wasn't anything in it".

"The BTCC car is softer, it has more straight-line speed and might be faster around the whole lap, but the TCR car feels quicker – it feels like you're more connected to the car.

"I feel around corners the TCR car is faster and more technical, but they are almost on a par."

One of Barr's strongest assets is his

smooth driving style, which is a crucial element in order to extract the most from any front-wheel-drive touring car, and is even more important when competing on some of Europe's most flowing and famously fast tracks.

"I have had to become a little more aggressive but I think my smoothness is an advantage as I'm getting more out of the tyres in qualifying and the races," he says.

"Smooth driving will probably help for the actual driving, but then the racing – that's a different skill in itself but you can adapt to anything with experience. It's about building up more controlled aggression in the races this season. The tracks in Europe are much smoother and more flowing than those in the UK and momentum is everything."

Against much more experienced drivers Barr has proven himself to be a match for any of them in TCR Europe, taking a fifth place at Paul Ricard in his first race in the series and consistently at the front of qualifying.

Despite struggling to match that result since, due to a mix of bad luck and a few forced errors, Barr continues to impress and is confident that next season he will benefit from the 'lessons learned' this season.

"This year has gone a bit 'off-track' but the raw speed has been great and I must thank all at Target Competition, AP Sports Management and all of my sponsors and supporters for their valuable inputs, I'm getting to terms with the different European racing style towards the end of the year," says Barr.

"I think we will be in a great place next year, and if we stay in TCR Europe we will be aiming for the top step if the promoters get that BOP dilemma sorted."

As the teenage racer firms up his race plan for 2019 he also keeps himself busy as a junior project manager with Street Drone as they develop their interesting range of autonomous vehicles, and he also continues his fundraising efforts for the worthy Rainbow Trust Children's Charity.





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MOTORSPORT IMAGES/GOLD AND GOOSE



LCR rider Cal Crutchlow caused a stir on Saturday when he expressed his anger at Honda continuing to prioritise Pedrosa for new parts, despite his impending exit, but rather undermined his case for being handed the latest material with a crash at Turn 1 on the fifth lap.

Yamaha failing to be competitive has long ceased to be newsworthy, but its latest poor display means it has reached a significant milestone. Last Sunday's race was the 23rd in a row it has failed to win, as Valentino Rossi recovered from a disastrous qualifying to finish eighth, two places ahead of Maverick Vinales. This is its longest-ever losing streak in the premier class.

Rossi in fact suffered his joint worst-ever qualifying on Saturday as he struggled to the 18th fastest time (repeating his effort from the 2006 Dutch TT, back when he was riding with a broken hand), but he managed to salvage eight points thanks to a good start and overnight set-up tweaks.

While Yamaha's woes continued, there was some joy for Aprilia in what has largely been a miserable year. Aleix Espargaro's sixth unexpectedly matched the manufacturer's best-ever finish in MotoGP after a storming start from 13th on the grid.

It came a day after younger brother Pol was once again ruled out of action after injuring himself in a practice shunt, leaving Bradley Smith as the lone KTM wolf. The Briton finished 13th.

JAMIE KLEIN

RESULTS ROUND 14/19, MOTORLAND ARAGON (E), SEPTEMBER 23 (23 LAPS – 72.558 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (E)	Honda	41m55.949s
2	Andrea Dovizioso (I)	Ducati	+0.648s
3	Andrea Iannone (I)	Suzuki	+1.259s
4	Alex Rins (E)	Suzuki	+2.638s
5	Dani Pedrosa (E)	Honda	+5.274s
6	Aleix Espargaro (E)	Aprilia	+9.396s
7	Danilo Petrucci (I)	Pramac Ducati	+14.285s
8	Valentino Rossi (I)	Yamaha	+15.199s
9	Jack Miller (AUS)	Pramac Ducati	+16.375s
10	Maverick Vinales (E)	Yamaha	+22.457s
11	Franco Morbidelli (I)	Marc VDS Honda	+27.025s
12	Takaaki Nakagami (J)	LCR Honda	+27.957s
13	Bradley Smith (GB)	KTM	+28.821s
14	Johann Zarco (F)	Tech3 Yamaha	+32.345s
15	Karel Abraham (CZ)	Aspar Ducati	+37.639s
16	Scott Redding (GB)	Aprilia	+39.585s
17	Thomas Luthi (CH)	Marc VDS Honda	+40.763s
18	Hafizh Syahrin (MAL)	Tech3 Yamaha	+56.296s
19	Xavier Simeon (B)	Avintia Ducati	+58.981s
20	Jordi Torres (E)	Avintia Ducati	+59.513s
R	Cal Crutchlow (GB)	LCR Honda	4 laps-accident
R	Alvaro Bautista (E)	Aspar Ducati	1 lap-accident
R	Jorge Lorenzo (E)	Ducati	0 laps-accident
NS	Pol Espargaro (E)	KTM	fractured collarbone

Winner's average speed

103.821mph.

Fastest lap Dovizioso 1m48.385s, 104.783mph.

QUALIFYING 2

1 Lorenzo 1m46.881s;
2 Dovizioso 1m46.895s;
3 Marquez 1m46.960s;
4 Crutchlow 1m47.146s;
5 Iannone 1m47.169s;
6 Pedrosa 1m47.224s;
7 Petrucci 1m47.351s;

8 Bautista 1m47.678s;

9 Rins 1m47.737s;

10 Miller 1m47.792s;

11 Vinales 1m47.810s;

12 Nakagami 1m48.284s.

QUALIFYING 1

1 Vinales 1m47.823s;

2 Nakagami 1m47.946s;

3 Morbidelli 1m48.009s;

4 Zarco 1m48.052s;

5 A Espargaro 1m48.181s;

6 Smith 1m48.216s;

WEEKEND WINNERS

MOTO2

ARAGON

1 Brad Binder
KTM

2 Francesco Bagnaia

Kalex

3 Lorenzo Baldassarri
Kalex

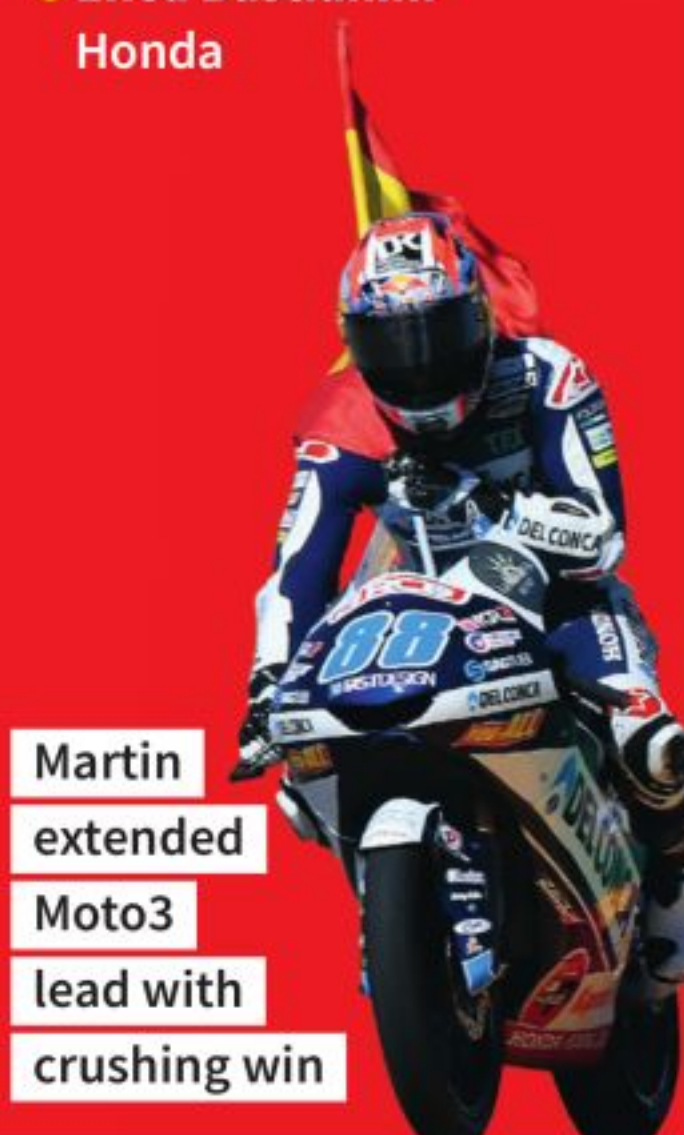
MOTO3

ARAGON

1 Jorge Martin
Honda

2 Marco Bezzecchi
KTM

3 Enea Bastianini
Honda



7 Abraham 1m48.398s;

8 Rossi 1m48.627s;

9 Syahrin 1m48.975s;

10 Luthi 1m48.988s;

11 Redding 1m49.303s;

12 Simeon 1m49.699s;

13 Torres 1m50.336s.

RIDERS' CHAMPIONSHIP

1 Marquez 246; 2 Dovizioso 174;

3 Rossi 159; 4 Lorenzo 130;

5 Vinales 130; 6 Crutchlow 119;

7 Petrucci 119; 8 Zarco 112;

9 Iannone 108; 10 Rins 92;

11 Pedrosa 87; 12 Miller 68;

13 Bautista 64; 14 Tito Rabat 35;

15 P Espargaro 32; 16 Morbidelli

31; 17 A Espargaro 29;

18 Syahrin 24; 19 Smith 18;

20 Nakagami 18; 21 Redding 12;

22 Mika Kallio 6; 23 Abraham 5;

24 Michele Pirro 1; 25 Luthi 0;

26 Stefan Bradl 0; 27 Simeon 0;

28 Sylvain Guintoli 0;

29 Christophe Ponsson 0;

29 Torres 0.

MANUFACTURERS' CHAMPIONSHIP

1 Honda 281; 2 Ducati 253;

3 Yamaha 202; 4 Suzuki 147;

5 KTM 44; 6 Aprilia 39.



Schumacher keeps up his unstoppable run



Schumacher leads
Shwartzman in
Saturday's opener

EUROPEAN FORMULA 3 RED BULL RING (A) SEPTEMBER 22-23 ROUND 9/10

Mick Schumacher has been transformed from rank outsider for the final Formula 3 European Championship title to overwhelming favourite within just two race weekends. To his triple win the previous time out at the Nurburgring, he added two victories and a second last weekend at the Red Bull Ring. It was totally convincing, the domination of his Prema Powerteam Dallara-Mercedes and the sister car of Robert Shwartzman, who took a first-time win in the finale, leading to despair elsewhere in the paddock – not least Dan Ticktum, who had been leading the points prior to the weekend.

To 'despair' you can add 'disquiet'. Red Bull Junior Ticktum went on Instagram to air his views on Sunday night, and hinted in a weekend preview that "at the end of the

season I will give my unfiltered view on a few things" – although he added that he is not suggesting any illegality. And while Schumacher was piling on the points, Ticktum in turn was giving himself too much work to do by labouring in qualifying. He was sixth on the grid for race one, admitting that he was getting the all-important Turn 1 wrong and losing a lot of time there. The race was wet, and he struggled early on: "At the start of the race we were way too low on pressures – it was bloody awful." He dropped to 10th, but recovered to eighth via a thrilling battle with Jehan Daruvala, which featured almost a whole lap of side-by-side racing.

Schumacher had taken pole by a margin unheard of in F3 at the Red Bull Ring: a massive 0.247 seconds, with three further laps quicker than anyone else's best. In the race, he fended off an early challenge from Shwartzman and read the conditions well to keep the Russian Ferrari junior at arm's length. Shwartzman saved his tyres for a

late push, but although he partially eroded the gap he didn't have enough to spare, even though Schumacher "felt the rear tyres were going off as it was drying out".

Ticktum's second qualifying was worse still, giving him eighth on the grid for race two and seventh for the finale. This time he felt that his Motopark weapon was understeering: "I just couldn't get the car into the corners. But let's face it, I couldn't find half a second to Mick [even if it was perfect]." His comments were echoed by team-mate Juri Vips, who was one of the eight drivers to drop out of mathematical title contention over the weekend. "In Q2 the car was perfect and I did a perfect job," said the Estonian. "Just the Prema cars [of Schumacher, Marcus Armstrong and Shwartzman] were ahead. There's something strange going on the last few rounds – for whatever reason they are much quicker."

Vips was the top Motopark driver on the grid for the first two races, while Jonathan Aberdein was also well in the picture and trounced both Vips and Ticktum on second-fastest times in Q2 that formed the grid for the final race. The South African quietly gets on with things and, Prema advantage or no, it indicates that there is perhaps some performance to find from the expected Motopark team leaders from time to time. "I haven't done the best job this weekend," admitted Ticktum.

A safety-car-infested second race rarely allowed Schumacher to pull too much of an advantage over Armstrong, who has puzzlingly lost his edge in the Prema camp, and in any case suffered from a damaged tyre from running wide. Indeed, Armstrong came



Palou (39) took a
podium in the wet,
Aberdein (23) in the dry



Hmm, wonder where he inherited the chin from...



Ticktum struggled, but took a fourth after race-two shunt

under occasional pressure from Schwartzman, who in turn had Vips shadowing him – Vips believed he was keeping up because he was more consistent, rather than matching the speed of the Prema cars ahead.

Ticktum was part of the trigger for the third and final safety car. Running eighth at the second restart, he challenged Sacha Fenestraz for seventh at Turn 3 – the Renault junior ran wide, but rejoined the track still a nose in front. Daruvala – who had earlier clashed with Nikita Troitskiy – got a run on both onto the back straight and they were three abreast, Fenestraz unaware of his Carlin team-mate's presence. Ticktum and Fenestraz touched, Daruvala piled in, and all three were out.

Amid whispers of Schumacher's domination all "being a bit Lance Stroll", it was good to see some hard racing at the start of race three. Schwartzman got a better start, and there appeared to be a tiny bump between them at Turn 1 before Schumacher ran wide. "He left space and went wide – that was really nice of him," said Schwartzman. From then on he controlled the race, while Schumacher helped himself to more strong points. Far in arrears, the impressive Aberdein held off Ticktum for third, the Brit saying "we tried something pretty drastic that seemed to work, and that gave us very strong pace" after his rise from seventh.

But he never had the pace of Schumacher. "Our pace was better than everyone else," the new points leader pointed out, "and it showed we have the potential for sure to be every time on the top step." As if anyone needs reminding of that...

MARCUS SIMMONS

RESULTS RED BULL RING (A), SEPTEMBER 22-23, RACE 1 (22 LAPS – 59.028 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Mick Schumacher (D)	Prema Powerteam / Dallara-Mercedes F318	35m30.307s
2	Robert Schwartzman (RUS)	Prema Powerteam / Dallara-Mercedes F314	+0.903s
3	Alex Palou (E)	Hitech GP / Dallara-Mercedes F315	+5.811s
4	Marcus Armstrong (NZ)	Prema Powerteam / Dallara-Mercedes F317	+12.911s
5	Ferdinand Habsburg (A)	Carlin / Dallara-Volkswagen F317	+15.505s
6	Juri Vips (EST)	Motopark / Dallara-Volkswagen F315	+17.127s
7	Jonathan Aberdein (ZA)	Motopark / Dallara-Volkswagen F315	+17.256s
8	Dan Ticktum (GB)	Motopark / Dallara-Volkswagen F318	+19.409s
9	Fabio Scherer (CH)	Motopark / Dallara-Volkswagen F316	+24.864s
10	Jehan Daruvala (IND)	Carlin / Dallara-Volkswagen F315	+26.718s
11	Sacha Fenestraz (F)	Carlin / Dallara-Volkswagen F317	+28.286s
12	Guan Yu Zhou (PRC)	Prema Powerteam / Dallara-Mercedes F315	+28.616s
13	Ben Hingeley (GB)	Hitech GP / Dallara-Mercedes F316	+29.737s
14	Sebastian Fernandez (YV)	Motopark / Dallara-Volkswagen F314	+31.341s
15	Marino Sato (J)	Motopark / Dallara-Volkswagen F314	+34.842s
16	Nikita Troitskiy (RUS)	Carlin / Dallara-Volkswagen F315	+39.602s
17	Sophia Florsch (D)	Van Amersfoort Racing / Dallara-Mercedes F316	+45.723s
18	Keyvan Andres (D)	Van Amersfoort Racing / Dallara-Mercedes F317	+49.928s
19	Ameya Vaidyanathan (IND)	Carlin / Dallara-Volkswagen F316	+57.660s
20	Julian Hanes (D)	Carlin / Dallara-Volkswagen F315	+58.101s
21	Artem Petrov (RUS)	Van Amersfoort Racing / Dallara-Mercedes F316	+1m00.927s
22	Enaam Ahmed (GB)	Hitech GP / Dallara-Mercedes F315	+1m04.008s
23	Ralf Aron (EST)	Prema Powerteam / Dallara-Mercedes F317	20 laps-stopped

Winner's average speed 99.750mph.

Fastest lap Armstrong 1m34.096s, 102.651mph.

QUALIFYING 1 1 Schumacher 1m23.640s;

2 Schwartzman 1m23.887s; 3 Armstrong 1m23.926s; 4 Daruvala 1m23.987s; 5 Vips 1m24.112s; 6 Ticktum 1m24.116s; 7 Aberdein 1m24.135s; 8 Ahmed 1m24.178s; 9 Scherer 1m24.235s; 10 Zhou 1m24.279s; 11 Habsburg 1m24.289s; 12 Fenestraz 1m24.293s; 13 Palou 1m24.313s; 14 Sato 1m24.378s; 15 Fernandez 1m24.380s; 16 Troitskiy 1m24.442s; 17 Andres 1m24.544s; 18 Hingeley 1m24.548s; 19 Petrov 1m24.754s; 20 Aron 1m24.253s*; 21 Florsch 1m24.486s*; 22 Hanes 1m24.870s; 23 Vaidyanathan 1m25.510s.

RACE 2 (22 LAPS – 59.028 MILES)

1 Schumacher 35m47.756s; 2 Armstrong +0.348s; 3 Schwartzman +0.747s; 4 Vips +1.140s; 5 Aron +2.463s; 6 Aberdein +5.251s; 7 Scherer +5.575s; 8 Habsburg +7.640s; 9 Zhou +8.625s; 10 Florsch +9.337s; 11 Ahmed +9.874s; 12 Hingeley +11.217s; 13 Sato +11.885s; 14 Hanes +12.429s; 15 Vaidyanathan +14.093s; 16 Fenestraz 20 laps-accident; 17 Ticktum 20 laps-accident; 18 Daruvala 20 laps-accident; R Palou 17 laps-accident/puncture; R Petrov 16 laps-accident; R Troitskiy 13 laps-accident; R Fernandez 0 laps-accident; R Andres 0 laps-accident.

Winner's average speed 98.940mph.

Fastest lap Schumacher 1m23.812s, 115.247mph.

QUALIFYING 2 1 Schumacher 1m23.170s;

2 Armstrong 1m23.257s; 3 Schwartzman 1m23.377s; 4 Vips 1m23.437s; 5 Aberdein 1m23.463s; 6 Daruvala 1m23.544s; 7 Fenestraz 1m23.592s; 8 Ticktum

1m23.625s; 9 Aron 1m23.629s; 10 Troitskiy

1m23.646s; 11 Zhou 1m23.646s; 12 Habsburg

1m23.749s; 13 Ahmed 1m23.798s; 14 Palou

1m23.833s; 15 Fernandez 1m23.844s; 16 Petrov

1m23.892s; 17 Andres 1m23.966s; 18 Sato 1m24.011s;

19 Florsch 1m24.175s; 20 Hanes 1m24.282s;

21 Vaidyanathan 1m24.307s; 22 Scherer 1m23.722s*;

23 Hingeley 1m24.450s.

RACE 3 (25 LAPS – 67.077 MILES)

1 Schwartzman 35m25.183s; 2 Schumacher +0.815s;

3 Aberdein +7.912s; 4 Ticktum +8.444s; 5 Armstrong

+10.304s; 6 Habsburg +12.541s; 7 Daruvala +13.069s;

8 Vips +17.421s; 9 Aron +18.370s; 10 Palou +18.901s;

11 Zhou +23.205s; 12 Scherer +24.295s; 13 Andres

+26.943s; 14 Petrov +28.606s; 15 Florsch +29.214s;

16 Fernandez +29.831s; 17 Troitskiy +33.120s;

18 Ahmed +34.030s; 19 Hanes +34.673s; 20 Hingeley

+36.724s; 21 Sato +40.760s; 22 Vaidyanathan

+41.435s; R Fenestraz 15 laps-pushrod.

Winner's average speed 113.626mph.

Fastest lap Schwartzman 1m24.490s, 114.322mph.

GRID FOR RACE 3 1 Schumacher; 2 Schwartzman;

3 Aberdein; 4 Vips; 5 Armstrong; 6 Aron; 7 Ticktum;

8 Daruvala; 9 Habsburg; 10 Zhou; 11 Fenestraz;

12 Ahmed; 13 Fernandez; 14 Palou; 15 Scherer;

16 Andres; 17 Troitskiy; 18 Sato; 19 Florsch;

20 Hingeley; 21 Petrov*; 22 Hanes; 23 Vaidyanathan.

*grid penalty.

CHAMPIONSHIP 1 Schumacher 329; 2 Ticktum 280;

3 Armstrong 260; 4 Vips 242; 5 Schwartzman 241;

6 Aron 219.5; 7 Palou 173; 8 Ahmed 168; 9 Zhou 167;

10 Daruvala 124.5.



Audi works miracles for Rast

DTM
RED BULL RING (A)
SEPTEMBER 22-23
ROUND 9/10

The miracle recovery of Rene Rast and Audi in the DTM continued at the Red Bull Ring last weekend. A second successive double win means Team Rosberg driver Rast enters the Hockenheim finale 30 points behind series-leading Mercedes man Paul di Resta, and 26 behind Gary Paffett. And no-one could have predicted that in Austria, bearing in mind the qualifying form.

Reigning champion Rast is without question a stunning driver, but his success at the Red Bull Ring owed as much to nifty Audi tactics as it did to his own brilliance. Not to mention a hefty dose of controversy that left Mercedes' Daniel Juncadella leaving the venue with a bucket-full of sympathy – and not a single top-10 finish.

Rast had qualified ninth for the opener, but good pace and a well-executed pitstop

left him fourth during the second stint, trying everything he knew to get past BMW's two-time champion Marco Wittmann. This was brilliant touring car racing, an occasionally exasperated Rast experienced a few bumps along the way as he tried everything to pass the impenetrable Wittmann, two top-class stars showing why they are among the best in their field.

Up front, Juncadella had got the better of a battle with Audi's Mike Rockenfeller, and looked set for victory – until Timo Glock's BMW stopped with what RMG boss Stefan Reinhold described as "a problem with the fuel supply". Once the bright-yellow machine was retrieved under the safety car, that left time for just three laps of racing from the double-file restart. Juncadella, sensing the anxiety of those behind to get going, accelerated moments too soon in what is described as "the first corridor" between confusing lines on the track. Although he held the advantage and put breathing space between his Merc and the Audis behind, the officials slapped him with a drivethrough penalty, notification of which came through on the final lap. In its stead, 30 seconds would be added to his time...

Audi seized the initiative. Just before the safety car had appeared, Rast's last bid to pass Wittmann had ended with him running wide at Turn 3, and he was swiftly shuffled down to sixth by Audi stablemate Nico Muller and di Resta. At the restart, Wittmann – his tyres fading fast – dropped down the field, and Rast also got past

di Resta to run fourth behind Juncadella, Rockenfeller and Muller. With just moments to the chequered flag following the imposition of Juncadella's penalty, Muller and Rockenfeller moved over for Rast in the last two corners. And don't forget, they also belong to different teams: Phoenix (Rockenfeller) and Abt (Muller). "Thank you to Abt and Phoenix," acknowledged Rosberg boss Arno Zensen. "That was perfect teamwork."

It was and, refreshingly, Audi was perfectly honest about it, especially in light of the team-orders cover-ups from 2017 that favoured Mattias Ekstrom over Jamie Green. "Rene is our only chance in the title race," added Rockenfeller, who'd handed over the win. "That's why, at this stage of the championship, it was clear that we'd help him. We managed that well today."

Rast's win on Sunday owed much to an inspired opening few corners that lifted him from seventh on the grid to fourth, and a little cooperation from Muller. The Swiss had got the better of poleman Paffett – who had taken a frustrated 10th the previous day after getting mixed up in a first-lap tangle at Turn 3, and lost the points lead to di Resta. For the opening stages, Muller led Paffett, di Resta and Rast with little to separate them.

As Augusto Farfus parked his BMW on the grass following an entertaining tail-end scrap with the guesting Sebastien Ogier, Rast dived into the pits. Whether or not this was triggered by an anticipated safety car that never came, it worked a treat. The



Juncadella was a good sport for this pic to be taken post-Saturday

STANDINGS

1	Paul di Resta (Mercedes)	229
2	Gary Paffett (Mercedes)	225
3	Rene Rast (Audi)	199

For more info: autosport.com/DTM

Rast leads team-mate Muller, who helped him to both Austrian wins

other three leading contenders stopped over the next two laps, and now it was Muller leading Rast and a scrap between the two British Merc drivers, which was won by Paffett.

With 13 laps remaining, Muller allowed Rast through, and shadowed him to the finish, trailed by the Mercedes duo. Paffett had lost 2.4 seconds to Rast in the pits, but poured cold water on this costing him. "I don't think even with a miracle pitstop I would have been able to catch these guys," he said. "People only see the pitstops when you're fighting for the win. Yesterday I was nowhere and had the fourth-best stop."

With Wittmann struggling and out of the points, it was left to rookie Joel Eriksson to lead the BMW charge in fifth. Wittmann is now out of the title picture and it's Mercedes versus Mercedes versus Audi. You'd have to bet on di Resta or Paffett, but who could rule out the astonishing Rast?

MARCUS SIMMONS

Busch pulls off stunning Richmond resurrection

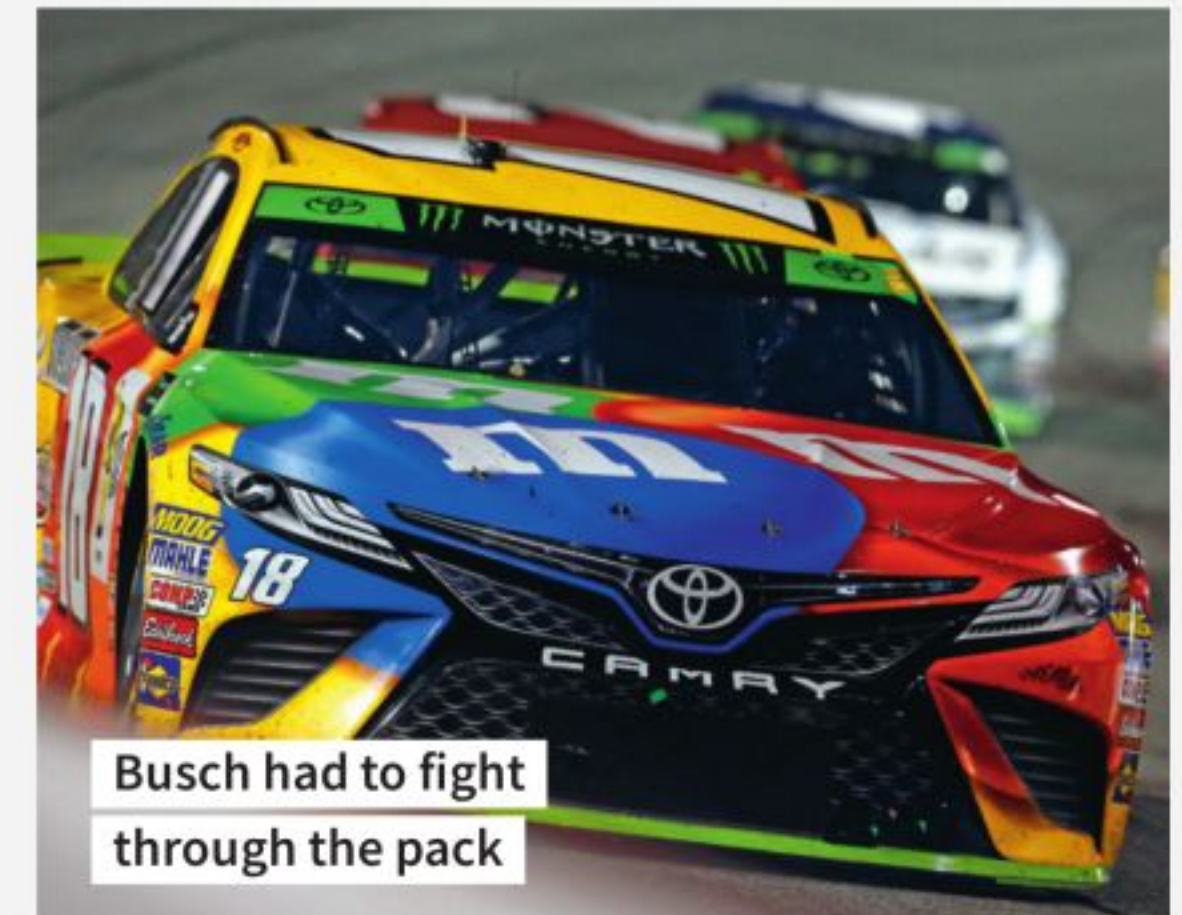
NASCAR CUP
RICHMOND (USA)
SEPTEMBER 22
ROUND 28/36

NASCAR's so-called 'Big Three' returned to the fore in the playoff race at Richmond, further highlighting the likely destination of the title. In the latest bout it was Joe Gibbs Racing's Kyle Busch who came out on top ahead of Kevin Harvick and Martin Truex Jr.

Busch's chances of sealing a place in the next round of the playoffs looked unlikely at first when he was sent to the rear of the field after qualifying repairs. But he surged to 13th by the end of stage one. When that was followed by a clever pitstop strategy, he jumped up to second in the final stage. And after an engaging battle with Penske's Brad Keselowski – NASCAR's form driver – Busch came up trumps to win.

Keselowski's tyres dropped off and that allowed Harvick to challenge Busch late on, but to no avail as the Toyota Camry driver wrapped up his sixth win at Richmond.

"I knew Harvick was kind of closing in on us there at the end," said Busch. "I ran really hard trying to pass Brad, racing with Brad, and being able to finally



Busch had to fight through the pack

MOTORSPORT IMAGES/NKP/LAT

get by him, and you could see how hard we ran by how fast he dropped. Our car was really good in the long run.

"I think it was a factor of me running real hard, pushing real hard that meant Harvick was able to close in on us at the end. My stuff was really, really used up."

A Busch-versus-Harvick contest looked unlikely after Furniture Row Racing's Truex had led 160 of 200 laps. But an uncontrolled tyre during a pitstop sent him to the back of the field and forced him into a recovery drive. Third was enough for him to join Busch in the next round, however, along with Keselowski. Truex's rivals are through by virtue of winning a race in the first stage of the playoff round.

It could prove crucial as NASCAR now heads to its cutoff race at Charlotte, racing at the new 'roval' road course that has been described as a "wildcard" race by seven-time champion Jimmie Johnson.

TOM ERRINGTON

WEEKEND WINNERS

DTM

RED BULL RING

Race 1 & 2 Rene Rast

Team Rosberg Audi RS5 DTM

NASCAR CUP

RICHMOND

Kyle Busch Joe Gibbs Racing Toyota Camry

NASCAR XFINITY

RICHMOND

Christopher Bell

Joe Gibbs Racing Toyota Camry

INTERNATIONAL GT OPEN

MONZA

Race 1 Fran Rueda/Andres Saravia

Teo Martin Motorsport BMW M6 GT3

Race 2 Alessandro Pier Guidi/ Mikkel Mac

Luzich Racing Ferrari 488 GT3

EUROFORMULA OPEN

MONZA

Race 1 & 2 Felipe Drugovich

RP Motorsport

ASIAN FORMULA 3

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Race 1, 2 & 3 Jake Hughes

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Victory means Busch has booked his place in the second playoff

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Early-season dominance ensured G-Drive (leading) of title despite torrid race

G-Drive wraps up ELMS crown

EUROPEAN LE MANS SERIES
SPA (B)
SEPTEMBER 23
ROUND 5/6

Despite a nightmare outing in the Spa 4 Hours – which included a collision, a penalty and a lowly 14th-place finish – G-Drive Racing's Andrea Pizzitola and Roman Rusinov wrapped up the European Le Mans Series LMP2 title with a round to spare.

The TDS-run G-Drive ORECA started on pole thanks to a last-gasp effort from part-time team-mate Jean-Eric Vergne, giving the squad the best chance to make it four wins on the bounce. But that was soon undone as he forced the #88 Proton Porsche 911 RSR onto the grass on the approach to the Bus Stop while battling with Rebellion Racing's Ryan Cullen. Vergne earned a two-minute stop/go penalty for avoidable contact, ending any chance for a good result.

Nevertheless, chief title rivals Norman Nato, Olivier Pia and Paul Petit never recovered from a disappointing sixth in qualifying in their Racing Engineering ORECA, and their eventual seventh assured G-Drive of the crown.

The championship contenders' struggles

left the door open for United Autosports to score its first win of the season. Phil Hanson had started the Ligier second following a strong qualifying from Filipe Albuquerque, but Hanson struggled in the wet conditions and slipped quickly down the field. He brought the car in early to hand over to Albuquerque, just minutes before a fortunate safety-car period meant they would cycle to the front following the leaders' own stops.

This meant the United Ligier was in the perfect position when the red flag was shown just over halfway due to severe rain, duly securing the win ahead of the Ben Hanley/Nicolas Lapierre/Henrik Hedman DragonSpeed ORECA and the Panis Barthez Competition Ligier of Will Stevens/Timothe Buret/Julien Canal.

Better was to come for United Autosports, which also won LMP3 with its #2 Ligier shared by John Falb and Scott Andrews – a late replacement for an ill Sean Rayhall.

The #88 Proton Porsche was denied GTE victory following an unfortunately timed stop, which dropped it to third just minutes before the red flag was shown, handing victory to Fabio Babini/Riccardo Pera/Bret Curtis (Ebimotors Porsche).

KYLE FRANCIS



WEEKEND WINNERS

EUROPEAN LE MANS SERIES

SPA

LMP2 Phil Hanson/Filipe Albuquerque

United Autosports Ligier-Gibson JSP217

LMP3 John Falb/Scott Andrews

United Autosports Ligier-Nissan JSP3

GTE Fabio Babini/Riccardo Pera/Bret Curtis

Ebimotors Porsche 911 RSR

RENAULT EURO CUP

HOCKENHEIM

Race 1 & 2 Max Fewtrell R-ace GP

ADAC GT MASTERS

HOCKENHEIM

Race 1 Marvin Kirchhofer/Daniel Keilwitz

Callaway Competition

Corvette C7 GT3-R

Race 2 Sheldon van der Linde/

Kelvin van der Linde

Land-Motorsport Audi R8 LMS

BRAZILIAN STOCK CARS

VELO CITTA

Race 1 Felipe Fraga

Cimed Racing Chevrolet Cruze

Race 2 Atila Abreu

Shell Racing Chevrolet Cruze

SCANDINAVIAN TOURING CARS

MANTORP PARK

Race 1 Johan Kristoffersson (above)

Kristoffersson Motorsport

Volkswagen Golf GTI TCR

Race 2 Tobias Brink

Brink Motorsport Audi RS3 LMS TCR

TCR EUROPE

MONZA

Race 1 & 2 Jean-Karl Vernay

Audi Sport Leopard Lukoil Team

Audi RS3 LMS TCR

For full results visit:

motorsportstats.com

Fewtrell on top after Lundgaard disaster

RENAULT EURO CUP
HOCKENHEIM (D)
SEPTEMBER 22-23
ROUND 9/10

Max Fewtrell took full advantage of a disastrous weekend for erstwhile Formula Renault Eurocup points leader Christian Lundgaard, taking a composed brace of victories at Hockenheim to establish

a 10.5-point lead over Yifei Ye ahead of the season finale.

A lights-to-flag win for R-ace GP driver Fewtrell by 0.7 seconds ahead of Ye in the opener set the tone for a momentum shift in the title race. Lundgaard retired after making contact at Turn 2 with Victor Martins and then going straight on at Turn 5.

Lundgaard's luck failed to



A maximum 50-point score moves Fewtrell into prime position

improve the following day after a transmission failure while leading. Fewtrell moved ahead to lead home Oscar Piastri and Ye.

Doueid Ghattas and fellow German Phil Hill split the spoils in the NEC class, Ghattas earning the title.

DAMIAN MEADEN

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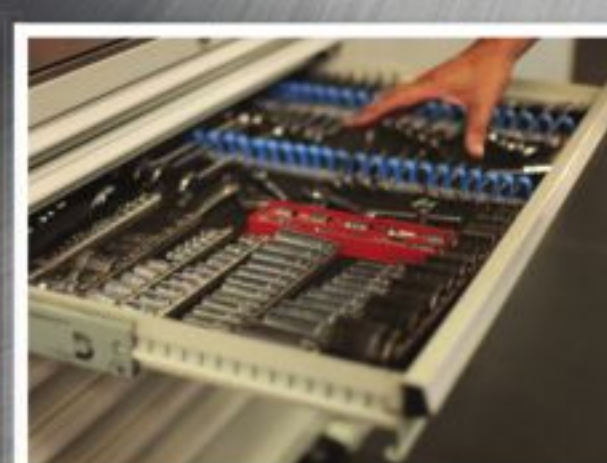


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LEADING ASTON GT3 SQUADS TO EXPAND INTO GT4 IN 2019

BRITISH GT

British GT championship-winning team TF Sport will expand into GT4 next year, as well as continuing in GT3, after acquiring two new Aston Martin Vantage GT4s.

The new GT4 machine completed its first shakedown at Turweston airfield recently in the hands of factory driver Ross Gunn and will be homologated along with the new GT3 model next March. Autosport understands the car will begin testing next week.

TF, which has also ordered two GT3 models, has been joined by Optimum Motorsport (which won the 2016 British GT4 title with a Ginetta before stepping

up to GT3) and existing Aston GT4 customer Academy Motorsport in placing an order for the GT4.

"It looks lovely, a nice little bit of kit," TF Sport boss Tom Ferrier told Autosport. "It's an area we want to get into and it's nice to have a bit more presence on the grid in British GT, so we're looking forward to it and hopefully working with some youngsters."

"I would hope we have two GT3 cars in British GT, so it could be as many as four [in total], but that will be the maximum. We'll see, we'd have to expand the workshop."

Optimum boss Shaun Goff said he also hopes to run a maximum of four cars across both classes, but had yet to confirm his plans.

"The ideal would be a maximum of four cars, two GT3, two GT4, but if it's two then so be it," he said. "GT4 has been a big part of the business for quite some years and this season is the first time we've not been on the grid in a GT4 car since 2012, so my intention was always to come back next year, it was just a case of finding the right partner."

"This year I've seen a great involvement from Aston Martin with the GT3 car and I'd like to just expand on that across both GT3 and GT4."

Ferrier hopes to run the GT3 at the Gulf 12 Hours in December, and expects to take delivery of a GT4 in January.

JAMES NEWBOLD

"GT4 HAS BEEN A BIG PART OF THE BUSINESS FOR QUITE SOME YEARS"



New GT4 car is set to begin testing next week

Champion Parfitt to take 2019 sabbatical

BRITISH GT

Rick Parfitt has announced he will take a sabbatical from British GT next season.

The 2017 champion, who also won the '13 GT4 title, finished ninth in this year's standings in the previous-generation Bentley Continental GT3 run by Team Parker Racing, managing a single podium at Spa.

Parfitt, who suffers from Crohn's Disease, explained that rising costs and the increasing commitments of his eponymous band had contributed to his decision, as well as the need to have an operation on his gut.

"I have a massive passion for this —



Whatever you want:
Parfitt plans a year
away from British GT

I just think I need a little bit of time off, so I wouldn't say it's retirement," he said. "I'll say it's a sabbatical just to gather my thoughts and put my energies into the band and touring."

The 43-year old retains the ambition to one day race at the Le Mans 24 Hours and didn't rule out the prospect of one-off race outings next year.

"I'm a quick Bronze and I know they are tough to come by nowadays," he said. "So there is always a need and if the right opportunity presented itself I would be an absolute fool to disregard that out of hand, but I'm not going to go out and chase the opportunity."

JAMES NEWBOLD

Calls for new Donington GT format

BRITISH GT

Two-time British GT champion Andrew Howard has called upon the series to be "brave" with its format for the championship's first of two visits to Donington Park next year.

Donington got the nod for a second round owing to the closure of Rockingham as a venue, and Howard hopes for the introduction of a longer into-the-night race to become an "ambassadorial round" alongside the category's flagship Silverstone 500, the only three-hour event on the calendar.

"The key is to mix up the format," Howard told Autosport. "If the championship can be brave, if we go to a longer format that perhaps starts at 1800hrs and went through to 2200hrs, that would be awesome. It brings a new dynamic without being massively expensive."

But ERC Sport Mercedes driver Lee Mowle felt it was a missed opportunity to reduce costs by cutting the calendar to six rounds.

"Speak to most of the pointy end in GT3 and they are spending some significant amounts of money, it has got stupid," he said. "If you were going to question what you do with it, why don't you move it to a six-round series and take 50-60 grand out of the budget? I thought it was an opportunity missed to do something like that."

British GT championship manager Benjamin Franassovici says that going back to six weekends would not be a viable option.

"It's a national championship, so I think six is a bit on the low side," he said. "I am working behind the scenes to get the format right and I think we're going to get something different. [Circuit owner] MSV is being very cooperative and the reception from teams, drivers, fans to go to Donington has been great."

JAMES NEWBOLD



British GT will visit
Donington twice



Adam has praised
Haigh's development

Record-breaker Adam hails team-mate Haigh

BRITISH GT

Jonny Adam's record-breaking third British GT title has confirmed him as the most successful driver in the series' history.

His fourth place with Flick Haigh and Optimum Motorsport in last weekend's Donington Park season finale sealed the Aston Martin factory driver his third crown with as many co-drivers and teams: Adam partnered Andrew Howard at Beechdean AMR in 2015, and Derek Johnston at TF Sport in '16. Adam also accompanied Howard to his '13 series title, but was docked points for a driving infringement at Snetterton, meaning

Howard was credited as a solo champion.

Adam's second victory of the season at Brands Hatch last month, his 14th overall, already made him the championship's most successful driver in terms of wins. "It's a nice feeling to do it with a third team and a third team-mate," Adam said. "Pro-Am racing is all about the Am; the Pro just makes the small difference, and some people don't get that, but that is what it's all about."

"We've put a lot of effort in with Flick — she's come on so much as a driver and as a person. You can see she's got the confidence to walk up and down the paddock as a champion."

JAMES NEWBOLD



British F3 won't have a new car for 2019 season

BRDC BRITISH F3

The BRDC British Formula 3 Championship will keep its current car for next year owing to the continued uncertainty surrounding the FIA's Regional F3 concept.

MotorSport Vision, which operates the championship, had explored the possibility of becoming an FIA Regional F3 series and switching to a new halo-fitted car for 2019.

But since the FIA is yet to make a final decision and time is running out for teams

to prepare for next season, MSV has decided to keep the current Tatuus-Cosworth car that was introduced in 2016.

MSV group operations and engineering manager Giles Butterfield said: "It's unclear how F3 Regional is going to develop in Europe even though we've been talking to the FIA about the concept for two years or more. We have made the decision because we think it's the best thing for the teams and the championship. The teams can now make plans for winter testing and next season."

Autosport understands that the FIA will vote imminently on two proposals, and one of those will define Europe's Regional Formula 3 series in 2019 (see page 6).

Not becoming a regional series will likely mean that British F3 will lose the right to call itself Formula 3. "It's not certain yet [on the name]," added Butterfield. "We don't know if it's 100% sure [that the F3 name cannot be used]. In the next eight, nine, 10 months we'll evaluate what we will do in 2020. We should have a really strong grid next year. The driving ability in the championship this year is at a very high level."

"The British F3/British GT partnership with SRO works really well and we want to continue it. We'll be looking to announce a 2019 calendar shortly. We're very happy to be carrying on [with the current car]."

STEFAN MACKLEY

Stutely impresses in Tarling's Jamun

HISTORIC FF1600

Ex-Formula Ford champion Linton Stutely returned to the cockpit in last weekend's Brands Hatch round of the Historic Formula Ford 1600 Championship.

Stutely – the boss of preparation firm Enigma Motorsport – had not competed since 2015, but took the chance to race the title-winning Jamun T2 of Richard Tarling in repayment for rebuilding the car, while Tarling raced in the Heritage

Formula Ford event.

Stutely qualified second in the wet at Brands. He took fourth in the first race before a broken radiator put him out in race two.

"I've got a Mygale Formula Ford which I'm building for myself, and I said to my dad, 'Let's get rid of it and get a historic car instead,'" said Stutely. "I enjoyed the weekend. Everyone was friendly and gives you just enough room to race, which is what you want with those cars."

JACK BENYON



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Caine to return to Porsches



PORSCHE CARRERA CUP GB

Former British GT champion Michael Caine will return to the Porsche Carrera Cup GB for the series finale at Brands Hatch this weekend at the wheel of a Motorbase Performance-run machine.

Motorbase rejoined the series this season with Valentin Hasse-Clot, who took part at Snetterton. Caine, who was runner-up in the Carrera Cup in 2010 behind champion Tim Harvey, last took part in the series in 2011.

Caine began the season racing a Team Hard Volkswagen CC in the British Touring Car Championship, but left the team after the Rockingham round in August.

“David asked me to race and I jumped at the chance,” said Caine. “I know it will put a smile on my face and I can really enjoy the weekend. I will not get involved with the title battle – I am just going out there to do the best job I can for myself and the team patron David Bartrum. The colour scheme will certainly get me noticed too, but I’m not going to reveal details just yet.”

Ex-Formula 1 driver Mike Wilds is another addition to the entry list for Brands Hatch. The Britcar regular will compete with top team Redline Racing.

The championship will be fought between Dino Zamparelli, Tio Ellinas and Tom Wrigley this weekend.

MATT JAMES



BRITISH F3 Billy Monger marked his first visit back to Donington Park since his life-changing crash (which led to a double leg amputation) by meeting and speaking with the circuit’s marshals last weekend. “Between me and Carlin, it’s a decision we decided to make before the weekend because without marshals we don’t get to go racing,” said Monger. **Photograph by Jakob Ebrey**

IN THE HEADLINES

THORBURN STUDYING

National Formula Ford 1600 frontrunner Jamie Thorburn has withdrawn from the remainder of the season due to clashes with his university studies. The Cliff Dempsey Racing driver will sit out the final meeting at Donington Park and the Formula Ford Festival. “Obviously this isn’t how I had expected to end the year,” Thorburn said. “I’m counting down the days until I can get back out in a car, whenever and wherever that may be, but until then it’s time to hit the books and focus on university.”

FJUNIOR IN SCOTLAND

Some northern-based Formula Junior drivers have called for the championship to visit Knockhill next year after a pair of trophy races were held at the Scottish circuit earlier this month. Eight cars made the trip to the Fife circuit, while the regular Historic Sports Car Club championship raced at Spa. “We did some rough calculations and we think there are around 20 active cars in the north of the country,” said Peter Anstiss, who was on pole for one of the Knockhill races.

CAREY’S BRITISH F3 BOW

F3 Cup championship leader Cian Carey is eyeing a full-time move to BRDC British Formula 3 next season after making his debut at Donington Park last weekend. The 23-year old competed with Chris Dittmann racing and took a best finish of ninth in the second race. “Chris [Dittmann] has wanted to get me out all year,” he said. “I’m trying to get a budget together for a full campaign next year but this weekend I’ve got a feeling for the car.”

HOT HATCH BOOST

The Scottish Motor Racing Club’s Hot Hatch category is set to expand for 2019 after the series welcomed a pair of Renault Clios (below) at its latest round at Knockhill earlier this month. SuperLapScotland drivers Yumen Lai and Steven McNab both entered the penultimate round of the year and have announced plans for a full campaign next season. The Clios dominated proceedings and McNab and Lai took both wins. Lai believes more sprinters will be on the grid ahead of 2019.



CSCC plans new RX-8 sub-class

RX-8 TROPHY

The Classic Sports Car Club has announced its first one-make race class for the Mazda RX-8, which will start in 2019.

Called the RX-8 Trophy, it will cater for road-legal examples of the series-one coupe built from 2003-08 and will run as a class within the New Millennium series.

The RX-8 Trophy will join the field of post-2000 production cars and share its 40-minute, mandatory-pitstop and one/two-driver format. Running to a heavily restricted set of regulations, it is intended to offer value, entry-level motorsport.

Club director David Smitheram said: "I am aware of the barriers that stop people racing. It's usually a combination of time, money and space. Hopefully



this is the answer to all three.

"Last year I ran in a one-make BMW championship and learned a lot. Since then I've moved house and don't have room for a dedicated tow car and trailer. I still want to go racing but I just haven't got the room."

Smitheram has built the first car himself, although as club director he is ineligible to compete in CSCC events.

A sub 30-hour build time is expected, plus a total cost of between £4000 and £5000 for a ready-to-race car.

All retain the road car's 231bhp rotary engine and rear-wheel-drive configuration. Cars also have to keep the heater, air conditioning and stereo to allow racers to drive to the circuit and back, negating the need for a trailer.

"The RX-8 as a road car has flaws," Smitheram added. "But these largely disappear as a race car, especially with the few reliability modifications the regulations allow."

MATT KEW

Tribute to Bateman at Silverstone event

FIESTAS

Tributes were paid to John Bateman by Fiesta Championship organisers and its drivers during the series' visit to Silverstone last weekend.

Bateman (right), a former competitor and official in Fiestas, died of a heart attack while competing in a Puma Cup race at Donington Park earlier this month.

A minute's silence was observed by members of Bateman's family and Fiesta drivers on the grid before the start of the second race of the weekend, and all cars displayed special decals as a further mark of respect.

Series coordinator Maddy Dadson said: "He raced with us and most recently had been the championship's driving-standards official, so it feels right to give something back."

Competitor John Cooper



opted to change his number to Bateman's trademark #42 for the weekend, and took victory in Class D in the third race.

"That's a fitting way to win it for me," said Cooper. "He'd have raised a glass to us. He wasn't always the fastest, but he was definitely one of the nicest and did a lot to help us over the years."

DAN MASON

WILLIS CLAIMS THIRD CHAMPIONSHIP

BRITISH HILLCLIMB

Trevor Willis clinched his third British Hillclimb title after his closest rival failed to score in the penultimate round at Loton Park in Shropshire last Sunday.

Willis, driving an OMS 28, took only fourth in the morning top 12 run-off but closest rival Will Hall, in a Force WH Xtec, overran in wet conditions at the track's notorious Triangle Bend and failed to score, handing Willis the crown.

Willis, who was also champion in 2012 and '17 and took 12 wins this season, said: "I am so relieved to clinch the title as I

only had a fragile lead coming into these last two rounds and Will was closing fast, however I do feel for him as he and his team are always hard to beat."

Hall said: "I had high hopes coming here, but unfortunately I made a mistake in the first run-off, which really scuppered my chances. And then I failed in the second one too, by simply trying too hard!"

Scottish driver Wallace Menzies, driving the latest Gould GR59 Cosworth, took second place in the first run-off behind Richard Spedding and won the finale to secure #3 on his car for next year.

TONY ADAMS



GT Cup to get extra races

GT CUP

The GT Cup will run four races per weekend next season after a survey of drivers and teams found that many wanted more track time.

This year the GT Cup has run practice, qualifying and two sprint races on a Saturday and then a warm-up, qualifying and a 50-minute pitstop race on the Sunday of its two-day meetings.

But for next year there will be shorter practice and qualifying sessions, a 25-minute sprint race and a 50-minute pitstop race on each day. This means drivers will now get three and a half hours of track action each weekend.

"We had a huge response to our survey, and people phoned us too," explained championship director Hannah Wilson. "We listened and took on board everything that everybody said and one of the main

things the survey suggested was people wanted more track time.

"They said Saturday was really good and busy but Sunday fell flat a little bit. They didn't want so much practice but we have offered more track time.

"[The changes mean] Pros can now race on a Saturday but still won't be able to go out in the sprint races. We're also looking to book some dedicated testing on Friday."

The provisional 2019 calendar features seven two-day meetings, visiting Donington Park, Snetterton, Silverstone and Brands Hatch GP.

No calendar has yet been revealed for the GT Cup's sister series the LMP3 Cup. Organisers had to wait for the European Le Mans Series calendar to make sure dates did not clash. Wilson says there is a contract with the ACO for the series to run next year, despite small entries this term.

STEPHEN LICKORISH



IN THE HEADLINES

NEW HSCC CHIEF

Andy Dee-Crowne has been appointed to the role of chief executive officer for the Historic Sports Car Club, starting in January 2019. Dee-Crowne will bring wide-ranging experience to the role, both as a competitor and as a clerk of the course. He will succeed Grahame White, the club's CEO for more than 20 years, who will switch to a new consultancy position. "Grahame has made a fantastic contribution to the HSCC and he is a tough act to follow," said Dee-Crowne.

RICHARDS IMPRESSES

Caterham ace Clive Richards joined the Historic Formula Ford grid at Brands Hatch last weekend with the ex-Dan Pickett Merlyn Mk20, and hopes to contest a full season in 2019. The Surrey-based tree surgeon has raced Caterhams successfully for 20 years and was looking for a new challenge. "I had a test in a Formula Ford here at the racing school when I was 17," said Richards, 57. "If I enjoy it, we'll do a full season next year." He tested the car for the first time on Friday and then took second place in Sunday's race.

WHIZZO'S FAREWELL

Stars from the sport including John Watson and Richard Attwood gathered in Bromyard last Friday for the funeral of Barrie 'Whizzo' Williams. A large congregation filled St Peter's Church in the Herefordshire town to honour the life of Williams, who died recently after a short illness. Outside the church was his Mini Cooper, 120 MNP, which he used to win the 1964 Welsh Rally.

'BRAIN FADE' TO VICTORY

Anthony Ditheridge won the Archie Scott Brown Trophy race at Snetterton last weekend in his Cooper Monaco, despite relinquishing pole to start from the pitlane due to "brain fade" (below). Having qualified on pole, Ditheridge headed for the pits at the end of the warm-up lap, but not due to any technical problem. "I just happened to turn down the pitlane and then thought, 'brain fade!'" Ditheridge said. "That was a stupid move – I didn't intend to!" He rose through the field to lead within three laps, beating Shaun Bromley's Elva by seven seconds.



Hoy races Caterham again

CATERHAM SEVEN 420R

Sir Chris Hoy made his racing return at Silverstone last weekend in a Caterham 420R double-header, and hopes to carry on in the series in 2019.

The six-time Olympic gold-winning cyclist rejoined the championship for its final two races of the season, collecting two 12th-place finishes in very different weather conditions.

Hoy, who has previously raced in Radicals and British GT, said: "I've been learning new things in almost every corner in the wet conditions. You notice the changes

each time you go out on track.

"I haven't had the time that I'd have liked to give this a proper go, so hopefully if the time is there I'd like to do more races in this series next year. The most important thing for me is to keep learning, getting stuck in and having fun while doing it."

Hoy is one of numerous Caterham drivers coached by 2008 British GT champion Jon Barnes, who praised Hoy's performance in dreadful weather.

"He's been doing a great job, because it's the first time he's raced the car in these conditions," Barnes said.

DAN MASON



Adam/Haigh avoid trouble to seal GT3 title

DONINGTON PARK
BRITISH GT
SEPTEMBER 22-23

The mark of a champion is to keep your cool when others lose theirs, and Flick Haigh's resolve was certainly tested by the chaos surrounding her at Donington Park.

Needing only to finish sixth to secure the British GT title for herself and Optimum Motorsport Aston Martin team-mate Jonny Adam, a cautious Haigh found herself being elbowed down to fifth by the time of the pitstops, but championships are won by being sensible on your off-days and not by

making rash moves that lead to contact.

Even with closest title rivals Phil Keen and Jon Minshaw upholding their end of the bargain by taking victory in their Barwell Motorsport Lamborghini, fourth was enough for Haigh to claim her first British GT title, while Adam claimed his third crown with as many different co-drivers and teams.

"I woke up this morning and it was a weird feeling, like 'this is an important day', but there was just a gut feeling that if we were sensible, then it could be ours," said Adam.

Even with a 27.5-point buffer heading into the weekend, Optimum only had to look to Keen and Minshaw's recent Donington track

record to know that the job wasn't done yet.

The die was cast from the off, as Minshaw romped away from pole, while team-mate Sam de Haan set about defending second from a gaggle of Aston Martins including Graham Davidson (Jetstream), Haigh and Mark Farmer (TF).

It appeared to many onlookers like clever tactics from Barwell, but team boss Mark Lemmer insisted it was not the case.

"We joked that it looked like a master tactic for Barwell, but it was absolutely not," he said. "He was very defensive, but the officials didn't see anything wrong with it."

Once Davidson did get through, he slid

TENSE FINISH AS GT4 CHAMPIONSHIP CHASE GOES TO THE WIRE

Jack Mitchell left it late to seal the GT4 title, uncomfortably so. Running fourth with 20 minutes to go, his Century Motorsport team delivered the news that a pit infringement – the earth cable had failed to connect when team-mate Dean Macdonald came in – would force him to serve a 10-second stop/go penalty and potentially swing the title the way of team-mates Ben Green/Ben Tuck, or Michael O'Brien/Charlie Fagg's Tolman McLaren.

Mitchell's BMW M4 rejoined ninth, needing to reclaim eighth from Jason Wolfe's Invictus Jaguar to take the crown. But even then glory wasn't assured, as Finlay Hutchison's Equipe Verschuur McLaren, started by Dan McKay, and the pursuing Fagg still had to complete one more lap.

"It was tense because the McLarens were one-

two and we were all thinking they're going to swap places," said Century boss Nathan Freke. "And of course everyone passed the chequered flag apart from first and second, so we were watching the last lap waiting for the positions to change. But they didn't."

For his part, Mitchell could scarcely come to terms with the rollercoaster of emotions.

"Halfway through I had no clue what was going on," he said. "I'm usually one to not go on the radio much, and just keep quiet, but towards the end I was trying to figure out what I needed to do. It's all a bit of a shock to me, to be honest. One point isn't much, but it just shows how hard and competitive this championship is."

Starting seventh, Mitchell was never really in

the fight for victory, unlike polesitters Green/Tuck, who came into the weekend 10 points behind Mitchell and carrying a 15s pitstop penalty from Brands Hatch. Green initially slipped behind McKay, but regained the lead when the McLaren slithered into the Redgate gravel trap on oil. But McKay was on a mission and soon worked his way back to the front, passing O'Brien and Green before the stops.

Tuck emerged in fourth, well within reach of Sennan Fielding's Steller Motorsport Toyota, until a drivethrough penalty for passing under yellow flags relegated him to ninth. Although Tuck fought back to fifth, gaining another place from Mitchell's penalty, it was to no avail and the #42 crew missed out on the title by a single point, with O'Brien/Fagg just two points behind Mitchell in third.

WEEKEND WINNERS

BRITISH GT

GT3 (73 LAPS) 1 Jon Minshaw/Phil Keen (Lamborghini Huracan); 2 Mark Farmer/Nicki Thiim (Aston Martin V12 Vantage) +29.594s; 3 Lee Mowle/Yelmer Buurman (Mercedes-AMG GT3); 4 Flick Haigh/Jonny Adam (Aston Martin); 5 Andrew Howard/Darren Turner (Aston Martin); 6 Sam de Haan/Jonny Cocker (Lamborghini). **Fastest lap** Thiim 1m28.196s (101.52mph). **Pole** Minshaw/Keen. **Starters** 12. **Points** 1 Adam/Haigh 167.5; 2 Keen/Minshaw 159.5; 3 Thiim/Farmer 148; 4 Buurman/Mowle 133.5; 5 Turner/Howard 102.5; 6 Marco Sorensen/Derek Johnston 98.

GT4 (70 LAPS) 1 Dan McKay/Finlay

Hutchison (McLaren 570S GT4); 2 Michael O'Brien/Charlie Fagg (McLaren) +21.244s; 3 David Pattison/Joe Osborne (McLaren); 4 Richard Williams/Sennan Fielding (Toyota GT86); 5 Ben Green/Ben Tuck (BMW M4 GT4); 6 Patrik Matthiesen/Callum Pointon (Ginetta G55 GT4). **FL** McKay 1m36.102s (93.17mph). **P** Green/Tuck. **S** 19. **Points** 1 Jack Mitchell 124; 2 Tuck/Green 123; 3 O'Brien/Fagg 122; 4 Matthiesen/Pointon 116.5; 5 Will Moore/Matt Nicoll-Jones 87; 6 Osborne/Pattison 82.5.

For full results visit:
www.tsl-timing.com

on oil at Redgate and hit a GT4 car, leaving the Scot with a bent steering arm and out of contention. Farmer was the next man on the move. Having muscled past Haigh, he then took de Haan before setting about reducing the gap to Minshaw, which stood at 14 seconds on lap 22.

As de Haan continued his resolute defence, Johnston demoted Haigh further, before a slow run through the chicane allowed Rick Parfitt Jr's Team Parker



Haigh's maiden title brought Adam his third

Racing Bentley to swoop past the pair of them, 2016 champion Johnston then retiring after punting the back of Parfitt.

Having followed the Bentley for a few laps, an overwhelming sense of relief greeted Haigh when her stint was over.

"We still had a job to do today," she said. "Maybe I lost more places than I should have, but people were pulling some moves which weren't really on and I wasn't prepared to put the car in that situation, so I brought it in and I knew Jonny would be able to do the rest."

A 20s penalty carried over from winning at Brands Hatch complicated matters further and meant Adam rejoined in traffic, but an engine glitch for de Haan's co-driver Jonny Cocker meant Adam had an easier job of passing the Lambo than Haigh.

AMR stablemate Darren Turner (Beechdean) was compliant when Adam came through for fourth, but Ryan Ratcliffe, who had taken over the Bentley from Parfitt, was not such an easy customer.

The Welshman stuck to his task for several laps until Yelmer Buurman's charging ERC Mercedes – which had driven around the outside of Adam at Goddards on the previous tour – took him by surprise at the Old Hairpin, opening the door for Adam



Track-limits penalty cost Thiim/Farmer

to follow through. Once there, Adam was content to drop away from Buurman, knowing that fourth would do.

Up ahead, Nicki Thiim had taken over the TF Aston from Farmer and showed a lack of Donington experience was no impediment as he closed relentlessly on Keen, setting a new GT3 lap record in the process.

The Dane took the lead at the Craner Curves with 14 laps to go and looked set for victory – despite briefly losing the lead when baulked by Struan Moore's Nissan on the penultimate lap – until a 30s penalty for exceeding track limits dropped him to second, Thiim only receiving the message after performing a victory celebration donut on the slowing-down lap.

"It was a bit annoying – I got the message 20 minutes before the end that we were on the limit of track limits, so I completely backed off," he said. "It would have been nice to end it on the top but it was good fun."

Nonetheless, it was a fitting swansong for the V12 Vantage, which has racked up 22 wins in the series since 2012. The ringing endorsement from Lemmer spoke volumes. "I'm glad to see the back of the old V12 to be honest," he said. "It's more or less impossible to beat it here."

JAMES NEWBOLD

Up ahead, Joe Osborne snuck past Fielding at the Fogarty Esses two laps from home to claim third and Pro-Am victory with David Pattison.

A "catastrophic" oil-pump failure, as Martin Plowman put it, accounted early on for the RJN Nissan he shared with Kelvin Fletcher, leaving the Team Parker Racing Mercedes of Scott Malvern and Nick Jones to claim the Pro-Am crown – a first title for Malvern since Formula Renault BARC in 2012.

The outcome appeared far from straightforward at the end of the first lap, when Jones spun avoiding contact at the Craner Curves between the McLarens of Lewis Proctor and Adam Balon. Without damage, Jones brought it back to Malvern, who made good use of the shorter pitstop to finish third in Pro-Am.

JAMES NEWBOLD



Mitchell clinched championship by single point

Kjaergaard halved the gap to Lundqvist after taking two victories

ALL PICS: JEP/LAT
motorsport
IMAGES



Kjaergaard closes in on Lundqvist's F3 lead

DONINGTON PARK
MSVR
SEPTEMBER 22-23

Linus Lundqvist's grasp on the BRDC British Formula 3 Championship suffered a huge blow at Donington Park as the Swede endured a nightmare weekend, while his main title rival Nicolai Kjaergaard took a brace of wins.

Lundqvist held a 111-point lead as he arrived at Donington and only needed to extend it by a further five to seal the title, but instead his gap has now been cut to just 50 points with one round left at Silverstone. "It's been a disaster of a weekend, nothing has gone right," he said.



Lundqvist had a weekend to forget

Problems with the engine in qualifying put the Double R Racing driver down in 14th for race one as Kjaergaard lined up second behind Carlin team-mate Billy Monger, who was racing at Donington for the first time since his life-changing British Formula 4 crash at the same circuit last year.

Kjaergaard grabbed the lead off the line in wet conditions and won comfortably from fellow Carlin driver Jamie Caroline as Lundqvist – with a fresh engine – could only manage eighth. Monger salvaged fourth after an excursion onto the grass had dropped him as low as sixth.

Although the fully reversed-grid second race was held in the dry, it provided even more drama for the championship battle.

After a restart following Fortec driver Manuel Maldonado's crash and damage to the Fogarty Esses' sausage kerbs, four cars were involved in a pile-up at Redgate including Lundqvist, who retired on the spot with broken suspension. Kjaergaard took avoiding action through the gravel but finished 10th, closing the gap further.

Carlin's Sun Yue Yang became the ninth different winner this season ahead of Tom Gamble (Fortec), who had jumped from sixth to lead Redgate on the first start. But Gamble was then disqualified owing to a technical infringement – the requisite bolts and fixings on the car's undertray were not all applied as per series regulations following an engine change.

This promoted Double R's Pavan Ravishankar to second ahead of Hampus Ericsson (younger brother of Formula 1 driver Marcus), who was making his debut in British F3 with Fortec.

Things got worse for Lundqvist in the third race. Since the grid positions were based on fastest laps from race one and two, and he had missed the best of the dry conditions, he was forced to start from 16th and could only make it to 11th by the flag.

Kjaergaard, meanwhile, benefited from another Monger mistake – this time the polesitter ran wide at the Fogarty Esses – to snatch the lead and his fifth win of the year.

"I have done what I could have done with two wins," said Kjaergaard. "That's what I said to myself – make sure you take the championship to Silverstone."

Monger salvaged third but was left to lament his mistakes, which he believed cost him two victories. "It's been an up-and-down weekend but the pace we have had has been incredible," he said. "I didn't come here to finish third, though, and with the pace we have had all weekend I'm disappointed not to finish first. I'm disappointed for everyone here supporting me."

James Kellett took a second Ginetta GT5 Challenge title to go with his 2015 triumph in the first of three races. Third place was enough to clinch the crown as Max Bird took the lead on the penultimate lap to win. Kellett finished one place higher in

DONINGTON PARK WEEKEND WINNERS

BRDC BRITISH FORMULA 3

Race 1 (12 laps) 1 Nicolai Kjaergaard; 2 Jamie Caroline +0.752s; 3 Krish Mahadik; 4 Billy Monger; 5 Kush Maini; 6 Ayrton Simmons.
Fastest lap Caroline 1m38.939s (90.50mph). **Pole** Monger. **Starters** 20. **Race 2 (8 laps) 1 Sun Yue** Yang; 2 Pavan Ravishankar +3.743s; 3 Hampus Ericsson; 4 Sasakorn Chaimongkol; 5 Mahadik; 6 Simmons. **FL** Monger 1m25.832s (104.32mph). **P** Yang. **S** 19. **Race 3 (11 laps) 1 Kjaergaard;** 2 Mahadik +2.067s; 3 Monger; 4 Jamie Chadwick; 5 Ericsson; 6 Max Defourny. **FL** Kjaergaard 1m25.815s (104.34mph). **P** Monger. **S** 20. **Points** 1 Lundqvist 496; 2 Kjaergaard 446; 3 Maini 346; 4 Mahadik 336; 5 Tom Gamble 316; 6 Monger 274.

GINETTA GT5 CHALLENGE

Races 1 & 2 Max Bird
Race 3 James Kellett

MINI CHALLENGE

Race 1 Ant Whorton-Eales
Race 2 Nathan Harrison

GINETTA G40 CUP

Race 1 Tom Sibley
Race 2 Alistair Barclay
Race 3 Jack Oliphant

VOLKSWAGEN RACING CUP

Race 1 Josh Coggan (Golf)
Race 2 Mark Wakefield (Golf)

SALOON/SPORTSCAR TROPHY

Races 1 & 2 Bill Henderson (Radical PR6)

For full results visit:
tsl-timing.com

race two but was still second best to Bird.

The new champion's moment in the limelight came in the final race. After starting eighth, Kellett worked his way through to take the lead on the last lap after diving up the inside of Ashley Marshall at the Melbourne Hairpin.

Ant Whorton-Eales secured the Mini Challenge title in the series' first race of the weekend. The former BTCC driver surged from fourth on the grid to lead by Redgate and was never headed. "The top three I kept an eye on during the green-flag lap as I know how hard it is to get any rear tyre temperature, and I was shocked how little work everyone did," he said.

Whorton-Eales finished second on the road in race two, but was given a five-second penalty for track limits and demoted to fourth as Nathan Harrison took victory.

Jamie Bond did just enough to win the Volkswagen Racing Cup title, despite finishing only 15th and 13th. His main rival, Ruaridh Clark, took sixth and second places but it wasn't enough, as Josh Coggan and Mark Wakefield took the spoils.

Tom Golding sat out the final round of the Ginetta G40 Cup having already wrapped up the title. Tom Sibley, Alistair Barclay and Jack Oliphant took the wins.

STEFAN MACKLEY

NATIONAL REPORTS CLUB AUTOSPORT

ECLECTIC FIELD ADDS VARIETY



As the daylight dwindled during the final race of the weekend, it would have been difficult for the remaining spectators to make out what cars were on track.

But a lack of sunlight was only part of the challenge as 21 cars of different shapes, sizes and marques competed in the British Racing and Sports Car Club's two Saloon and Sportscar Trophy races.

It was similar to an event held at the same circuit in 2016, also as part of the British GT finale. Five classes meant there was a wealth of vehicles on show from a Porsche Boxster to Mazda MX-5s, a TVR Sagaris and a Renault Clio Williams.

"It's quite good [grid numbers] but we had the potential to have a full grid," said Dominic Ostrowski, competitions director at the BRSCC. "We did have a few withdrawals. Overall, though, it's a good turnout. These sort of races will be one-offs here and there where the opportunity arises. I think a few of the guys out there today are looking ahead to the next couple of weekends at the same circuit."

Reigning Mazda MX-5 champion Will Blackwell-Chambers was one of those drivers, as was Mark Grice aboard his Honda Civic. Both are set to compete at Donington next month in their

respective series.

One of the more unusual cars was a Mercedes 450SL convertible that was making its racing debut in the hands of Mazda MX-5 regular Sam Bailey.

"It was my road car and we started tinkering with it three years ago. We've had a few failed engines and gearboxes," said Bailey, who runs the SL Shop, which buys, sells and restores Mercedes SLs.

"We finished it last week and took it out for a track test last Monday, so today [Sunday] is the first day out racing. At the moment, it's running a standard engine and depending on what we do with it we plan to run it in the Classic Sports Car Club's Modern Classics series or the Historic Sports Car Club's '70s Roadsports series."

Bill Henderson took outright victory in both races aboard his Radical PR6. He surged through from seventh on the grid – a gamble to use slick tyres on a still damp track failed in qualifying – in the first race to take the lead from Ashley Hicklin's Radical SR3 on the exit of Redgate with two laps remaining.

He had an easier time in the second race, winning by nearly 25 seconds from Chris Everill's Ginetta G50 GT4, with Keith Butcher's SEAT Cupra third.

"The reason I wanted to take part is it's Donington Park," said Henderson. "It's so good and it's great to have a good mix of cars. You have to think differently, think how you're going to get past someone in a different car, and especially when you're coming up against slower cars."

"It's also good to see a crowd and people in the pits wanting to see the cars."

STEFAN MACKLEY





Oliver (89) and Platts (in fifth) had better traction from rear-mounted engines

Oliver and Platts share honours as Imps rule in wet conditions

BRANDS HATCH
HSCC
SEPTEMBER 22-23

Hillman Imp derivatives ruled the roost on Brands Hatch's Indy circuit as Saturday's rain changed the Historic Touring Car championship's dynamic. Gunning for a fourth title, points leader Adrian Oliver and reigning champ Steve Platts (Singer Chamois) capitalised on their rear-engined cars' traction, winning once apiece as more powerful opposition was blunted.

When the forecast rain came, Oliver and Mike Gardiner (Lotus Cortina) shot past front-row qualifiers Rick Belcher (Cortina) and Bob Bullen (Anglia 105E) at the start of the opener and stayed there, with Platts awarded third when Larry Warr (Cooper S) was among three Mini men excluded for technical infringements.

Oliver fell off at Surtees on lap one of the sequel, but hurtled back to second behind Platts, retrieving his car from extravagant angles as he passed Gardiner. "Those two guys are so good, they deserved

to win," said Gardiner. Bullen – with two wins in a more populous class, thus scoring higher than Oliver – is now favourite to land a first crown.

URS Formula Ford 2000 stalwart Chris Lord's torquier Pinto-powered Van Diemen RF82 outsprinted the Classic Formula 3 cars from P9 in Saturday's wet conditions, returning 2017 champion Gaius Ghinn (Ralt RT3) and early leader Richard Trott (Chevron B43) running the Devonian closest having shuffled impressive March 803 debutant Adrian Langridge back to fourth.

On Sunday's almost-dry track, a stripe of damp asphalt after Clearways caught out Trott and Hugh Price (Chevron B38), spinning them into the pitwall. Paul Smith was on top form though. He steamed his Ralt RT3 through from fifth, passing Langridge on the outside at Paddock, then blitzed Ghinn for victory. After fraught weekends, title protagonists Keith White and Pat Gormley's status quo remained.

Sunday's Historic Road Sports double-header featured Kevin Kivlochan growling his Morgan +8 away from John Davison's

Lotus Elan in the wet morning race. It dried for the second encounter, however, thus Davison re-shod his car and raced to both victory and the previously elusive title a round early. The Witchampton Garage Elans of Larry Kennedy and Robert Rowe had kept Davison on his toes in the opener.

Outdragged by second-row starters Jim Dean (Lotus Europa) and John Williams (Porsche 911SC) at the start, Will Leverett (Europa) still won the '70s Road Sports opener in which outgoing champ Charles Barter – from the back in his Datsun 240Z – smote the tyre wall at Graham Hill Bend. Leverett's engine cut out at the start of race two, but once under way he rocketed up the order, only to spin at Clark Curve when his electrics failed again. Up front, Jeremy Clark was mortified to tap leader Dean into a spin at Clearways then, flying in his Elan, win from Williams, Dean and Mark Leverett.

On elderly wets, double Historic Formula Ford 2000 champion Andy Park rotated approaching race one's grid. Gripless, the Cumbrian was passed by ex-Caterham racer Paul Allen – second to him in the table, but not yet a podium finisher – and Jason Redding long before a safety car, deployed when Ian Pearson spun at Clearways while pursuing meritorious winner Allen. Redding retained second from Park at the green. On new rubber, Park won Sunday's opener from Allen and Steve Glasswell, whose rise from 20th to third was scintillating.

Cameron Jackson annexed the Historic Formula Ford 1600 points lead with another double victory, matching Ben Mitchell's tally of six wins in tricky conditions, although shadow Mitchell was aggrieved when Jackson's lapping of Rudolf Ernst's Titan under waved yellow flags on Saturday went unpunished. Mitchell spun out at the foot of Paddock on Sunday, his first



Barter lost Datsun on tricky surface

BRANDS HATCH WEEKEND WINNERS

HISTORIC TOURING CARS

Race 1 Adrian Oliver (Hillman Imp)
Race 2 Steve Platts (Singer Chamois)

HISTORIC FORMULA FORD 2000

Race 1 Paul Allen (Reynard SF79)
Race 2 Andrew Park (Reynard SF81)

CLASSIC F3/URS FF2000

Race 1 Chris Lord (Van Diemen RF82)
Race 2 Paul Smith (Ralt-VW RT3)

'70s ROAD SPORTS

Race 1 Will Leverett (Lotus Europa)
Race 2 Jeremy Clark (Lotus Elan S4)

HISTORIC ROAD SPORTS

Race 1 Kevin Kivlochan (Morgan +8)
Race 2 John Davison (Lotus Elan S1)

CLASSIC CLUBMANS

Races 1&2 Mark Charteris (Mallock Mk20/21)

HISTORIC FORMULA FORD

Races 1&2 Cameron Jackson (Lola T200)

HERITAGE FORMULA FORD

Richard Tarling (Jamun M92)

HISTORIC FORMULA JUNIOR, FRONT-ENGINED

Alex Morton (Condor-Ford S2)

FORD ESCORT 50TH ANNIVERSARY

Races 1&2 Daniel Brown (Mk2)

For full results visit:
mstworld.com/results/hssc

non-finish, leaving Jackson – who had spun at Clearways on the warm-up laps – to beat Caterham ace Clive Richards, who marked his HFF debut with a brilliant second, Ben Tusting and top qualifier Callum Grant.

Classic Clubmans was the usual two-horse race in which Mark Charteris broke the 49-second barrier in overcoming John Harrison, and FF1600-engined star Clive Wood kept the other A-Sport man Alan Cook busy. Charteris doubled up in Sunday's outing on a drying track, which was hugely entertaining as the leaders lapped a train embroiling Barry Webb, Dave Facer, Adam Patterson, Brian Hunter and Philip Hart. Wood claimed Class B again, with Webb and Patterson his runners-up.

Guesting in Jamun boss Tony Mundy's M92, current Historic Formula Ford champion Richard Tarling worked hard to repel Oliver White (Van Diemen RF88) in Walter Hayes Trophy founder James Beckett's soggy Pre-'93 Heritage Formula Ford seasonal finale.

Pipped to pole in the wet by Elva-BMC 100-mounted Robin Lackford, Alex Morton (Condor S2) dominated the dry seven-car front-engined Formula Junior bout, beating Robin Longdon, who joined in post-practice with his New Zealand-bound Lola Mk2.

MARCUS PYE

NATIONAL REPORTS CLUB AUTOSPORT

ESCORT'S 50TH BIRTHDAY CELEBRATIONS



Billericay's Sean Brown has raced fast Fords for donkey's years, and sons Daniel and Robert share his passion for their stunningly prepared Brown & Geeson Escorts. Having finished 1-2-3 on Brands Hatch's Grand Prix circuit earlier this year, they repeated that on the Indy layout when the Escort's 50th anniversary was celebrated close to home and Ford's Dagenham factory.

Ford of England's competition heritage had been given a huge boost by the three-wheeling Lotus Cortinas in which Formula 1 world champion Jim Clark won the 1964 British Saloon Car title with Team Lotus and Sir John Whitmore added the '65 European crown with the factory-assisted Alan Mann Racing squad.

The Escort moved things on from 1968, Australian Frank Gardner (AMR's champ with an American Falcon Sprint V8) switching from a Cortina to an Escort Twin-Cam to retain his title. More than a million Mk1s were made – in base models to the hallowed RS1600s motivated by Cosworth BDA 16-valve engines – followed from the mid-'70s by the squarer Mk2s, topped by the RS1800 homologation special that rewrote rallying history.

Hannu Mikkola winning the 1968 London-Mexico World Cup Rally was great PR for Ford, but Escorts were as versatile as BMC's Mini in competition spheres. The ultimate RS1800s swept the board in international rallying, Bjorn Waldegard and Ari Vatanen winning drivers' world championships in the legendary Group 4-

spec cars in 1979 and '81, the latter partnered by current Motor Sports Association chairman David Richards.

Presided over by factory drivers of the early 1970s – Yvette Fontaine of Belgium and Ford competition manager Stuart Turner's protégée Gillian Fortescue-Thomas – the Escort races attracted 21 entries. During Sunday's demonstrations, Henry Mann, son of the late Alan, drove XOO 349F, Gardner's '68 winner, alongside Jackie Oliver's sister car XOO 347F with Paul Trotter up. An ex-works Mk1 rally car – victorious in Ove Andersson and Roger Clark's hands – took to the track also, but a magnificent ex-Hans Heyer Zakspeed Mk2 ended up in the gravel at Druids.

Current GT racer Dan Brown grabbed pole position for race one in the B&G team's 2.5-litre Mk2, but it was as much about the homologated RS1800s, RS1600s and lower-specced Mexicos and RS2000s. Dutchmen Jan Willem Oosterhagen and Marcel Frijlink were welcome visitors, the former's orange RS2000 Mk1 sounding glorious with its straight-through exhaust.

Dan Brown won both races, cutting a 57.395s best in the damp opener, in which he beat his dad and brother. "The Michelin tyres we use are just unbelievable, [it's] like driving in the dry at times," he said. He improved to 51.585s (84.30mph) later on an almost-dry surface. "We've done low 50s on a warmer day, but just being here was important to us."

Dan Minton charged to second then, splitting the Browns in the RS2000 Special Saloon that father Steve and uncle Dale built in 1979 – originally with a droop-snoot – sold in '98 and then bought back. The race-long battle for fifth between Tony Paxman (Mk1) and Malcolm Harding (Zakspeed Mk2 clone), with Ben Gill's Jolly Club/Martino Finotto Broadspeed Mk1 in pursuit, entertained spectators.

MARCUS PYE





SILVERSTONE BRSCC SEPTEMBER 22-23

If James Murphy didn't have a favourite corner before, Silverstone's Club chicane may now hold that honour.

The finest margins separated victory from defeat in the Caterham Roadsport championship. Murphy's winning cushion was just one point and it was a mere 0.028

seconds that denied title rival Daniel French. That was the margin by which French, who dominated race two to win by 26s, missed fastest lap – and the crucial bonus point – to Tom Allen.

Murphy's defining moment arguably came in race one, as he hunted down wet-weather specialist French in inclement conditions and grabbed a last-lap victory with a bold lunge under braking for Club. "Dan is the benchmark in the wet," said



Twists and turns in Intermarque battles

SNETTERTON CMMC/VSCC SEPTEMBER 22-23

The latest British Automobile Racing Club Intermarque meeting at Snetterton was a topsy-turvy affair. Malcolm Blackman, the table leader heading into the event, missed both races with a valve guide problem, while Lewis Smith's Vauxhall Tigra led most of race one but got a puncture, letting Chris Brockhurst's Tigra triumph.

Brockhurst couldn't get to the race-two grid with a battery problem and Smith won that race comfortably, rising from ninth to lead by the Wilson hairpin. "I thought it was going to be a bit greasy to start with but we seemed to make it work," said Smith. Steve Burrows (Peugeot 206 CC) finished second twice and takes the championship lead.

It was a fruitful meeting for BARC Tin Tops leader Rikki Taylor. He finished third in class in race one when his Ford Fiesta got stuck in fourth gear, but in race two's damp conditions he inherited the

win when Dan Fisher's Honda Civic had a spectacular engine blow-up. Fisher had dominated race one from pole.

"It was an excellent day," said rain specialist Taylor. "I look at the rain and could have a party in the car. It's given me a nice jump in the points."

Alex Sidwell's Holden Commodore claimed both Modified Saloon wins while championship leader Rod Birley's meeting ended three laps into race one with wheel-bearing failure on his Escort WRC.

The Vintage Sports-Car Club held its final 2018 Formula Vintage round the

following day, in treacherous conditions.

Gareth Burnett, in an Alta 2 Litre, won the race for Pre-1961 cars, and with it claimed the longstanding Historic Seaman Trophy. Simon Diffey was next home in his 1955 Connaught Type B and got the Flockhart Trophy for post-war cars.

"I've never driven a race that's been so slippery – in a car that isn't very good in the wet," Burnett said. "I got the feel of the track very quickly."

The meeting also featured the Mike Stripe Team race, for teams of three cars whose times were aggregated with a handicap then applied.

Participants included a team of young drivers – two in Frazer Nashes and one in an MG. It was won by 'Pip, Squeak and Wilfred' made up of Fred Boothby, Chris Cadman and Hamish McNinch, all driving MGs.

George Shackleton and his Cooper Mk11 took both races for 500cc Formula 3 cars. He prevailed in the first encounter after a close battle with Stuart Wright's Cooper, which he passed on the final lap.

GRAHAM KEILLOH



Murphy. “That’s why making that move makes me so proud.”

As French romped clear in race two, Daniel Halstead’s late spin at Stowe delayed and denied Murphy. But Murphy’s finishing position of 12th was his season-worst dropped score, meaning that only the denial of that fastest-lap point denied French.

Uncertainty also surrounded 310R title honours after two entertaining contests. Gordon Sawyer fended off Chris Hutchinson in a damp opener and thought he was champion after taking the flag first again in race two, but a track-limits penalty dropped him to fourth.

Hutchinson believed he’d lost the title after falling behind winner Lee Bristow and Speedworks youngster Tom Grensinger in race two, but third proved to be enough.

Fourth place in the opening 270R race was enough to put Team BRIT’s Jamie Falvey out of reach, beating nearest rival Jay McCormack. “It’s been an awesome effort,” said champion Falvey.

Chris Bates waded past the fast-starting Falvey to win the restarted race, red-flagged initially to remove Matt Topham and John Styring’s stricken cars. Mission complete, former Royal Marine Commando Falvey opted out of a thrilling second race where the narrative surrounded the fight for second in the championship.

That honour and a hard-fought win went to McCormack – coached by 2008

British GT champion Jon Barnes – as he narrowly edged rival Pete Walters.

Academy titles were also decided in favour of Justin Heap and Chris Moore. Heap recovered from a sluggish start on the damper inside line to clinch the Green group after dispatching Lars Alexander Hoffmann, also winning the non-championship Autumn Trophy race. White group spoils went to Moore, who allowed the attacking Gregory Monks and race winner Dan Piper by.

Champion Danny Winstanley’s absence gifted John Byrne an open goal in the 420Rs.

“In the wet I just feel relaxed – I love it,” said Byrne as he left a five-car tussle 17s behind in race one before doubling up on Sunday. Sean Byrne and Richard Ainscough’s last-lap race-one collision handed William Smith third behind Stephen Nuttall, and Smith went one better to trail John Byrne in race two.

In non-Caterham action, Harry Gooding did his Fiesta Championship chances no harm by concluding with a confident victory from Simon Horrobin, who recovered well after Myles Baker turned him around at Club. Prior to that, Samuel Watkins started brightest with a wet triumph after a “terrible” start from polesitter Ollie Hunt, while Gooding inherited the race-two win after Jake Dawson was stripped of the triumph post-race for contact.

DAN MASON



FITTING SUCCESS Julian Majzub in his 1927 Bugatti Type 35B won the prestigious Williams Trophy for the third time. Named after William Grover-Williams, the prize awards the trophy earned by Williams for winning the first ever Monaco Grand Prix in 1929. Appropriately, Majzub was driving the very car in which Williams had his first Bugatti works drive, in the 1927 British Grand Prix at Brooklands. Majzub prevailed in a thrilling battle with Patrick Blakeney-Edwards’s Frazer Nash.

WEEKEND WINNERS

SILVERSTONE

CATERHAM ROADSPORTS

Race 1 James Murphy **Race 2** Daniel French

CATERHAM 310R

Race 1 Gordon Sawyer **Race 2** Lee Bristow

CATERHAM 270R

Race 1 Chris Bates **Race 2** Jay McCormack

CATERHAM ACADEMY

White Dan Piper **Green** Justin Heap

Autumn Trophy Justin Heap

CATERHAM 420R

Races 1 & 2 John Byrne

FIESTA CHAMPIONSHIP

Race 1 Samuel Watkins (ST)

Races 2 & 3 Harry Gooding (ST)

FIESTA JUNIOR

Races 1 & 2 Magnus Kriklywi

SPORTS 2000

Tom Stoten (Gunn TS11)

SNETTERTON

INTERMARQUE

Race 1 Chris Brockhurst (Vauxhall Tigra)

Race 2 Lewis Smith (Vauxhall Tigra)

TIN TOPS/MODIFIED SALOONS

Race 1 & 2 Alex Sidwell (Holden Commodore)

FISCAR & PRE-'66

Brian Arculus (Lotus Elite)

ARCHIE SCOTT BROWN TROPHY

Anthony Ditheridge (Cooper Monaco)

BRITISH THOROUGHBREDS

Tyrone White (MGB Roadster)

JAGUAR CHALLENGE

Guy Connew/James Ramm (XJ6)

MOTORSPORT SCHOOL MODERN CHALLENGE

Andrew Wareing (Lotus Europa)

MOTORSPORT SCHOOL SPORTS V SALOONS

Andrew Wareing (Lotus Europa)

PRE-1961 RACING CARS

Gareth Burnett (Alta 2 Litre)

MIKE STRIPE TEAM RACE

Fred Boothby (MG J2)/Chris Cadman (MG Monthery Midget)/Hamish McNinch (MG PA)

500cc F3

Races 1 & 2 George Shackleton (Cooper Mk11)

VINTAGE RACING CARS & SPECIAL

PRE-WAR SPORTSCARS

Julian Majzub (Bugatti Type 35B)

ALLCOMERS SCRATCH FOR PRE-WAR CARS

Patrick Blakeney-Edwards (Frazer Nash)

ALLCOMERS HANDICAP FOR PRE-WAR CARS

Nick Hayward-Cook (Austin 7 Monoposto)

CLASSIC FERRARI

Races 1 & 2 Tristan Simpson (F355 Challenge)

STANDARD & MODIFIED PRE-WAR SPORTSCARS

Christopher Mann (Alfa Romeo Monza)

For full results visit:

tsl-timing.com and theresults.co.uk

WAITING FOR THE HAMMER

After the financial crisis of 2008, the smart money moved into classic cars as a way to protect assets from the imploding banks.

As a result, prices for any significant motoring lots have skyrocketed in the past decade. If you fancied a McLaren F1 10 years ago, you had to be prepared to part with around £2.5million. Fast forward and, today, you're unlikely to get a lot of change out of £10m.

While much of the classic-car market has begun to settle in recent months, the top end is still firing on all cylinders.

Leading auction house RM Sotheby's

flagship sale was proof enough. Held during the renowned Monterey Car Week in California, alongside the Pebble Beach Concours, the world-record fee paid for a car at auction was smashed again.

The event was live-streamed on RM's website during the very small hours, so Autosport stayed up to get a taster of what it'd be like to bid on the world's most expensive cars.

Cash in the Attic or *Storage Bin Pawn* Hunter Wars on Dave this is not. At Monterey the bids just trickle in, rather than force the auctioneers to fall into a gabbled incantation. Those in the room,



DARIN SCHNABEL/RM SOTHEBY'S

1963 ASTON MARTIN DP215

The first day's major lot was a one-off: the Aston Martin Development Project 215 – most famous for becoming the first car to hit 300km/h (186mph) at Le Mans in 1963, when it was shared by Lucien Bianchi and Phil Hill. It left the Newport Pagnell factory with a four-litre straight-six, not the intended V8, and the extra torque chewed through the DBR1-derived gearbox during just the third hour at the Circuit de la Sarthe. It was then badly damaged three years later in a testing accident on the M1. A protracted rebuild effort followed, spanning several owners, which culminated in the car receiving the V8 originally intended. Bidding hit £16.4million, making it one of the most expensive British cars ever sold at auction.



MOTORSPORT IMAGES/LAT

1962 FERRARI 250 GTO

Whether it's a radio DJ buying one at auction or an IT billionaire doing business in a private sale, Ferrari 250 GTOs command more money than any other automotive creation (unless, in a very unlikely turn of events, the Stirling Moss Mercedes 300 SLR ever comes up for sale). At Monterey, the ex-Phil Hill 250 GTO test car was no different. RM built up the spectacle for this most-anticipated lot, as five-time Le Mans winner Derek Bell drove it onto the stage. The bidding started at \$35m. Three collectors who were conducting their business via telephone were in the running. After 10 surprisingly tense minutes, the hammer fell to a round of applause. Commission added, its new owner paid a cool \$48,405,000 (£37m), beating the existing record by \$10m.



THE KLEMANTASKI COLLECTION



LAT IMAGES

FROM THE ARCHIVE

The Porsche 935 achieved its crowning glory at Le Mans in 1979, locking out the podium in a year where Group 5 entries outnumbered out-of-favour and unreliable sports-prototypes.

But the #68 machine of Ted Field/Milt Minter/John Morton and the #43 car of Claude Haldi/Rodrigo Terran/Herbert Loewe would remain clear of the limelight. They lined up for the race in 25th and 26th respectively, sharing the

grid with the likes of Ferrari's 512BB/LM and thoroughbred Lola T298s. Engine failure claimed the Field/Minter/Morton entry while the #43 car eventually wound up 11th, 36 laps down on the winning Kremer 935.



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IMAGES

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TEST YOUR KNOWLEDGE

QUIZ

WHO, WHAT, WHERE, WHEN?



MOTORSPORT IMAGES/LAT

WHO IS THIS?

This combustible star of a golden era played a key role in transforming his sport into must-view television.

After starting out with Henry in traditional fashion, he became a leading light in a series where horse still went before cart. Away from the track he was selling the ultimate driving machines to the masses, but on it he used a very British take on French speed to move to the top stratum of the national scene.

A change to a more familiar brand – and its hot new model – delivered the ultimate prize, but it was his tussles with his team-mate that drew the ratings.

As the series grew, so he stood aside to concentrate on his thriving business, although he would return on an irregular basis in historics until a scary near-miss brought all that to a close.

ON THIS DAY

1 Nicola Larini made his F1 race debut on this day in 1987. How many teams did he drive for?

2 Which country gave its name to a grand prix for the final time on this day in 1998?

3 Former Lotus F1 driver Trevor Taylor died on this day in 2010. Where did he score his only GP podium?

4 Today is Steve Soper's birthday. Where and when did he claim his only top-class touring car title?

5 On which legendary racetrack did construction begin on this day in 1925?

NAME THE HELMET



LAST WEEK'S ANSWERS

Who, what, where, when Mario Andretti, Williams-Ford FW07D, Long Beach, April 4 1982. **Who is this?** Vitaly Petrov. **On this day** 1) Gerhard Berger. 2) 2. 3) Mexico 1965. 4) 5. 5) Tyrrell. **Name the helmet** Jean Alesi.

IN NEXT WEEK'S ISSUE



**RUSSIAN GP
CAN BOTTAS DO
IT AGAIN?**

SUTTON/SUTTON
motorsport
IMAGES

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Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG
Tel +44 (0) 20 3405 8100 **Email** autosport@autosport.com
Individual email firstname.surname@motorsport.com
Website www.autosport.com **Twitter** @autosport

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ADVERTISING PRODUCTION

Production Controller **Ben Webster**
Tel +44 (0) 20 3405 8131 **Email** ben.webster@motorsport.com

SUBSCRIPTIONS

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