

**REVIEW** How Turkington took his fourth BTCC title

**WRC** Tanak is champion – but he's off to Hyundai



# AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

31 OCTOBER 2019

## GRASS THEN GLASS FROM BRILLIANT LEWIS

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long stint... No problem





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# Perfect Hamilton is not just the fastest, he's the most consistent too

Is there any way Lewis Hamilton can do anything wrong? Valtteri Bottas may have done enough to take the Formula 1 world title fight to this weekend's United States Grand Prix with third place in Mexico last Sunday, but Hamilton's performance for Mercedes in claiming an unexpected win after a chaotic start was sensational. This is the same guy, after all, who in the build-up to the race had said that the Merc stood "no chance" against the powerful Ferraris on the straights.

In that light, Hamilton puts you in mind of that annoying kid at school who always said they'd failed miserably in their exams, but who everyone knew would be celebrating a raft of A-grades when the results popped through the letterbox in August. Edd Straw investigates the seemingly infallible consistency of Hamilton in his opinion piece on page 13, and then on p16 analyses a race that by all rights should really have gone to either of Ferrari pair Sebastian Vettel and Charles Leclerc.

One world title that was secured over the weekend was the World Rally Championship crown – in favour of Toyota's Ott Tanak. David Evans narrates the goings-on from an exciting Rally Spain on p30, but it was an event on which Tanak had provided a proper sensation in the service park before it even kicked off (p4)...

Elsewhere, Matt Kew was so enthused by Colin Turkington's thrilling BTCC title triumph at Brands Hatch that, after filing his review (p42), he hotfooted it around the M25 back to Brands to bring us the action from the Formula Ford Festival. It's fair to say it wasn't the most exciting Festival of all time, but it did bring a new name to prominence (p70). We also look back with Andy Hallbery at the career and personality of Greg Moore (p48), a man who had everything to become an Indycar great had it not been for his death 20 years ago today.



*MS*

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Deputy editor

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**NEXT WEEK  
7 NOVEMBER**

We'll take a wild stab here,  
and predict a Hamilton  
world title success...



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Motorsport Images/Dunbar, Sutton; Red Bull

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Tanak's departure should put Meeke and Latvala on safer ground at Toyota



# CHAMPION TANAK SET FOR SHOCK

## WORLD RALLY CHAMPIONSHIP

Newly crowned World Rally Champion Ott Tänak's shock move from Toyota to Hyundai for 2020 was expected to be announced at some point in the next week as Autosport went to press.

Autosport understands that Tanak signed his agreement with Hyundai earlier this month for a move that will end his two-year stay at Toyota, and which places him in a four-driver team alongside arch rival Thierry Neuville plus Sebastien Loeb and Dani Sordo.

News of Tanak's departure from Toyota further complicates an already obfuscated driver market and sparked immediate speculation that Sebastien Ogier, the man he succeeded as world champion, could move from Citroen into his Yaris WRC for a final WRC season.

Tanak would not be drawn on his future, telling Autosport: "When things are still open, you get this kind of speculation."

Neuville immediately extolled the virtues of his new team-mate, saying: "I am very open. As I said before, I prefer to have Tanak in a Hyundai than against me in a Toyota. The Hyundai would develop quicker with his knowledge for sure, and having Tanak in the team shows the motivation of Hyundai in the upcoming seasons and engagement. This is everything I need to win rallies — I need this engagement and I need good team-mates and we need development."

Hyundai Motorsport director Andrea Adamo, a man not normally short of words, insisted on a theoretical approach. "If, and I repeat the word 'if', this was to happen, this dream of yours, then I would have to say if everybody believed in what you wrote then

it means Hyundai has taken large steps in terms of credibility and this makes me happy," he said. "For you to write what you write and that people are not saying you are drunk means that Hyundai has a good image in the WRC. That's good."

While there are indications that the news could be confirmed before the end of this week, Tanak is bound by contractual obligations until the end of December. He is thought unlikely to be released to drive an i20 Coupe WRC before the start of January.

Toyota team principal Tommi Makinen said: "I don't know what it opens. It could open many, many discussions. It is also not so good to potentially have two [top] drivers in one team — we need one each in all of the teams to make sure the fight is fair and good for the championship."

But Adamo has always made it clear he has no time for such a philosophy. "My job is to do the best job for Hyundai," he said. "I am here to win for Hyundai. If I have the money then I buy all of the best drivers and I keep them all in this team."

Asked if some of his discussions would be with Ogier, Makinen replied: "I have seen many times during this season not so happy face from him. Many rallies we have seen things that have been not so absolutely correct and I mentioned to somebody that I have been worried that he is going to retire, maybe even at the end of this year. Things have been bad [for him], but you never know what can happen."

Asked about his future following the hydraulic failure that forced him out of the lead of last weekend's Rally Spain, and put paid to his title hopes, Ogier replied: "This is maybe not the time to think about those





## Q&amp;A

FERNANDO ALONSO  
DAKAR RALLY DEBUTANT

**You've been confirmed in Toyota's Dakar Rally team for January. Has your rate of**

**improvement been as hoped?**

Yeah, I think so. I remember the first rally out in Namibia, and out of the service park we have a bump in the road which is 40cm or half a metre. I ask Marc [Coma, co-driver], "So where do we go now? We cannot jump this. Which way we need to go?" I was scared to break the car. He looked at me and said, "Go straight now, don't worry." The car could take that and now we're going over bumps of metres and metres.

**Are you changing the car much?**

I follow their set-up. I feel a lot of roll and movement in the high-speed corners and always their answer is the same: "This is a two-tonne car and you are two metres high. Forget about your feelings from Formula 1!"

**Did you learn to work on the car?**

Yes. This is another part that's interesting. We have been learning and training mechanically to change parts on the car. Marc has still to do more; the co-driver does more than us [drivers]. We had to change front and rear suspension and driveshafts – all of these things that can happen in the stage. That's new for me and it's very slow! Compared to my standards, you know: changing the tyres in three seconds.

**Tell us more about preparations...**

The team prepared a list of things they wanted me to go through in August. One was getting stuck in the dunes and we went to Namibia, but we didn't get stuck – so we had to get stuck on purpose. We drove to a hole very slowly, got stuck and then we started to work on going out!

**DAVID EVANS**



Hyundai chief Adamo gets in on Tanak's title celebration in Spain

# DON'T SWITCH TO HYUNDAI



Tanak's Toyota was second in Rally Spain to wrap up crown

questions, when the emotions are high from this rally."

Relations between Ogier and Citroen have been strained at times this season, especially when he greeted a seventh-place finish in Germany by informing the world that he "couldn't drive the C3". And they will be tested further by a social media post from Ogier's wife Andrea Kaiser, who is one of Germany's pre-eminent sports reporters. Shortly after the six-time world champion dropped four minutes, she tweeted: "Not much to say about @CitroenRacing !!! Shame on you to sit a worldchampion in a car like that" [sic]

Asked how confident he was of keeping Ogier in a C3 WRC next season, Citroen team boss Pierre Budar said: "We have a contract for next year with him." But it wouldn't be unheard of for another manufacturer to buy a driver out of an agreement, and Toyota would certainly have the financial wherewithal to do so.

On the face of it, Tanak's move could work in favour of his Toyota team-mates Kris Meeke and Jari-Matti Latvala. But while they bring experience and speed to the team, there would remain a question mark over the manufacturer's ability to sustain a title threat, especially with unproven WRC 2 prodigy Kalle Rovanpera already signed to drive the squad's third Yaris WRC.

There's talk of Toyota following Hyundai's lead and running drivers in part-programmes in an effort to exploit running-order regulations. Mäkinen is no fan of such a policy but, with Hayden Paddon, Craig Breen and Andreas Mikkelsen on the market, it could prove a viable option for the Puuppola-based team.

**DAVID EVANS**

**→ P30 RALLY SPAIN ACTION**





## No appeal from Renault after Japanese GP exclusion

### FORMULA 1

Renault has decided not to appeal against the disqualification of its cars from the recent Japanese Grand Prix for running an illegal driver aid.

The manufacturer lost the Suzuka results of both Daniel Ricciardo and Nico Hulkenberg – sixth and 10th respectively – last week following a protest from Racing Point.

Racing Point claimed that Renault had been using an illegal pre-set brake-balance-adjustment system on its car. Following a stewards' investigation, it was found that the device Renault used did not break any of F1's technical regulations, but it was decided that the button-control system was in breach of F1's sporting rules, which state that a driver must perform alone and unaided.

Renault had until Thursday morning at last weekend's Mexican Grand Prix to decide whether or not to appeal against the disqualification, but in the end it elected to not take the matter further. Renault nevertheless made it clear that it believes the punishment is excessive, while at the same time explaining that it did not wish to waste further time by taking the matter to the FIA's International Court of Appeal.

A Renault statement read: "We regret the stewards' decision and, in particular, the severity of the sanction applied. In our opinion, the penalty is not proportionate to any benefit the drivers derived, especially when used within the context of a system

confirmed fully legal and innovative. It is also inconsistent with previous sanctions for similar breaches, as acknowledged by the stewards in their decision, but expressed without further argumentation.

"However, since we have no new evidence to bring other than that already produced to demonstrate the legality of our system, we do not wish to invest further time and effort in a sterile debate in front of the International Court of Appeal concerning the subjective appreciation, and therefore sanction, related to an aid that reduces the driver workload without enhancing the performance of the car. We have therefore decided not to appeal the stewards' decision.

"Formula 1 will always be an arena for the relentless search for the slightest possible opportunities for competitive advantage. It is what we have always done and will continue to do, albeit with stronger internal processes before innovative solutions are brought on track."

Taking into account the subsequent Mexican GP, the revised Japanese GP results have put Renault under pressure from Toro Rosso and protestor Racing Point for fifth in the constructors' championship, with both teams now just nine points behind. If Renault had kept its results, Toro Rosso and Racing Point would be 21 and 22 points adrift respectively.

It also moves Racing Point driver Sergio Perez from 10th to ninth, above Ricciardo, in the drivers' contest.

**JONATHAN NOBLE**

## New qualifying system in 2020

### BTCC

The British Touring Car Championship will introduce a new qualifying system next season as part of a series of tweaks to the sporting regulations.

The new format will be trialled on a one-off basis at the late-July Snetterton round. Instead of the usual 30-minute session, drivers will have 25 minutes to qualify, before the top 10 head into a 10-minute Bathurst 1000-style shootout to fix the top five rows of the grid.

BTCC chief executive Alan Gow explained that it would be an experiment, and that if it is a success then it could lead to further alterations. "We're always looking at how we can spice things up, so we thought we could give this system a try," said Gow. "It's not a one-shot for each driver [as used in the BTCC in the late 1990s] – they will be able to set as many laps as they want in the final period to determine their starting positions.

"We're not saying that this is something that will be adopted everywhere, but it's something we want to trial and see how it works."

As well as that, there will be changes to the way tyres are nominated. Since the introduction of the option tyres, entrants have been required to nominate before qualifying when they will use the option rubber. That will be scrapped in 2020, with drivers able to use the option tyre at any point during raceday.

The mid-August Croft event will join Snetterton as a round where each driver is required to use the hard, medium and soft tyre over the course of the three events. This was an initiative successfully trialled at Snetterton this year. Drivers will still have an allocation of option-tyre usage, and they are not allowed to use the special rubber more than three times across the season in either race one, two or three.

**MATT JAMES**







**FORMULA 1** Tom Gamble sampled a Formula 1 car for the first time at Silverstone last week as part of his prize for winning the 2018 McLaren Autosport BRDC Award. After a season driving an Audi R8 LMS in the Blancpain GT World Challenge Europe, 17-year-old Gamble was let loose in the ex-Jenson Button MP4-28 from 2013 – McLaren’s final involvement in the Award now that Aston Martin has become a title partner. Gamble said: “It’s such a good car. I knew it’d be fast, but I didn’t think it would be that fast. When I saw the [pit]-in board, I said, ‘I might just keep going’ – see what they say!”  
**Photograph by Ferraro/Motorsport Images**

# Blancpain bows out of GT backing

GT RACING

Stephane Ratel once declared that he “needed a Winston”. Every promoter craves the kind of long-running sponsorship deal that defined NASCAR for more than 30 years, and the world’s leading organiser of GT racing got it in Blancpain, which has now ended its association with Ratel’s eponymous organisation after 10 seasons.

The Swiss watchmaker didn’t hang around quite as long as the 32 years of the RJ Reynolds cigarette brand in NASCAR, but it did achieve something similar. Its name became a synonym for the series it backed. As the NASCAR Grand National Series was always the Winston Cup, so the Blancpain Endurance Series and the championships that followed it were known simply as ‘Blancpain’. “Everyone in the world of motorsport now knows what Blancpain is,” said Ratel. “It worked for them to

promote their brand and it worked for GT racing.”

The Swatch Group brand was already involved with the Stephane Ratel Organisation as a sponsor and timing partner for the FIA GT1 World Championship from 2010 when it was offered the naming rights for a new championship planned for the following season. What was going to be known as the GT Endurance Series underwent a late name change. Blancpain, already on board as a sponsor, was offered full naming rights when Ratel discovered that his original title had been trademarked.

He recalled that it took Blancpain half an hour to decide in the affirmative. The company’s relationship was growing, and continued to grow. It put its name to the Blancpain GT Series Sprint Cup in 2014 when SRO aligned what had been the FIA GT Series with the BES, which in turn became the

BGTS Endurance Cup. Its name was also writ large on the poster when the Blancpain GT Series Asia was launched for 2017 and when SRO rebranded the Pirelli World Challenge as the Blancpain GT World Challenge America for 2019.

The World Challenge moniker will now become Ratel’s new Blancpain. He is putting renewed focus behind a trademark he acquired with SRO’s takeover of the organisation behind the PWC in 2018.

“With the GT World Challenge we have a very good title across our championships,” explained Ratel. “One of our weaknesses has been that we have had too many name changes, but GT World Challenge is now our definitive name, our brand like MotoGP.”

But it may be tough to stop people calling his series by the Blancpain name, so ingrained has it become in sportscar culture.

**GARY WATKINS**

ALL-TIME BLANCPAIN EUROPE WINNERS

POS	DRIVERS	WINS
1	Maximilian Buhk	14
2	Laurens Vanthoor	13
3	Christopher Mies	9
4=	Vincent Abril	8
4=	Robin Frijns	8
6=	Mirko Bortolotti	7
6=	Christian Engelhart	7
6=	Maxime Martin	7
6=	Cesar Ramos	7

POS	MANUFACTURERS	WINS
1	Audi	37
2	Mercedes	21
3	Lamborghini	16
4	BMW	10
5	Bentley	9
6	McLaren	7
7	Ferrari	5
8	Porsche	4
9	Aston Martin	3
10=	Nissan	1
10=	Lexus	1

Wins taken from all Blancpain Endurance races since 2011 and Blancpain-titled Sprint races in Europe since 2014.



## IN THE HEADLINES

## BUTTON LEAVES SUPER GT

Jenson Button has confirmed that he will no longer race in Japan's Super GT series for Honda after this weekend's finale at Motegi. Button, who won the 2018 crown with Naoki Yamamoto in a Team Kunimitsu NSX, is eighth in this year's standings. Motegi is boiling down to a title fight between two Lexus crews: Team Le Mans pair Kenta Yamashita and Kazuya Oshima, and TOM'S crew Nick Cassidy and Ryo Hirakawa. NISMO Nissan duo Ronnie Quintarelli and Tsugio Matsuda also have an outside mathematical shot.

## VESTI'S MACAU PREMA SEAT

Top Formula 3 team Prema Racing has given its newly crowned Formula Regional European champion Frederik Vesti a seat for next month's Macau Grand Prix. The 17-year-old Dane, who raced in Macau last year with Van Amersfoort Racing, replaces the injury-sidelined Jehan Daruvala. Vesti had been nominated as an entry by Jenzer Motorsport, meaning the Swiss team will now need a replacement.

## DTM ASTONS DROP HWA

The R-Motorsport Aston Martin squad has confirmed that it has split with engine partner HWA following just one season together in the DTM. The team endured a difficult first year in the series with its Vantage DTM, after it built four cars in just 90 days, with power and reliability problems. It is understood that R-Motorsport is already working on securing an alternative engine supplier, despite HWA making a contractual offer to continue into 2020.

## FERRARI'S NEW GT3 RACER

Ferrari revealed an updated version of its 488 GT3 racer at last weekend's World Final event at Mugello. The EVO 2020 features a longer wheelbase to bring the car into line with the 488 GTE. A redesigned front bumper with a smaller frontal section under the headlights aims to improve stability, and a new engine management system for its twin-turbo V8 is intended to produce smoother torque delivery and improved reliability.



## Carroll is Ferrari world champ

## FERRARI CHALLENGE

A1 GP champion Adam Carroll took victory in the Ferrari Challenge's showpiece Trofeo Pirelli World Final at Mugello last weekend.

Northern Irishman Carroll, who also won the Le Mans 24 Hours-supporting Challenge race in June, started his Ferrari Budapest-backed entry from pole, having set the fastest qualifying time of the weekend for the final two races of the Ferrari Challenge Europe Series.

Niccolo Schiro got a better launch from the rolling start, but Carroll ducked back underneath him on the exit of Turn 1 and led for the duration, although he came under late pressure from Bjorn Grossmann.

"These cars are a real challenge to drive – they're the fastest GT cars I've driven in a straight line and they push 700 horsepower, but they don't have anywhere near as much grip [as a GT3 or GTE]," said Carroll, whose car was run by the Silverstone-based FF Corse team. "When the tyres fall off and you're in the big high-speed braking zones, it's easy to overcook it, so you're never comfortable. That was as fast as I could go, and it was about the longest 25 minutes ever!"

Carroll had won the opening European series race of the weekend, again from Grossmann, and was leading race two until he was penalised for overtaking Schiro under waved yellow flags on the opening lap, his view of the marshals' post obscured by the Italian's car.

Carroll hopes to stay on with FF Corse, a stalwart of the Challenge series.

## HOWSON CLAIMS JAPANESE TITLE

Another maverick UK driver to win a title last weekend is Le Mans 24 Hours LMP2 podium finisher Matt Howson, who claimed the inaugural TCR Japan title after a win in the Suzuka finale.

Howson (below) has campaigned a Honda Civic Type R this season for KCMG, which ran him in the Japanese Formula 3 Championship in 2011 and 2012.

The Manchester-based noted DJ-cum-driver coach placed second behind the Team Goh Honda of Yu Kanamaru in race one at Suzuka. Howson inherited victory in Sunday's finale when the Alfa Romeo of Shuji Maejima was penalised for taking out Kanamaru, giving him the overall crown by two points from Volkswagen Golf exponent Takeshi Matsumoto.

**JAMES NEWBOLD & MARCUS SIMMONS**





F1 UNITED STATES GRAND PRIX PREVIEW

LENGTH 3.426 miles NUMBER OF LAPS 56

United States Grand Prix  
Circuit of the Americas  
Austin, Texas  
3rd November 2019

**2018 POLE POSITION**  
Lewis Hamilton 1m32.237s

**POLE LAP RECORD**  
Lewis Hamilton 1m32.237s (2018)

**RACE LAP RECORD**  
Lewis Hamilton 1m37.392s (2018)

UK START TIMES

Friday 1 November  
FP1 1600  
FP2 2000

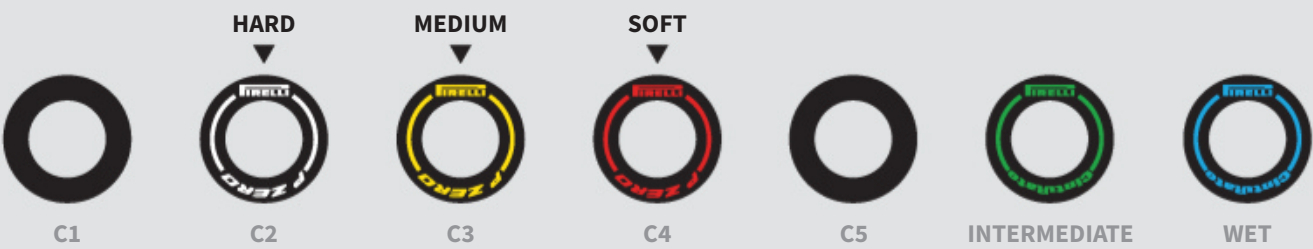
Saturday 2 November  
FP3 1800  
QUALIFYING 2100

Sunday 3 November  
RACE 1910

CATCH THE RACE LIVE  
SKY SPORTS F1  
BBC RADIO 5 LIVE

HIGHLIGHTS  
CHANNEL 4 2300

TYRE ALLOCATION



CHAMPIONSHIP

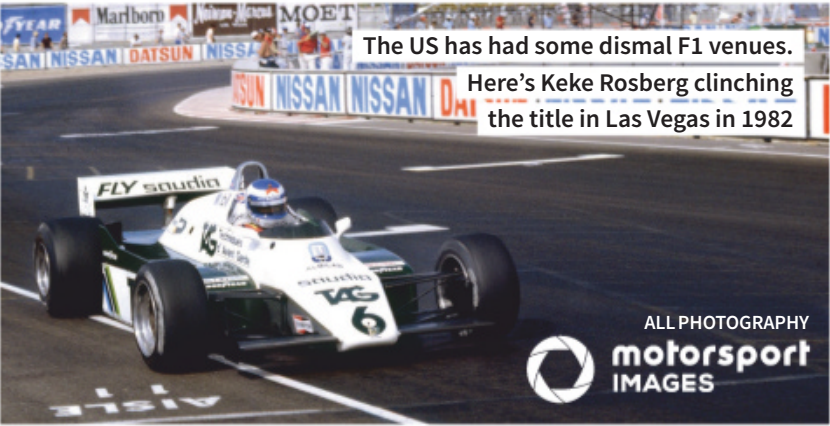
Drivers			Constructors		
1	Hamilton	363	1	Mercedes	652
2	Bottas	289	2	Ferrari	466
3	Leclerc	236	3	Red Bull	341
4	Vettel	230	4	McLaren	111
5	Verstappen	220	5	Renault	73



RACE STATS

Previous winners

2018	Kimi Raikkonen	Ferrari
2017	Lewis Hamilton	Mercedes
2016	Lewis Hamilton	Mercedes
2015	Lewis Hamilton	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Lewis Hamilton	McLaren
2007	Lewis Hamilton	McLaren
2006	Michael Schumacher	Ferrari
2005	Michael Schumacher	Ferrari



Austin maestros

Average points per race at Austin from the current F1 drivers.	Hamilton	21.71
	Vettel	15.14
	Verstappen	10.50
	Raikkonen	8.00
	Sainz	6.50
	Bottas	5.67
	Ricciardo	4.43
	Perez	4.00
	Grosjean	3.57
	Hulkenberg	2.86



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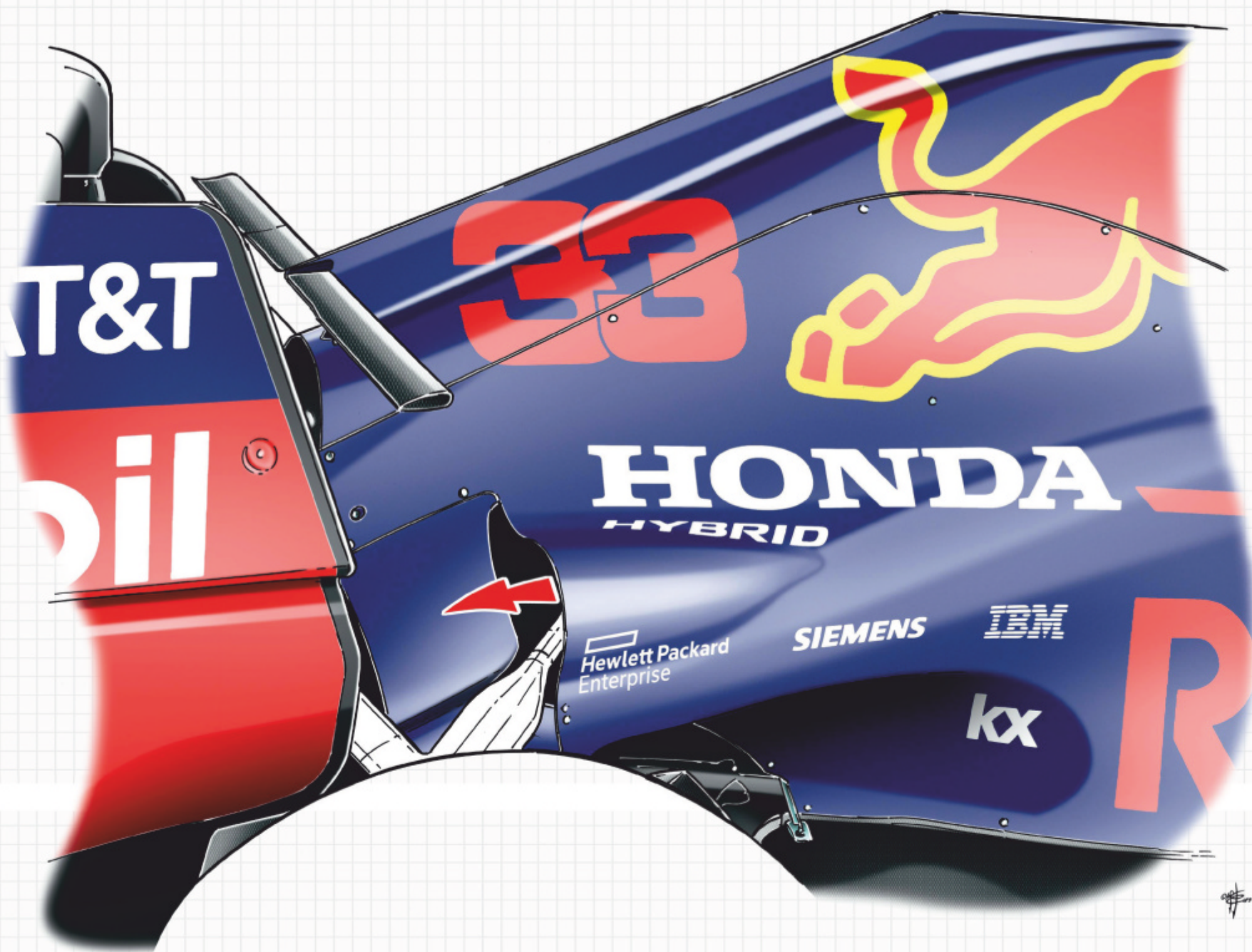


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# DRAWING BOARD

GIORGIO PIOLA



## THIN AIR IN MEXICO CREATES A COOLING QUANDARY

The altitude of the Autodromo Hermanos Rodriguez was a considerable factor throughout the Mexican Grand Prix weekend, since the thinner air affects car performance in many ways.

Due to Mexico City's high altitude – it's approximately 1.4 miles above sea level – the change in air density creates a number of problems for F1 engineers. It's around 0.3kg/m<sup>3</sup> compared with the air density at sea level, which means that the mass of air entering the cooling inlets on F1 cars is also lower. That's about a 20% reduction in density compared with standard conditions. As a result, the engines run hotter, and Red Bull was one of several teams that chose to open up an extra pair of outlets at the rear of the engine cover to compensate for this.

In the current turbo-hybrid era, the compressor also has to work harder in Mexico to provide the internal combustion engine with a greater percentage of oxygen to improve its overall efficiency. This means that while engine power is not affected too

significantly, the increased heat around the engine components does necessitate larger cooling inlets and outlets.

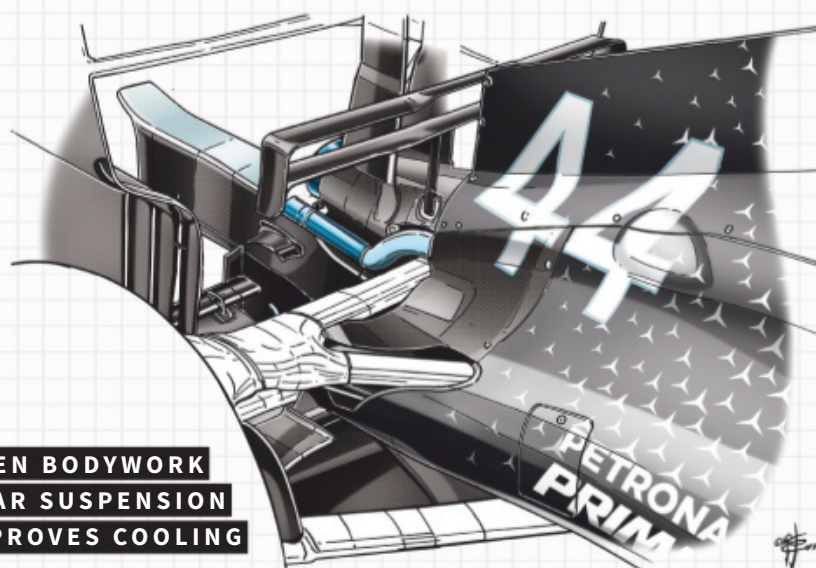
Red Bull's extra outlets are part of the engine cover cutouts used for its rear-suspension wishbones, but these have been flared out to

draw more heat from the car. The team also opened up the area behind the halo to expel more heat from the radiator area.

Mercedes also made cooling modifications in this area. Instead of electing to add outlets, which would increase the overall drag, the team opened up the bodywork around the suspension to expel the hot air more easily.

The reduced air density in Mexico also influences aerodynamics. Most teams ran their cars in maximum-downforce specification, using similar parts to those fitted in Monaco, to offset the 'thinner' air. It's believed that despite this, the overall downforce is less than at Monza, where the cars run skinny wings to capture the maximum speed available from the long straights.

**JAKE BOXALL-LEGGE**



**OPEN BODYWORK  
NEAR SUSPENSION  
IMPROVES COOLING**



# THE STORY BEHIND TÄNAK'S RISE TO WRC GLORY

PROMOTIONAL FEATURE



The full story of newly-crowned World Rally champion Ott Tänak's rise and rollercoaster career is brought to life with incredible behind-the-scenes access in *Ott Tänak: The Movie* - which is now available to view globally.

The film was originally released in cinemas in Tänak's native Estonia in April, but can now be watched anywhere in the world via [tanakmovie.com](http://tanakmovie.com).

Last weekend Tänak halted Sébastiens Loeb and Ogier's 15-year run of WRC titles as he secured his first world championship with a typically hard-charging performance on the Rally of Spain.



Tänak is regarded as one of the more elusive and reclusive athletes in top-level sport, but the film gives an astonishing insight into the character behind the resolute expression and brief comments to the media that endured through both the lows and highs of his career.

The movie was filmed during the 2018 season - Tänak's first with Toyota, and a year that nearly took him to the world title, with only bad luck halting the charge he mounted with a string of mid-season wins.

*"The best quality film I've ever seen of rally."*

Malcolm Wilson, M-Sport Managing Director

*"It showed the reality we never get to see. The human story."*

Becs Williams, Rally Commentator

*"The film, like Tänak's career, is a rollercoaster."*

David Evans, Autosport

*"THE PURPOSE OF THE FILM WAS FOR EVERYTHING TO BE RECORDED THE WAY LIFE IS, THERE IS NO ACTING, AND I WASN'T MORE POLITE BECAUSE OF THE CAMERA."*

Producer Eero Nõgene and his Sterotek Film crew had incredible access to Tänak and his team during the season.

"The purpose of the film was for everything to be recorded the way life is, there is no acting, and I wasn't more polite because of the camera," said Tänak. "Just like the last season, as we know, I can't say my whole career has been a boring one."

But the story is about far more than 2018. The film goes back to Tänak's roots in rural Estonia and hears from his family and the school teacher who tried to discourage him from motorsport. His relationships with his mentor Markko Märtin - a WRC rally winner in his own right - and long-time team boss Malcolm Wilson of M-Sport also come to the fore, as both men reveal plenty of never-told-before tales that reveal how many obstacles Tänak has overcome to reach the top, and how many times his career appeared to be over.

*Ott Tänak: The Movie* is a touching story of how a stubborn kid from a small island in North-Eastern Europe broke into the rallying elite and coped with both winning and losing - and learnt that he often needed to look within himself to find the reason for those defeats.

The film is mostly in English and Estonian and is translated into multiple languages. Subtitles are in Spanish, Italian, Finnish, French, German, Polish, Portuguese, English, Russian, Japanese and Estonian.

The whole movie is also dubbed into English, Spanish, French, Italian, Polish and Russian.







# Hamilton's magic moments

*Consistent excellence has been the foundation of Lewis Hamilton's success, regardless of what his critics say. It's what makes him one of the greats*

EDD STRAW

**C**onsistency is a word that conjures images of unflashy, plodding dependability. Nobody embarks on the road to Formula 1 aspiring to be the most consistent, for in sport the preferred narrative is usually of brilliance, of extraordinary moments, of inspiration, of unearthly powers.

Lewis Hamilton stands on the brink of a sixth world championship and his CV provides such magic moments in abundance. But it's the relentless excellence that binds his body of work together into an extraordinary whole. For 13 seasons he's been winning in F1 and shows no signs of abating; his Mexican Grand Prix victory makes it five times in six years that he's won a double-digit number of races in a season.

Take any snapshot of Lewis Hamilton's career, say a run of half a dozen races, and it's possible to find many others who have matched those achievements over an equivalent period. But take two, three, four such snapshots and the number drops off until eventually you have only a few all-time greats who achieved such relentless success. That's what marks out the greats, which perhaps explains why Hamilton made a barbed comment about Max Verstappen being "spoken of so highly of by so many people and built up onto a pedestal". It was a gentle 'show us your medals'.

In Hamilton's case, what makes him extraordinary is the line connecting all of these individual moments together into

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**“How many drivers have had opportunities but not that extra something to deliver on them?”**

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crushing, continual success. He has the silverware that backs up his brilliance. And he has achieved that success in a variety of cars, multiple different rules sets, over every conceivable type of circuit and up against some formidable team-mates.

When his current Mercedes team-mate Valtteri Bottas was asked in Mexico what makes Hamilton such a tough opponent, he didn't default to the usual answers. He might have reached by reflex for 'speed' or 'racecraft', which are perhaps the two go-to parts of Hamilton's game to focus on. Instead, he went straight for 'consistency'. Specifically, consistency of pace.

To translate this into a statistic, Hamilton is the only driver in the history of grand prix racing who has won a race in every single season he has appeared in. That statistic is one-dimensional since the others with high strike rates — Jackie Stewart (88.9%), Juan

Manuel Fangio (87.5%), Alain Prost (84.6%), Ayrton Senna (81.8%) and Max Verstappen (80.0%) — had good reasons for not winning in every season. Axiomatically, Hamilton has been a winner in every single season because his car has been a winning car. But decision-making is regarded as a key characteristic of a world champion, and you can hardly criticise the timing of the one switch he's made in his career, from McLaren to Mercedes.

That said, it hasn't always been so easy. In 2009, the McLaren started the season unable to make Q3 and Hamilton still came through in an improving car to win two races — and he would have won the season finale in Abu Dhabi too but for a brake problem. Team-mate Heikki Kovalainen, a seriously capable driver, was unable even to get on the podium in that car.

Bottas is one of an unfortunate breed of grand prix driver — the very good ones who find themselves paired with an all-time great. Who knows how many times he's completed a qualifying lap delighted with his pace only to hear he has been outpaced by Hamilton? The constant battering will have impacted him, and it's to Bottas's credit that he's still chipping away at his weaknesses to ensure he's respectably close.

Some argue that Hamilton had it easy, pointing to a gilded run through the upper echelons of karting and the junior formulas thanks to McLaren, a plum seat for his rookie F1 season and a run of top cars in which he couldn't fail to rack up title after title. It's a fatuous argument because you can point to the opportunities any sporting great has had and claim their success was inevitable.

But how many drivers in F1 have had such opportunities but not that extra something needed to deliver on them? Far more than have actually achieved greatness. While any sporting great will have had a slice of luck on their side, their own contribution is more significant. Hamilton has made the most of his opportunities and shown a voracious appetite for self-improvement to get within arm's length of the two great records of F1 — Michael Schumacher's 91 victories and seven world championships.

That determination to win still burns brightly, and could certainly motivate him to continue in F1 for a good few years after his current Mercedes deal expires at the end of next season. While he's never been one for statistics or looking back, over the past few years Hamilton has started to show hints of recognising what his legacy could be. Whatever happens from now until he retires, it will be a remarkable one.

It will only be once the dust has settled on his illustrious career that Hamilton's exact place among the greats will be defined, but the question of whether he is a great has long since been answered in the affirmative. There are plenty who seek every opportunity to do down what Hamilton has achieved, but he's a generational talent who it's a privilege to see in action. ✎





# A feel-good champion story

*Nick Cassidy's career was on its knees five years ago. But his crowning as Super Formula champion shows that good guys with talent can succeed, even without cash*

MARCUS SIMMONS

**L**ewis Hamilton didn't wrap up the Formula 1 World Championship last weekend in Mexico City, but on the other side of the Pacific Ocean there was a champion crowned in a series of considerable international significance, and this success has brought happiness to many people in the sport. Nick Cassidy's second-place finish in the Super Formula finale at Suzuka — which he approached in a full-scale title battle against recent Toro Rosso Formula 1 FP1 debutant Naoki Yamamoto, Alex Palou, Kenta Yamashita and ex-F1 podium finisher Kamui Kobayashi — gave him a maiden crown in Japan's premier series. It says a lot for Cassidy's popularity that thoroughly good chap James Rossiter, rather than being grouchy that it was his seat at Toyota headline team TOM'S that Cassidy took for 2019, was moved to tweet: "When does an F1 team give Nick Cassidy a test? Deserves it more than anyone."

Cassidy is 25 now, and it's amazing to think that he's been racing single-seaters for almost half his life since he began in the Formula Vee equivalent in his native New Zealand at the age of 13. It was his success a few years later against a host of recognised up-and-coming European starlets in his homeland's Toyota Racing Series that brought him onto the international radar, but still it was an enormous trial for him to get any kind of a foothold on the ladder.

Back in early 2014 I wrote a little piece on Cassidy for Autosport. At this point, he had done a little bit of testing with Formula 3

## "It's amazing to think Cassidy has been racing single-seaters for almost half his life"

European Championship minnow T-Sport, and more running with GP3 Series squad Status Grand Prix, which he was keeping his fingers crossed would translate into a full season. The problem was, he had no money. He had ex-Lotus and Williams F1 team manager Peter Collins trying to sort that out, while his mates in the sport — including childhood NZ karting pals Tom Blomqvist and Mitch Evans, and Red Bull protege Daniil Kvyat, upon whose Milton Keynes sofa he'd been crashing while he was in Europe — spoke well of him. But such well-wishers were no substitute for what he really needed: at least some funding.

Status had it down to a choice between Cassidy and his fellow Kiwi Richie Stanaway for its final GP3 seat alongside Nick Yelloly and Josh Webster. While Cassidy was in the air on his way from NZ to the UK to meet up with Status and, hopefully, prepare

immediately for the first pre-season test, Stanaway arrived with an initial payment and secured the seat. Cassidy was devastated, and instead went off on a limited Formula Renault 2.0 campaign that, you've guessed it, was poorly funded, and yielded little.

Meantime, Bicester team T-Sport was working behind the scenes with its Japanese backer ThreeBond. "There was a guy out there in New Zealand, 'Flex' [M2 Competition boss Jonathan Moury], who was running a team, but his real job was engineering DTM cars at BMW," says T-Sport technical chief Alan 'Skelly' Woodhead. "I didn't know 'Flex' that well, but he said, 'I'm not sure what you're up to, but there's this kid Cassidy who's really good.' We had a bit of testing that we needed to put someone in the car for [in 2013] and he did a pretty good job. So when we were able to scrape a budget for Macau for 2014, we told him to come on down." And this was what made Cassidy's career.

T-Sport, which used the British-built NBE engine, had endured an anodyne F3 season with Spike Goddard and Alex Toril — a grand total of four points scored from 33 starts apiece. But, significantly, the team's Australian driver coach Mike Reedy had got to know Cassidy while looking after Goddard in the TRS. "Reedy recommended Nick highly," says Woodhead. "And Nick was a good fit for our little family really. He was desperate to do well. Very driven, a semi-pro trying to make it in the world of motorsport. A little bit rough around the edges, and coming from New Zealand he was very vocal in what he wanted. Sometimes he was right; sometimes he was not so right! But I like it — that's what racing drivers should be like."

As a warm-up for Macau, Cassidy contested the final two Euro F3 rounds at Imola and Hockenheim, with a conspicuous lack of success. But, according to Woodhead: "That wasn't a bad thing because it made him focus a bit, so he knew Macau would be bloody hard." T-Sport worked him half to death in the simulator driving Macau and, in a race where Max Verstappen and Esteban Ocon blemished their reputations by crashing, Cassidy took a team — and engine — that had not finished higher than ninth all season to third position, behind Felix Rosenqvist and Lucas Auer.

The approach from TOM'S, which had been running its promising Japanese talent Yamashita that weekend in Macau, was instant. And, five years later, Cassidy has now claimed the Triple Crown of Japanese motorsport with the team: the F3 title in 2015; Super GT in 2017; Super Formula in 2019. "The doors in Japan would not have opened without that weekend," says Woodhead. "That Sunday evening, the first approach was made by the guys at TOM'S and the rest is history. That's what's beautiful about motorsport — if you're given the right breaks and you make the most of them, it'll happen for you."

Now, about that F1 test that Rossiter has advocated... ❄



# YOUR SAY

*A three-place grid penalty is a disgrace. A three-race ban would have been more appropriate, with Verstappen being made to spend those races on a marshals' post!*

**JOHN BARKER**

## Ignore flags at everyone's peril

As an ex-marshall, I find Max Verstappen's comments about not lifting for a yellow flag very worrying indeed. How could he possibly have known what the situation was with Valtteri Bottas?

A three-place grid penalty is a disgrace and I am just pleased I am no longer marshalling. A three-race ban would have been more appropriate, with Verstappen being made to spend those three races on a marshals' post!

I hope for his sake that if anything ever happens to him, that marshals will be there to help – and feel that they are protected by the yellow flag!

**John Barker**

**By email**

## A total lack of respect for the rules

Surely it is time for a massive clampdown on drivers/riders treating flag signals with disdain. A three-place grid penalty is nothing compared to the potential damage to marshals and others that could have resulted from ignoring a waved yellow. It shows a total lack of respect for rules, and others.

In World Superbikes at Donington we had the race red-flagged and yet the leaders ran the "slow-down" lap at near racing speed. When they arrived at the Melbourne hairpin a number lost control, and one bike ended up flying into the area where marshals were working. Luck is all that prevented a fatality.

Simple rules – yellows, back off 25%; reds, back off 50%. One failure to comply penalised by being sent to the back of the grid, or a drivethrough if it's in a race. Second failure in a rolling year and you miss the next meeting. This is too important an issue to allow to continue as it is.

**Tim Maxwell**

**By email**

## Small part played in Herbert's triumph

May I mention my small contribution towards Johnny Herbert's success at the 1985 Formula Ford Festival



(Motorsport's biggest shocks, 24 October). It was me, with my trusty stopwatch, standing on the pitwall, who delivered the 10-second delay. He has always accused me of being too cautious, thereby delaying him longer. I have always assured him that my mechanical watch was nearing 10 when I dropped the flag!

**Simon Bill**

**By email**

## Let your driving do the talking, Lewis

I completely concur with Salvador Valiente (Your say, 24 October). As a livestock farmer and a lifelong follower of motorsport, dating back to the late 1960s, I believe Lewis Hamilton has no business to be interfering with people's hard-earned livelihoods, in an area he clearly knows little about – I refer to his 'trendy' comments on veganism.

I suggest he solely lets his actions on the track do the talking. Messrs Clark, Brabham, Amon and McLaren all came from farming backgrounds and it showed. Did we hear Chris Amon whinge through seasons of misfortune and bad luck, or was he just grateful to be alive after every race?


**Hugh Wroth**

**Marlborough, Wiltshire**

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# STUNNING HAMILTON SCORES AS FERRARI FUMBLES AGAIN

*Not even a first-lap ride through the grass could stop the Mercedes star from taking a damaged car to victory and all but wrapping up his sixth title*

EDD STRAW

PHOTOGRAPHY  **motorsport  
IMAGES**



**B**efore the Mexican Grand Prix weekend, Lewis Hamilton said that Mercedes had “no hope” against Ferrari on the long main straight of the Autodromo Hermanos Rodriguez. But it was Sebastian Vettel who had no chance in the race, simply because Hamilton would not let his Ferrari get close enough during a gripping final third. Despite concerns about the tyre life and floor damage sustained to his Mercedes on the opening lap, Hamilton was in complete control.

This was a weekend of fine margins, a race in which any one of the drivers from the big three teams might legitimately have claimed to be a serious victory threat. Hamilton and Mercedes were helped by the others not quite nailing it. Ferrari split Charles Leclerc and Vettel onto two-stop and one-stop strategies respectively but they were unable to maintain their track-position advantage, and Red Bull's Max Verstappen was eliminated from contention by a three-place penalty for ignoring a yellow flag that cost him pole position, and then a puncture after contact with the Mercedes of Valtteri Bottas.

But it was Hamilton who prevailed, despite a fraught first lap that began with him being edged onto the grass on the long run to the first corner by Vettel. He had to lift as a result, later describing it over the radio as “super dangerous”. But Vettel hadn't seen him initially, moving back to the right once he realised where the Mercedes was.

“I got a really good start so I was pulling up to Charles and Seb is coming across, coming across, and I'm thinking, ‘I'm on the white line, I don't have anywhere further to go,’” said Hamilton. “And he just keeps



coming. So I had to avoid crashing with him, going onto the grass. Then I was surrounded by a bunch of cars, I braked into Turn 1 and all of a sudden Max is alongside me.”

Hamilton hung on around the outside of the Turn 1 right-hander, but the rear snapped at the exit, pitching him sideways. The snap was so savage that Hamilton thought he'd been rear-ended. He gathered it up with an armful of opposite lock, narrowly avoiding first Verstappen then Vettel, but inevitably went wide into the Turn 2 left-hander. Verstappen took to the grass to avoid Hamilton, who himself had to go off-road. This allowed Alex Albon to move his Red Bull up to third and Carlos Sainz Jr's



**“LECLERC AND VETTEL MUST HAVE BEEN DELIGHTED TO SEE SO MUCH CLEAR AIR BEHIND THEM. THE FERRARI DRIVERS EVEN HAD TIME FOR A SCRAPE OF THEIR OWN”**





Both Hamilton and Verstappen went off

McLaren to pass him through Turns 4/5 after getting a run at the exit of Turn 3. Bottas was down in seventh after losing a place off the line.

The Ferrari drivers, who had held position with Leclerc leading from Vettel despite approaching the first corner side by side, must have been delighted to see so much clear air behind them. They even had time for a scrape of their own as Vettel dinked Leclerc's right-rear with his front wing coming through Turn 5 after the leader had run deep at Turn 4.

It didn't take Hamilton long to clear Sainz for fourth, passing him on the approach to Turn 1 on lap four, but he wasn't able to make any significant inroads on Albon, who was two seconds up the road.

Verstappen's race was about to go from bad to worse. He dropped to ninth behind Daniil Kvyat after his off, but quickly repassed the Toro Rosso driver out of Turn 5 before setting to work on Bottas. He pulled off a brilliant lunge in the stadium up the inside of Bottas, who was looking for a way past sixth-placed Lando Norris. It surprised the Finn, who noticed the Red Bull late and wound off the lock. But as he turned back in he hit Verstappen's right-rear wheel.

This gave Verstappen a puncture, although it didn't manifest itself quickly enough to allow him to dive into the pits. Having asked the team to check the tyre, he was informed about the puncture shortly before it fell apart at Turn 2. The resulting slow crawl to the pits dropped him to 35 seconds off the back of the field. From there, all he could do was work his way back through the midfielders and back up to sixth with a marathon stint on hard Pirellis.

With one victory contender out of the way, things settled down as everyone waited for the first to blink and dive into the pits. All of the drivers from the big three teams had used medium Pirellis to set their Q2 times, so the question was whether to pit early and go for a two-stop strategy, or strike out for a one stopper.

Albon was the first to make a move, and it proved to be a bad one for his race. He peeled into the pits at the end of lap 14, committing to a two-stop strategy by taking a second set of mediums in the hope of undercutting Vettel. At that point he held third, 4.5s off the lead and just 2.1s behind Vettel. But despite a brisk turnaround by Red Bull, Albon couldn't stop Sainz, who had led the midfield from the start >>





**“ALBON’S STOP TRIGGERED FERRARI INTO LIFE, CALLING IN LECLERC. THIS EFFECTIVELY DIVIDED THE FIVE LEADING CONTENDERS INTO TWO GROUPS”**



Hamilton's early dramas let Albon through to run in third – until Red Bull blinked and called him in

for McLaren and was beginning to struggle on ailing softs, blasting past on the run to Turn 1 as he rejoined.

The Red Bull driver searched for a way past, making light front-left to rear-right contact on the run between the Turns 5 and 6 right-handers, instantly demanding “why is he defending so hard?” over the radio. He was only saved when Sainz pitted at the end of the lap to take on hard rubber that he couldn’t get working and ruined his race.

Albon’s stop triggered Ferrari into life, and it called in leader Leclerc on the next lap. He too was locked onto a two-stopper by taking mediums, emerging with an advantage that had almost doubled to 8.5s over the frustrated Albon. As Vettel stayed out, this effectively divided the five leading contenders into two groups: Albon and Leclerc two-stopping; and new leader Vettel two seconds ahead of Hamilton, with Bottas a further seven seconds back, all shooting for one-stoppers.

Hamilton spent much of this phase of the race 1.5-2.0s behind Vettel, and Mercedes opted to attempt an undercut by bringing him in at the end of lap 23. There was an element of risk given how long he’d need to go on hard tyres, but the consistent pace of those who had started on this rubber gave the team cause for optimism that it was possible – despite Hamilton’s inevitable doubts.

Hamilton’s pace on the out-lap, which took around 1.5s out of Vettel’s lead after the Mercedes had emerged 22.5s down, meant the Ferrari would have lost position had it pitted. Ferrari told Vettel to “mode box” – which doesn’t necessarily indicate a stop – then decided to keep him out given it knew he would lose track position.

“He was in ‘mode box’ because it was the best way to give us the opportunity to decide late on in the lap what was the best to do,” said Ferrari team principal Mattia Binotto. “If he’d come in he would have been behind because already in the first sector Hamilton was fast enough

to stay ahead. So being behind, the best way was to stay out. We stayed out to have some advantage in the last part of the race with fresher tyres.”

Hamilton inevitably had a pace advantage, gaining just over half a second per lap on Vettel in the next 12 laps. Ferrari then called Vettel in at the end of lap 37 and he emerged from the pits in fourth place, which was effectively second behind Hamilton given that leader Leclerc and third-placed Albon both needed to stop again. By the end of lap 38, Vettel was 7.364s behind and over the next eight laps was, on average, 0.552s quicker than Hamilton as he closed to within 3s at the end of lap 46. But he wasn’t the fastest man on track. That honour fell to Bottas, who had stopped a lap earlier than Vettel and was 0.179s per lap faster during this period. To add to Vettel’s concern, a disproportionate percentage of his gain came on his first flying lap on hards, when he took 1.3s out of Hamilton, and the gap was more like 0.4s thereafter.

Vettel did at least benefit from Albon getting out of the way by making his second stop to switch to hards at the end of lap 44, dropping to fifth. Leclerc had made his second stop to take hards a lap earlier, promoting Hamilton, Vettel and Bottas to the top three positions, covered by just 4.8s. Over the next five laps, Hamilton and Vettel near as makes no difference lapped at the same pace, while Bottas inched up on both. The trio were now covered by just 3.980s, with Vettel looking more likely to be attacked by Bottas than to challenge Hamilton.

Inevitably, Mercedes was still concerned about whether Hamilton’s hards would last to the end. But this fear gradually abated as the race went on and those who had run further on that compound, such as Verstappen and Daniel Ricciardo, still weren’t suffering from massive wear or significant degradation.

It didn’t seem like the Ferrari quite had the pace, but the gap ebbed and flowed, with a few tenths gained here, a few tenths lost there.



## QUALIFYING

“A little bit of redemption for what happened last year,” was Max Verstappen’s verdict after crossing the line to secure pole position. Unfortunately for Verstappen and Red Bull, this joy was short-lived – almost three and a half hours later, he was hit with a three-place grid penalty for ignoring a yellow flag at the final corner after Valtteri Bottas had crashed. He could have backed off – his first lap, a 1m14.910s, was already enough to be sure of pole...

This promoted Charles Leclerc to pole. It was doubly fortunate since Ferrari team-mate Sebastian Vettel was set to jump him only to lift off for the yellow flags. Leclerc had been ahead based on their first runs, but overheating rear tyres in the final sector cost him as the back end simply wasn’t there when he turned in to Turn 11, sending him briefly off the track. He fell back on his first-run time.

“The first lap was quite good,” said Leclerc. “The second one, we tried to have a bit more front [end], which helped the first sector, but then the last sector was too tricky.”

Lewis Hamilton was satisfied with fourth-fastest time in his Mercedes, if not the overall pace, and would have been at least a couple of tenths quicker had he not briefly lifted off for Bottas’s accident. Bottas was only 0.011s behind Hamilton at the start of the third sector, but pushed too hard coming out of Turn 16 and picked up a little wheelspin while on the exit kerb. This sent the squirming rear into the wall, with the car running along the barrier before hitting the leading edge of the Tecpro barrier at Turn 17.

“I went a bit deep and got a bit more understeer in the mid-corner,” said Bottas. “So I went a bit wider than I wanted, everything was still OK, on traction. Being a bit too wide it was dirty, there was already some pick-up on the front left, then I just lost the traction and hit the wall.”

The crash meant Bottas ended up sixth after Red Bull’s Alex Albon pipped his first-run time by 0.002s. Behind, the midfield was led by McLaren, with Carlos Sainz comfortably ahead of Lando Norris. Both Toro Rossos made Q3, with Daniil Kvyat ninth ahead of Pierre Gasly, who did well to make Q3 despite suffering from a virus that that significantly dented his concentration.

**“HAMILTON  
COULD HAVE BEEN  
QUICKER HAD HE  
NOT LIFTED OFF  
FOR BOTTAS’S  
ACCIDENT”**

Verstappen’s puncture  
resulted in slow crawl  
back to the pits



GALLOWAY



Two-stop strategy  
consigned early leader  
Leclerc to fourth place

MAUGER

## “DESPITE TYRE CONCERNS, HAMILTON AND MERCEDES HAD THIS ONE COMPLETELY UNDER CONTROL. BY TAKING THE RISK, HAMILTON GAINED TRACK POSITION AND NEVER LOOKED BACK”

Still the upshot was that nothing changed. Even when Vettel was given the all-clear to push to the end, having previously had to fuel-save, the picture remained the same, with Hamilton covering everything Vettel could throw at him. The Ferrari finally crossed the line 1.834s down on Hamilton, with Bottas a further 1.799s behind.

Vettel believed he suffered more than the Mercedes drivers through the lapped traffic, but accepted that any pace advantage the Ferrari did have was nowhere near enough to challenge.

“We went through quite a lot of traffic so through that window I was not as fortunate as Lewis and Valtteri, who benefited from it a couple of times,” said Vettel. “I had guys in front into the last sector and they didn’t move until very late and I lost momentum. So it was difficult to keep closing on Lewis. Once we cleared the traffic I think it was better. I was probably a tenth or two faster. Given that I was on 15 laps fresher tyres it was probably also fair, but I think he had enough pace to respond. Even if you’re a tenth or two faster you’re not going to pass. You need a bigger delta to put the guy in front under pressure.”

Despite the tyre concerns, Hamilton and Mercedes had this one completely under control. By making the second stop relatively early and taking the risk on the hards, Hamilton gained track position over Vettel and never looked back. “We were not convinced,” said Mercedes >>



SUTTON





## TRACKSIDE VIEW

The first free practice session in Mexico City is arguably the trickiest of the year. The high-altitude conditions mean cars produce Monza levels of downforce for Monaco levels of wing, with a very green track surface.

Daniil Kvyat hurtles into view out of the Turn 12 right-hander into the short squirt to the left-hand hairpin in the stadium on a push lap. Already, there's a hint of what is to come as the rear of the Toro Rosso steps out of line at the exit of T12. He throws the car into the hairpin and initially it sticks, but he's asked too much of the rear and has to correct, which pitches him wide. Earlier, he also tried to carry too much speed into the corner and had to take the widest line through the corner. It's not that he's driving badly, just that he's an example of the challenges here.

The stadium is a tight, twisty, kerb-hopping sequence of corners that doesn't look especially difficult. But it's not just an excuse for a spectacular view from the grandstands, because huge amounts of time can be found or lost. And in the early, low-grip throes of the weekend it's rare to see two consecutive cars take identical lines.

"It's a very tight corner, then you've obviously got a change of

direction and you can gain or lose a lot of time," says Kvyat when asked about his moment later. "You need to 'find' the corner, you keep trying, you find the line and you overpush or maybe underpush to find your baseline. It's a blind entry as well, it's like a crest, so a lot of driver feeling is needed."

Some drivers apply the steering lock earlier than others, loading up the rear tyres more progressively. Others throw it on more positively,

none more so than Lewis Hamilton in the Mercedes. It remains a strong car in the slow stuff. Valtteri Bottas also looks good.

The Red Bull drivers are also aggressive but with mixed results. Alex Albon overcommits several times, while Max Verstappen has some lairy moments in between T13 and T14, the right-hander that follows immediately after.

Lance Stroll also comes through struggling a little for rear grip on his

Racing Point. Moments after he heads out of view, the red flags fly because of his spin into the barrier in Turn 15 – a moment that started just as he headed out of view. It's a reminder of how tricky the conditions are.

And a reminder that, just because slow corners may not look as spectacular or thrill the drivers as much as the quick stuff, it doesn't mean they're easy.

**EDD STRAW**



Stadium section is tricky when the track is green on Friday





**“FERRARI WAS LEFT LOOKING ENVIOUSLY AT THE RISKS MERCEDES HAD TAKEN”**

team boss Toto Wolff of whether the tyres would last. “There were two main factors. One, we knew that we had to take a risk when you are starting third and sixth. It is easier to come up with some bold strategies providing you come up with a good car, which we had, and fantastic drivers. So we knew we needed to do something different, and we saw Ricciardo going long on the hard tyres, I think he had 30-odd laps and was posting green lap times, and then we had quite some discussion and in the end, what James [Vowles] and his strategy department opted for – to go long – worked out.”

Ferrari was left looking enviously at the risks Mercedes had taken, not just in Hamilton getting the undercut on Vettel, but in terms of how early Leclerc stopped, turning an early lead into what was ultimately fourth place ahead of Albon.

“We realised it only very late,” said Binotto of the fact that a one-stop was easily achievable. “When Charles stopped it was still too early to gamble on the one-stop – it would have been too risky, especially being ahead as he was. Not only for tyre degradation but for wear as well. That’s something you can look at and analyse in the data. Certainly the gamble they [Mercedes] did was the right gamble. They took some risks to win and I think the risk went to their merit. That’s the way it is; maybe we should have taken more risks. It’s difficult to judge. After the result, it’s easy to say yes.”

While Hamilton wasn’t always confident the gamble would pay off, it did so in spades as he earned his 10th victory of the season. While he didn’t quite do enough to make sure of a sixth world championship, barring disaster it’s a foregone conclusion that he will do so in Austin.

Not bad for a weekend that he expected little from, especially with long-time race engineer Pete ‘Bono’ Bonnington missing Mexico and the US GP because of a medical procedure, meaning performance engineer Marcus Dudley stepped up to do the job. Doubly so given that Hamilton was carrying damage to the vertical slots along the edge of the floor after what happened on the opening lap.

“A big part of the side of my rear floor was missing,” he said. “The balance was quite a lot different. The rear end was quite weak so I was sliding around a lot in the high-speed sections, so I had to change my settings quite a lot and drive it a little bit differently. I couldn’t attack the same way on the entry of corners because the rear stability wasn’t the same.”

Low expectations, no place on the front row, two encounters with the grass on the opening lap, tyre-wear concerns and car damage – not to mention the need to climb from fifth on the first lap. All things considered, this was not a straightforward weekend for Hamilton. That he prevailed is a reminder of exactly why he will probably be a six-time world champion in just a few days’ time. 🏆

#### NEXT F1 REPORT

#### US GRAND PRIX 7 NOVEMBER ISSUE

Can Ferrari put off the seemingly inevitable and prevent Lewis Hamilton from claiming his sixth world title at the Circuit of The Americas?



# Why Verstappen was stripped of pole



Verstappen: "I think we know what we're doing, otherwise we wouldn't be driving an F1 car"

ALL PHOTOGRAPHY  
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IMAGES

Ferrari had dominated qualifying since the summer break, but circuit specialist Red Bull joined the party at the Autodromo Hermanos Rodriguez as Max Verstappen swept to a brilliant pole position. Both of his Q3 laps were good enough for the top spot.

Or so we thought.

On his second and final run, Verstappen encountered a stricken Valtteri Bottas – the Mercedes driver had crashed into the outside wall at the final turn – but failed to check his pace as prescribed in the regulations. He actually improved in the final sector and earned himself a three-place grid penalty for the race.

There was no notification of any investigation immediately after the incident, and in the press conference Verstappen brushed off questions about it with clear irritation. He acknowledged he had seen Bottas's crash, but when asked if he backed off, Verstappen said: "It didn't really look like it, did it? No. I think we know what we are doing, otherwise we wouldn't be driving an F1 car. It's qualifying and you go for it. If they want to delete the lap, then delete the lap."

Only a single yellow flag was waved at Verstappen, but this was on the outside of the corner, while his focus could reasonably be expected to have been on the apex.

According to the FIA, when shown a single yellow flag "drivers should reduce their speed and be prepared to change direction". The driver in front of Verstappen on track, Ferrari's Sebastian Vettel, did back off, and this added to the stewards' ammunition when they considered the case against Verstappen.

It did not help that Bottas had ploughed into the marshals' post and light box. Damage to this meant that the usual yellow-flag transmissions – the trackside digital yellow-flag board, an indicator on the steering wheel, a beep in Verstappen's ears and a notification to the team – weren't activated.

Asked about Verstappen's comments, Red Bull team principal Christian Horner said he didn't believe that the FIA's investigation had been prompted by his driver's attitude in the press conference – a view backed up by F1 race director Michael Masi – and that drivers have become reliant on the audio-visual indicators in the cockpit to signify that yellows are out.

The situation was further complicated by the apparent delay to the investigation. Masi said the priority was Bottas's health and getting the Mercedes back to the team, repairing the track and looking at the onboard video. By the time that was all done, the stewards were in a hearing over an unsafe release between Daniil Kvyat and Daniel Ricciardo, so were unable to issue a summons.

After the race Verstappen said that he understood the penalty but was "annoyed" that Lewis Hamilton wasn't also penalised. But Hamilton was not shown a yellow flag on his way past the Bottas incident and therefore had no obligation to slow.

## McLaren slumps after encouraging start

McLaren started off the Mexican Grand Prix with Carlos Sainz Jr and Lando Norris running fourth and sixth and dicing with Mercedes drivers, but emerged with no points.

Both drivers were locked into early pitstops after starting on soft tyres because of the Q2 tyre rule. They were still at the head of the midfield pack – Sainz was sixth and Norris seventh – when they headed to the pits, but it

was at this point their races began to unravel. Norris pitted on lap 12, but was delayed by a cross-threaded front-left wheelnut. He later retired from last place. McLaren wasn't punished as stewards decided the team couldn't be sure it was an unsafe release.

Sainz went onto the hard Pirellis at his stop but could not summon sufficient pace on them, slumping to 13th at the flag.





# Perez claims midfield honours with 'perfect' drive

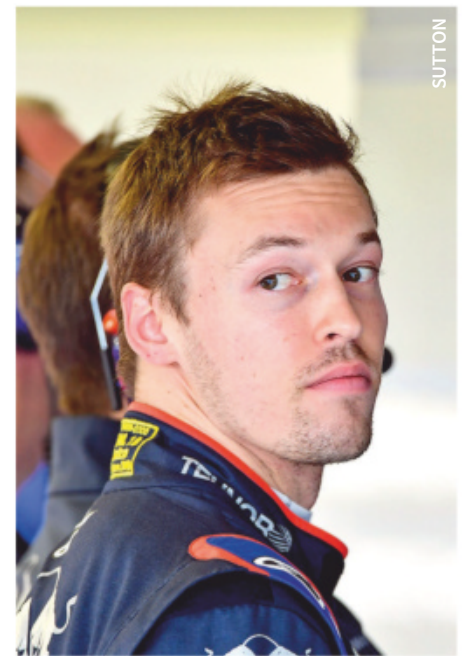
Home hero Sergio Perez finished seventh and at the front of the 'Class B' battle after holding off Daniel Ricciardo in the closing stages of the race.

The Racing Point driver secured 11th place in qualifying, meaning he was the best-placed of the midfield runners with free tyre choice. He held that position early on after starting on mediums, and ran to lap 20 before stopping for hards.

Perez emerged ahead of the McLaren and Toro Rosso drivers (who had gone through to Q3 with times set on softs, locking them in to starting on

those tyres and stopping early), then moved into seventh ahead of team-mate Lance Stroll and the Renault of Ricciardo when they stopped. Ricciardo ran to lap 50 before stopping, rapidly closing the gap on Perez then launching an optimistic move to outbrake him into Turn 1 on lap 61. He locked up and went off, and couldn't make another attempt.

"Today we executed a perfect race," said Perez. "We pushed when we needed. We didn't have the pace to be there really. The Renault, McLaren and Toro Rosso were a bit stronger than us."



## Kvyat loses ninth after Hulkenberg collision

Toro Rosso's Daniil Kvyat was relegated from ninth on the road to 11th in the results shortly after the chequered flag for punting Renault driver Nico Hulkenberg into a spin on the last lap.

After starting ninth and running in that position in the early going, Kvyat held 10th place in the closing stages. Starting on the soft tyres had forced him to commit to a two-stop strategy and any advantage he might have gained from McLaren's problems was negated when he was jumped by both the Renault drivers and Racing Point's Sergio Perez.

Two-stopping did give him a tyre advantage over Hulkenberg, and he had already passed Lance Stroll's Racing Point in the final stint to take 10th. He made a late lunge on Hulkenberg at the Turn 16 right-hander, hitting the Renault's rear-right wheel and spinning it into the barrier.

Hulkenberg was able to recover to 11th behind Kvyat and the other Toro Rosso of Pierre Gasly. When Kvyat was given a 10-second penalty, Gasly and Hulkenberg then moved up to ninth and 10th.

"Obviously Nico was defending, I was attacking and there was a clash, but you know, these things happen, especially [at the] last corner of the last lap," said Kvyat.

"I think people like to see some racing, and if we get penalised for it... They just kill the sport like this, and yeah, I don't like what stewards do sometimes."

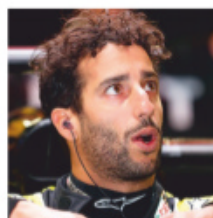
### Q & A

#### DANIEL RICCIARDO RENAULT DRIVER

Renault headed into the weekend having lost its double points finish in the Japanese Grand Prix to disqualification for running a brake-bias adjustment system, which was considered an illegal driver aid. Daniel Ricciardo and Nico Hulkenberg qualified 13th and 12th, and Ricciardo came through to challenge for 'Class B' victory and finish eighth overall after a 50-lap first stint on medium tyres.

#### How important is it to come through to eighth after a frustrating week?

Many times this year circumstances have tried to knock us down and you can see it, and it does creep in sometimes and it creeps into me as well of course. But I feel we've been able to regroup really quickly and I'm proud of the team for that. Cyril Abiteboul [team principal] has been going through a lot, particularly since Japan, and also at Renault in the company itself there's been some changes. So he's remained really, really strong this weekend. We'll try to just keep it up. The back's against the wall but it's bringing some character out in us.



#### Was the pitstop on lap 50 the perfect timing, or would it have been better to stop a little bit earlier or later?

It felt right. I had enough time on the medium to get Perez, but the hard was holding up, his pace was consistent.

So in the end I didn't have a massive

advantage on him, but I think where he was strong was the last corner – he could maintain good speed and it was hard to get really close.

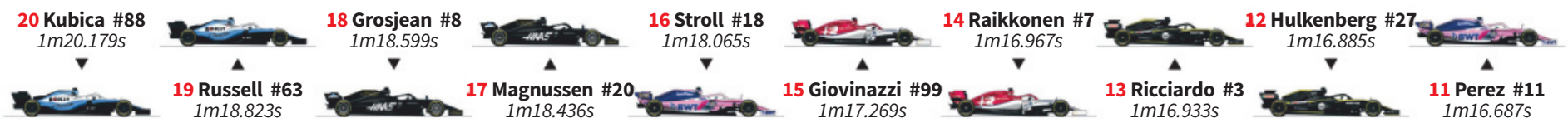
#### Why did you start on the hard? Did you think back to Suzuka when it worked the same way?

After qualifying I said in my head I want to go for the hard and try to attack at the end, so that was the intention. I knew the beginning would be tough, but actually the hard was good for me.

#### How difficult was that last attempt to pass Perez with little downforce?

It was tough. I already knew where his braking point was, he was very strong on the brakes, so I had to go a bit deeper than our comfort zone. I wasn't, let's say, right alongside him. I knew it was going to be tight but also I prefer to try than not. I thought my chances were fifty-fifty so it was worth trying. But in the end maybe the chances were thirty-seventy.



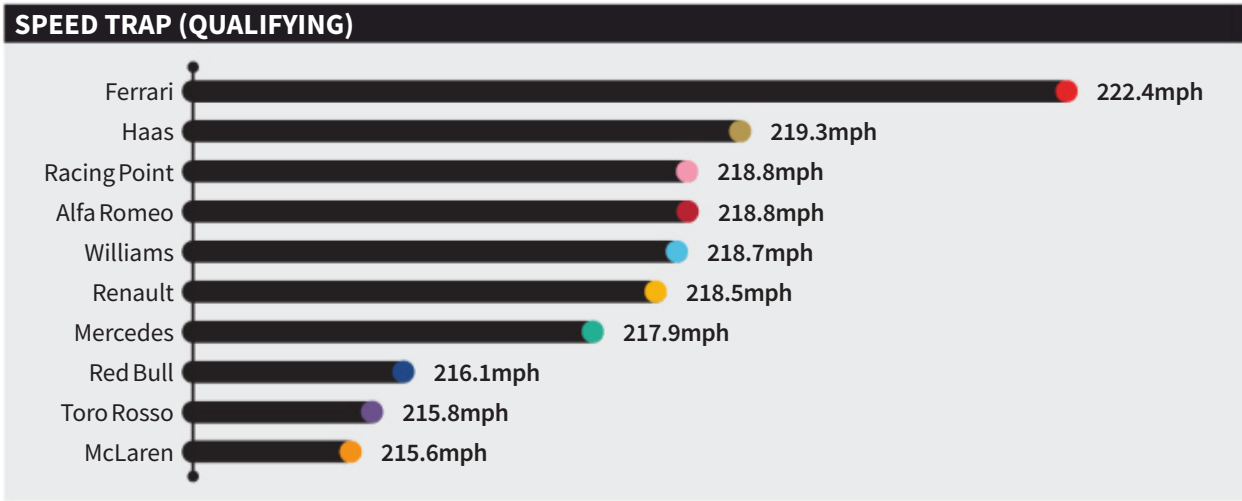


FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m17.327s	1	Vettel	1m16.607s	1	Leclerc	1m16.145s
2	Leclerc	1m17.446s	2	Verstappen	1m16.722s	2	Vettel	1m16.172s
3	Verstappen	1m17.461s	3	Leclerc	1m17.072s	3	Bottas	1m16.259s
4	Albon	1m17.949s	4	Bottas	1m17.221s	4	Hamilton	1m16.381s
5	Bottas	1m18.005s	5	Hamilton	1m17.570s	5	Sainz	1m16.638s
6	Vettel	1m18.218s	6	Kvyat	1m17.747s	6	Verstappen	1m16.903s
7	Sainz	1m18.401s	7	Gasly	1m18.003s	7	Gasly	1m17.090s
8	Gasly	1m18.593s	8	Sainz	1m18.079s	8	Albon	1m17.094s
9	Kvyat	1m18.835s	9	Hulkenberg	1m18.261s	9	Norris	1m17.146s
10	Giovinazzi	1m18.959s	10	Norris	1m18.349s	10	Perez	1m17.207s
11	Hulkenberg	1m19.011s	11	Stroll	1m18.362s	11	Kvyat	1m17.529s
12	Magnussen	1m19.013s	12	Perez	1m18.366s	12	Raikkonen	1m17.740s
13	Raikkonen	1m19.205s	13	Ricciardo	1m18.380s	13	Stroll	1m17.866s
14	Norris	1m19.299s	14	Raikkonen	1m18.681s	14	Giovinazzi	1m17.881s
15	Ricciardo	1m19.499s	15	Grosjean	1m18.766s	15	Magnussen	1m18.132s
16	Stroll	1m19.679s	16	Giovinazzi	1m18.889s	16	Grosjean	1m18.527s
17	Perez	1m19.717s	17	Magnussen	1m19.306s	17	Russell	1m20.965s
18	Grosjean	1m19.850s	18	Russell	1m19.968s	18	Kubica	1m22.002s
19	Russell	1m20.548s	19	Kubica	1m20.180s	19	Hulkenberg	no time
20	Latifi	1m21.566s	20	Albon	1m21.665s	20	Ricciardo	no time

WEATHER 18C, cloudy

WEATHER 22C, cloudy

WEATHER 18C, cloudy/damp track



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m15.949s	1	Hamilton	1m15.721s	1	Verstappen	1m14.758s
2	Albon	1m16.175s	2	Bottas	1m15.852s	2	Leclerc	1m15.024s
3	Leclerc	1m16.364s	3	Vettel	1m15.914s	3	Vettel	1m15.170s
4	Hamilton	1m16.424s	4	Verstappen	1m16.136s	4	Hamilton	1m15.262s
5	Vettel	1m16.696s	5	Leclerc	1m16.219s	5	Albon	1m15.336s
6	Kvyat	1m17.041s	6	Sainz	1m16.267s	6	Bottas	1m15.338s
7	Sainz	1m17.044s	7	Norris	1m16.447s	7	Sainz	1m16.014s
8	Bottas	1m17.062s	8	Albon	1m16.574s	8	Norris	1m16.322s
9	Gasly	1m17.065s	9	Kvyat	1m16.657s	9	Kvyat	1m16.469s
10	Norris	1m17.092s	10	Gasly	1m16.679s	10	Gasly	1m16.586s
11	Raikkonen	1m17.225s	11	Perez	1m16.687s			
12	Ricciardo	1m17.270s	12	Hulkenberg	1m16.885s			
13	Perez	1m17.465s	13	Ricciardo	1m16.933s			
14	Hulkenberg	1m17.608s	14	Raikkonen	1m16.967s			
15	Giovinazzi	1m17.794s	15	Giovinazzi	1m17.269s			
16	Stroll	1m18.065s						
17	Magnussen	1m18.436s						
18	Grosjean	1m18.599s						
19	Russell	1m18.823s						
20	Kubica	1m20.179s						

WEATHER 22C, cloudy

NEXT RACE

3 NOVEMBER

UNITED STATES GP

Austin

SEASON STATS				
DRIVERS' CHAMPIONSHIP		PTS	BEST FINISH	BEST QUAL
1	Hamilton	363	1	1
2	Bottas	289	1	1
3	Leclerc	236	1	1
4	Vettel	230	1	1
5	Verstappen	220	1	1
6	Gasly	77	4	4
7	Sainz	76	5	6
8	Albon	74	4	5
9	Perez	43	6	5
10	Ricciardo	38	4	4
11	Hulkenberg	35	5	6
12	Norris	35	6	5
13	Kvyat	34	3	6
14	Raikkonen	31	7	5
15	Stroll	21	4	9
16	Magnussen	20	6	5
17	Grosjean	8	7	6
18	Giovinazzi	4	9	8
19	Kubica	1	10	18
20	Russell	0	11	16

CONSTRUCTORS' CHAMPIONSHIP		
1	Mercedes	652
2	Ferrari	466
3	Red Bull	341
4	McLaren	111
5	Renault	73
6	Toro Rosso	64
7	Racing Point	64
8	Alfa Romeo	35
9	Haas	28
10	Williams	1

QUALIFYING BATTLE				
Hamilton	12	6	Bottas	
Vettel	7	10	Leclerc	
Albon	0	4	Verstappen	
Gasly	1	10	Verstappen	
Ricciardo	9	8	Hulkenberg	
Grosjean	6	10	Magnussen	
Norris	8	8	Sainz	
Perez	16	2	Stroll	
Raikkonen	10	7	Giovinazzi	
Gasly	2	1	Kvyat	
Albon	5	5	Kvyat	
Russell	18	0	Kubica	











Scores ignore sessions if a driver didn't participate in qualifying or had a serious technical problem

WINS		FASTEST LAPS	
Hamilton	10	Hamilton	5
Bottas	3	Leclerc	3
Leclerc	2	Verstappen	3
Verstappen	2	Bottas	2
Vettel	1	Gasly	2
		Vettel	2
		Magnussen	1

POLE POSITIONS	
Leclerc	7
Bottas	4
Hamilton	4
Vettel	2
Verstappen	1



STARTING GRID

<b>10</b> Gasly #10 1m16.586s		<b>8</b> Norris #4 1m16.322s		<b>6</b> Bottas #77 1m15.338s		<b>4</b> Verstappen #33 1m14.758s		<b>2</b> Vettel #5 1m15.170s	
	<b>9</b> Kvyat #26 1m16.469s		<b>7</b> Sainz #55 1m16.014s		<b>5</b> Albon #23 1m15.336s		<b>3</b> Hamilton #44 1m15.262s		<b>1</b> Leclerc #16 1m15.024s

RACE RESULTS ROUND 18/21 71 LAPS - 189.85 MILES

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Lewis Hamilton (GBR)	Mercedes	1h36m48.904s	28	Mu, Hn
2	Sebastian Vettel (DEU)	Ferrari	+1.766s	23	Mu, Hn
3	Valtteri Bottas (FIN)	Mercedes	+3.553s		Mu, Hn
4	Charles Leclerc (MCO)	Ferrari	+6.368s	20	Mu, Mn, Hn
5	Alexander Albon (THA)	Red Bull-Honda	+21.399s		Mu, Mn, Hn
6	Max Verstappen (NLD)	Red Bull-Honda	+1m08.807s		Mu, Hn
7	Sergio Perez (MEX)	Racing Point-Mercedes	+1m13.819s		Mn, Hn
8	Daniel Ricciardo (AUS)	Renault	+1m14.924s		Hn, Mn
9	Pierre Gasly (FRA)	Toro Rosso-Honda	-1 lap		Su, Hn, Mn
10	Nico Hulkenberg (DEU)	Renault	-1 lap		Mn, Hn
11	Daniil Kvyat (RUS)	Toro Rosso-Honda	-1 lap		Su, Hn, Mn
12	Lance Stroll (CAN)	Racing Point-Mercedes	-1 lap		Mn, Hn
13	Carlos Sainz Jr (ESP)	McLaren-Renault	-1 lap		Su, Hn, Mn
14	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-1 lap		Mn, Hn
15	Kevin Magnussen (DNK)	Haas-Ferrari	-2 laps		Mn, Hn
16	George Russell (GBR)	Williams-Mercedes	-2 laps		Mn, Hn
17	Romain Grosjean (FRA)	Haas-Ferrari	-2 laps		Mn, Hn
18	Robert Kubica (POL)	Williams-Mercedes	-2 laps		Mn, Hn, Mn
R	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	58 laps-overheating		Mn, Hn, Mu
R	Lando Norris (GBR)	McLaren-Renault	48 laps-withdrew		Su, Hn








FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Leclerc	1m19.232s	-	53
2	Albon	1m19.325s	+0.093s	48
3	Vettel	1m19.381s	+0.149s	68
4	Hamilton	1m19.461s	+0.229s	66
5	Bottas	1m19.494s	+0.262s	66
6	Gasly	1m19.530s	+0.298s	53
7	Kvyat	1m19.905s	+0.673s	48
8	Raikkonen	1m20.082s	+0.850s	55
9	Ricciardo	1m20.146s	+0.914s	53
10	Sainz	1m20.311s	+1.079s	66
11	Verstappen	1m20.406s	+1.174s	65
12	Perez	1m20.485s	+1.253s	70
13	Kubica	1m20.696s	+1.464s	63
14	Hulkenberg	1m20.791s	+1.559s	59
15	Stroll	1m20.922s	+1.690s	68
16	Giovinazzi	1m21.014s	+1.782s	65
17	Russell	1m21.286s	+2.054s	69
18	Grosjean	1m21.581s	+2.349s	68
19	Norris	1m21.643s	+2.411s	46
20	Magnussen	1m21.682s	+2.450s	53

WEATHER 23C, cloudy

WINNER'S AVERAGE SPEED 117.588mph FASTEST LAP AVERAGE SPEED 121.513mph

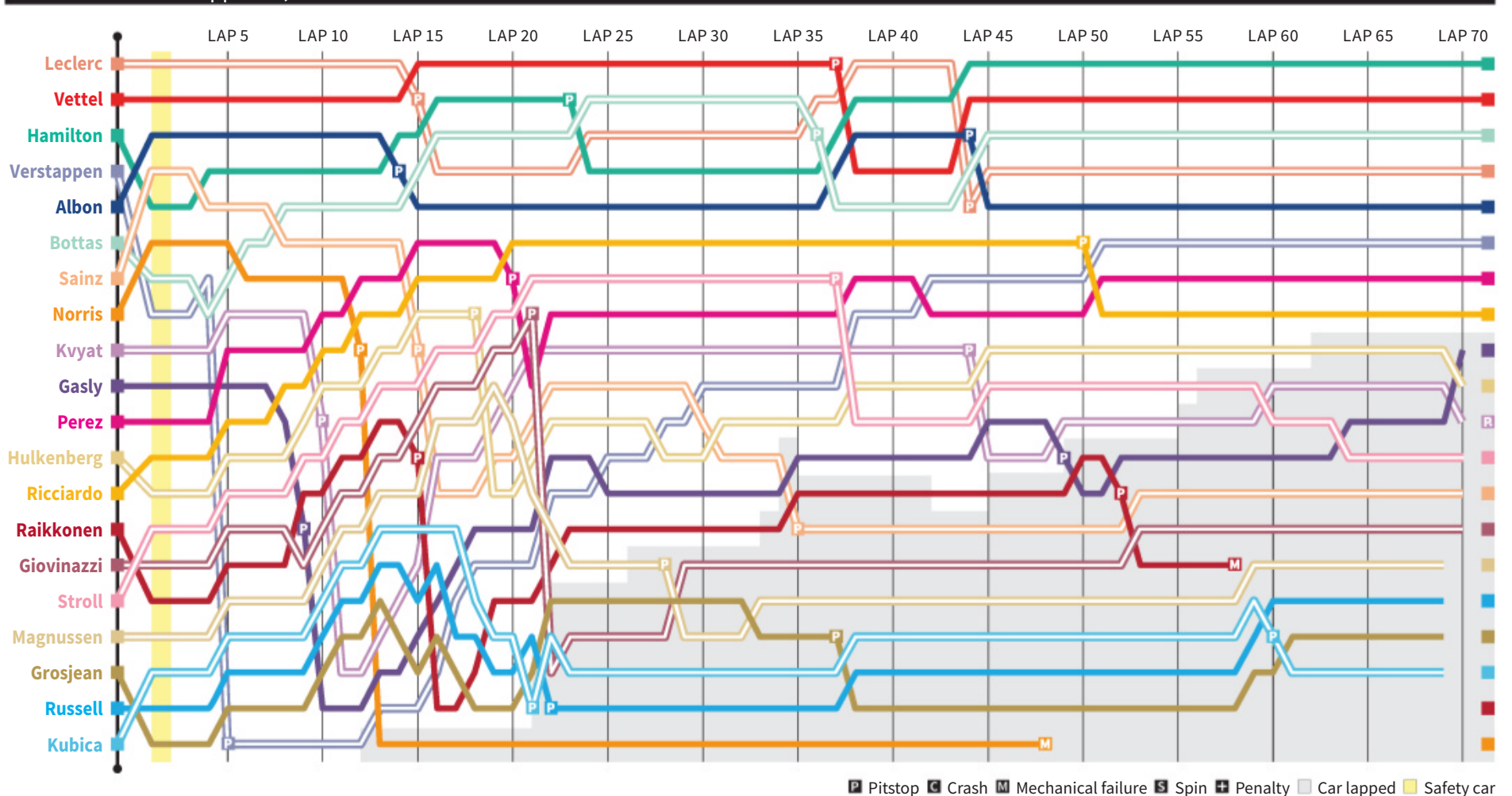
TYRES

KEY: H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set						
	HARD	MEDIUM	SOFT			
						
C1	C2	C3	C4	C5	INTERMEDIATE	WET

RACE BRIEFING

	<b>FP1 DRIVER</b> <b>NICHOLAS LATIFI</b> (left) replaced Kubica at Williams	<b>GRID PENALTIES</b> <b>VERSTAPPEN</b> Three-place penalty and one licence point for not slowing for yellow flag in qualifying	<b>RACE PENALTIES</b> <b>KVYAT</b> Ten-second penalty and two licence points for incident with Hulkenberg on last lap

LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin H Penalty L Car lapped Y Safety car



# HAMILTON ISN'T THE ONLY ONE TO REACH PERFECTION

*Apart from the Mercedes-mounted and occasionally strategy-chafing victor, the Mexican Grand Prix was notable for another brilliant drive – from Sergio Perez*

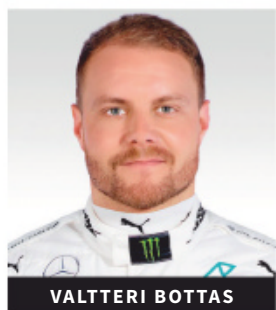
EDD STRAW

## MERCEDES



LEWIS HAMILTON

**10** A good start from third allowed Hamilton to menace the Ferraris, but he was squeezed onto the grass by Vettel and then went off, forcing Verstappen to take to the grass too. Thereafter, he executed his one-stop strategy beautifully to win despite floor damage.



VALTTERI BOTTAS

**8** Bottas's accident at the end of Q3, when he got just a little too aggressive on the throttle out of Turn 16, ended his hopes of outqualifying Hamilton. He slipped to seventh at the start but cleared the McLarens and survived a brush with Verstappen to chase Vettel to the flag.

## FERRARI



SEBASTIAN VETTEL

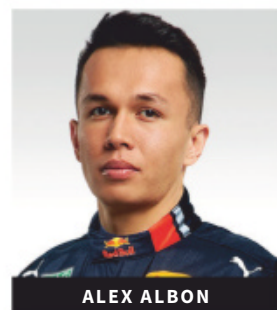
**9** Was outpacing Leclerc in quali when he backed off for Bottas's crash. He held second at the start and took the lead when Leclerc pitted, opting to extend his stint once it became clear that Hamilton would undercut him. But he could do nothing about Hamilton in the closing stages.



CHARLES LECLERC

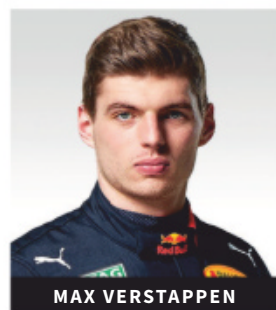
**8** Messy in Q2, but he found himself on pole thanks to Verstappen's penalty and Vettel having to back off because of yellow flags. He led the first stint before stopping on lap 15 of 71 and committing to a two-stopper that never offered the pace to get back into the top three.

## RED BULL



ALEX ALBON

**7** After crashing in practice, Albon bounced back to within a few tenths of Verstappen early in qualifying. He couldn't maintain that as the pace went up, and was fifth on the grid before jumping to third at the start. An early stop, and time lost on his out-lap, cost him and he two-stopped to fifth.



MAX VERSTAPPEN

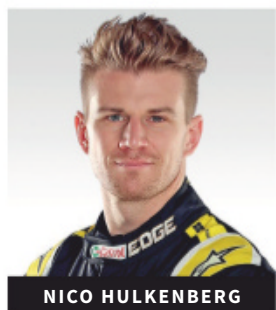
**9** Lost pole thanks to failing to slow for a yellow flag triggered by Bottas's crash. Briefly dropped as low as ninth on the opening lap after being forced off by Hamilton, then was punished for his inspired pass on Bottas by the Mercedes clipping his right-rear. He recovered well to sixth.

## RENAULT



DANIEL RICCIARDO

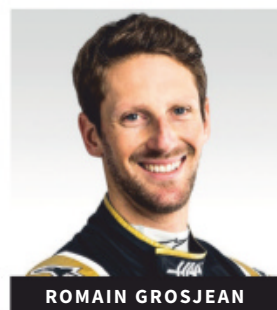
**8** Was shaded by Hulkenberg in qualifying but got ahead of him at the start before settling into a long stint on the hard Pirellis. This allowed him to get almost to the front of the midfield. He caught seventh-placed Perez but couldn't pass him, at one stage heading onto the Turn 1 grass.



NICO HULKENBERG

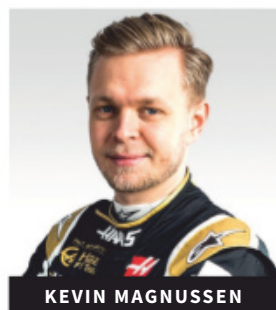
**8** Pipped Ricciardo in qualifying but slipped behind him at the start as he settled into 13th place. He didn't run as long as he felt he should have done on mediums, but still jumped Gasly then got ahead of Kvyat when the Russian stopped again. He had ninth before being booted into a spin by Kvyat.

## HAAS



ROMAIN GROSJEAN

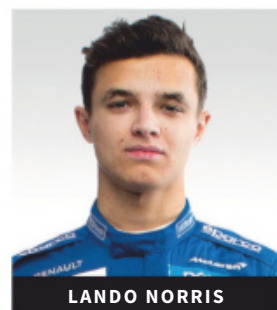
**5** Rear-downforce gains in final practice meant Grosjean was upbeat heading into qualifying. That evaporated when the car was "undriveable". Set-up tweaks yielded a decent enough lap but the race was a washout – he dropped to the back at the start and had an off on his way to 17th.



KEVIN MAGNUSSEN

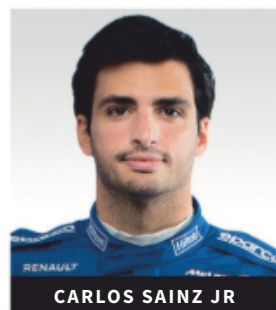
**7** Like Grosjean, Magnussen struggled in qualifying and aborted his final run, although his second was already good enough to beat the sister car by 0.163s. He survived contact with Raikkonen at the start to have a solid race considering the car simply didn't have the pace for points.

## MCLAREN



LANDO NORRIS

**6** Wasn't able to match Sainz's qualifying pace on his first experience of the Mexico City track, but ran with him in the first stint and had a little fun battling the Mercedes drivers early on. Then his race was ruined by the front-left not being properly attached at the first pitstop.



CARLOS SAINZ JR

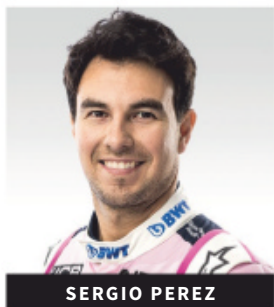
**7** Until he made his first pitstop to run the hards, Sainz's weekend went superbly. He qualified as best of the rest and ran as high as fourth. The rear grip on the hards was awful and he slid out of points contention. A second stop to take medium rubber could not save the situation.





Perez put on a remarkable show for his home crowd

## RACING POINT



SERGIO PEREZ

**10** Delighted to qualify 11th since it gave him free tyre choice, and he used that to perfection to jump the McLarens and Toro Rossos when they stopped. He did come under pressure from Ricciardo, who locked up and went off with his wild lunge, but held on to take best-of-the rest victory.



LANCE STROLL

**6** His weekend got off to a bad start when he crashed in the stadium in practice, then he delivered his usual scruffy quali to lap six tenths off Perez in Q1. Climbed into the points after running long before pitting, but struggled on the hards and was passed by Kvyat and Gasly in the closing stages.

## ALFA ROMEO



KIMI RAIKKONEN

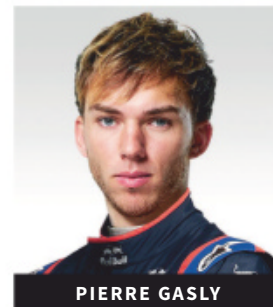
**7** With the car down on grip, he couldn't have done much better than 14th in qualifying. Was on the back foot in the race after being squeezed between Russell and Magnussen on the first lap, sustaining floor damage, and he retired from 15th after battling rising temperatures.



ANTONIO GIOVINAZZI

**6** Gave away a little time to a lock-up at Turn 13 on his final Q1 lap, but he didn't have the speed to outpace Raikkonen anyway. The race went pretty much as expected, a slow pitstop aside; he held 15th early on, effectively where he was at the end, despite gaining a place to Norris's problems.

## TORO ROSSO



PIERRE GASLY

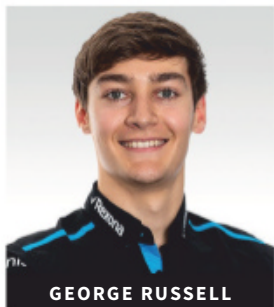
**8** Did well to qualify just 0.120s behind Kvyat despite battling an illness. He ran 10th early on before plummeting as he struggled more with the softs than his team-mate. His two-stopper would only have been rewarded with 11th but for Kvyat punting off Hulkenberg.



DANIIL KVIAT

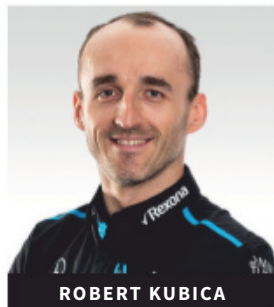
**7** Returned to qualifying form by outpacing Gasly, then held ninth in the first stint before stopping on lap 10 to get rid of the softs. Despite having to two-stop, he was 10th on the last lap after passing Stroll when he booted Hulkenberg into a spin. The 10s penalty dropped him to 11th.

## WILLIAMS



GEORGE RUSSELL

**7** Russell was briefly 16th on lap one after surviving contact with Raikkonen before being shuffled back to 19th. He spent the first stint behind Kubica, whose slow stop handed him the place, only for Russell to be ambushed at Turn 6. He regained the position when Kubica stopped late on.

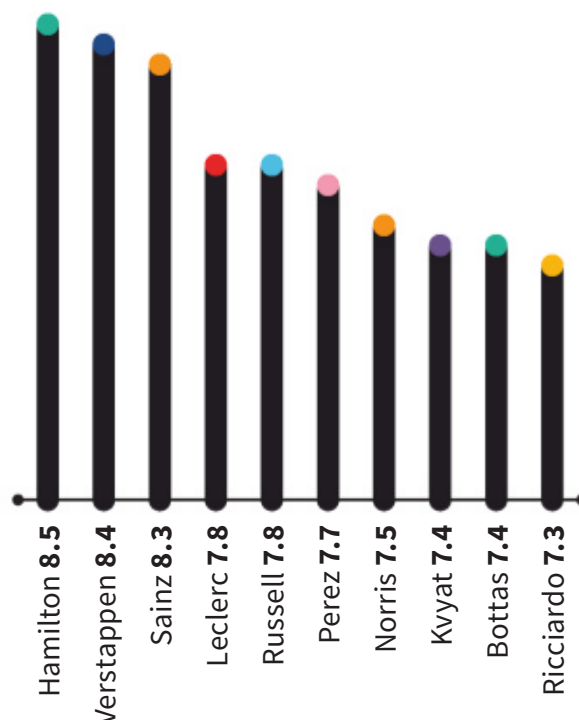


ROBERT KUBICA

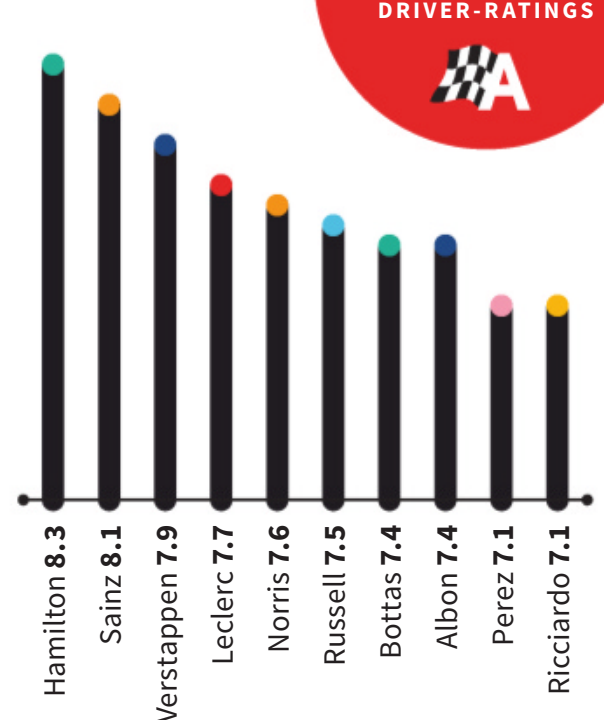
**7** Just over a second of the 1.356s qualifying deficit to Russell was in the middle sector as Kubica struggled through the high-speed esses. But he was happier with the grip in the race, twice passing Russell – the second time after a slow pitstop – before pitting with a slow left-front puncture.

## TOP 10 AVERAGE RATINGS

AUTOSPORT'S RATING  
AFTER ROUND 18



READERS' RATING  
AFTER ROUND 18



GIVE  
YOUR DRIVER  
RATINGS

AUTOSPORT.COM/F1/  
DRIVER-RATINGS









# Neuville win can't stop Tanak taking title

*Hyundai's man gave it his all to take victory on Rally Spain. But then came utter inspiration on the powerstage from Toyota's hero*

DAVID EVANS

PHOTOGRAPHY MCKLEIN

**I**t was, quite possibly, the shortest news story of the season. For three minutes and 56 seconds, Thierry Neuville was at the very heart of the

World Rally Championship. Had the Hyundai driver won Rally of Spain, he *might* have forced this year's title decider down under to the Australian finale. Then Ott Tanak arrived at the end of the 17th and final stage — and he wrote his own story. On Sunday afternoon in the shadow of the Prades Mountains, Tanak ended 15 years of French rule and became the first man not called Sebastien to be crowned World Rally champion since Petter Solberg in 2003.

It had been all about Toyota star Tanak since Friday morning, much as he did all he could to deflect attention and dodge the limelight. Ahead of the event, the Estonian was focused entirely on the task in hand. Striding into the press conference, sunnies firmly in place, he took his seat and prepared to bat off whatever came his way. Yes, there were nerves, but they were useful nerves — the sort that offered extra motivation.

Citroen's Sebastien Ogier, himself in with an outside shot of a seventh title, smiled — and said what more than a few were thinking. "I liked to hear that Ott has been feeling a bit," said the Frenchman, "because he never shows anything. I know that he is a normal person in his private life, but sometimes you are starting to worry if he has any feelings or if he is a machine!"

Tanak has been a machine for the duration of this season — and for much of last year too. But now, more than ever, he knew he needed the machine around him to function perfectly. The mathematical permutations were mostly straightforward, but the powerstage's five bonus points did provide something of a numeric curveball. Even so, one fact remained: a win for »



Tanak would end 15 years of French rule in the WRC.

To keep the Tricolore high above the service park for another year, Ogier had to be up and out of the blocks. He had to fly. “We have to be ahead of Ott,” said the champion. “That’s all there is to say.”

Admittedly, the Gandesa opener totalled only 4.34 miles, but it was first blood to the Citroen man. And that mattered. Ogier was 0.7 seconds ahead of Dani Sordo’s Hyundai, but 1.8s up on fifth-placed Tanak. “It’s not so often we are faster than Ott,” smiled the leader, “so we’ll take that. Maybe we took a bit of a gamble on the tyre, but they [his championship rivals Tanak and Neuville] did the same thing, so let’s see...”

Torrential rain in the days ahead of the penultimate WRC round of the season had given way to bright sunshine and warm temperatures. But how warm? That was the question. According to Sebastien Loeb, very warm. Hyundai’s French star was the only

## “I knew straight away, the car started feeling heavy, then it was the start of the nightmare morning”

one going out on hard Michelins. And we know from last year’s Rally of Spain that the nine-time champion is pretty good at pulling on the right boots at the right time.

For Ogier, his selection of covers was the least of his worries 100 metres into the second stage. Co-driver Julien Ingrassia takes up the story: “The first corner was a flat-out left and I have seen that he is releasing the throttle. Then on the next straight he told me we have no more the power-steering. We have to swallow this. We have to keep pushing and keep trying like we have for the rest of our careers.”

Ogier lost 44s in just under 12 miles, but

the bigger concern was the 24-miler from La Fatarella-Vilalba. The rally’s longest stage lay in wait to test the champ’s mental and physical strength. He made it through, but lost three minutes. Watching the onboard from the #1 Citroen made for grim viewing as Ogier hauled the thing from corner to corner. Across the line, the Frenchmen sat there. Not a word was spoken.

“I knew straight away, the car started feeling heavy, then it was gone completely and that was the start of the nightmare morning,” said Ogier. “It was challenging to make it through with no powersteering; it was hard, I have big blisters on both my

hands and I really suffer, but I try my best to bring the car here. I will try to stay in the race, even if the motivation is difficult to find. I knew that everything was gone, every hope of a good result was gone and most probably my hope for the championship. It’s very disappointing.”

Suddenly, the service park was looking more closely at the longer-range mathematics. Ogier was Tanak’s obvious rival, but what did Neuville have to do? The answer for the Belgian was: score 11 points more than the series leader to force the matter to a Coffs Harbour conclusion.

Now, more than ever, Neuville needed his fellow Hyundai i20 Coupe WRC drivers to pull together and produce the WRC equivalent of a rolling maul to go straight over the top of Toyota and Tanak. And they got it.

Neuville and Sordo were sublime, but Loeb’s effort on the road from La Fatarella to Vilalba in the morning was quite astonishing – and only bettered by his second shot in the afternoon. Last year’s Rally of Spain victor was the absolute master of the long stage and was more than 10s faster than anybody else across both runs. Winning the previous week’s Rallye Ciudad de Granada (a Spanish Gravel Championship round) showed Loeb’s time on the loose wasn’t wasted, and he led Neuville and Sordo.

On Friday evening, Hyundai’s 1-2-3





## IN THE HEADLINES

### OUT OF THE SPOTLIGHT

With so much of the focus on one Toyota and three Hyundais, nobody else really got a look-in at the front of the field in Spain. Jari-Matti Latvala's Yaris WRC was fifth, but this was far from his most inspired attack on an event he came close to winning last season. His team-mate Kris Meeke was much more on the money, looking racey through Friday before pinballing his motor off a Querol barrier on Saturday morning.

### EVANS'S POWERSTAGE FILLIP

Elfyn Evans's four points on the powerstage were the highlight of an otherwise largely forgettable weekend for M-Sport. The flipside of his final-stage delight was team-mate Teemu Suninen taking a chunk out of his Ford Fiesta WRC's left-front on the same stretch of road. The pair finished sixth and seventh respectively.

### OSTBERG ON TOP IN WRC 2

Mads Ostberg (below) scored his third WRC 2 Pro win of the season after a lights-to-flag win in the category. The Citroen driver had to deal with brake problems towards the end of the opening day, but was rarely challenged on the loose. He struggled to find the same feeling once the event moved to asphalt, but had enough of a buffer to secure victory.

### ROVANPERA LOSES EDGE

Crowned WRC 2 Pro champion last time out in Wales, Kalle Rovanpera was unable to find the sort of speed that's carried him to five class wins this year. He said he could find no confidence on the loose and then bounced the Skoda Fabia R5 Evo off one of the barriers on the Salou seafront to drop him from 10s off the lead to the podium's bottom step behind Ostberg and team-mate Jan Kopecky.

### CAMILLI SHOWS HIS CLASS

There was more good news for Citroen in WRC 2, where Eric Camilli turned in a polished performance to take a debut class win in a C3 R5.



quickest on the first two Tarmac stages, to take the lead. "I had a good feeling in the first two," he said. "The car was really nice, but then we had some brake problems in the third stage, the brakes were gone from the middle [of the stage]."

The lack of ability to slow the i20 had grown his advantage at the front of the field, and Neuville was 11.4s up on Loeb at lunchtime on Saturday. Sordo was a further 5s down, and crucially Tanak was now 26.6s behind in fourth. That position would not be enough for Tanak, who would therefore probably need a powerstage win to clinch the crown.

Tanak's thoughts were the same as they had been from the moment Ogier's steering tightened. "There's a long way to go," he said (and kept on saying). "I think we can't let the mind wander. It's quite far. We have quite a bit to do. We need to make our normal job, our normal weekend."

Six times this year Tanak has made his 'normal' weekend, and that was what the Hyundai folk were afraid of. He's rarely the most talkative of characters, but last week he retreated a step further still. Not that you'd have known from the outside, but the nerves really got hold of him, and he was far from his normal self. The closest we got to anything like an admission was when he accepted he was chasing a normal weekend on anything but a normal weekend. But he just kept on batting off the answers and pulling his cap lower down over his eyes.

But you could see from his driving that this wasn't coming naturally. "I can't find the rhythm," Tanak said after Saturday's second stage. But then he reeled off four fastest times and nipped ahead of Loeb into third place on the eve of the final day.

His rhythm had been found, and Hyundai's armour had cracked. Sunday? "Depends if I can find the same rhythm," he said. "I started to relax a little bit this afternoon. I found a way to drive more normally. More like myself. But still, I need to be in the middle of the road."

It was vital for Neuville that Sordo stayed ahead of Tanak. If Tanak got to second place, Neuville knew he needed everything – the win *and* the powerstage. And Sordo was absolutely superb for the first three stages of the final day. Fastest on stages 15 and 16, he extended his advantage over Tanak from 3.1 to 5.8s.

"Dani's flying!" exclaimed a genuinely delighted Neuville at the end of the penultimate test. He knew his team-mate had done enough to load the pressure onto the Toyota pilot, forcing him to make a decision; to walk a tightrope.

For Tanak, the choice was simple: risk everything in an all-out shot at powerstage glory. And that really did mean 'everything', for had Tanak stacked it in stage 17, Neuville would have been 12 points down going to Australia. Much as Tanak kept telling everybody it didn't matter so much ("Don't >>

They've done it. Tanak (right) and co-driver Jarveoja are champions

looked as solid as the England front row lining up against the All Blacks the following morning. All three of the i20 drivers have towering speed on asphalt, but Loeb uttered a word of caution. "Tonight it could be not much better," he grinned. "But I have no idea what will happen tomorrow. I was not really good on Tarmac in Monte Carlo and Corsica [in the Hyundai], then I did some little rallies and made some changes. Not a lot, but the steering is feeling better and we have less understeer after some work on the centre diff. At the last [Tarmac] test the feeling was good – I just hope I can find that feeling again tomorrow."

Hyundai Motorsport director Andrea Adamo echoed those thoughts. Or at least some of them. "Tonight is nice, but it's not special," he said. "The wall has been written on by Ott Tanak and Kris Meeke in Germany [in terms of asphalt speed from the Toyota]. So we keep our feet on the ground. We go to bed tonight and tell ourselves 'well done', but we also have to look to ourselves in the mirror and not lie to ourselves. It's clear we still have to improve on Tarmac. It's one thing to win and another thing to come home first. Sometimes this year, we came home first and sometimes we won. Let's see..."

Psychology? Reverse psychology? Or just poetry? The only thing that really mattered was Neuville's times in a hunkered-down yet gravel-rashed Hyundai. And he went





**I'LL MISS THIS EVENT –  
BUT NOT THE NIGHTLIFE**



My days of playing fuzzy-duck at four in the morning or 10-pinting my way into Saturday are behind me – mostly. Certainly on a work weekend. With that in my mind, my choice of hotel for Rally of Spain was shocking.

Location? Slap, bang in the centre of Salou. Rookie error. For five nights, chucking-out time was also chucking-up time outside my window, an hour or so before my alarm clock did its worst. Nice. And that's before I get started on the outstandingly shoddy service in the vast majority of the restaurants. But let's be honest – I could do with dodging the odd meal. I didn't starve.

So, there are aspects of the Costa Daurada best left in sunny Spain. But boy, are we going to miss Salou's round of the WRC next season. It's always one of the more popular events on the calendar, but last weekend was on another level. Cars were ditched three miles from stages as the hardcore sought a sight they're going to be denied next year, because Germany lost its grand prix and had to be placated with Spain's WRC counter. Not my words, but those of rally director Aman Barfull. He called it crazy. I couldn't agree more.

Barfull and his team deserve so much more than a year's absence from the action. They kept the hundreds of thousands in line, and not one of the 17 stages ever looked seriously like being cancelled. But the real heroics came before we even got to the start, after 200mm of rainfall on Tuesday. To put that into context, the town normally gets around 70mm in the month of October.

Barfull described shakedown as a swimming pool. He delayed the recce, wrung it out and got the show on the road bang on time, simultaneously liaising with police on the potential for Catalan political interference as Spain's north-east furthers its own ambitions to not be called Spanish anymore. Brilliant rally. Even better without the middle-of-the-night soundtrack.

**DAVID EVANS**



forget, there's still Australia..."), he didn't want that happen. The last three days had been pretty shocking from a pressure perspective. He didn't want to spend the next two and a half weeks with the championship dominating his every thought. In the words of his manager and mate Markko Martin: "He wants to get this bloody thing done."

On the flipside, Neuville had nothing in personal terms to lose, even if Adamo might have disagreed from a company perspective. Neuville would give his run everything – he needed every point he could lay his hands on, and knew that victory on the rally alone probably wouldn't be enough.

Neuville edged a heroic run from the M-Sport Ford of Elfyn Evans – the Welshman keen to salvage something from a fairly middling week in Spain. And now

**“The pressure has  
been at a different  
level this week.  
I had no choice.  
I had to fight”**

for Tanak. Could he turn it on? Could he find the form and the speed that's kept fans around the world on their toes for the past two seasons?

He was quickest at the first split by 0.6s from Neuville, and the split times stayed green as he got quicker. Not for the first time, Tanak flew across the finish in a time that made the best of the rest of the drivers



Sordo turned on the style at home to take third position





in the WRC look a little bit average. In 12 miles, he was fastest by 3.6s. Not only had he smashed the five points, he'd nailed second and placed himself and co-driver Martin Jarveoja on the very top of the world. Having bottled everything up for three days, the emotions spilled over as Tanak and Jarveoja realised what they'd done. Their powerstage pace was insane – more so when Tanak later revealed that he'd had to talk to himself midway through, telling himself to focus, tidy it up and get quicker. He did that, and turned in one of the finest single-stage performances in the history of the sport. Crossing the flying finish, they shook hands and went directly to dreamland. “We’ve been in the fire and in the water,” said Tanak, literally and metaphorically, with Portuguese flames and a Mexican lake. “We’ve experienced a lot of difficulties, but as I can feel today all these difficulties have given me some kind of strength and now finally I’ve been able to use it in a good way. The pressure has been at a different level this week. We were never able to take the challenge to fight with Thierry; I knew I could never take that risk. But when we came to the final stage, I knew I had two options. I could wait and maybe Thierry doesn’t get enough points and it just comes to me. But nothing comes to me in my life and I always have to fight for everything. I had no choice. I had to fight.” He won – and won big. As big as the dreams he’d dreamed since he was a boy. And so ended Neuville’s 3m56s of fame. 🏆

RESULTS ROUND 13/14, RALLY SPAIN, 24-27 OCTOBER

POS	DRIVER / CO-DRIVER	TEAM / CAR	TIME
1	<b>Thierry Neuville</b> (BEL) <b>Nicolas Gilsoul</b> (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	3h07m39.6s
2	<b>Ott Tanak</b> (EST) <b>Martin Jarveoja</b> (EST)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+17.2s
3	<b>Dani Sordo</b> (ESP) <b>Carlos del Barrio</b> (ESP)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+17.6s
4	<b>Sebastien Loeb</b> (FRA) <b>Daniel Elena</b> (MCO)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+53.9s
5	<b>Jari-Matti Latvala</b> (FIN) <b>Miikka Anttila</b> (FIN)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+1m00.2s
6	<b>Elfyn Evans</b> (GBR) <b>Scott Martin</b> (GBR)	M-Sport Ford WRT / Ford Fiesta WRC	+1m14.2s
7	<b>Teemu Suninen</b> (FIN) <b>Jarmo Lehtinen</b> (FIN)	M-Sport Ford WRT / Ford Fiesta WRC	+1m47.6s
8	<b>Sebastien Ogier</b> (FRA) <b>Julien Ingrassia</b> (FRA)	Citroen Total WRT / Citroen C3 WRC	+4m20.5s
9	<b>Mads Ostberg</b> (NOR) <b>Torstein Eriksen</b> (NOR)	Citroen Total WRT / Citroen C3 R5	+8m24.6s
10	<b>Eric Camilli</b> (FRA) <b>Francois-Xavier Buresi</b> (FRA)	Eric Camilli / Citroen C3 R5	+8m47.2s
OTHERS			
30	<b>Kris Meeke</b> (GBR) <b>Seb Marshall</b> (GBR)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+42m20.0s
40	<b>Takamoto Katsuta</b> (JPN) <b>Daniel Barritt</b> (GBR)	Tommi Makinen Racing / Toyota Yaris WRC	+55m56.8s
R	<b>Esapekka Lappi</b> (FIN) <b>Janne Ferm</b> (FIN)	Citroen Total WRT / Citroen C3 WRC	SS5-engine

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 <b>Gandesa 1</b> (4.35 miles)	Ogier 4m16.8s	<b>Ogier</b>	Sordo +0.7s
SS2 <b>Horta-Bot 1</b> (11.81 miles)	Neuville 10m18.5s	<b>Neuville</b>	Sordo +0.4s
SS3 <b>La Fatarella-Vilalba 1</b> (24.14 miles)	Loeb 26m30.9s	<b>Sordo</b>	Neuville +1.0s
SS4 <b>Gandesa 2</b> (4.35 miles)	Sordo 4m12.0s	<b>Sordo</b>	Neuville +4.2s
SS5 <b>Horta-Bot 2</b> (11.81 miles)	Loeb 10m01.5s	<b>Sordo</b>	Neuville +4.6s
SS6 <b>La Fatarella-Vilalba 2</b> (24.14 miles)	Loeb 25m46.8s	<b>Loeb</b>	Neuville +1.7s
SS7 <b>Savalla 1</b> (8.75 miles)	Neuville 7m25.9s	<b>Neuville</b>	Loeb +3.2s
SS8 <b>Querol 1</b> (13.21 miles)	Neuville 10m52.4s	<b>Neuville</b>	Loeb +7.5s
SS9 <b>El Montmell 1</b> (15.16 miles)	Tanak 12m16.2s	<b>Neuville</b>	Loeb +11.4s
SS10 <b>Savalla 2</b> (8.75 miles)	Tanak 7m25.2s	<b>Neuville</b>	Loeb +15.6s
SS11 <b>Querol 2</b> (13.21 miles)	Tanak 10m55.6s	<b>Neuville</b>	Loeb +16.5s
SS12 <b>El Montmell 2</b> (15.16 miles)	Tanak 12m12.7s	<b>Neuville</b>	Sordo +20.6s
SS13 <b>Salou</b> (1.39 miles)	Neuville 2m35.7s	<b>Neuville</b>	Sordo +21.5s
SS14 <b>Riudecanyes 1</b> (10.16 miles)	Neuville 10m13.5s	<b>Neuville</b>	Sordo +22.2s
SS15 <b>La Mussara 1</b> (12.87 miles)	Sordo 10m58.5s	<b>Neuville</b>	Sordo +17.5s
SS16 <b>Riudecanyes 2</b> (10.16 miles)	Sordo 10m11.4s	<b>Neuville</b>	Sordo +15.2s
SS17 <b>La Mussara 2</b> (powerstage) (12.87 miles)	Tanak 10m49.6s	<b>Neuville</b>	Tanak +17.2s

**DRIVERS' CHAMPIONSHIP** 1 **Tanak** 263; 2 **Neuville** 227; 3 **Ogier** 217; 4 **Andreas Mikkelsen** 102; 5 **Evans** 102; 6 **Meeke** 98; 7 **Latvala** 94; 8 **Sordo** 89; 9 **Suninen** 89; 10 **Lappi** 83.

**MANUFACTURERS' CHAMPIONSHIP** 1 **Hyundai Shell Mobis WRT** 380; 2 **Toyota Gazoo Racing WRT** 362; 3 **Citroen Total WRT** 284; 4 **M-Sport Ford WRT** 218.



NEXT EVENT

**RALLY AUSTRALIA**  
21 NOVEMBER ISSUE

The pressure’s off the title protagonists now that Tanak has lifted the crown, but the new WRC king will want to end the season on a high – as will his rivals...



A win and a second place meant Guerrieri reclaimed his points advantage



# Suzuka surge recharges Guerrieri's title bid

## WORLD TOURING CAR CUP

**SUZUKA (JPN)**  
**26-27 OCTOBER**  
**ROUND 8/10**

From woe to wonder, Esteban Guerrieri's bid to win the World Touring Car Cup has seesawed dramatically over the past two race weekends. His visit to China could scarcely have gone worse, as a Ningbo non-score cost him a long-held points lead. What better tonic, then, than the biggest haul of all at Suzuka and a return to the summit?

In truth, Munnich Motorsport ace Guerrieri was not the fastest Honda man on the manufacturer's home track, so his six-point series lead owes much to the help, and misfortune, of his KCMG counterpart Tiago Monteiro. In a treacherously wet first qualifying session, the ex-Formula 1 driver claimed a brilliant first pole since his comeback from serious injury, only to be stripped of it when he was one of 20 drivers

penalised or reprimanded for driving too slowly in practice and/or qualifying.

One person's despair was another's delight, as Guerrieri inherited pole and converted that to victory. He had to fight for it, after he was passed by the Comtoyou Audi RS3 LMS of Niels Langeveld at the second corner while fending off the Dutch driver's team-mate Frederic Vervisch. But he found a way back through when Langeveld made an error on lap two.

That victory, ahead of first-time podium finisher Langeveld and Monteiro, was followed by a subdued run to 10th in a second race he described as "horrible", though Guerrieri capped a fine weekend with second in the finale. Monteiro again came to his aid here, on this occasion moving his Honda Civic Type R out of the way in order to boost Guerrieri's total.

That sportsmanship merited a reward of its own, but Monteiro – already annoyed at his Saturday penalty, then by the way

race-three winner Johan Kristoffersson had barged back ahead of him at the first corner – ended the day most frustrated of all after he conspired to forfeit a podium position. Wildcard driver Ryuichiro Tomita's off meant the safety car was deployed for the start of the final lap but, as the field headed round to take the chequered flag, Monteiro "lost focus" and instead headed for the pitlane. Despite realising his mistake in time to cut back onto the track, Monteiro crossed the line in fourth. If that wasn't penalty enough, worse was to come when he had 10 seconds added for rejoining in an unsafe manner, which dropped him to 15th.

Guerrieri's main title rival Norbert Michelisz was the weekend's other winner, showing plenty of the fight that has marked him out as Hyundai's main contender this season. A forceful chop at the start, which Rob Huff claimed "was a bit naughty", ensured Michelisz stayed ahead of Huff's Volkswagen Golf GTI, which was glued to the Hyundai's tail in the second half of the reversed-grid race but did not have the grunt off the East Course's final corner and down the main straight to make a move.

That was just the boost Michelisz needed, after a difficult Saturday had left him on the back foot. The three points he salvaged from the first race were not without controversy either, as Michelisz was promoted two spots when team-mate Nicky Catsburg slammed into Andy Priaulx's Lynk & Co 03. That put a fuming Priaulx out on the spot, while Michelisz was allowed to nip past Catsburg for 13th before the safety car appeared.

**JACK COZENS**

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Forceful Michelisz kept Huff at bay for the race-two spoils



# Triple champion Ammermuller joins 911 elite

**PORSCHE SUPERCUP**  
**MEXICO CITY (MEX)**  
**26-27 OCTOBER**  
**ROUND 9/9**

Only double DTM champion Rene Rast and four-time Supercup champion Patrick Huisman had won three straight titles in Porsche's premier series, but now Michael Ammermuller has added his name to that list in Mexico City.

It wasn't easy for the German – even after taking pole for race one – as there were three other drivers capable of dethroning him in the double-header finale.

The key moment came at the start where Ayhan Guven – in title contention – lunged to the inside at Turn 1 and took the lead from Ammermuller. But the young Turkish driver had overcooked it and Ammermuller's experience shone through with a perfectly executed cutback.

He increased his lead to almost five



seconds and, after that first-corner scare, scored an easy win that guaranteed him the drivers' title, and Lechner the teams' honours.

"I didn't want to take the risk of having a false start, so I made a neutral start which was not the best," said Ammermuller. "I knew I had to pass [Guven] as soon as possible. I forced him into a little bit of a mistake and that's why I could pass him. To be champion with P1 on the podium is something very special."

Behind Guven, Tio Ellinas held off the challenge of Larry ten Voorde and German Carrera Cup champion Julien Andlauer and pulled away, leaving title contenders ten

Voorde and Andlauer to conduct something closer to a destruction derby than a race. Andlauer finally made an overtake stick to secure fourth. A non-score at Monza really hurt his title chances.

Race two started the same as the first, with Guven jumping Ammermuller. This time Guven held on through the first sequence of turns but a controversial move, involving a questionable track-limits call at Turn 5, over which the stewards didn't take action, led to a repeat of the first race. Ammermuller cleared off to secure a double victory, ahead of Guven and Jaxon Evans.

**JACK BENYON**

## Works Holdens bag 600 double

**AUSTRALIAN SUPERCARS**  
**SURFERS PARADISE (AUS)**  
**26-27 OCTOBER**  
**ROUND 13/15**

It was an old-fashioned Triple Eight whitewash at Surfers Paradise as the factory Holden squad scored a brace of 1-2 finishes in the Gold Coast 600.

It was actually a pair of Fords that made a fast start to Saturday's action. Chaz Mostert secured provisional pole, only to slam his Tickford Mustang into the Turn 11 wall during his top 10

shootout lap. His chassis was written off by the impact, and Mostert and co-driver James Moffat were left sidelined for the remainder of the weekend.

That put the DJR Penske Ford of Scott McLaughlin and Alex Premat on pole for Saturday's 300km opener. But when the French driver was beaten by both Craig Lowndes and Garth Tander to the Turn 1 chicane, the race turned into an all-Triple Eight Holden affair. With Lowndes getting the best start, he and Jamie Whincup went on the preferred strategy. That meant the sister car of Tander and Shane van Gisbergen had to run deeper into each stint, but the overcut almost paid off thanks to a late safety car.

In the end, van Gisbergen was told not to fight the leader, the team taking its first 1-2 since the 2018 Sandown 500, with McLaughlin and Premat in third.

On Sunday those roles were reversed, Tander leading into Turn 1 and taking control of the race, and van Gisbergen continuing the good work. Whincup was ultimately told to hold station in second.

The only external threat came from a hard-charging David Reynolds late in the race. McLaughlin did not make the start thanks to a nasty qualifying crash.

**ANDREW VAN LEEUWEN**



### WEEKEND WINNERS



### WORLD TOURING CAR CUP SUZUKA (JPN)

- Race 1** Esteban Guerrieri  
Munnich Motorsport (Honda Civic)
- Race 2** Norbert Michelisz  
BRC Racing Team (Hyundai i30 N)
- Race 3** Johan Kristoffersson  
Sebastien Loeb Racing (VW Golf GTI)

### PORSCHE SUPERCUP MEXICO CITY (MEX)

- Races 1&2** Michael Ammermuller (above)  
Lechner Racing

### AUSTRALIAN SUPERCARS SURFERS PARADISE (AUS)

- Race 1** Jamie Whincup/Craig Lowndes  
Triple Eight (Holden Commodore ZB)
- Race 2** Shane van Gisbergen/Garth Tander  
Triple Eight (Holden Commodore ZB)



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## Cassidy pips Yamamoto for maiden Super Formula crown

The Kiwi turned one-point deficit into a three-point victory

### SUPER FORMULA

SUZUKA (JPN)

27 OCTOBER

ROUND 7/7

Nick Cassidy overcame the odds in the Super Formula season finale at Suzuka to score his maiden series crown, having overcome his quicker Honda-aligned rivals by opting for a superior strategy.

The New Zealander started sixth on the grid after a difficult qualifying, which ended with Honda-powered cars dominating the top five positions. TOM'S man Cassidy was the fastest of the Toyota competitors – and the next best was only 10th fastest.

Cassidy was one of three drivers, along with 2018 champion Naoki Yamamoto and rookie Alex Palou, who would automatically

win the title if they took victory in the race. And Palou looked favourite after qualifying as he claimed his third pole of the season for Nakajima Racing. Yamamoto, who arrived atop the standings by one point, started fifth, one spot ahead of Cassidy.

Alex Palou elected to begin the race on the medium-compound tyres. In the opening laps he held on to the lead ahead of the soft-shod Team Mugen car of Tomoki Nojiri, while Lucas Auer suffered a nightmare start to the race, stalling from third on the grid.

On the faster soft tyre, Cassidy made short work of the medium-tyred Dandelion Racing cars of Yamamoto and Nirei Fukuzumi to move up to third place. Meanwhile, Palou was soon struggling with reduced grip and Nojiri capitalised with a

move at 130R, which prompted Palou to pit.

Yamamoto chose that moment to stop too, leaving Nojiri and Cassidy out front. A consistent run meant they opened a cushion over the pursuing pack – enough to retain position when they pitted a lap apart.

Cassidy remained comfortable in second, while Nojiri earned his second series win, five years after his maiden victory at Sugo. Cassidy crossed the line 2.5s in arrears, but the points were enough for the title, with Yamamoto in fifth place. “It was so difficult – there are so many great drivers in this championship it’s hard to be on top all the time,” said Cassidy. “My team are amazing.”

JIRO TAKAHASHI

motorsport.tv

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## Composed Piastrì orchestrates title success

### FORMULA RENAULT EURO CUP

YAS MARINA (UAE)

25-26 OCTOBER

ROUND 10/10

Oscar Piastrì made winning the title in Saturday's finale a near formality after taking a lights-to-flag victory in Friday's opening race under the floodlights.

The 18-year-old Australian got the jump on polesitting title rival Victor Martins as the Renault F1 junior made a poor start, which dropped him to third behind MP Motorsport team-mate Lorenzo Colombo. Colombo let Martins past after an early safety car, but the Frenchman could not get close enough to challenge the R-ace GP car of Piastrì.

Martins pipped Piastrì to pole on Saturday and drove a textbook race. Piastrì, needing only to finish in the top seven to claim the crown, made heavy weather of it.

First he dropped to third behind Colombo, then conceded that position to the R-ace car of fellow Renault protégé Caio Collet. Worse still, he got mixed up in a scrap with Matteo Nannini – nephew of grand prix winner Alessandro – who was making a strong Renault debut with MP. Nannini nearly tagged the rear of Piastrì's car as he made a dive on Alexander Smolyar for fifth, but after this scare Piastrì settled down.

He then did what he needed to in order to keep Nannini at arm's length, while Smolyar finished sixth to secure third in the points ahead of Colombo.



Lights-to-flag win on Friday set up Piastrì's title on Saturday



# IDEC nicks honours from G-Drive Racing

EUROPEAN LE MANS SERIES  
ALGARVE (PRT)  
27 OCTOBER  
ROUND 6/6

IDEC Sport snatched the European Le Mans Series title away from G-Drive Racing by winning the season finale at Algarve, after a penalty picked up by Job van Uitert cost the Russian squad dearly.

G-Drive came to the season finale with a 13-point advantage, meaning the Aurus-branded ORECA of van Uitert, Roman Rusinov and Jean-Eric Vergne needed to finish third to win a second successive title. Van Uitert was in position to do just that with a little over a quarter of the four-hour contest remaining, but made contact with the IDEC Oreca of Memo Rojas while fighting for second.

Rojas continued after a spin and G-Drive was awarded a drivethrough penalty for the incident. Vergne ended up serving it after van Uitert handed over to the Formula E champion, but it was the timing of the penalty in the wider context of the race that was to prove so damaging. The field had just been bunched during a safety-car period triggered by a crash for Richard Bradley in the Duqueine Engineering ORECA, meaning Vergne dropped to eighth.

In the meantime, Rojas had handed over the IDEC car to Paul-Loup Chatin, who



IDEC squad overhauled  
G-Drive despite the two  
cars clashing on track

passed Tristan Gommendy's Graff ORECA before challenging Phil Hanson in the United Autosports ORECA that had commanded much of the race.

With 34 minutes to go, Chatin passed Hanson to put IDEC in a title-winning position, and went on to resist late pressure from Hanson to seal victory for himself, Rojas and Paul Lafargue by half a second.

Vergne, who was faced with the near-impossible task of recovering to third place to rescue the title for G-Drive, finished sixth, giving IDEC the title by four points.

Hanson took second in the United ORECA he shared with Filipe Albuquerque.

JAMIE KLEIN

# Truex wins, punches thrown

NASCAR CUP  
MARTINSVILLE (USA)  
27 OCTOBER  
ROUND 34/36

In claiming a dominant victory on the 0.5-mile circuit at Martinsville, Joe Gibbs Racing's Martin Truex Jr became the first driver to lock himself into the NASCAR title decider at Homestead.

Truex crushed the opposition in his Toyota Camry, leading 464 out of 500 laps in a display of dominance not seen in the series since Kyle Petty led 484 of 492 laps at Rockingham in October 1992.

As Truex, who regularly held an advantage of around two to three seconds, went about pulverising the opposition, behind him there were two distinct battles that lasted throughout the race for second and fourth.

William Byron gave Talladega winner Ryan Blaney close attention all evening, before second-year driver Byron slipped by late on to chase after Truex.

Byron fell 0.3s short of a maiden Cup win but did claim a career-best-equalling result of second, ahead of a charging Brad Keselowski in a damaged Ford Mustang.

But there was bad blood between Denny Hamlin and Joey Logano after an incident where Hamlin squeezed the reigning Cup champion into the wall to cause a puncture and a spin for Logano.

After he had recovered to eighth, Logano sought out fourth-place finisher Hamlin in the pitlane to discuss the issue further. After some finger-pointing a scuffle ensued in which Hamlin was knocked to the ground and the two had to be separated by team members.

JAKE NICHOL

## WEEKEND WINNERS

**SUPER FORMULA**  
**SUZUKA (JPN)**  
Tomoki Nojiri  
Team Mugen (Dallara-Honda)

**FORMULA RENAULT EURO CUP**  
**YAS MARINA (UAE)**  
**Race 1** Oscar Piastri  
R-ace GP  
**Race 2** Victor Martins  
MP Motorsport

**EUROPEAN LE MANS SERIES**  
**ALGARVE (PRT)**  
Paul Lafargue/Paul-Loup Chatin/Memo Rojas  
IDEC Sport Racing (ORECA-Gibson 07)

**NASCAR CUP SERIES**  
**MARTINSVILLE (USA)**  
Martin Truex Jr (below)  
Joe Gibbs Racing (Toyota Camry)

**NASCAR TRUCK SERIES**  
**MARTINSVILLE (USA)**  
Todd Gilliland  
Kyle Busch Motorsports (Toyota Tundra)



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## Vinales falls over himself trying to beat Marquez

**MOTOGP**  
**PHILLIP ISLAND (AUS)**  
**27 OCTOBER**  
**ROUND 17/19**

Marc Márquez's Australian Grand Prix victory has brought his premier-class tally to 55, placing him third on the all-time winners' list ahead of – ironically – Australian hero Mick Doohan. That, coupled with his six MotoGP titles, makes him Honda's most successful rider ever.

Trailing Yamaha's Maverick Viñales throughout the weather-disrupted weekend, Márquez was 0.724s adrift in Sunday morning's qualifying (dangerous winds forced Saturday's session to be postponed).

Márquez, like Viñales, gambled on the soft rear tyre for the 27-lap contest. Both used the early grip advantage and would ease away to an advantage of 11s over the chasing pack as they fought for victory.

Márquez, now free of the pressures of fighting for a world championship, could throw caution to the wind. Viñales, desperate to drag Yamaha back to the fore, could do the same.

It would be this mentality that was the undoing of Viñales. But, for the 16 laps he led, he was able to use the supreme cornering and improved traction of the M1 to negate the power advantage of the Honda on the main Gardner Straight.

Such was Viñales's pace, when he

passed early leader Cal Crutchlow on lap 10, Márquez knew he had to make a daring raid on the LCR Honda rider at Lukey Heights to stop the Yamaha from breaking away. The pair touched as Márquez forced a gap, but Crutchlow took it on the chin.

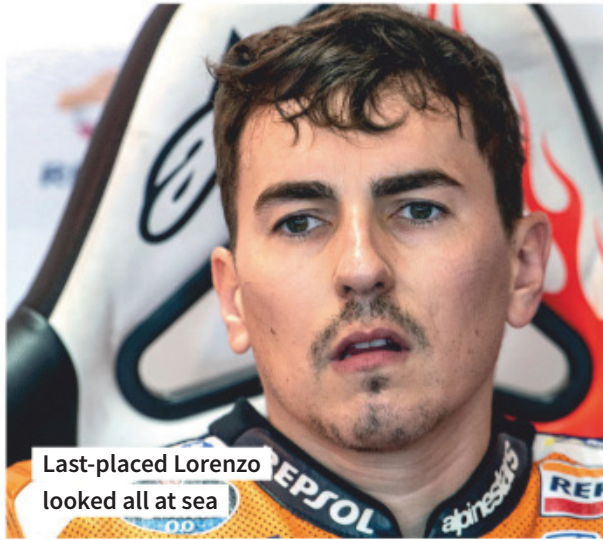
Now came the "crucial five, six" laps that Márquez had prophesied before the race. Viñales started a sequence of low-mid 1m29s laps, asking questions that Márquez – though "on the limit" – could answer. Able to analyse Viñales's strongest areas, Márquez knew his best chance to secure the win was with a pass on the main straight on the final lap. Capable of executing the move earlier if he wanted, he put his plan into action as the pair raced into the fast Doohan right-hander.

With most overtaking opportunities defended, Viñales's last hope remained the MG hairpin. Squeezing every ounce of grip he had left from his fading Michelins, and later admitting he'd have rather crashed than lose, he was thrown from his Yamaha as he pushed too hard. Márquez was left to ease to his 11th win of a campaign that must now surely rank as the greatest for any rider in grand prix racing's 70-year history.

Crutchlow moved up to second courtesy of Viñales's crash, having settled into a distant third as he "destroyed" his rubber trying to run with the top two as they made their break. "Haunted" all season by the crash that shattered his ankle and threatened his career at Phillip Island a year ago, he was able to lay fears of a repeat to rest.







Jack Miller resisted rookie Pramac Ducati team-mate Francesco Bagnaia – who came from 15th to score his best MotoGP result – on the run to the line to seal a well-received home podium, while Suzuki’s Joan Mir completed the top five.

Aprilia sensationally led a MotoGP race for the first time ever courtesy of Andrea Iannone, but he ended up sixth ahead of the Ducati of a struggling Andrea Dovizioso.

Valentino Rossi’s 400th GP got off to a dream start, as his Yamaha shot into the lead and stayed there for two tours. But Rossi soon faded as he struggled for grip and straightline speed, and could do no more than beat Alex Rins (Suzuki) and Aleix Espargaro (Aprilia) to eighth.

Johann Zarco’s first outing for LCR Honda ended with him trailing ex-KTM team-mate Pol Espargaro by 0.1s in 13th. Though feeling “like a rookie” at the start of the weekend, he was just 26s behind Marquez and 40s clear of last-placed Jorge Lorenzo. The three-time champion is so totally bereft of confidence that Honda is being borderline irresponsible by allowing this to continue.

Rookie sensation Fabio Quartararo began the weekend with a bruising crash in FP1 and ended it in similar fashion when he was collected by an airborne Danilo Petrucci at the Southern Loop on lap one. Fellow new boy Miguel Oliveira was a non-starter, the Tech3 KTM rider declared unfit following a frightening 186mph crash in FP4 after getting caught out by the dangerous gusts that forced qualifying to be postponed.

LEWIS DUNCAN

## RESULTS ROUND 17/19, PHILLIP ISLAND (AUS), 27 OCTOBER (27 LAPS – 74.624 MILES)

POS	RIDER	TEAM	TIME
1	<b>Marc Marquez</b> (ESP)	Honda	40m43.729s
2	<b>Cal Crutchlow</b> (GBR)	LCR Honda	+11.413s
3	<b>Jack Miller</b> (AUS)	Pramac Ducati	+14.499s
4	<b>Francesco Bagnaia</b> (ITA)	Pramac Ducati	+14.554s
5	<b>Joan Mir</b> (ESP)	Suzuki	+14.817s
6	<b>Andrea Iannone</b> (ITA)	Aprilia	+15.280s
7	<b>Andrea Dovizioso</b> (ITA)	Ducati	+15.294s
8	<b>Valentino Rossi</b> (ITA)	Yamaha	+15.841s
9	<b>Alex Rins</b> (ESP)	Suzuki	+16.032s
10	<b>Aleix Espargaro</b> (ESP)	Aprilia	+16.590s
11	<b>Franco Morbidelli</b> (ITA)	Petronas Yamaha	+24.145s
12	<b>Pol Espargaro</b> (ESP)	KTM	+26.654s
13	<b>Johann Zarco</b> (FRA)	LCR Honda	+26.758s
14	<b>Karel Abraham</b> (CZE)	Avintia Ducati	+44.912s
15	<b>Hafizh Syahrin</b> (MYS)	Tech3 KTM	+44.968s
16	<b>Jorge Lorenzo</b> (ESP)	Honda	+1m06.045s
R	<b>Maverick Vinales</b> (ESP)	Yamaha	26 laps-crash
R	<b>Mika Kallio</b> (FIN)	KTM	24 laps-tyre issue
R	<b>Tito Rabat</b> (ESP)	Avintia Ducati	3 laps-right hand injury
R	<b>Fabio Quartararo</b> (FRA)	Petronas Yamaha	0 laps-crash
R	<b>Danilo Petrucci</b> (ITA)	Ducati	0 laps-crash
NS	<b>Miguel Oliveira</b> (PRT)	Tech3 KTM	practice crash

**Winner's average speed** 109.933mph. **Fastest lap** Vinales 1m29.322s, 111.393mph.

**QUALIFYING 2** 1 Vinales 1m28.492s; 2 Quartararo 1m29.043s; 3 Marquez 1m29.216s; 4 Rossi 1m29.243s; 5 Petrucci 1m29.339s; 6 Crutchlow 1m29.535s; 7 A Espargaro 1m29.558s; 8 Iannone 1m29.581s; 9 Miller 1m29.615s; 10 Dovizioso 1m29.667s; 11 Morbidelli 1m29.716s; 12 Rins 1m29.947s.

**QUALIFYING 1** 1 Quartararo 1m28.949s; 2 Iannone 1m29.555s; 3 Mir 1m29.712s; 4 Zarco 1m30.008s; 5 Bagnaia 1m30.075s; 6 Abraham 1m30.165s; 7 P Espargaro 1m30.180s; 8 Kallio 1m30.495s; 9 Lorenzo 1m31.179s; 10 Syahrin 1m31.285s; 11 Rabat 1m31.941s.

**RIDERS' CHAMPIONSHIP** 1 Marquez 375; 2 Dovizioso 240; 3 Rins 183; 4 Vinales 176; 5 Petrucci 169; 6 Quartararo 163; 7 Rossi 153; 8 Miller 141; 9 Crutchlow 133; 10 Morbidelli 105; 11 P Espargaro 89; 12 Mir 77; 13 Takaaki Nakagami 74; 14 A Espargaro 53; 15 Bagnaia 50; 16 Iannone 43; 17 Oliveira 33; 18 Zarco 30; 19 Lorenzo 23; 20 Rabat 18; 21 Stefan Bradl 16; 22 Michele Pirro 9; 23 Syahrin 8; 24 Sylvain Guintoli 7; 25 Abraham 7; 26 Kallio 2; 27 Bradley Smith 0.

**MANUFACTURERS' CHAMPIONSHIP** 1 Honda 381; 2 Ducati 286; 3 Yamaha 276; 4 Suzuki 212; 5 KTM 100; 6 Aprilia 78.



## WEEKEND WINNERS

### MOTO2

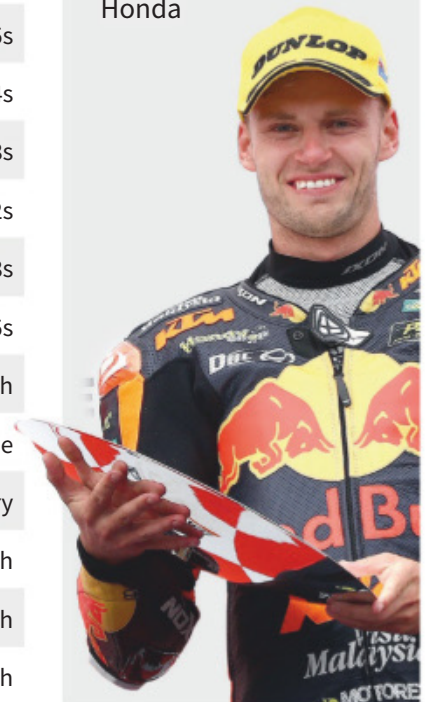
#### PHILLIP ISLAND

Brad Binder (below)  
Ajo Motorsport  
KTM

### MOTO 3

#### PHILLIP ISLAND

Lorenzo Dalla Porta  
Leopard Racing  
Honda



## NEXT REPORT

### MALAYSIA GP 7 NOV ISSUE

Even with the championship wrapped up, Marquez isn't showing a hint of complacency. Can anyone stop him around Sepang?



SEASON  
REVIEW

# 10 REASONS TURKINGTON WON IT BY A WHISKER

*For the drama of the last race, there's a sense that much of the 2019 season will be forgotten by the misty-eyed. So, remember that four-time champion Turkington combined speed, efficiency and ruthlessness in effective fashion*

MATT KEW

PHOTOGRAPHY JEP  motorsport  
IMAGES

1

## THE LESSONS OF THE 2018 TITLE

When Colin Turkington sewed up his third British Touring Car Championship crown with just a sole race victory in 2018, the WSR driver admitted it wasn't "the sexiest way to win". Instead of chasing the individual race spoils in the aged BMW 1 Series, he assembled an unrelenting points haul. That provided two motivations in the new 330i M Sport. One: he wasn't going to let 2019 be another muted affair: "This year I was going to win in style." Two: it proved that in a series as tightly contested as the BTCC, losing even one points finish can prove critical. Rivals cottoned on. "People are broadening their eyes and seeing that there is an alternative way to win," Turkington added. "Chip away, collect the points." If he could combine his consistency with more wins then, on paper, the title would follow as a formality.

2

## THAT NEW-CAR SMELL

When the new BMW 330i M Sport made its first public appearance at the official 2019 pre-season test day, it immediately looked like a formidable package. In the hands of Turkington, Andrew Jordan and Tom Oliphant, a three-box saloon with rear-wheel drive and built by WSR was never going to be a pup. But few could have predicted that it would win nine of the first 15 races. It undoubtedly bore an early season advantage, but much of that was dialled in. As points leaders, Turkington and Jordan were stocked up on success ballast, and the car's engine was pegged back while everyone else had theirs boosted. Combined with a centre-of-gravity raise for all rear-wheel-drive cars when the Infiniti Q50 returned for Snetterton, and the 3 Series had its horns corked. Nevertheless, it was the envy of the field.





**“A REAR-WHEEL-DRIVE, THREE-BOX SALOON BUILT BY WSR WAS NEVER GOING TO BE A PUP”**

3

### JORDAN'S DONINGTON DISASTER

The opening lap of round two at Donington Park in late April proved pivotal. As Turkington earned a consummate win, Rob Collard dived up the inside of Jordan into Old Hairpin. They touched, Jordan fought a sliding rear, but spun across the path of an unsighted Adam Morgan and Stephen Jelley. The hits to the driver's door of the BMW put Jordan in hospital and forced him out of races two and three. Turkington, meanwhile, added another win in race two. In the context of 2018, Jordan's fruitless Donington was bound to have consequences. His response needed to be immediate and emphatic. He posted a brace of victories at Thruxton, which included a fortunate race-one win when Sam Tordoff's iffy electrical supply interrupted the power steering and sent him wide, promoting Jordan to first. Another two victories at Croft didn't

swing the points table back in Jordan's favour, but he seemed to wrestle the psychological edge at WSR.

4

### THE FACTORY HONDAS' UN-DYNAMIC BEGINNINGS

As the BMW delivered box-fresh pace, Team Dynamics must have chafed. Its FK8 Honda Civic Type R was entering a second season in the campaign, but a narrow operating window meant sporadic success. Josh Cook, in the same model – sold to his BTC Racing team by Dynamics – gambled on slick tyres to win a damp first race of the season at Brands. He then won twice more. Rory Butcher, in the old Dynamics FK2, was >>



promoted via a penalty for Tom Chilton to win the finale on the same weekend, and won again at Oulton Park, before Dan Cammish broke the manufacturer-backed squad's duck. Cammish replicated 2018-spec Turkington and was ruthlessly efficient at scoring podiums, but took until the last race of the second visit to Thruxton before taking to the top step. For too much of the year, it looked as though the title battle would be an all-WSR affair.

**5 THE LAP OF THE SEASON** With two Donington wins in which he barely broke a sweat under his belt, along with numerous other good results, Turkington entered round five at Oulton Park top of the points. His reward was the maximum 54kg of success ballast to lug around in qualifying. The set-up on the 3 Series through practice was wide of the mark and he struggled. Comprehensive revisions were made ahead of qualifying, so that meant Turkington was going in blind. The Cheshire circuit is kind to rear-wheel-drive machinery, but ahead of the previous round at Croft all BMW engines had been knocked down 4bhp. Turkington dug deep, bagging pole by just 0.027s over Tordoff. The margin was slim, but the message was clear. "I felt like I was on another level with the car; it just felt so fast but in control," he said. It was precisely this display of speed, combined with Turkington's characteristic uniformity, which made it seem as though title number four was on its way.



ROUND BY ROUND

Brands Indy

R1 Josh Cook  
R2 Andrew Jordan  
R3 Rory Butcher  
A gamble to start on slick tyres enables Cook to shoot from 10th to win race one ahead of Hill. From 15th, Jordan scores the new BMW 330i M Sport's first win in dominant fashion over Sutton in race two, while Chilton loses his on-road race-three victory for contact with early leader Neal. After Chilton's post-race time penalty, Butcher claims his maiden BTCC spoils.

Donington Park

R1 Colin Turkington  
R2 Colin Turkington  
R3 Tom Ingram  
Polesitter Turkington cruises to an emphatic race-one win, but events are blighted for BMW by an opening-lap shunt that puts Jordan in hospital and forces him to miss races two and three. Turkington doubles up in the second contest, again never having been challenged for the lead. The new Toyota Corolla is drawn on pole for race three and Ingram keeps Collard at bay.

Thruxton

R1 Andrew Jordan  
R2 Andrew Jordan  
R3 Josh Cook  
Tordoff bags pole but the Civic suffers mid-race electrical issues. He runs wide as the power-steering fails, allowing Jordan to inherit the lead and bounce back from his shunt. Jordan earns a brace with race-two victory, as Turkington latches onto his rear but never tries an overtake. Light rain hampers Sutton's race-three launch, which lets Cook run to victory ahead of Butcher.

Croft

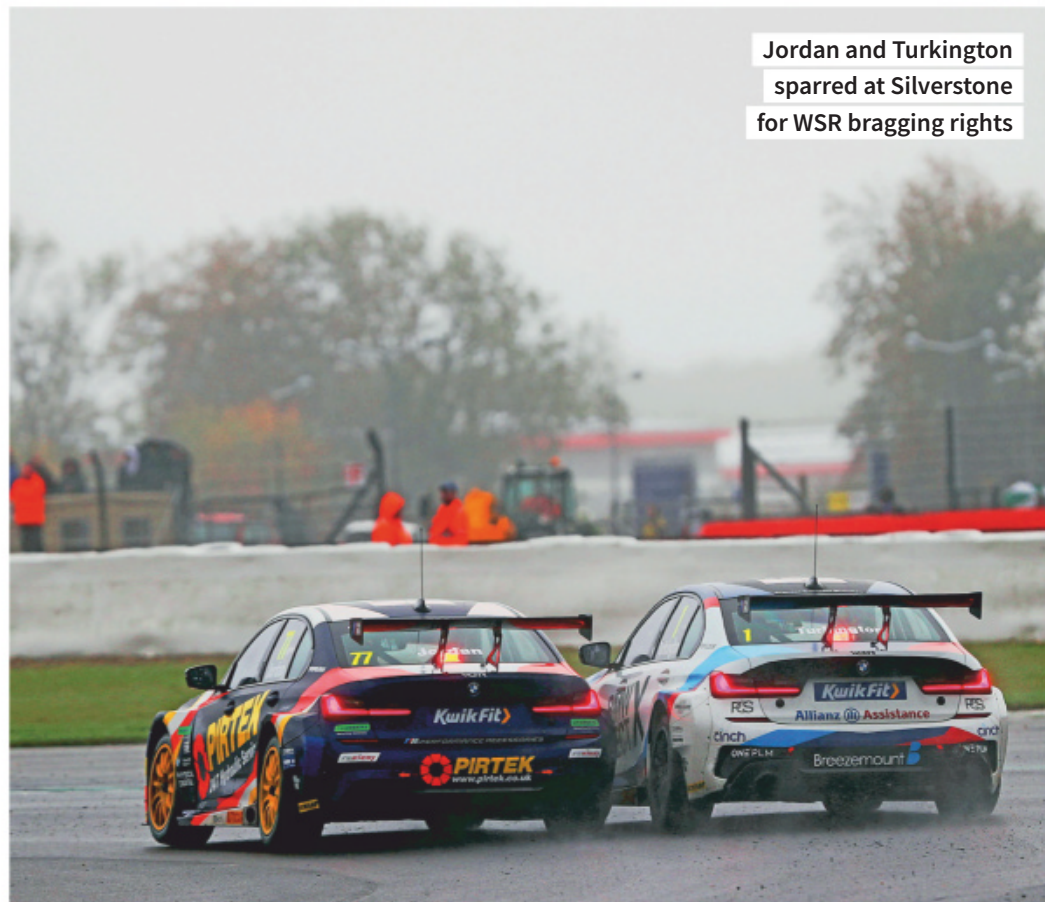
R1 Andrew Jordan  
R2 Andrew Jordan  
R3 Tom Chilton  
After five wins, all BMW engines have their power pegged back by TOCA. Jordan still scores pole in a qualifying session interrupted by no fewer than five red flags. He leads from lights to flag over Smiley, and then again over Turkington in race two. A conservative decision to run on wets on a drying track in the finale gives Chilton his first win of the season ahead of Cook.

Oulton Park

R1 Colin Turkington  
R2 Colin Turkington  
R3 Stephen Jelley  
With full success ballast, Turkington snatches pole over Tordoff by just 0.027s. It sets him up for race-one victory, ahead of Cammish and Jordan. A race-two win is Turkington's 50th in the BTCC – the fourth driver to achieve that. There's controversy in race three as leader Hill takes out Neal as he tries to pass. With penalties applied, Jelley wins for the first time since 2009.



Jordan and Turkington  
sparred at Silverstone  
for WSR bragging rights



## Snetterton

**R1 Tom Ingram**

**R2 Colin Turkington**

**R3 Rory Butcher**

After a mid-season break, Speedworks has revised the set-up of the Corolla and Ingram bags pole before running away to a 3s victory. On the quicker soft tyre, Turkington climbs from fourth to first in race two for WSR's 10th win of the season. Drama unfolds in the finale as Sutton and Plato take each other out in their battle for the lead, which allows Butcher to sweep by for victory.

## Thruxton

**R1 Sam Tordoff**

**R2 Josh Cook**

**R3 Dan Cammish**

Tordoff makes amends for his earlier Thruxton heartache by winning over Cammish. Plato again gets a penalty for a false start, which drops him to 17th. A radiator issue in race two drops Tordoff to 10th as Cook bags his third win of the season. In race three Cammish finally earns Team Dyanmics' first win of the year, surviving late, heavy rain to beat early leader Collard, who skids out wide.

## Knockhill

**R1 Rory Butcher**

**R2 Andrew Jordan**

**R3 Jake Hill**

At his home circuit, Butcher pulls out a colossal 0.24s margin in qualifying to earn his first pole. Despite a late surge from Jordan, who challenges Butcher, the Civic driver holds on for victory. But Jordan makes amends with race-two success, as Turkington is hit by Butcher and fails to score. Hill chalks up his first BTCC win in the finale, while Proctor and Jordan collide.

## Silverstone

**R1 Tom Ingram**

**R2 Tom Ingram**

**R3 Jack Goff**

Polesitter Plato is no match for Ingram, but fights back past Neal for second. Ingram does it again in race two, despite a hit from Plato into Brooklands. Jordan and Cammish bash into each other under the safety car, but still Cammish passes Jordan for second in the points. Jordan and Turkington tag in race three as Turkington rises to seventh. Goff earns Team Hard its first win.

## Brands GP

**R1 Dan Cammish**

**R2 Ash Sutton**

**R3 Jason Plato**

A greasy track doesn't suit the BMWs and polesitter Turkington drops as Cammish leads a surprise Team Dyanmics 1-2. Sutton gets off the mark in race two as Turkington is hit down to 25th by Neal and loses the points lead. Plato wins the finale, but all eyes are on Turkington as he demolishes the pack. Late brake failure takes out Cammish and gives Turkington his fourth title.



6

### A MOMENTUM SWING AGAINST JORDAN

The turbo boost for all non-BMW cars, the 3 Series' centre-of-gravity change, and Turkington's success ballast meant an August Snetterton win would be his last of the year. That made his earlier Oulton Park double all the more crucial – not only for his title success, but for its curbing of Jordan's stunning revival. "It was nice for me psychologically to feel faster [than Jordan]," said Turkington. "Andy has driven at an extremely high level this year." The traction advantage that the rear-driven cars gain off the line helped Turkington convert his pole into the lead of race one at Oulton, and from there he never looked back. In the second race neither safety-car restart left him facing a genuine challenge. No one could get near him and he held a healthy 38-point lead as a result.

7

### PLAYING THE CONSCIENTIOUS OBJECTOR

Not that they should have worked together to displace the points leader but, while Jordan and Cammish stoked a war of words, Turkington avoided verbal confrontation. After Cammish's win at Thruxton, he was increasingly in the title mix as the season wore on. That meant his fight with Jordan in race

## "AN OULTON PARK DOUBLE WAS CRUCIAL FOR ITS CURBING OF JORDAN'S STUNNING REVIVAL"

two at Silverstone was more than just for position on track. They crossed the safety-car line together, neither clear who was ahead owing to a brief timing glitch. They circulated side by side during the neutralised part of the race and twice hit. "God knows what happened," Cammish said. Jordan responded with: "I think what Cammish did was just losing his head. But he's set a precedent – if that's the sort of driver he is, then that's how I'll treat him." Turkington was clear of the crossfire.

8

### THE BATTLE THAT HELPED WIN THE WAR

Turkington was on the tail of Jordan throughout the sister BMW's race-two win at Thruxton, and finished 1s shy in the middle race at Croft. But spectators had to wait until the third contest at Silverstone for the pair to properly spar. Rain forced both to pits for wets, and a delayed stop for Jordan brought them >>





BUTCHER BRINGS HOME THE BACON

It wasn't just the main championship fight that came down to the final race and two points, as Rory Butcher left it late to overhaul Josh Cook for the Independent drivers' title.

In Autosport's 2018 season review, Butcher was ranked 10th in the driver ratings after finishing in 10th in the Independent standings and 17th overall. AmD Tuning's switch from the bulky MG 6 GT to the FK2 Honda Civic Type R propelled both team and driver up the order.

"It came down to the wire, and when championships come down to one race that's a cool thing," Butcher says. "I didn't really treat that last race as though I had to worry about points, it was a case of 'I needed to be absolutely fully lit'. It was just as well! Cook pushed me to my limits."

Prior to an erratic qualifying at Croft, in which he smashed into the tyre wall, Butcher was an overall title protagonist. He only properly fell out of the mathematical running after a subdued Silverstone. But that followed his engineer Mike Bushell stepping into the second Civic after Sam Tordoff vacated the seat for the final rounds.

"I'm not going to lie, the dynamic [in the team] changed," adds Butcher. "But going into the final weekend I think we found our rhythm. Let's see if we can build on the work we've done this year and maybe challenge for the overall [crown]."

Highly rated by rival team bosses, Butcher asserted himself among the top tier of British Touring Car drivers this season. He may have inherited his first series win at Brands Hatch through a penalty, but he picked up the pieces when Jason Plato and Ash Sutton tagged at Snetterton and was untouchable in the Knockhill opener to become a three-time victor. It's without question that more success will follow.

“IT CAME  
DOWN TO THE  
WIRE. COOK  
PUSHED ME  
TO MY LIMITS”



Bushell's (right) switch from engineer to driver upset AmD dynamic

together in a dice for 15th. For three laps they battled and rubbed. "You would think [Jordan] was dead cert on not letting me past and we were both off the road a few times, but there's a lot at stake," Turkington conceded. Ultimately, he stole a march on Jordan with the run out of Copse and sealed the place. Much to the chagrin of team principal Dick Bennetts, it had been a robust fight. Jordan had suffered with too stiff a set-up, but Turkington edged the private duel to extend his pre-event 10-point lead up to a handy 18.

“TURKINGTON FOUGHT BY  
Cammish fairly – he didn’t take  
the cheap hit and punt him off

**9 THE BRAKING ZONE THAT PUT A STOP TO AN UPSET**  
In his two seasons in the BTCC, Cammish has made the Brands Hatch Grand Prix circuit his stomping ground. He's won half of his races there. His most recent, the opening bout of the final round, closed him to within eight points of Turkington. And the BMW driver's spin in race two after contact with Matt Neal – which dropped him as low as 28th – combined with a Cammish podium put the double Porsche Carrera Cup GB champion eight points ahead. He made a sound start to the finale, but what stood out were his Civic's brake discs. Although fading light exaggerated the picture, they glowed brighter than the car's Halfords branding. Then, as Cammish hit the anchors, the rear end locked. The car swapped ends with less than four miles to go and shot into the Hawthorns tyre wall. With Turkington up to sixth, two points decided the title.

**10 FIGHTING BACK AGAINST THE ODDS**  
Turkington's detractors will argue that for everything he delivered to win the 2019 title, it was matched by his rivals' misfortune. On the basis that the TOCA officials reprimanded Neal for the collision in race two at Brands Hatch, the argument stands that Turkington should not have had to fight back in race three from 25th. But he played the hand he was dealt. He found 10 places on lap one alone, he fought by Cammish fairly – he didn't take the cheap hit and punt him off to be assured of the title. Turkington won the 2019 crown when Cammish's brakes failed, but only in part. The Honda driver's time will come, but for now it's Turkington who holds the limelight as a record-equalling four-time BTCC champion. 🏆

DRIVERS' CHAMPIONSHIP		
POS	DRIVER	TEAM/CAR
1	Colin Turkington (GBR)	WSR/BMW 330i M Sport
2	Andrew Jordan (GBR)	WSR/BMW 330i M Sport
3	Dan Cammish (GBR)	Team Dynamics/Honda Civic Type R
4	Josh Cook (GBR)	BTC Racing/Honda Civic Type R
5	Rory Butcher (GBR)	AmD Tuning/Honda Civic Type R
6	Tom Ingram (GBR)	Speedworks Motorsport/Toyota Corolla GT
7	Jason Plato (GBR)	Power Maxed Racing/Vauxhall Astra
8	Ash Sutton (GBR)	BMR Racing/Subaru Levorg
9	Matt Neal (GBR)	Team Dynamics/Honda Civic Type R
10	Tom Chilton (GBR)	Motorbase Performance/Ford Focus RS

**11** Tom Oliphant (WSR BMW 330i M Sport) 178; **12** Adam Morgan (Ciceley Motorsport Mercedes A-Class) 155; **13** Sam Tordoff (AmD Tuning Honda Civic Type R) 147; **14** Chris Smiley (BTC Racing Honda Civic Type R) 132; **15** Jake Hill (Trade Price Cars Racing Audi S3 Saloon) 131; **16** Rob Collard (Power Maxed Racing Vauxhall Astra) 118; **17** Stephen Jelley (Team Parker Racing BMW 125i M Sport) 105; **18** Aiden Moffat (Laser Tools Racing Mercedes A-Class/Infiniti Q50) 89; **19** Ollie Jackson (Motorbase Performance




AUTOSPORT'S TOP 10 DRIVERS



COLIN TURKINGTON

**1** The champion, equalling Andy Rouse as the BTCC's best ever. Once again, a relentless points scorer but showed he can get his elbows out. Pole at Oulton Park remains the lap of the year, and his dramatic title win should go down in history.




ANDREW JORDAN

**2** Mounted a valiant comeback after a season-defining non-score at Donington. Seemed instantly at home in the new BMW 3 Series, and made almost no mistakes. Scored the most wins too. Let's hope he returns in 2020.




TOM INGRAM

**3** The king of car control as Speedworks had to tame the new Toyota Corolla's skittish backside. Four wins, not dropping four places in the points compared to 2018, is a better reflection of an excellent season. A title favourite for next year.



DAN CAMMISH

**4** After a quiet start, from Thruxton onwards Cammish was uberfast and consistent. Still the odd moment of rage, and needs to up his win tally. But hammered his team-mate and became the biggest title threat until one lap to go.




RORY BUTCHER

**5** The FK2 Honda Civic may be *the* car of the NGTC era, but Butcher was still a class act. Bagged his first three wins and was a credible championship contender until a quiet Silverstone round. Will surely fight for titles before long.



JOSH COOK

**6** Frequently upstaged the factory Hondas to just miss out on the Independents crown as he led the BTC Racing charge. Three wins improved on last season, and Cook added to his impressive racecraft with often searing pace.




ASH SUTTON

**7** After an unexpectedly strong start to the season, the Subaru Levorg looked breathless as its time in the BTCC came to an end. That forced Sutton to show off his unrivalled ability to pull off incisive overtakes, but only the one victory.



JAKE HILL

**8** Became a BTCC winner for the first time and trounced his ex-F1 team-mate. The Audi S3 is far from the class of the field, but Hill punched above its weight. Wiping out Neal at Oulton Park blots his copybook, but a fine year.



JASON PLATO

**9** Missed his grid box twice, and lots of body contact. But the 'old' Plato is back now he's left BMR. Deserved to end the year with a win, and if the Vauxhall Astra is developed well then he should finally get his century. He still cuts it.



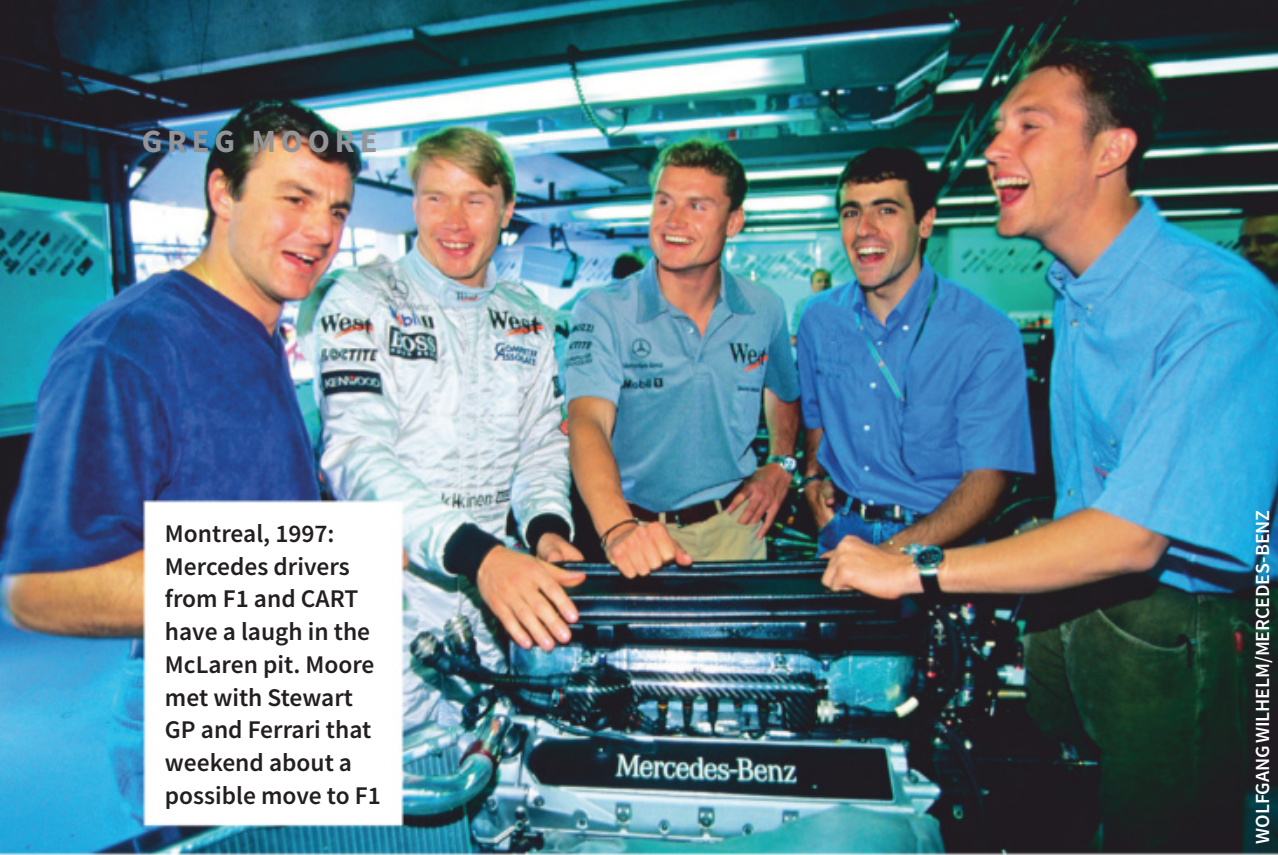
JACK GOFF

**10** Forget finishing 21st in the points, 13 spots down on 2018. He repaid Team Hard for giving him a last-minute reprieve by scoring the squad's first win. Poor reliability capped his potential but he smashed his team-mates, as expected.

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16	12	14	6	13	10	3	3	6	6	3	10	2	3	17	2	2	15	2	5	1	3	2	6	11	3	12	1	3	R	318
1	7	4	24	8	3	11	10	1	9	8	2	17	10	6	20	15	2	4	1	6	13	9	2	4	5	NC	R	13	5	278
10	8	1	11	5	4	5	7	2	18	14	7	4	7	5	11	12	1	7	14	R	1	3	14	15	R	16	4	9	2	266
13	5	10	5	10	1	12	8	5	11	7	16	7	8	R	1	23	8	11	8	8	8	6	5	1	1	22	23	21	7	245
25	21	13	9	6	7	6	4	8	8	6	3	9	9	R	6	6	17	17	13	5	12	8	8	2	4	6	14	7	1	237
9	2	25	2	3	5	9	11	3	7	5	4	8	16	7	12	7	20	9	11	9	R	16	12	24	11	15	11	1	3	233
8	11	8	4	2	18	7	5	4	10	4	5	R	11	11	R	16	11	8	3	3	R	15	11	6	R	3	2	4	13	232
3	9	2	8	4	12	18	25	13	3	9	1	12	R	12	R	17	12	22	12	22	7	5	7	9	20	5	3	5	R	200

Ford Focus RS) 81; **20** Senna Proctor (BMR Racing Subaru Levorg) 49; **21** Jack Goff (Team Hard Volkswagen CC) 47; **22** Bobby Thompson (Team Hard Volkswagen CC) 35; **23** Matt Simpson (Simpson Racing Honda Civic Type R) 33; **24** Mike Bushell (AmD Tuning Honda Civic Type R) 27; **25** Michael Caine (Motorbase Performance Ford Focus RS) 16; **26** Michael Crees (Team Hard Volkswagen CC) 11; **27** Daniel Rowbottom (Ciceley Motorsport Mercedes A-Class) 5; **28** Mark Blundell (Trade Price Cars Racing Audi S3 Saloon) 5; **29** Carl Boardley (Team Hard Volkswagen CC) 5; **30** Sam Osborne (Excelr8 Motorsport MG6) 2; **31** Rob Smith (Excelr8 Motorsport MG6) 2; **32** Nicolas Hamilton (Motorbase Performance Ford Focus RS) 0.  
**MANUFACTURERS** **1** BMW 810; **2** Honda 769; **3** Vauxhall 620; **4** Subaru 572; **5** Toyota 368.  
**INDEPENDENT DRIVERS** **1** Butcher 401; **2** Cook 399; **3** Chilton 329; **4** Hill 276; **5** Morgan 266; **6** Tordoff 256; **7** Smiley 247; **8** Jackson 241; **9** Moffat 241; **10** Jelley 220.





GREG MOORE

Montreal, 1997: Mercedes drivers from F1 and CART have a laugh in the McLaren pit. Moore met with Stewart GP and Ferrari that weekend about a possible move to F1

WOLFGANG WILHELM/MERCEDES-BENZ



Moore won the 1998 US 500 at Michigan, CART's Superspeedway version of the Indy 500

## The what-might-have-been of Indycars

*It's hard to believe that 20 years ago this week, one of US motorsport's brightest young talents was lost. Greg Moore was only 24 years old when he died, but his friends and rivals alike have no doubt that he would have rewritten the record books*

ANDY HALLBERY AND JOHANNA HUSBAND





WOLFGANG WILHELM/MERCEDES-BENZ



Detroit, 1997: Mercedes boss Norbert Haug was a supporter of Moore (whose father, Ric, is in the background)



Portland, 1999: Moore qualifies his Reynard in the rain

The 1999 CART Indycar series came down to a title battle, fought to the wire, between two future multiple Indy 500 winners: Juan Pablo Montoya and Dario Franchitti. Sadly the season finale, held over Halloween weekend at the Fontana superspeedway in California, is remembered less for the crowning of its champion than for the devastating accident in the opening laps that claimed the life of Greg Moore.

The talented young Canadian was on the cusp of greatness, having signed to drive for the mighty Team Penske in 2000. And even now, the thought of Moore competing at the Indianapolis 500 with the full might of the Penske team behind him raises that most tantalising of questions: what if?

Bryan Herta, who competed against Moore in Indy Lights and CART, and has since won the Indy 500 as a team owner, has no doubts. "For me the question with Greg is: how many Indy 500s could he have won? He was obviously special, and he was spectacular on the ovals. If you were to play this game and say, 'What if?' Well, what if there was no Indycar split, and he spent his career racing at Indianapolis? Greg is the kind of guy that could

have joined the multiple winners' club, maybe even have become the first five-time winner. He was that special on the ovals."

Moore's debut season in Indy Lights, as an 18-year-old in 1993, was Herta's final year before moving into CART, but the youngster from Maple Ridge, British Columbia made a lasting impression on him: "His dad bought a car and put everything into Greg's career. They ran a small team themselves, and you could tell it all was done on a shoestring. But even then, I remember thinking, 'Shit, this guy is good!' I also remember feeling mildly annoyed at how good he was when he first came into CART, but that was just me being selfish! As I look back now, all I see is a guy that showed up and expected to win."

That impressive arrival into CART, with Forsythe Racing in 1996, coincided with that of fellow 'rookie' Mark Blundell, who was fresh to US racing from his Formula 1 career. The British driver also quickly recognised Moore as a big talent.

"Greg was a young guy who was definitely heading upwards," says Blundell. "You only had to watch him to understand there was a huge amount of ability there. With that ability came a sense of maturity, a guy that understood racing and what it was about to >>



still be around at the end of the race. There was a huge amount of potential, that was seen all the way down the pitlane.

“The thing I always remember is that bounce in his step, and that was in his character too. There was always a welcoming smile on his face that was so refreshing and nice to see. He was such a talent in a race car, that’s for sure. I know myself and many others will remember him for that.”

Moore’s sublime ability on the track is a recurring theme when talking to his rivals and friends. All agree that the fact that he never contested the Indy 500 – thanks to the Indycar split which took place in 1996 – was a loss to the sport. Many also believe he could have made waves at Le Mans, in NASCAR or in Formula 1. There’s no doubt that he would have left a considerable mark on motorsport history had he lived.

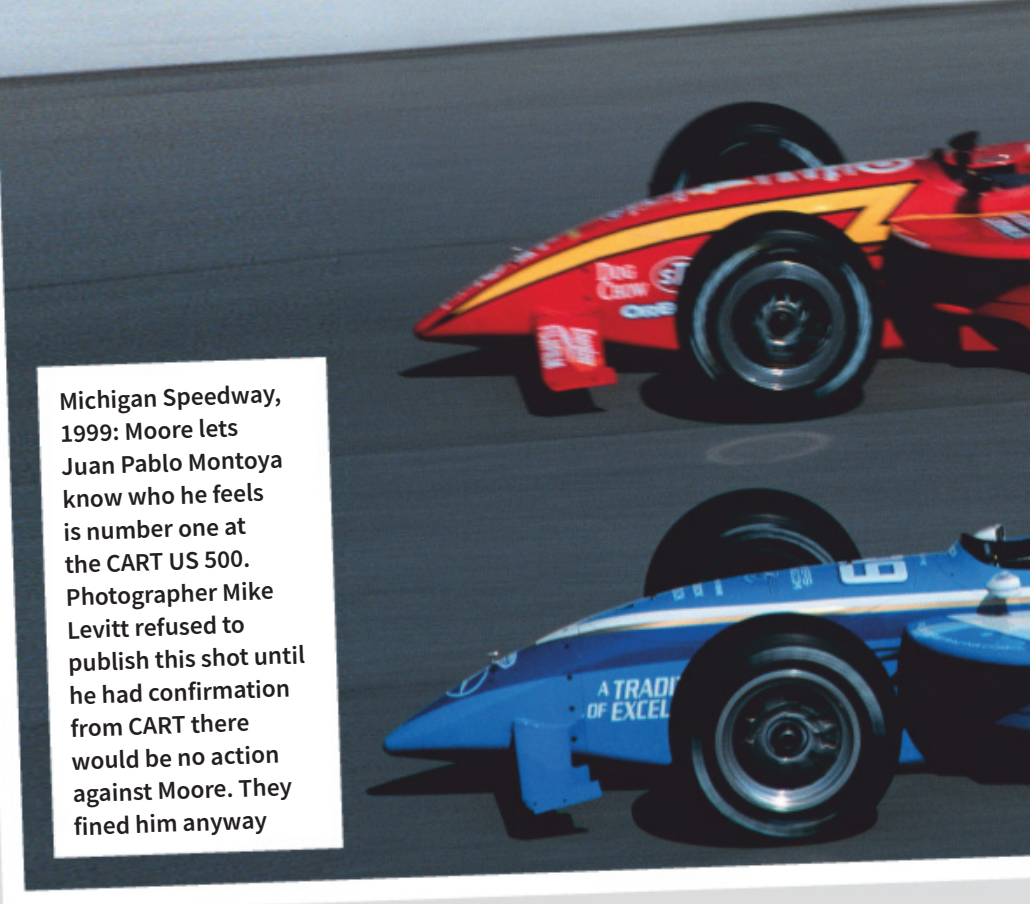
Three-time Indy 500 winner Dario Franchitti sums up: “His talent on track was special, he was bloody good at thinking through a race. The record books only tell half the story, in the way of someone like Gilles Villeneuve. You look at that and go, ‘He won how many races?’ but he’s considered one of the most talented drivers of all time. I think Greg goes down in that same category.”

During his 1996 DTM season with Mercedes, Franchitti would often watch CART races with Mercedes boss Norbert Haug. When he moved to the series the following year, he and Moore became friends, part of the ‘Brat Pack’ – Franchitti, Moore, Max Papis, Jimmy Vasser and Tony Kanaan.

“I was very aware of what Greg had done in 1996, and I was a big fan,” recalls Franchitti. “At my first group test at Homestead in ’97, I went out to watch the others on track. Greg was there at Turn 5, so I went and introduced myself. That first impression and knowing him... Thinking about it, it was literally less than three years I knew him. That’s come as quite a shock, actually. But those years feel like a lifetime, and in a good way.”

As Franchitti alludes, Moore’s character off the track is perhaps the bigger reason why he’s still so fondly remembered 20 years on. He always raced hard on the track, even against his friends, but off it they couldn’t help but join in and have fun. Despite his youth, his unique personality and ability to bring people together united the CART paddock and forged friendships that still endure today. Franchitti again sums it up: “I think it says something about a person that 20 years on there’s still this connection with friends, family, fans, even people that didn’t know him. I think he was a very magnetic person... He was just a special, special guy.”

Ric and Donna Moore are rightly proud that their son is still held in such high regard after all this time, not least by those friends he made, who have become like family to them over the past two decades. That fact was highlighted in August, when they organised a two-day fishing trip in his memory to his favourite



Michigan Speedway, 1999: Moore lets Juan Pablo Montoya know who he feels is number one at the CART US 500. Photographer Mike Levitt refused to publish this shot until he had confirmation from CART there would be no action against Moore. They fined him anyway



spot, which included his family, Franchitti, Papis and childhood friends. Moore’s best friend, Al Robbie, who accompanied him throughout his career, says: “The fish weren’t in much danger. But we had a lot of fun in his memory, and that’s how I remember Greg and the things we did together. Obviously, he was a professional race car driver, but he was always looking for the next fun thing to do, and how many people he could involve in it.”

Ric Moore tells some great stories, some unprintable, but it’s obvious he’s still enormously proud of what his son achieved in his short life, and that his legacy continues helping others through the Greg Moore Foundation’s charity work, not least a youth centre and an emergency ward named after him. “When Greg was 12 years old, I gave him a letter,” remembers Moore Sr. “I could see him winning everything in go-karts and the letter basically said, ‘God gave you a talent to drive something fast, but it doesn’t make you a better person than anybody else. So remember that’. Then when he got to Indycar I said, ‘Here’s the deal, you’re a nice person and there’s enough assholes in this business that you’ll stand out by being the person you are. Always just be a nice person’.

And that’s exactly how he is remembered by so many, even now. But that’s not to say he couldn’t be mischievous or ruthless when required. An example of that is when Ric questioned him over being a little harsh with Franchitti on track. Greg replied: “In here they’re my buddies, out there it’s just business.” The mischief usually involved the Brat Pack. For example, during one rain delay they conjured up and leaked a story about Greg going to NASCAR, lighting quite the fuse under several key media personnel.

One story that wasn’t fabricated was the idea of Moore going to F1, and he certainly had the right people’s support. Ric explains: “In Montreal at the grand prix we were invited to Ferrari by Jean >>



Blundell shakes Greg’s hand, with Roger Penske and Al Unser Jr, whose seat at Penske Greg had signed to take in 2000

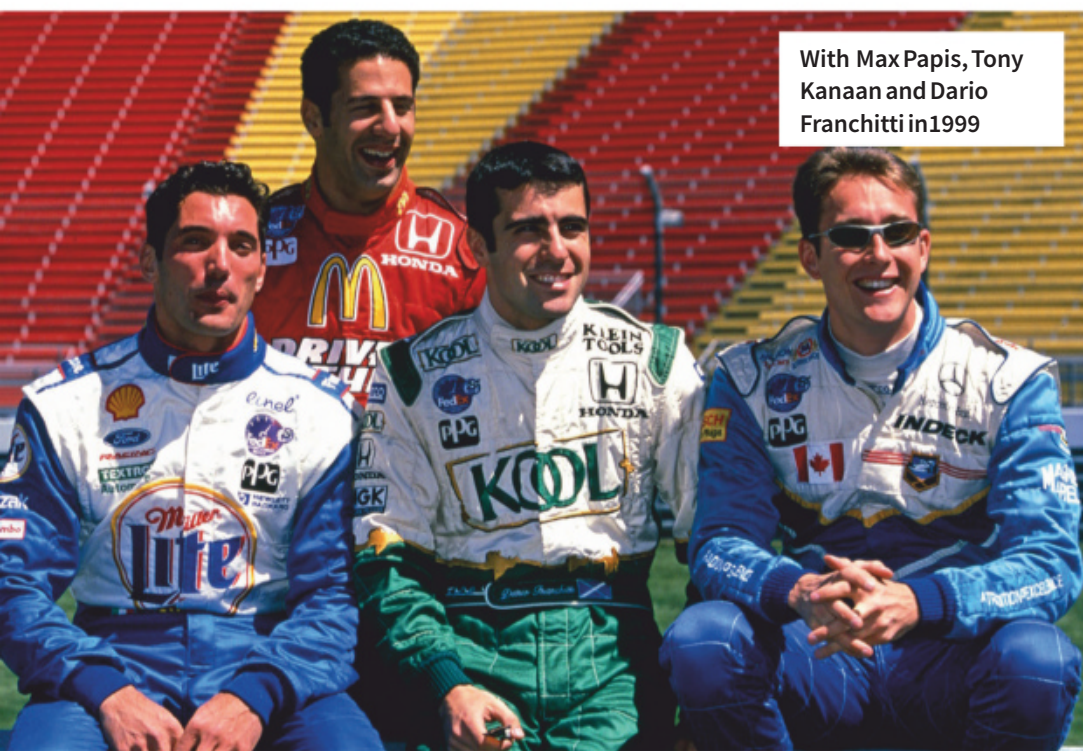
WOLFGANG WILHELM/MERCEDES-BENZ





LEVITT

**motorsport**  
IMAGES



With Max Papis, Tony Kanaan and Dario Franchitti in 1999



Moore's final win was at Homestead. He shared the podium with Dario Franchitti and Michael Andretti

LEVITT/MOTORSPORT IMAGES



MOTORSPORT IMAGES

## Jason Watt on Gonzalo Rodriguez

Just seven weeks before Greg Moore's fatal accident, another tragedy had hit the CART paddock when Gonzalo Rodriguez was killed at Laguna Seca.

Rodriguez was running second in the Formula 3000 International Championship and had signed a deal to join the CART series for 2000 with Patrick Racing. 'Gonzo' had just finished second to F3000 rival Jason Watt at Spa at the end of August, and both were on a roll.

That summer, Rodriguez had been offered two CART outings with Team Penske. The first was at Detroit, where he scored a point. The second was at Laguna Seca, where in practice on Saturday he lost his life in an accident at the Corkscrew. Between the deaths of Rodriguez and Moore, Watt – who was seemingly destined for Formula 1 – had a motorcycle accident that left him paralysed.

Watt remembers Rodriguez with affection. "We were both quite fast!" he laughs. "But we were both very relaxed. For him it was like an adventure; he had his sister Nani and other members of his family at the races. But when you saw him in your mirrors, you were thinking, 'Oh no... Please let it be someone else.' I really remember that."

That F3000 race at Spa is something Watt won't forget: "I won the race, and he came from a long way down [Rodriguez qualified ninth].

And I'm big enough to admit that he was the fastest guy that day. He came flying through the pack. It's not always the quickest guy that wins, and he was the quickest guy that day. That ended up being his last race.

"When I heard he was offered the chance to do the race at Laguna Seca, in Indycar, in the famous Marlboro colours, I was like, 'Come on man, that should have been me'. I was well jealous. We heard of his crash, and that he was dead, and it was unbelievable.

"For me, suddenly it was somebody I knew. Other deaths in racing weren't anybody that was close. There I was thinking, 'I stood on a podium with this guy a couple of weeks ago'. It was hard. I felt he deserved more. At our final F3000 race at the Nurburgring, he wasn't there. I won and managed to jump to second place in the championship. Today I find it very surreal him finishing third overall after a race he wasn't in.

"And then a couple of weeks later I was out of the game too. While I was in rehab after my accident, I was contacted by his sister who was always there at the races. They were making a charity event back in Uruguay, and they invited me. There was no way for me to go, but that was so nice to be thought of by his family. People say we had big plans ahead, and we did. Sadly it never happened."





# CONGRATULATIONS SAM WILSON



A massive congratulations to Sam Wilson and the whole team at Wilson Racing on winning the Sigmoid Championship with 10 wins across the season.

We would like to thank all of our sponsors Rutherford Briant Recruitment, Opie Oils, Road and Race Transmissions and Graham Hathaway Racing for their support and making the win this year possible

We are very much looking forward to competing next year. To join in with our success please contact us on the details below to discuss sponsorship opportunities.

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samwilsonracing@aol.com  
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Vancouver, 2002. Dario Franchitti won Moore's home race and was greeted and hugged by Ric Moore in Victory Lane. The previous year Franchitti had won the Greg Moore Legacy award, "Presented to the driver who best typifies Moore's legacy of outstanding talent on track, as well as displaying a dynamic personality with fans, media and all within the CART community".



Laguna Seca, 1997: Moore got to sample a Mercedes sportscar in the FIA GT Championship. Could he have added Le Mans to his repertoire? "I'd have needed a booster cushion," laughs Dario Franchitti. "He was a wee bit taller than me. But, yeah... I think it's probably one of those things we would have conjured up one night over a beer or flying to a race... 'Hey, we should do Daytona! We should do Le Mans!' You know..."

Todt and met them along with Bernie Ecclestone. Greg was under contract with Gerry Forsythe and they wouldn't let him out, but there was an opportunity. But he really wanted to race in North America. He loved Indycar; he loved the people."

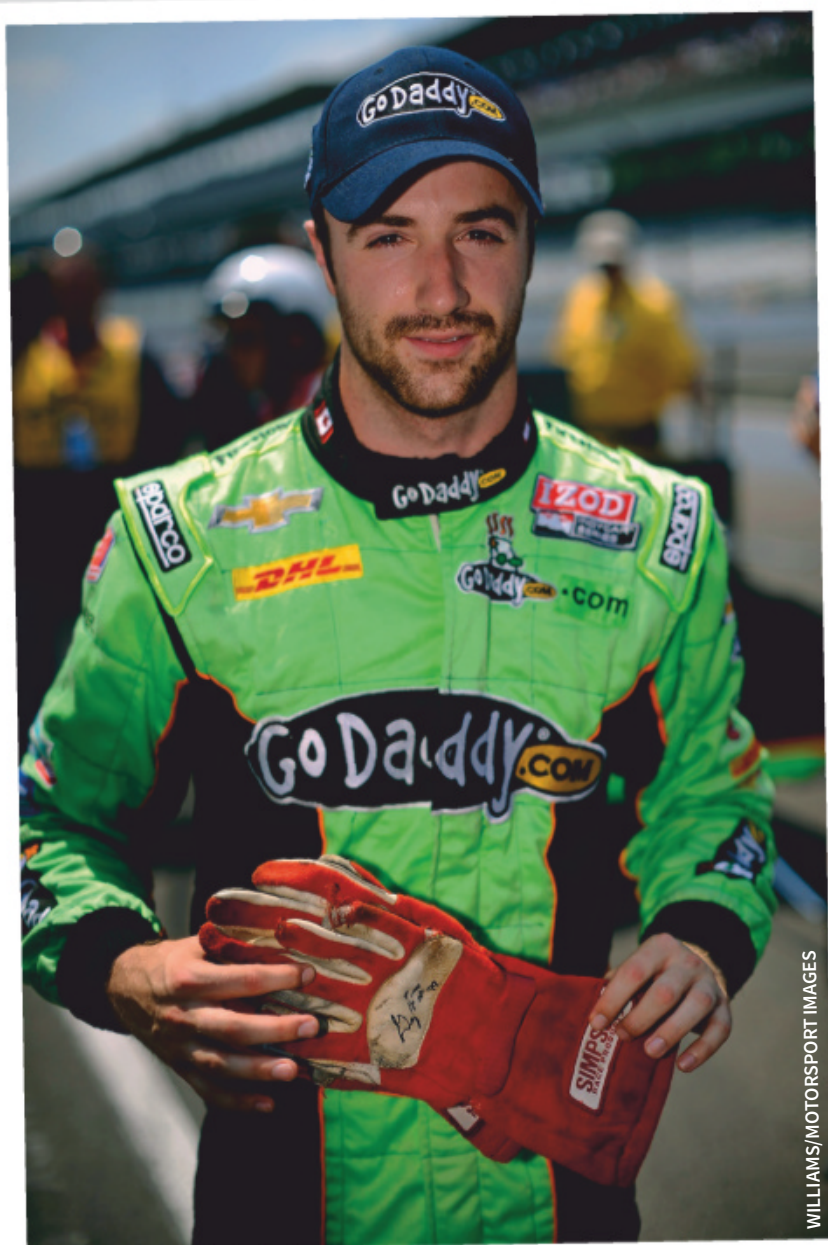
That deep-seated love of Indycar, and the exceptional talent Moore had already shown in less-than-perfect equipment, led to what should have been his dream move. Just months before his death, he signed a three-year contract to race for Team Penske.

"Greg was such a talented driver that had so much promise and passion for the sport of Indycar racing," says Roger Penske. "We lost one of the brightest stars in racing when he passed away. He was set to join our team following the 1999 season, we were excited to work with him and we know he would have been a great addition to Team Penske. Greg was an aggressive and skilled racer on the track, and he had a great personality and love of life off the track. I think he would have continued his rise to the top of our

sport with our team and it is just unfortunate that we never got the opportunity to make that happen."

It's difficult not to imagine the championships, Indy 500s and more that Moore could have won with Penske. "There's always a tragedy when there is a loss of life, even more so when it's a life that was so special and touched so many people," says Herta. "He had so much potential unfulfilled, it just feels even more cruel."

"We talk about the future and his career and of course those things are all very speculative," says Moore's stepmother Donna. "For us the hard part is that he was not able to get married and have a family of his own. We lost that part of his future. I think the racing, all said and done, is great but when your other children start getting married and having kids, those are the things that are forefront in our mind. We would trade a million times his racing career if we could have him back. He had a great impact, but, you know, we just miss our boy." ❦



## Hinchcliffe on Moore

One look at the signature red gloves and distinctive checkerboard gold-and-blue design incorporated into his helmet is enough to identify James Hinchcliffe's hero. Even as an impressionable nine-year-old Canadian kid starting out in karts, the IndyCar race winner knew that if he ever got the opportunity, he wanted to be just like Greg Moore.

"Obviously everybody was impressed with how he drove and his skill on the track, but what stood out to me, even as a kid, was his composure off the track, giving interviews and with fans," explains Hinchcliffe.

"So certainly, how I went about my career, and conducted myself off track, was very strongly influenced by Greg, because I knew that I wanted people to

think about me the way I think about him."

As his own career progressed, the tragedy of losing his hero was heightened for 'Hinch' by the fact that Moore never got to compete in the Indianapolis 500.

"Seeing how Penske performed in those years, when he would have been in that car, I think everybody believes he would've been a multi-time Indy 500 winner. It's just so sad he never got the chance."

Despite having a tumultuous relationship with the Indianapolis Motor Speedway, one of Hinchcliffe's proudest moments there came in 2012, with the opportunity to honour his idol in the best possible way. "Early that May I met an old mechanic of

Greg's who expressed the same thoughts about him never getting to do the coolest IndyCar race in the world," he says. "He had this pair of Greg's gloves, and asked me if I would either wear them for a session or even just put them in the car and take them for a lap."

"I was really honoured by that. I had them with me the whole month, all through practice, trying to think of the right time. If you ask drivers, one of the coolest things we do is qualify at Indy. Those four laps, the car on the absolute limit, it's just one of the most hair-raising things we do all year."

"So, for our qualifying run on the Saturday, I slipped Greg's gloves inside my suit... and we set the fastest time of the day."

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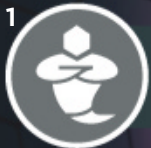




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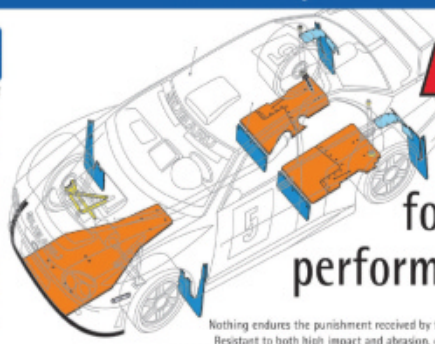
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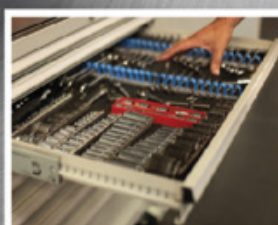
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The EnduroKa race at Brands Hatch, dubbed the IndyKa 500, will last for eight hours

HAWKINS

## TANDY RETURNS TO CLUB RACING AT BRANDS HATCH

### ENDUROKA

Le Mans 24 Hours winner Nick Tandy will return to his club-racing roots by contesting the final round of the EnduroKa season at Brands Hatch next month.

Tandy will tackle the 17 November race – dubbed the IndyKa 500, and lasting more than eight hours – alongside a group of friends from earlier in his career. The car will be run by his Porsche Carrera Cup GB squad JTR and it will be the team's first foray into endurance racing.

"For 20 years of my racing career I was building and running my own race cars as a necessity to go racing," said Tandy, who won Le Mans in 2015 and has been competing in the IMSA SportsCar Championship for Porsche this season.

"For the past eight years or so, I haven't had to work on or build my race cars and I missed it! I saw the launch of EnduroKa at the start of this season and I've always been a big Ford man [having competed and run cars in British Formula Ford], so I quite liked the idea of working on a Ford again.

"It's going to be a team of friends, two of whom I've raced with previously. There will be Lewis Selby of the Mini 7 Racing Club – I used to race Mini Se7ens with him in 2003-04 and we've become good friends. "There's also Elliot Mason and he races in Formula

Vee – his brother David raced in the TVR Tuscan Challenge – and we used to race in Ministox together. And there's James Rhodes who was the inaugural MGF Cup champion in 1998 and lives in the same village as me. He's coming out of retirement and got his race licence again to have a bit of fun."

Tandy has had a first test of the Ford Ka and said "it was great fun to drive". He added: "If we come last, we come last and if we crash on the third lap it doesn't matter. It's the whole point of the series to share it with friends and share the costs. If we have fun, we might come back next year."

Robb Gravett, the 1990 British Touring Car champion, is also set to tackle the event.

STEPHEN LICKORISH





# Bacheta shines on UK racing return in wet weather

## BIRKETT RELAY

Luciano Bacheta's class shone through on his British racing return at Silverstone last weekend when he won the 750 Motor Club's 69th Birkett Six Hour Relay on scratch with Breakell Radical Heroes.

The 2012 FIA Formula 2 champion was driving a Radical SR3 alongside South African-born Hollywood film stunt legend Wade Eastwood and stalwart clubman Charles Graham.

"I've worked with Wade for a while and he's been trying to get me to do this race for years," said Bacheta, 29, still wearing his 2010 McLaren Autosport BRDC Award finalist's overalls.

"It's not fitted [my schedule] before, but this time I was available and thought why not. I had not driven a Radical for



Radical SR3 crew took win on the wet road

JONES

about 10 years, but I tested on Friday and wondered what I'd let myself in for."

Bacheta, who has subsequently graced Auto GP, the European Le Mans Series, VLN events and Blancpain GTs with a Mercedes, needed all his experience on raceday amid torrential rain.

"It was treacherous, really, really wet," he added. "I'd never driven in conditions quite like that. It was just hanging on, but the Radicals were quick and bulletproof. I've had such a good weekend and there was a really positive spirit in the pits."

MARCUS PYE



Lamborghini Huracan took both wins in the GT Cup finale

## Brace of wins for Perera at Snett

## GT CUP

Former GP2 and Superleague Formula racer Franck Perera joined the GT Cup grid and grabbed a brace of wins in the season finale at Snetterton last weekend.

The Frenchman, who has most recently raced for the FFF Racing Team in the Blancpain GT Series, joined Michael Igoe in a WPI Motorsport Lamborghini Huracan for the visit to Norfolk, winning both endurance races with the British GT regular. Perera said he hopes it could be a longer partnership into next season.

"I have to see what happens with Lamborghini for next season, but this was a very positive weekend for me with Michael," he said. "It's the first time I've worked with the team and it's been a good weekend for us. We're now

looking forward to the future and for what we can do together with Lamborghini, but this for sure was a good test for me."

Perera jumped into the car in the second half of both races, the first held in sodden conditions. "Obviously [Saturday] we had horrible weather, but today it was dry and it's good to end the weekend like this," he said.

Despite not picking up a class victory all weekend, the JMH Automotive McLaren 570S pairing of Steve Ruston and John Whitehouse pipped the GTC Lamborghini crew of James Webb and absent brother Tom Webb to the overall title.

"The car's been awesome all year," said GTH class driver Ruston. "We never really had any problems with it."

DAN MASON

# FULL-TIME BRIT GT MOVE FOR SEALE AND STANLEY

## BRITISH GT

GT Cup GTO class champions John Seale and Jamie Stanley will step up to British GT full-time next year with JMH Auto after two exploratory outings in the team's Lamborghini Huracan GT3.

Seale, who made his British GT series debut at Donington Park in 2018 in a Ferrari 488 Challenge, has raced with BGT regular Stanley since 2014 when they won GT Cup's GTC class in an FF Corse-prepared Ferrari 458 Challenge.

They scored a point in 10th at the Silverstone 500 this year and also entered the following round at Donington (below), but elected not to race.

"I'm really excited about John's move up to British GT next season – it's a nice challenge to get stuck into as next year will be our fifth season together," Stanley said. "We're under no illusions that we'll need to bring our A-game to fight for the same success we have enjoyed in GT Cup, but we're up for the challenge."

Stanley, who flew from Mugello after engineering FF Corse driver Laurent de Meeus in the opening Ferrari Challenge Europe race to compete at Snetterton, will enter this weekend's Walter Hayes Trophy at Silverstone in a Fox Motorsport-run Van Diemen RF02 that he acquired last year. It will be Stanley's first appearance at the event – the scene of his first ever car race in 2005 – since 2011.

Britcar and GT Cup race winner Sam Neary will also graduate to British GT next year and join his father Richard in the Team ABBA Racing Mercedes-AMG GT3.

JAMES NEWBOLD



MOTORSPORT IMAGES/JEP





**LUCKY ESCAPE** Steve Barlow rode his luck in the second semi-final of the Formula Ford Festival when he narrowly avoided a blow to the head from the right-rear wheel of Peter Lucas’s Van Diemen RF88. Lucas lost his car through Paddock Hill Bend, which left Barlow and Tom Cloet with nowhere to go. Barlow’s avoiding action meant he clouted into Cloet and was then speared by Lucas. As he sat prone, the jettisoned wheel just about bounced clear. **Photograph by Gary Hawkins**

# Dempsey in hot water

## FFORD FESTIVAL

Two-time Walter Hayes Trophy winner Peter Dempsey was excluded from the second semi-final of the Formula Ford Festival at Brands Hatch for hitting Rory Smith into retirement.

Dempsey climbed from seventh to battle Smith for third, but hit the rear of the Medina JL18 at the apex of Druids. Smith was unable to continue, for which Dempsey was disqualified and had to fight for a place in the final via the Last Chance race.

“He braked earlier than I anticipated and I took him out,” said Dempsey. “It wasn’t

intentional but unfortunately he spun, rolled back and hit my car again. He was out of the race.

“You’ve got to be aggressive. I was aggressive as I ever am but I miscalculated, and unfortunately I ruined his weekend as well. I was very fortunate to make the Last Chance race.”

Dempsey did appeal the decision, but it was thrown out by the stewards.

Last year’s Festival winner Josh Smith was also caught up in the incident, hitting the brakes to avoid Rory Smith and spinning in the process. He recovered to finish 13th but elected not to take part in the Last Chance race.



● Festival runner-up Niall Murray entered the event in a Van Diemen modified by team boss Bernard Dolan. Dubbed the BD20, denoting Dolan’s initials, it is based around an RF99 and features a revised tubular chassis and adjusted rear-suspension geometry.

Dolan said he would not commit to building his own bespoke cars. “Niall put it [down as a BD] as a bit of a joke,” Dolan said. “Overall it’s still a Van Diemen. You’re not going to reinvent the wheel now. It was just always something I wanted to try.”

**MATT KEW**

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## IN THE HEADLINES

## MOTORSPORT UK'S NEW HOME

British governing body Motorsport UK will move its head office from Colnbrook in Berkshire to the new Bicester Motion site next year, with the aim of being closer to the motorsport community. It is proposed that the Bicester complex will include a hotel, conference centre and test track, allowing Motorsport UK to host training, testing and sprint events.

## CITROEN C1 WINNERS AT SPA

The Finishline UK with Preptech trio of Paul Luti, Chris Bray and Danie van Niekerk took the UK Citroen C1 class win at the Spa 24 Hours last weekend. Luti brought the car to the chequered flag, a lap clear of AB Motorsport's Brian Trott, Stuart Symonds and Oliver Allwood, with Stephen James holding onto third with Sam Weller and Mark James.

## BRITISH GT WINNER RETURNS

Successful former tin-top racer Piers Johnson returned to racing last weekend in preparation for a full GT Cup campaign in 2020. Johnson, a multiple British GT race winner in the 2000s, shared an Aston Martin GT4 car with David Holloway in the GT Cup finale at Snetterton last weekend, taking a best result of 12th. The pair were run by Optimum Motorsport, who they intend to continue with next year.

## HAT-TRICK OF KARTING TITLES

Peter Elkmann secured his third CIK European Superkart Championship in a row last weekend at Le Mans. He took two wins, allowing him to sit out the finale. British F125 Open Superkart champion Liam Morley was reunited with his twin-cylinder superkart and finished third in the opener. He struggled in a wet race two, but took a last-lap win in the final race to seal second in the championship.

## HISTORIC AWARD FINALISTS

Historic motorsport events and race series are part of the new Royal Automobile Club Historic Awards for 2019, which will be presented on 21 November. The Castle Combe Autumn Classic, Chateau Impney and the Vintage Sports-Car Club Le Mans start at Silverstone are shortlisted for event of the year, while Equipe GTS and Historic F2 are finalists for race series of the year.



RX-8s may be better suited to turbo grid

## CSCC moves RX-8 Trophy into Turbo Tin Tops for 2020 season

### RX-8 TROPHY

The Classic Sports Car Club will move its RX-8 Trophy class from the New Millennium series to the Turbo Tin Tops grid for 2020.

The one-make class for the rotary-powered Mazda was introduced at the start of the season to support the New Millennium series, which caters for post-2000 production cars.

With that grid oversubscribed in 2019, the RX-8 Trophy will switch to the category for forced-induction front-wheel-drive machinery.

CSCC director David Smitheram said: "When we started the [RX-8] class for this

season, the aims were to provide a different way of racing on a shoestring budget in a road-legal, fun-to-drive car. This is exactly what we have achieved, while avoiding the usual pitfalls of one-make racing."

The decision followed consultation with RX-8 Trophy drivers, and it is hoped that the Turbo Tin Tops' slower lap times will better suit the pace of the Mazdas, which are strictly limited on modifications.

RX-8 Trophy representative Antony Weeks added: "While the RX-8s are not forced induction, other championships apply a coefficient to a rotary in a similar way to a turbo engine, so they are maybe a better fit in Turbo Tin Tops."

MATT KEW

## New Production series for HSCC

### HSCC

The Historic Sports Car Club has unveiled the Production Car Challenge, a new race series for production touring, sports and GT cars from the 1980s.

The new series will be open to cars with standard bodyshells and only minor modifications to engines and suspension.

The club plans to run several pilot races later in 2020, ahead of a fuller programme in 2021. The series will complement

the existing Historic and '70s Road Sports Championships.

HSCC CEO Andy Dee-Crowne said: "This will sit very well alongside our existing portfolio of categories and offer

another way into historic racing for newcomers to the sport. Our aim is to grow the category over the next couple of seasons."

PAUL LAWRENCE



Series is open to cars with minor modifications



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# Formula for growth

*The Formula Ford Festival isn't as big as it used to be, but the category as a whole still has much to offer — provided it can stay in step with the times*

MATT KEW

**W**hen 1992 British Touring Car champion Tim Harvey first entered the Formula Ford Festival 36 years ago, the competition featured eight heats. Last weekend at Brands Hatch, as Harvey was busy winning the first of two Classic FF1600 races, there were just three heats for the main event.

The Festival's organiser, the British Racing & Sports Car Club, recognises this decline in entry numbers and is investing in the event. The 2019 edition was livestreamed for the first time in its 48-year history and that helped draw in different sponsors for the heat races and semi-finals — that's an impressive feat. But, nevertheless, FFord is in a difficult situation at present.

Last season, Mazda pulled the plug on the incredible Road To Indy scheme. It had provided a logical path for drivers to progress from UK FFord through to a seat on the IndyCar grid. What's more, the minimum age to race FFord in this country is 16, as defined by Motorsport UK. To race in British Formula 4, which uses a carbonfibre monocoque, drivers need only be 15.

For the lack of a blue-chip backer to help cash-poor but talent-rich young hotshots — plus the fact that younger drivers could have an extra season of junior slicks-and-wings under their belt rather than wait — FFord is hurting.

And that's such a shame because, if Autosport ran motor racing like a police state, FFord would pretty much be compulsory for

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**“If Autosport ran motor racing like a police state then Formula Ford would be compulsory”**

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junior Formula 1 hopefuls. Not only can it produce the best wheel-to-wheel action at national level, but it teaches a young driver masses about car control and basic engineering.

“If you're looking to learn a raw skillset, this is the place to start — not F4,” says Josh Smith, the 2018 Festival winner and current McLaren 570S GT4 driver. “It shows kids how to lead a set-up and how to drive around problems if they're not comfortable.”

This year, in place of the Mazda Road To Indy scheme comes a shot with Fortec Motorsport in the British F4 Scholarship day at Silverstone. Should dominant 19-year-old Festival winner Jonathan Browne win the Scholarship, his 2020 entry fees in F4 would be covered. But if he were to defy the odds and win British F4 in his maiden season, there's no certainty he could continue to climb any higher. The support stops with the test.

Had MRTI still been around and Browne gone on to win the shootout at Laguna Seca, then he would have had a year in USF2000. Win that and Browne would have been funded into Indy Pro 2000, then Indy Lights and finally IndyCar itself.

FFord is crying out for another backer in this way. As former ATS grand prix team mechanic Simon Hadfield says, the talent at the sharp end of the grid is top drawer. “The kids can't get out of FFord and that's a failure in the system,” he says, having raced alongside son James Hadfield at the Festival. “There are 10 kids here that are as good as anyone in motorsport. They are extraordinary talents, but where do they go?”

That's high praise from a driver who shared the Royal Automobile Club Tourist Trophy grid at the Goodwood Revival earlier this year with the likes of Le Mans 24 Hours winners Romain Dumas, Andre Lotterer and Benoit Treluyer.

“It's a privilege to race alongside them, but there's a large pile of awesome talent that just ends up racing for fun,” Hadfield continues. “That would hurt me if I was only racing for fun. It always comes down to money. Driving ability and desire is great, but that's not enough.”

Longstanding FF1600 team boss Cliff Dempsey, who ran Browne, puts a conservative estimate of £50k to compete in a season of National FFord. The step up to F4 is five times that, meaning there's a massive void for aspiring professional drivers.

The flipside to that, if there is one, is that Browne proved his skills against the likes of Smith, Ciaran Haggerty, Niall Murray and two-time Festival winner Joey Foster. The first three of these drivers have raced in British GT and Foster participated at Le Mans in 2008. Last weekend, Browne beat them all. But it's a problem that these names haven't been able to climb up the ladder, and have instead continued to return to FFord in the absence of a paid drive elsewhere. Will Browne be subject to the same fate?

Finance is an issue right across motorsport, we know this. There are few things more irksome than drivers setting up fundraising campaigns to support their own hobby through private donations. Most just accept to live within their means, and so ambitions of racing have to take a back seat.

In the absence of the talented drivers having their pockets well-lined, FFord would do best to attract another big backer.

It's frequently trotted out, but the fact that Jenson Button, Mark Webber, Johnny Herbert and more have won the Festival shows the event's outstanding pedigree. But that's at risk of being lost to history just now. Yes, the BRSCC is looking to put things right and restore the prestige, but it needs to act fast to close the growing gap between national racing's finest asset and British F4. 🏁

➡ P70 FESTIVAL REPORT





## Browne bosses Brands for Formula Ford Festival glory

**BRANDS HATCH  
BRSCC  
26-27 OCTOBER**

If the outcome was similar for perennial favourite Niall Murray, the nature in which both last weekend's Formula Ford Festival final and the 2018 edition were sealed could scarcely be more different.

On both occasions there was an unexpected victor who triumphed at the expense of Murray. But whereas last year Josh Smith claimed his win on the final lap, benefiting from good fortune as Murray and Oliver White outbraked themselves, this time Jonathan Browne was nigh-on untouchable at the end-of-season FF1600 Brands Hatch event.

Browne entered the event with slightly damp powder: just one National FF1600 Championship win to his name this season, scored at Oulton Park back in May.

But his turn of speed and utter domination of the Festival meant spectators not up to date with the FF1600 season weren't to know. For Browne, the upside of such a muted year was that pressure was limited heading into the weekend. "I just decided to send it this weekend and everything just worked, everything clicked,"

said the Irish driver, who is only in his second year of car racing. "This has been my best track and I haven't won here until this weekend. I picked a good time to do it."

Browne began the Festival as he would go on, setting the fastest time of all during qualifying before winning by 0.5 seconds against respectable opposition in his heat.

But it was the first semi-final, in which Browne chalked an emphatic 5.5s victory, that truly set the tone. His winning margin in the final may have been a comparatively tight 2.7s, but that remains a country mile in FF1600 terms.

The Cliff Dempsey Racing Ray driver aced his launch, and all second-starting Murray could do was chase in his Van Diemen BD20 on the approach to Druids. Murray teased with a look around the outside of the corner, but ducked back behind.

Browne was then quickly given respite thanks to his team-mate, since the safety car was called for Canada Scholarship driver Jonathan Woolridge, who had parked his Ray GR11 by the pitwall. That coincided with a tangle at the rear of the field as Pascal Monbaron and Alan Davidson headed onto the grass at Graham Hill Bend.

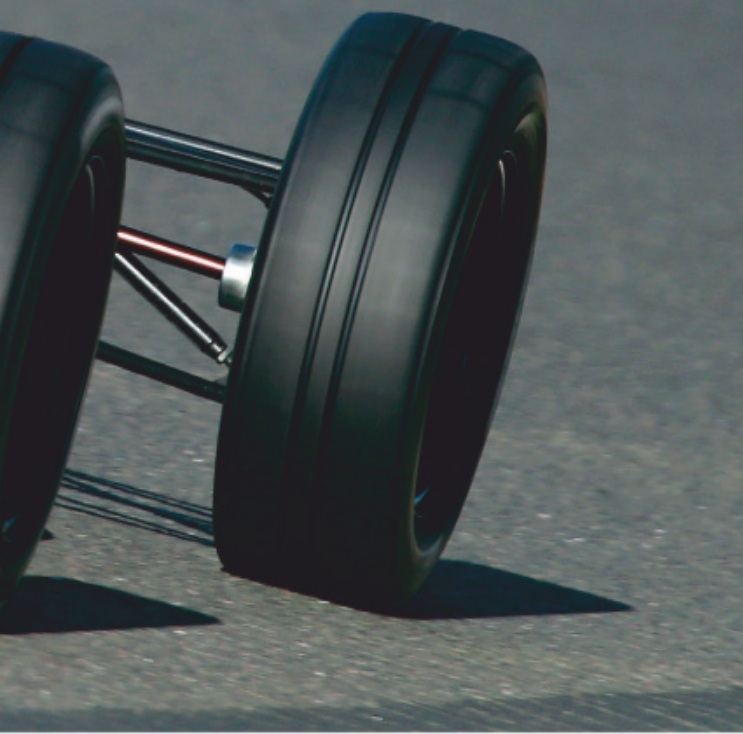


Browne was in demand following his triumph

ALL PICS: HAWKINS



With only one FF1600 win under his belt, Browne took a Festival clean sweep



Browne nullified the immediate threat at the restart as he created a gap of more than 0.5s from Murray across the line, but then was the first to skate over a patch of oil at the apex of Graham Hill Bend. A minor slide was the only visible indication as the GR19 driver began to ebb away from Murray in the closing eight laps.

Such was Browne's form that only once throughout the weekend did another car stick its nose in front. Again at Graham Hill Bend, in the rain-soaked second heat, Michael Eastwell dived up the inside only to run across the conventional dry racing line. A lack of grip meant he slid wide to open the door for Browne to repass.

That included, it was a consummate performance which, in the absence of the Mazda Road To Indy scheme, earns 19-year-old Browne a British Formula 4 test drive next month with Fortec Motorsport.

"I started tearing up on my way in," he said. "To do it with a clean sweep as well... cool! We deserve this as a team, we've been unreal. I am speechless. My smile is going to be on my face for a long time."

"Anything can happen and a bit of oil went down on the track and I nearly lost it. That made things a little tricky and Murray started coming back, and then >>

## THE AMERICAN INVASION



Josh Green (left) battles among Festival regulars

Josh Green only started his racing career in karts three years ago, but by the close of the first heat it was the 16-year-old who looked a surefire hit to wrap up Team USA Scholarship bragging rights.

Green and fellow American Scott Huffaker earned their spots on the Formula Ford Festival entry list and among the Cliff Dempsey Racing stable after a two-day shootout at Road America.

Despite Green's inexperience, he relished the low-grip conditions on Saturday and qualified for the first heat in an admirable fourth.

Stringing a fast lap together was one thing, but he and Huffaker headed into their heats with one hand tied behind their backs. The duo contested the Northern FF1600 Championship at Oulton Park earlier this month in preparation, but Dempsey decided that it was in the interests of car preservation to start both from the pitlane. That meant the formation lap was their first-ever shot at a full-bore standing start.

It was once he got the car rolling that Green began to turn heads. Ciaran Haggerty bogged down to promote him up to third and then Green bolted down the inside of three-time Festival winner Joey Foster into Druids. In the first running of the second semi-final Green slipped

back quickly, but he was given a second chance thanks to a red flag.

Since fewer than two racing laps had been completed, the field reverted to grid order for a second attempt. Green was, for the most part, more stout in defence this time around, but Huffaker and Haggerty overtook to push him back to sixth.

If Green had come out of the blocks fastest, Huffaker grew to match him as the event wore on. For the final, Huffaker, who races a Ligier LMP3 car in the IMSA Prototype Challenge, lined up eighth – four spots higher than Green. As Chris Middlehurst tumbled from third in the race, Huffaker attempted to capitalise with a late move into Paddock Hill Bend. He made it stick but Middlehurst fought back, meaning Huffaker was classified ninth ahead of Green.

Considering they follow the path of previous Team USA drivers Josef Newgarden (the 2008 Kent Festival victor and now a two-time IndyCar champion) and newly crowned Indy Lights title winner Oliver Askew, neither set the world alight. But it was a solid foundation, particularly given Green's limited CV. He showed flashes of pace and now needs to match that with more aggressive racecraft for the Walter Hayes Trophy.

The USA pair fared much better than the Canadian Scholarship team, however. Jonathan Woolridge got passage in to the final courtesy of the Last Chance race. He would go little further, having retired on the startline of the finale with electrical issues. F1600 driver Zachary Vanier made it a further six laps at least, but failed to finish when he rounded Druids and lost both second and third gears.

**MATT KEW**



Team USA's Huffaker and Green impressed



I just got my rhythm back and won the thing. I feel like I was cautious but pushing at the same time – I didn't want to bin it. It's just been amazing."

A two-time winner of the Festival, Murray may have missed out on the Neil Shanahan Trophy but was happy to see his countryman win, in turn wrapping up the bonus 'World Cup' for the Republic of Ireland team. "It was a deliberately fake smile last year [when he finished second], but this is genuine," Murray said. "I just didn't have the pace. After the safety car Jonathan broke the tow. If I couldn't win it then I wanted it to be him."

Murray's route through to the final had

been marginally less straightforward. Thanks to a track-limits infringement, the Team Dolan driver had qualified fourth for his heat. But he was quick to rectify the situation come the race.

Polesitter Jordan Dempsey suffered masses of wheelspin off the line in wet conditions as Murray nipped by Oliver White into Paddock Hill Bend. When Peter Dempsey, who had started second, ran wide at Surtees it was enough for Murray to slip through and canter on to the win by eight seconds.

After a red flag following a nasty shunt when Peter Lucas spun at Paddock and was collected by Steve Barlow and Tom Cloet, the second semi-final was a lights-to-flag-

win affair for Murray.

Since Murray faced no contest in second position in the final, the best action of that race was to be found in the six-car battle for the last podium spot.

Matthew Cowley ultimately converted third on the grid to finish in the same place in his Van Diemen, though historic Mini racer Chris Middlehurst (Van Diemen) had briefly nipped through at McLaren. Cowley recovered on the run to Paddock Hill Bend, which left the door open for Spectrum driver Eastwell to capitalise for fourth.

Middlehurst then continued to tumble as Joey Foster (Firman), reigning National champion Ross Martin (Van Diemen), and Luke Cooper (lunging in his Swift SC16 around the outside at Surtees) demoted him to eighth place.

At the very front, the final may not have delivered on the slipstream frenzy for which FF1600 is renowned, but that does nothing to diminish Browne's resounding performance. He not only survived but thrived in low-grip conditions and when keeping more experienced heads at bay. And Browne will need to call on that ability to break the slipstream once more, since his sights are set on emulating Murray by winning both the Festival and this weekend's Walter Hayes Trophy in the same season.

MATT KEW



Murray had to settle for second again

## BIG NAMES MISS OUT ON THE FINAL

After a stellar year at the wheel of a McLaren 570S GT4 in British GT, Josh Smith returned to Formula Ford 1600 machinery in an effort to become the first driver to score back-to-back overall Festival wins. But with his plans for next season unconfirmed, the Van Diemen JL13 driver heads in to a winter of frustration.

In qualifying Smith's engine developed a misfire when under load, and so ninth was the best he could do. In the opening heat he showed much more promise though.

Smith's intent was clear from the off as he climbed up to sixth on the opening lap. Ciaran Haggerty was dispatched through Clearways for fourth before the chequered flag was waved a lap early.

That would prove the high point, however. When Peter Dempsey tagged the unrelated Rory Smith into retirement at the apex of Druids in the second semi-final in their battle for third, Josh was left with nowhere to go. He stamped on the brakes and did well to avoid contact, but locked the rears and spun.

After taking the chequered flag in 13th, Smith made an early exit and elected not to try and fight for a top-six place in the Last Chance race. He had only one aim for the weekend, and "didn't come here to finish second".



Peter Dempsey spun Rory Smith at Druids

Dempsey paid the price for his indiscretion and was disqualified from the semi-final. But he sought passage to the final via the Last Chance bout.

From last on the 21-car grid, the Ray GR15 driver recovered an astonishing nine places on the opening lap. With a move on Jack Kemp into Paddock Hill Bend, he had done enough for a top-six spot and to progress to the final act.

But then he tripped over the rear of newly crowned Classic FF1600 champion Rick Morris and skated on to the grass at Graham Hill Bend. Dempsey attempted to rejoin but threw in the towel, after watching much of the field pass,

with only two laps remaining.

"I was very fortunate to make the Last Chance race and I drove really well, but I should have been smarter," said a remorseful Dempsey. "I got caught out – I should have been more patient. It's my own error."

He joined his fellow Dempsey – 2018 Chinese Formula 4 champion Jordan – on the sidelines for the final. Jordan had wound up backwards in the gravel at Paddock Hill Bend on the opening lap of the first semi-final after contact with Joey Foster.

MATT KEW



BRANDS HATCH  
WEEKEND WINNERS

## FORMULA FORD FESTIVAL

**Heat 1** Matthew Cowley (Van Diemen JL13)**Heat 2** Jonathan Browne (Ray GR19)**Heat 3** Niall Murray (Van Diemen BD20)**Heat Last Chance race** Andrew Blair  
(Reynard 87FF)**Semi-final 1** Jonathan Browne (Ray GR19)**Semi-final 2** Niall Murray (Van Diemen BD20)**Last Chance race** Ivor McCullough (Van  
Diemen RF00)**Final** Jonathan Browne (Ray GR19, above)

## FORD FIESTAS

**Race 1** James Waite**Race 2** Isaac Smith**Race 3** David Nye

## IRISH SUPERCARS/GT LIGHTS

**Race 1** Max Drennan (GT Light)**Race 2** Philip Jones (Supercar)**Race 3** Tom Smith (GT Light)

## CLASSIC FF1600

**Race 1** Tim Harvey (Van Diemen RF81, below)**Race 2** Henry Chart (Jamun T2)

## HISTORIC FF1600 FINAL

Alan Davidson (Mondiale M89S)

## SPORTS 2000 DURATEC

Michael Gibbins (MCR S2)

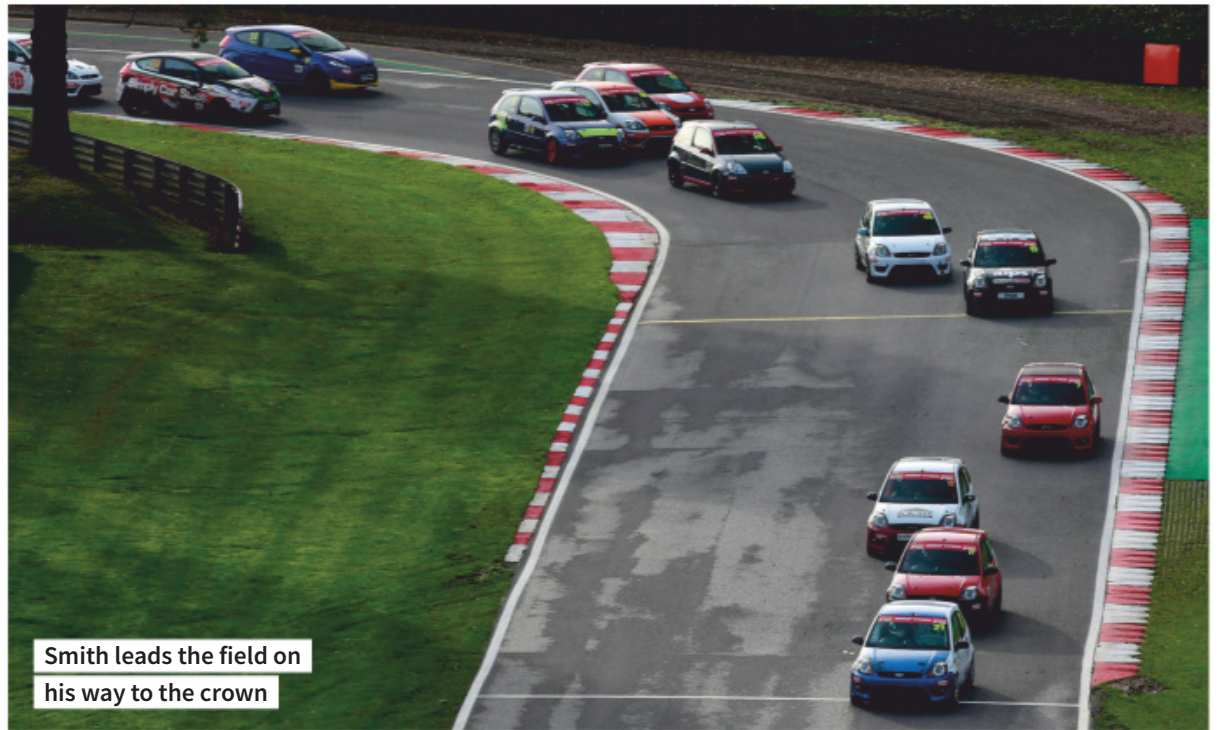
## SPORTS 2000 PINTO

Paul Streat (Lola T87/90)

## FIESTA JUNIORS

**Races 1 & 2** Joseph LoakeFor full results visit: [tsl-timing.com](http://tsl-timing.com)

## FIESTAS AT THE FESTIVAL PROVIDE EXCITEMENT

Smith leads the field on  
his way to the crownSmith claims dramatic Fiesta  
title with late smash-and-grab

Isaac Smith clinched the Ford Fiesta title on Festival weekend with a win and two podiums, crowning a season which has brought eight victories. Triumph for Smith was matched by disappointment for James Waite, who had arrived at Brands as points leader.

Waite chose the perfect time for only his second 2019 win, taking it in a damp first race. Waite's advantage over Smith was gobbled up when the safety car was called after poleman Zachary Lucas had his third off-track incident; luckily for Waite, victory was ensured when green and chequered flags were then shown together.

A dry Sunday brought a big change of fortunes when Smith won race two from David Nye. Waite held an early second before slipping to fourth, and retired on lap 15 of 19 with engine problems.

Waite battled from 13th to third within two laps of race three, but a clash with Lucas caused a puncture, leaving Smith and Nye to settle the championship. Nye took the race and, although Smith lost second to Alastair Kellett, he'd done enough to be champion.

The Irish Supercars' annual Festival visit is usually a lively affair, and Saturday's opener lived up to expectations. A safety-car intervention allowed the leading GT Light of Max Drennan to make up for the delayed start those cars were given, and he used his car's superior cornering to overcome the straightline speed of the Supercars and won easily. Cameron Fenton claimed Supercar honours from Gary Corcoran.

Race two, in dreadful conditions, was a different story in which Philip Jones snatched a last-lap lead from Corcoran. Drennan was again best of the GT Light cars, but couldn't exploit his handling advantage in the wet.

Tom Smith, a GT Light retirement on Saturday, was barely noticed while driving to victory on

Sunday, because all eyes were on a frantic contest for Supercar honours. Fenton took another win with Corcoran second, while Jones became provisional champion in third place.

Scott Mansell (Crossle) had an early lead in the first Classic FF1600 race, but retired with a broken gear linkage. Tim Harvey (Van Diemen RF81) took over for his second victory of the year, chased by Henry Chart's Jamun T2. Chart was in command of race two, while Mansell charged through the field to take second from Harvey. Fifth place in the opener was enough for Rick Morris to secure the crown.

Alan Davidson (Mondiale M89S) repeated his 2018 victory in the Historic FF1600 final, beating Matt Rivett's Van Diemen.

In Sports 2000 Duratec, Michael Gibbins (MCR) emphasised his new champion's status with win number seven from eight races. A substantial lead was cut to very little when second man Paul Trayhurn crashed his Gunn and triggered the safety car. Reigning champion Tom Stoten took second from Joshua Law near the end.

Peter Needham led half of the Sports 2000 Pinto race, needing only a decent finish to take the championship. But he went off at Clearways, handing the race win and the title to Paul Streat.

BRIAN PHILLIPS

Lucas makes ill-fated  
dive inside Waite



# Hat-trick of wins for Swift and Baker

**SILVERSTONE**  
**750MC**  
**26-27 OCTOBER**

Not even a puncture could prevent SEAT Leon Eurocup pair Carl Swift and Rob Baker from completing their Club Enduro hat-trick in a gripping finale, but it was Porsche Boxster standout Steve Cheetham who landed the crown as the last 750 Motor Club championships of its 80th-anniversary season were decided with a Grand Prix circuit bonus on a glorious autumn day.

Pacemaker Swift limped to the Area Motorsport pit with a deflated rear tyre, whereupon Baker returned to the fray with new fronts. While Baker was gaining ground, Luke Sedzikowski led in the Tegiwa BMW M4. He stopped after 36 laps with front brakes ablaze, which damaged a tyre valve, delaying co-driver David Whitmore's stint with a quarter of the two hours remaining.

As Baker shot ahead, bold Lotus Exige pilot Joe Taylor – August's International circuit winner – hounded Whitmore for five laps before diving past into Village. Second place earned him the Class A title by four points from Swift and Baker. "I'm spent out but that race was fabulous; flat-out all the way," said Taylor.

The overall championship fight was between Class B leader Cheetham and the BMW 330 of former Stock Hatch racers Andrew Lightstead and Imran Khan in Class C. The BMW duo did everything they could to win the division, clinging to a glimmer of outright hope should Cheetham suffer a rare defeat.

Khan capitalised after early leader Ben Hyland's Ginetta G40 was delayed refuelling before Luca Hirst took over. After a fine pursuit, Hirst retook second



from Darren and James Kell's Mazda MX-5 on the line. Lightstead and Khan thus notched 87 points, but Cheetham beat Pip Hammond and Gavin Johnson (Boxster) to claim his class and the overall title by two points. "It hasn't sunk in, but they got the win so I had to – and with 15 minutes to go I got horrible cramp," said Cheetham.

Playing catch-up after Rory Hinde had stopped to have their E36 M3's wheels tightened after two laps, Owen Fitzgerald set a stunning 2m19.79s (94.51mph) fastest lap en route to fourth in the race. Tim Gray took over his team's E46 M3 from Mark Betts and howled back to fifth, clear of the earlier SEAT Leon of brothers Matthew and Simon Wallis.

The 40-minute Roadsports race fell to Kevin Dengate and Chris Lovett, their E46 M3 *sans* rear bumper following an off in Saturday's Six Hours. Early leader Warren Allen (Porsche Cayman) was 12 seconds adrift, well ahead of Hugh Gurney (E46 M3). In Class B Peter Erceg headed locals Nathalie McGloin and Andy Bayliss in a sister Porsche Cayman S. An epic dice raged for 18th, Tony and Jon Hobbs (Peugeot 106) shading Daniel Cogswell's unlikely but superbly driven Nissan Almera GTI.

The Hot Hatch title was serial Class C victor David Drinkwater's (BMW Compact) before a wheel was turned. Uncatchable in the morning, Ben Rushworth (Honda Integra) and Stephen Sawley (Civic) clashed at Copse in race two. Both were eliminated as a disbelieving Ryan Steel darted through to become 2019's fourth winner in his Citroen Saxo.

Matt Rozier's (Peugeot 205) failure to win the first concurrent Classic Stock Hatch race rewarded Lee Scott (Ford Fiesta XR2i) with another title. Stewart Place's 205 – on its third engine in as many meetings – beat Scott into second in race one. Andrew Thorpe's oily Citroen took the later chequer, monstered by Rozier, with Ted Cooper (Vauxhall Nova) edging Scott for third.

Michael Pensavalle powered through to win the BMW Car Club opener from Gurney, with Graham Crowhurst best of the M2 set. Michael Cutt forced Pensavalle to run wide exiting Becketts in the tighter seasonal finale and screamed past to win. Paul Cook pipped Crowhurst, while Cup class star Matt Page (Compact) topped the table with 13 out of 14 wins as Jim Benson beat Darren Ball (330cis) in Class 6.

**MARCUS PYE**





## SILVERSTONE WEEKEND WINNERS

### CLUB ENDURO

Carl Swift/Rob Baker (SEAT Leon Eurocup)

### ROADSPORTS

Kevin Dengate/Chris Lovett (BMW E46 M3, below)

### HOT HATCH

**Race 1** Ben Rushworth (Honda Integra DC2)

**Race 2** Ryan Steel (Citroen Saxo VTR)

### CLASSIC STOCK HATCH

**Race 1** Stewart Place (Peugeot 205 GTi)

**Race 2** Andrew Thorpe (Citroen AX GTi)

### BMW CAR CLUB RACING

**Race 1** Michael Pensavalle (E46 M3)

**Race 2** Michael Cutt (E46 M3)

### BIRKETT SIX HOUR TEAM RELAY

**Handicap 1 The Three Amigos 2.0: David Drinkwater, Paul Hinson, Adam Read (BMW Compacts) 97 laps+18 credit = 115;**  
2 Team Darkside: Scott Parkin, Ryan Parkin, Dylan Brychta (SEAT Ibiza TDI/VW Golf TDI/SEAT Leon TDI) 102+13 = 115; 3 Tegiwa Type-R Trophy: Mark Hughes, Mervyn Beckett, Jon Peerless, Bill Rutter (Honda Civic Type-Rs) 101+14 = 115;  
4 Army Sports Car Racing 1: Tom Sykes (BMW 330Ci), Ro Barrett (VW Golf GTI Mk2), Mark Saunders (Peugeot 206 GTi), Douglas Inglis (Mazda MX-5 Mk2), Ben Gundry (Ford Fiesta Mk5), Chris Wood (MG Midget) 95+19 = 114; 5 Area Motorsport: Carl Swift, Luke Handley, Rob Baker, David Vincent (Honda Civic Type-Rs) 104+10 = 114;  
6 Royal Navy Royal Marines Motorsport Association: Keith Attwood (Mini Cooper S), Richard Scott (Peugeot 206 GTi), Richard Beaumont (Ford Fiesta ST), Adam Dewis/Gareth Moss (Vauxhall Astra Coupe), Steve Hutchings (Peugeot 106) 97+17 = 114.

**Scratch 1 Breakell Radical Heroes: Wade Eastwood, Luciano Bacheta, Charles Graham (Radical SR3/RSXs) 109 laps;** 2 RJ Motorsport: Alastair Smart, Robert Rees, James Barwell, Ash Hicklin (Radical SR3 RS/RSX/PR6) 107;  
3 Area Motorsport: David Vincent, Rob Baker, Luke Handley, Carl Swift (Honda Civic Type Rs) 104; 4 Red Rascal: Russell Clarke, Kevin Dengate, Jamie Ingram, Reece Jones, Chris Lovett (BMW E36 M3s) 104; 5 RAW Breakells: Joe Stables, JM Littman, Barry Liversidge (Radical SR3s) 103;  
6 Team Darkside: Scott Parkin, Ryan Parkin, Dylan Brychta (SEAT Leon/Ibiza/VW Golf) 102.  
**Fastest lap** Eastwood 2m24.94s (91.15mph).



For full results visit: [theresultslive.co.uk](http://theresultslive.co.uk)

## MISSION POSSIBLE ACHIEVED



Since 1951, the Birkett Six Hour Team Relay has rewarded speed and consistency. In Saturday's 69th running, South African film stuntman Wade Eastwood, 2012 FIA F2 champion Luciano Bacheta – on his event debut – and Daytona Karting's Charles Graham completed two more laps than their closest rivals in Radical SR3s.

But the big winners were The Three Amigos 2.0 – Paul Hinson, David Drinkwater and Adam Read in humble BMW Compacts – who dominated the hallowed handicap element, covering 12 laps fewer than the Suzuki Hayabusa-powered sports-racers as 70 teams tackled Silverstone's GP circuit in conditions akin to an offshore powerboat race at dusk.

Handicappers Colin Ayre and Tim Moore agonised over their calculations, comparing dry and wet lap times on the previous layout, then factoring in the tighter Club complex used for the first time. Targets and credit-lap awards were further adjusted for 150 minutes of safety-car intervention over nine interludes and a red flag 21 minutes early, with Roonspeed Mini Sevens' Steve Trench parked atop Kiwi Dave Currey's Caterham, which had clouded the Wing pitwall.

That the top three handicap teams finished on the same lap was almost as impressive as the marshals' stoicism, but runners-up Team Darkside – the Parkin twins and Dylan Brychta sharing a trio of VAG diesels – rued the short-changing that

torpedoed their anticipated fuel-economy trump card. Two squads of Honda EP Civic Type-Rs, from Tegiwa and last year's scratch victor Area Motorsport, jostled with the best Britain's Armed Forces entry.

In a miscellany which spanned 1970s production saloon king and Harrow Car Club stalwart Ivan Dutton's Austin A30 to a Ford GT40 replica, via hordes of Caterhams and a Porsche GT3 Cup, 'home side' the 750 Fettleers floated in with their Fiat-powered featherweights. David Bartholomew, Ed Pither and Richard Rothery's PRS 1b, James Jeffery (ADR), Chris Johnson (Racekits Falcon) and Lynfel Owen (Darvi Mk5B) finished 55th, less than they deserved.

Going for gold on distance, dancing around cars hidden in balls of spray, was a massive challenge even for the four Radical teams that headed the preordained grid. "It was like driving in a video game," said *Mission Impossible* stunt designer Eastwood. "There was so much standing water, you just had to stay alive." Bacheta added: "It was great fun and fundamentally the cars [prepared by James Breakell's crew] were bulletproof." The elated Graham said: "I was the team's lightweight, and did one short stint, but after three successive seconds we've finally done it."

Rob Wheldon's RAW Breakells hit trouble en route to fifth when Bikesports champion Joe Stables spun his SR3 off, but new boys RJ Motorsport eagerly took up the pursuit, Ash Hicklin flying. Area Motorsport's Hondas were a brilliant third, pipping the boldly driven Red Rascals BMW M3s. Team Darkside's diesels merited sixth, with Interceptor Racing's double-driven tin tops on the same lap. The solo Clubmans team, stymied by 35-minute fuel range, made most pitstops (12), yet still soldiered home ninth.

MARCUS PYE





# Jordan joins Cassar to star in night races

**DONINGTON PARK  
CSCC  
26-27 OCTOBER**

Danny Cassar and Andrew Jordan were the stars of Donington Park's Classic Sports Car Club night races, with the pair taking a win and a third place despite it being British Touring Car star Jordan's first time racing in the dark.

Cassar and Jordan were only intending to take part in the second race. But when an issue was discovered on their Honda Integra Type R during familiarisation, it was agreed that they would take the Integra of Jordan's father Mike and Nigel Ainge for the first bout.

Despite their best efforts they couldn't beat Jasver Sapra's BMW M3, which charged up from 15th to take victory, and were just pipped to second by Tim Davis, who also went out in the evening in a borrowed Caterham C400.

With their own car fixed, Cassar and Jordan took an easy victory from pole position in the Tin Tops/Turbo Tin Tops race as many behind ran into trouble.

The pair had also won the Tin Tops race earlier in the day ahead of the Honda Civic Type R of Andrew Windmill, who was



Cassar and BTCC star  
Jordan took Tin Tops  
and night-race win

leading after the close of the pitstop window. Cassar fought his way past at Redgate with two laps to spare, with the Peugeot 206 RC of Colin and Steve Simpson finishing in third.

The Magnificent Sevens race provided plenty of action. Gary Bate quickly took the lead, before Tim Davis slipstreamed his way to the front until his pitstop, where he couldn't get his Caterham C400 to restart. While he would eventually get back out again, Davis was way down the order and had his problems compounded when his engine blew up on the final lap. This left Jonathan Mitchell in the lead,

but an extra pitstop dropped him behind Bate, who he then had to pass to take victory. That achieved, Mitchell narrowly missed hitting a spinning Caterham 420R, which allowed Bate to close up but not take back the place.

Third went to Christian Pittard, much to his surprise after pitting numerous times due to chronic fuel-pressure woes on his Caterham CSR, after John Cutmore had to limp home with a misfiring engine on the final lap.

Grandad/grandson pairing Matthew Irons and Jake Severs were victorious in the waterlogged Future Classics race

## Humphries' solo run ensures second Oulton win

**OULTON PARK  
BRITCAR  
26 OCTOBER**

Just as he did at Oulton Park earlier in the season, Porsche 991 driver Ian Humphries again took advantage of Britcar Endurance's single-driver pitstop rule to claim his second victory of the year.

While teams of two drivers must wait until 40% of the race is completed

before making their stop, individuals have the opportunity of stopping at any time during each one-hour encounter. So, when an early race safety car was summoned, the Valluga Racing driver did exactly that.

The caution period was caused by the Ferrari 488 of championship leaders Paul Bailey and Andy Schulz being stranded in the gravel after Bailey had misjudged the treacherous conditions out of Cascades. "I just overcooked it coming out of the corner," admitted Bailey. "It's the worst thing I've done all season so it's not as bad as it could have been."

The safety car was out for two laps while Bailey gradually wiggled the Ferrari out of the gravel trap, so Humphries was immediately into the pits from third. "The team were really quick out of the box, and we always use the same strategy if there's an early-race safety car," Humphries explained.

With the SB Race Engineering Ferrari out of contention, and the Porsche of Humphries down the pack due to his

stop, the Team ABBA BMW M3 of Richard Neary and son Sam then led the race. Neary Sr, who was looking to make it three wins on the bounce after back-to-back triumphs last time out at Snetterton, excelled in the wet weather in the opening stint.

Neary Jr took over during their mandatory stop and, as he exited the pitlane, his BMW was close behind the early-stopping Porsche of Humphries. A brutal battle of German GTs unfolded, although it wasn't to last until the end of the race. After just five laps, during which the gap rarely exceeded a second, the two came together. While the Porsche remained unscathed, the BMW was pitted and retired with a broken front-left steering arm. "I got a better run out of the corner as he was struggling to pass some backmarkers, got alongside him and we hit," Neary said.

The collision gifted Humphries a comfortable cruise home to victory ahead of the Moss Motorsport BMW 1M of Mike Moss and Kevin Clarke, and the



Humphries benefited  
from a safety car pitstop



The Magnificent  
Sevens provided  
an eventful race

ving Machine



in their BMW 323i, getting ahead after the polesitting Porsche 911 RSR of Tony and Aston Blake took their 90-second winners' penalty during their pitstop. The Porsche fought back up to second and crossed the line within 20 seconds of the victorious BMW.

The Blake pairing did, however, go on to win Sunday's Classic night race by more than 40s from Ryan Mone's Porsche 944. Miles and Piers Masarati were rewarded with third in the night race after making the trip down to North London earlier in the day to pick up new brake calipers to get their Porsche 911 Turbo back out

again in the evening.

Polesitters Robert Farrell and Dave Coyne (Jaguar E-type) took Classic K victory by nearly 30s, despite Coyne losing a place by coming into the pits early after spotting a similar pitboard to his own being displayed.

Both Jaguar races were won by James Ramm, while Chris Boon took the title with two sixth-place finishes – two class wins for the Jaguar XK8. Championship rival Colin Philpott finished second and third, but he needed to have beaten Ramm to snatch the title.

**ANNA DUXBURY**



Harris and Hart finally  
took their maiden  
2019 Britcar win

Saker RAPX of JPR Motorsport duo Steve Harris and Chris Hart.

The Saker pair have been ever present at the front of the pack for most of the season, but were searching for their maiden 2019 victory and this finally came in race two. The stars aligned aligned for Harris and Hart in more ways than one – the Nearys could not repair their BMW for race two, the Porsche of Humphries was handed a lengthy success

penalty to serve at its pitstop, and the Bailey/Schulz Ferrari sat some way down the grid due to its race-one woes.

The Saker won by a minute from the Moss Motorsport BMW, Harris passing Moss on lap three. "It's been a long time coming and we've done a lot of development of the car, so it's great that we've finally got the win," said Hart.

**DOM D'ANGELILLO**

## WEEKEND WINNERS

### DONINGTON PARK

#### NIGHT RACES

**Modern Classics/New Millennium/ Magnificent Sevens** Jasver Sapra (BMW M3 E46)

**Tin Tops/Turbo Tin Tops** Danny Cassar/ Andrew Jordan (Honda Integra Type R, below)

**Classic** Tony Blake/Aston Blake (Porsche 911 RSR)

#### TIN TOPS

Danny Cassar/Andrew Jordan (Honda Integra Type R)

#### MAGNIFICENT SEVENS

Jonathan Mitchell (Caterham CSR)

#### FUTURE CLASSICS

Matthew Irons/Jake Severs (BMW 323i E21)

#### CLASSIC K

Robert Farrell/Dave Coyne (Jaguar E-type)

#### JAGUAR SALOONS AND GTs

**Races 1 & 2** James Ramm (Jaguar XJS)

#### SWINGING SIXTIES

**Group 1** Gary Patterson/Anthony Ford (Rover Mini)

**Group 2** Dave Roberts (Datsun 240Z)

#### NEW MILLENNIUM/MODERN CLASSICS

Peter Challis (Porsche 997 Cup)

#### TURBO TIN TOPS

Dan Ludlow/Stuart Emmett (Honda Civic Type R)



### OULTON PARK

#### BRITCAR ENDURANCE CHAMPIONSHIP

**Race 1** Ian Humphries (Porsche 991)

**Race 2** Steve Harris/Chris Hart (Saker RAPX)

#### CNC HEADS SPORTS & SALOONS

**Races 1 & 2** Paul Dobson (Locost 7)

#### MIGHTY MINIS

**Races 1 & 2** Neven Kirkpatrick (Super Mighty Mini, below)

#### MICHELIN CLIO CUP SERIES

**Race 1** Ronan Pearson (Clio Cup 2000)

**Race 2** Ben Colburn (Clio Sport 1600)



For full results visit: [www.tsl-timing.com](http://www.tsl-timing.com)





## USING FACEBOOK AS A TOOL FO

Three years into its return to the NASCAR Cup, Rick Ware Racing is expanding quickly.

It's not easy for a small squad at the back of the pack. But with three cars in the Cup, a smattering of machines in the support series and now an ambitious Asian Le Mans Series expansion, the team – which has been around since the early 1960s – is the perennial motorsport underdog, an infrequent occurrence these days.

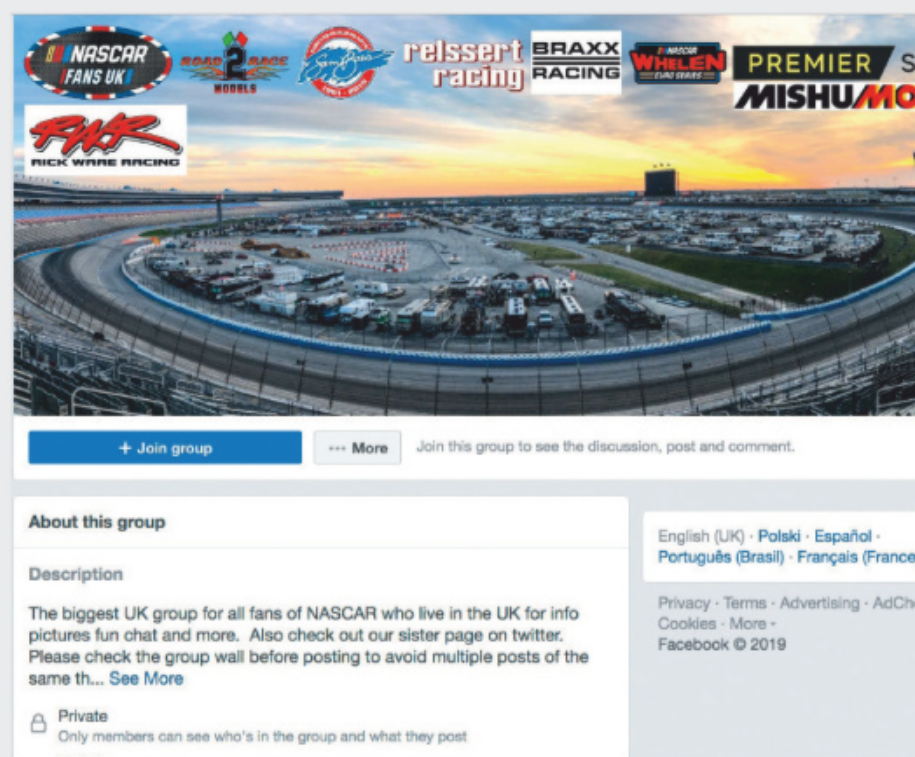
It's safe to say that RWR is a fairly eccentric team, and recently it's taken a rather radical route to getting its name out there worldwide – it's enlisted the help of a UK Facebook group: NASCAR Fans UK.

Founded and driven by the dynamo that is Kevin Gravenell in 2008, the group has over 5000 members who use it as a place to discuss news, and chat about the race while it's happening. Like a forum, but a bit more intelligent and with better manners.

The link between the two means that RWR carries the group's logo on its cars.

"We were pleasantly surprised at the number of people involved and the involvement of the group," says RWR general manager Bryan Clodfelter. "As we progress with our NASCAR programme, and now starting to branch out with our IMSA and Asian Le Mans Series teams, we value all the coverage that we can get, here domestically and in other countries.

"The partnership with the NASCAR Fans UK group has definitely helped speed that along. We are a very small team but we have very big goals. A large part of reaching those goals is by having a following which allows us to market ourselves to larger corporations. We have been very fortunate with the marketing partners that we have, and are adding to our marketing partners family every



week. It is through groups like the NASCAR Fans UK group that we can broaden our reach and offer more value to our marketing partners."

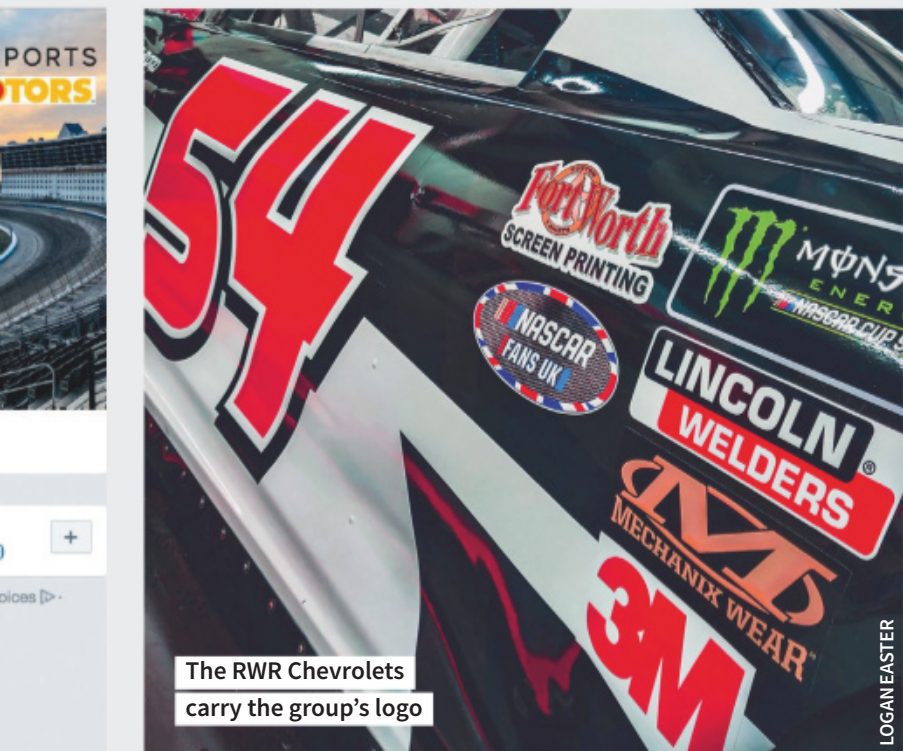
Considering the stated target of being more competitive in the Cup Series next year, as well as coming out of the blocks fighting in IMSA and ALMS, the team is going to need all the help it can get. Adding 5000 fans isn't a bad way to go about attracting some more cash to invest in its programme.

The group has changed how people watch NASCAR in the UK, opening up a discipline that previously seemed distant. Group trips to the States to watch races are also part of the fun, but in the lightest form it's somewhere to chat with like-minded fans.





# R NASCAR GOOD



Perhaps NASCAR Fans UK member Callum Timoney describes the group best: "It definitely makes the NASCAR experience a lot more welcoming, and it's also a huge surprise to find a group with this many like-minded fans all based in the UK."

"As a newcomer the NASCAR community can be a bit overbearing if you're trying to get into it with the US contingent, but watching with like-minded people makes things a lot easier to take in."

It's a win-win for both parties and an excellently pioneering deal for all involved. Now the team without a car in the top 30 in the points has the biggest UK fanbase of any NASCAR operation.

**JACK BENYON**

## FINISHING STRAIGHT



[youtube.com/AUTOSPORTdotcom](https://youtube.com/AUTOSPORTdotcom)



Ferrari's perceived engine advantage in Formula 1 has been a major topic of conversation since it found its form after the summer break. This has led to speculation that someone could lodge a protest against Ferrari, and the response from Maranello to those rumours was somewhat surprising, as Autosport explains.

**Go to [bit.ly/FerrariProtest](https://bit.ly/FerrariProtest)**

## WHAT'S ON

### INTERNATIONAL MOTORSPORT

#### United States Grand Prix

**F1 World Championship**  
Round 19/21

Austin, Texas, USA

**3 November**

**TV Live** Sky Sports F1, Sun 1730

**TV Highlights** Sky Sports F1,  
Sun 2230, Channel 4, Sun 2300

#### FIA Motorsport Games

Valllunga, Italy

**2-3 November**

#### Super GT

**Round 8/8**

Motegi, Japan

**3 November**

**Livestream** Motorsport.tv, Sun 0420

#### NASCAR Cup

**Round 34/36**

Texas Motor Speedway, USA

**3 November**

**TV Delayed** Premier Sports 2,  
Mon 0600

#### MotoGP

**Round 18/19**

Sepang, Malaysia

**3 November**

**TV Live** BT Sport 2, Sun 0630

**TV Highlights** BT Sport 2, Sun 1330



United States Grand Prix

### UK MOTORSPORT

#### Silverstone, HSCC

**2-3 November**

Walter Hayes Trophy: FF1600,  
Allcomers Closed Wheel, Allcomers  
Open Wheel, HSCC Closed Wheel

#### Brands Hatch BARC

**2-3 November**

Trucks, Legends, Pickups, Super  
Silhouettes, Junior Saloons

#### Mondello Park

**3 November**

Fiesta Endurance Race



## FINISHING STRAIGHT

### FROM THE ARCHIVE

Carlos Reutemann charges round the Österreichring in the 1981 Austrian Grand Prix in his Williams-Ford FW07C. Reutemann's engine had exploded in practice on Saturday morning, but had been replaced in time for the Argentinian to qualify fifth. He took to the escape road early on but recovered to finish fifth behind fourth-placed team-mate Alan Jones and the Brabham of Nelson Piquet (third). Jacques Laffite took victory in his Ligier-Matra, passing Rene Arnoux for the lead when the turbocharged Renault got boxed in while lapping backmarkers. The sister Renault of Alain Prost had suffered suspension failure while leading.



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QUIZ



1) Who, what, where, when?

2) Who is this?

This pioneer sadly remains a one of a kind. Having delivered on the family business, there was a stint in the classic nursery before learning the ropes in a royal park.

After some national success there was a move to another feeder series in a different land before soaring into something more powerful.

This led to an invitation from back home to make the final step. A move to a race-winning team followed, where in tragic circumstances history was made, but there was never a fair crack at success. The sudden availability of a superstar ended the dream and a ram raid failed to deliver.

Occasional success followed as great lengths were covered, including an unlikely match up with the good ol' boys across the pond.

After the helmet was hung up, a team was set up before the story ended early.

3) On this day...

**A** It's Sebastien Buemi's birthday. How many Formula E races has he won to date?

**B** Happy birthday to Derek Bell. He entered 16 world championship Formula 1 races for five marques. Name them.

**C** Which Italian claimed victory in the opening GP2 Asia round on this day in 2009?

**D** Which driver claimed his fifth and final World Rally Championship victory on this day in 2004?

**E** It's Buddy Rice's birthday today. In what year did he win the Indianapolis 500?

4) Name the helmet



**LAST WEEK'S ANSWERS** Who, what, where, when? Alan Rees, Cooper-Maserati T81, Silverstone, 15 July 1967. Who is this? Damon Hill. On this day A) Masahiro Hasemi, Kazuyoshi Hoshino, Noritake Takahara. B) Honda. C) Hans Hermann. D) Navarra. E) David Besnard. Name the helmet Jochen Mass.



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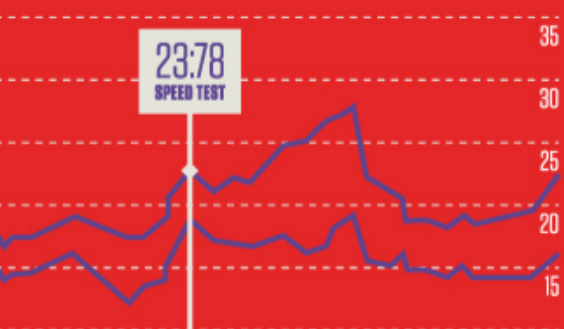


# Winning teams test at Portimão Circuit.

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