

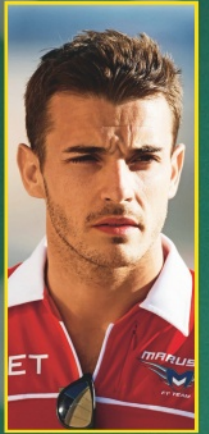
AUTOSPORT

SOMBRE JAPANESE GP

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HAMILTON REIGNS AT SAD SUZUKA

“MY PRAYERS ARE WITH
JULES AND HIS FAMILY”



**BIANCHI
CRASH
SHOCKS
SPORT**

How accident
caused severe
head injury

**VETTEL
BOMBSHELL**

Why Alonso's Merc
bid opened door
for Seb at Ferrari

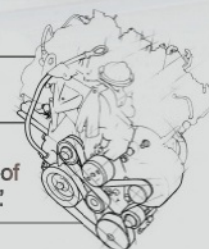


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POLE POSITION

Reflecting on a sombre weekend for the sport

“UNHAPPILY, RACING IS ALSO THIS.” MARIO ANDRETTI’S poignant words following the death of Ronnie Peterson at Monza in 1978 apply to any tragic situation in this sport. Jules Bianchi’s fight for life was ongoing as we closed for press this week, and I can only hope as much as possible that there has been no bad news before you read this – or subsequently, for that matter.

As Marussia team boss John Booth has no doubt said countless times, Jules Bianchi is a “smashing lad”. I first met him at a training camp for the French Federation’s Auto Sport Academy in early 2008. A then-18-year-old who was clearly as sharp as a tack, very self-confident but with a gentle persona, he was graduating to the Formula 3 Euro Series as French Formula Renault champion. Jules had already identified team-mate Nico Hulkenberg as his benchmark – he was proved spot-on, since ‘Hulk’ went on to dominate, but Bianchi would emulate him a year later.

Almost seven years later, he’s an established F1 talent – and has been closing in on a Ferrari drive. But what occurred at Suzuka’s Dunlop Curve on lap 43 shocked the sport to its core. It shouldn’t have happened; it certainly should never be allowed to happen again. But as Jonathan Noble rightly states in his column this week (see page 7), this is no time for kneejerk reactions; safety changes should be made on scientific fact and the outcome of thorough investigations.

However, I do want to raise the point of using recovery vehicles under waved yellow flags. I’m with Martin Brundle on this one: I draw breath whenever I see a huge tractor-tyred vehicle exposed in a run-off zone during a single-seater race. It’s not like we haven’t had near-misses in the past – Nurburgring 2007 springs to mind, when Vitantonio Liuzzi grazed a recovery vehicle having just missed the safety car itself when he aquaplaned out of control.

The conditions at Suzuka weren’t as bad as in Germany, but were deteriorating. Brundle’s own crash at that same corner in 1994 was another case in point. “My concern is those things are too high; the cars are too low,” he said after the race on Sunday.

I wholeheartedly concur. It’s time to investigate a better solution.

● I’d also like to pay tribute to former grand prix racer Andrea de Cesaris, who sadly lost his life in a motorbike accident last week. A hard charger, who had an extraordinary career, his loss made a dark weekend for our sport even more difficult to endure.



Bradley

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This week in F1

McLAREN TO DELAY RUNNING 2015 CAR

McLaren may not run its 2015 Formula 1 car until after the first pre-season test, having revealed plans to use an MP4-29H Honda development car early on.

The British team has already designed the experimental car with the aim of evaluating engine and gearbox installations for its new Honda engine.

This car will run as early as the post-season Abu Dhabi test next month. If not it will make its debut in next February's first test

at Jerez, to give proper feedback on engine progress.

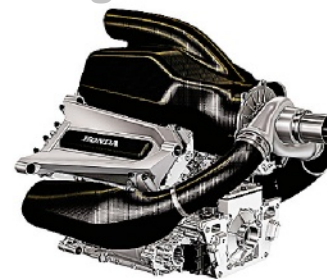
Having the MP4-29H means design staff could be given extra time to improve aerodynamic development before committing to building the MP4-30 race car.

McLaren racing director Eric Boullier said: "We are building a development car because we have a lot of systems to check [on the Honda engine]."

"We have decided to take a different approach, which allows us to keep working flat out on next year's car."

Honda airs 2015 engine 'at home'

Ahead of last weekend's Japanese Grand Prix at the Suzuka circuit that it owns, Honda revealed the first picture of the engine it will use when it returns to Formula 1 in 2015. Honda's F1 boss Yasuhisa Arai also said the company's UK F1 racing base in Milton Keynes is now fully operational.



4

"It is a power unit that you are going to be trying to fill in a lot of holes with the ERS, so you need driver input and feel, from experience"



Jenson Button reckons Honda will need an experienced driver like him to help develop its new engine in 2015

FP1 RUN PLAN FOR STEVENS

Formula Renault 3.5 race winner Will Stevens joined Marussia's reserve-driver roster at last weekend's Japanese Grand Prix, although plans to run him in free practice fell through at the last minute.

The hope was for Stevens, 23, to have his first run during FP1, but industrial action in Germany meant completed documentation could not be lodged with F1's contract-recognition board in time.

Ex-Caterham junior academy driver Stevens will be given further free-practice outings with Marussia during the rest of 2014.



Verstappen's Suzuka record

Max Verstappen became the youngest driver to participate in a grand prix weekend when he made his free-practice debut for Toro Rosso at Suzuka. The 17-year-old Dutchman completed 22 laps and set the 12th fastest time, 0.443s adrift of team-mate Daniil Kvyat. He said he was "not even close to the limit" during his run.

REMEMBER WHEN

Four-time world champion Sebastian Vettel became the then-youngest driver to participate in a GP weekend – aged 19. The German went fastest of all in FP2 for BMW Sauber.



2006 TURKISH GP

LAT

TEE/LAT

COATES/LAT

For all the breaking news, visit AUTOSPORT.COM

Wurz becomes GPDA chairman

Toyota sports car ace Alex Wurz is to become the new chairman of Formula 1's Grand Prix Drivers' Association.

The former Benetton, McLaren and Williams racer will take over from Ferrari development driver Pedro de la Rosa. Sebastian Vettel and Jenson Button will remain as directors.

Wurz has an agenda that includes reaching out to fans more, working with rulemakers to make the racing more exciting, and improving safety.



Caterham controversy continues as bailiffs move in

Caterham's new bosses believe they should have quit the team's Leaffield base as soon as they took over to avoid problems with outstanding debts.

Amid an ongoing legal wrangle after bailiffs recently seized equipment from the facility, Caterham boss Manfredi Ravetto reckons it should have moved the F1 operation to another factory when team ownership changed in July.

That would have avoided confusion caused by a number of Caterham companies – such as Caterham Sports Ltd, subject of the bailiff's actions – being

based in the same place as the racing operation 1MRT.

Caterham claims the debts at Caterham Sports date back to when previous owner Tony Fernandes was in charge.

"I can probably admit a mistake from our side – in order to keep the whole structure quiet, in order to make no drama, in order to make no revolution after the takeover, we never decided to make the physical split," explained Ravetto. "I regret this. I think we should have done a physical, geographical split since day one."

With debts from the previous era

still to be sorted, Ravetto admitted there were no guarantees for the long-term future of the team.

"We inherited a team that was absolutely collapsing. The previous ownership was pulling the plug. It was finished," he added.

"I cannot provide you with a bank guarantee that we will be [in F1] until the end of the season or next year – but who can do this? We are trying to stabilise, we are trying to improve and we are trying to generate added value to the investors. It is as simple as that."

FIA RAMPS UP PIT PENALTIES

The FIA will ramp up its monitoring of pitstops to prevent teams shortcutting any time penalties.

It has altered procedures following complaints from some teams that Toro Rosso appeared to cut short one of Jean-Eric Vergne's five-second pitstop

penalties for exceeding track limits during the Singapore Grand Prix.

The FIA has asked teams to submit film footage of their stops for the rest of this season, while next year it intends to ask for live wheel-speed and suspension-load data to be given to race control.

De Silvestro loses Sauber driving duties

Sauber says it had no choice but to drop Simona de Silvestro from future driving duties, after negotiations to resolve a contractual dispute between her management and the team broke down.

The move scuppers de Silvestro's hopes of graduating to F1 with Sauber in 2015, though AUTOSPORT understands she will retain her status as an affiliated driver.

The 25-year-old Swiss ex-IndyCar racer joined Sauber in February and completed two tests in a two-year-old car, at Fiorano and Valencia.

The contractual problems have also



scotched plans to give de Silvestro her first taste of contemporary F1 machinery during free practice for next month's US Grand Prix at Austin.

NEW NOSE FOR TORO ROSSO

➔ Scuderia Toro Rosso introduced a new Red Bull-style nose design for the Japanese GP. It had to pass the mandatory crash test for it to be allowed to run, which took at least two attempts.

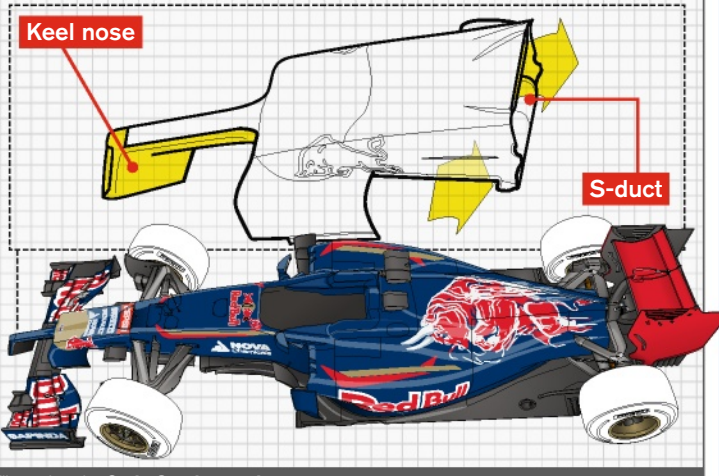
Gary Anderson, technical expert

"Toro Rosso is part of the Red Bull family and their technical approaches seem to overlap. The keel below the

nose itself is similar to Red Bull's, but the anteatler is not changed too much.

"This is all about getting more airflow between the front-wing pillars to produce more downforce both from the underfloor and rear wing. An s-duct, taking airflow through a duct in the bottom of the nose and out through the top, was also introduced.

"This helps to pull more airflow between the front wing pillars."



Illustrations by Craig Scarborough



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Jonathan Noble

F1's newshound

Now is not the time for kneejerk reactions to Jules Bianchi's terrible crash, but authorities must learn lessons from the circumstances

You have to go back to the 2009 Hungarian Grand Prix, and before that Imola 1994, to find a Formula 1 paddock so collectively lost in its own thoughts as it was at Suzuka last Sunday night.

After a crazy weekend of drama in the Formula 1 driver market, and mounting fears over the potential effect of Typhoon Phanfone on the race, Jules Bianchi's horrendous accident left everyone simply numb. Amid uncertainty about Bianchi's condition at the time, and bafflement about how an accident like this could happen, there was very little that anyone wanted to or even could say to each other. The track action and the world championship dynamic were irrelevant for now: all that everyone was doing was hoping for the best and praying there would be good news from the nearby Mie General Medical Centre.

But, as seems inevitable these days when misfortune strikes in any walk of life, it didn't take long for the critics to emerge and begin demanding answers and scapegoats. There were cries about why the race wasn't moved forward from its 3pm scheduled start time to avoid the worst of the weather; why the safety car wasn't delayed when Adrian Sutil's car was being recovered by the crane; and why Bianchi wasn't taken to hospital by helicopter rather than ambulance.

Each of these questions was perfectly legitimate, but each, too, had simple answers. An early start time would have given no guarantee of better weather – Typhoon

Earlier this year, I spent some time with former FIA president Max Mosley to talk about the dramatic ramping up of safety following that fateful Imola weekend in 1994 when Roland Ratzenberger and Ayrton Senna died. His response to the tragedy was to set up a safety working group with then F1 doctor Sid Watkins, which resulted in dramatic progress that has undoubtedly reduced death and injuries in the sport.

But in a sport where cars travel between crash barriers, wheel to wheel, at speeds of up to 220mph, accidents will happen. And when they do, if a set of the wrong circumstances come together as they did at Suzuka, the result can be truly awful.

Mosley cited examples such as the incident between Felipe Massa and Kimi Raikkonen on the Wellington Straight at Silverstone this year, or Fernando Alonso and Romain Grosjean at the first corner at Spa in 2012, where just a slightly different accident profile could have had terrible consequences.

"It can happen," he said. "What it's all about is that it will never be safe. But what you do is to reduce the probability of injury, and that's exactly how the aviation industry works."

"Flying, it's never going to be safe. But you can reduce the chances of something going wrong by endless precautions, so the chances of an accident become so small that it's something you come to accept."

I asked him what he believed the reaction would be

"It is essential that F1's response is based on scientific rationale rather than simple emotions"

Phanfone, whose imminent arrival prompted the proposal to move the race, wasn't due to hit until Monday anyway. And the timing debate was never about the rain fronts moving in ahead of the storm: it was about the potential effect of hurricane-force winds.

Double-waved yellows should have been enough to ensure cars were slow through the section where Sutil's car was being retrieved.

And taking Bianchi in an ambulance with a police escort was, as mandated by the FIA's safety code, just as quick as flying, especially since there was no guarantee that the helicopter could land at the nearby hospital, because the weather was closing in.

This is not to say, however, that lessons cannot – and will not – be learned. Recovery vehicles and safety-car timings are obvious areas to look at. But at times like this, especially when F1 is going to face a barrage of criticism, it's essential that any response is based on scientific rationale rather than simple emotions.

these days in the event of someone getting badly hurt or killed – for we are no longer used to it happening.

"I would just want to sit down in the evening and make sure that I didn't fail to do something I should have done," he said. "You always have that feeling."

"It was like with rallying. You just knew that there were particularly minor rallies being run where people were standing where they shouldn't stand."

"We took endless precautions, but you knew that however much you did, you could have always done more. And if you had, that person might not have been hurt or killed."

Last weekend has shown us that more can always be done, and it's easy with hindsight to work out which factors came together at Suzuka on Sunday.

But the right response now is not to point fingers and get into the blame game. Instead, it's to react calmly and intelligently to ensure that those factors are never allowed to come together again. ❧

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– Pocket-lint



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F1's youngest polesitter at Long Beach, 1982



De Cesaris was "a huge part of Jordan's success"



Marlboro was a staunch supporter via Philip Morris Italy

Andrea de Cesaris

(1959-2014)

Andrea de Cesaris had a reputation for crashes that unfairly clouded proper assessments of his ability as a driver. The Italian, who was killed in a motorcycle accident on Sunday, has to be ranked among the quickest drivers never to have won a grand prix.

After a successful karting career, de Cesaris leapt to prominence in car racing by finishing second to Chico Serra in the 1979 British Formula 3 Championship. He stepped up to Formula 2 with Ron Dennis's Project 4 squad in 1980, taking pole position at Hockenheim and winning at Misano on his way to fifth overall. These performances, combined with backing from Alfa Romeo sponsor Marlboro — a staunch supporter of his career — led to him contesting the final two grands prix of 1980 for the Italian team.

Appropriately enough for a driver who finished only 65 times in his 208 F1 starts, he retired from the first with an engine failure after just eight laps on his debut in Canada, and then crashed out early at Watkins Glen. The following season, he raced in F1 full-time with Marlboro-sponsored McLaren, now run by Dennis.

De Cesaris's first full season was a disaster. He scored just one point, for sixth place at Imola, and struggled in qualifying compared with team-mate

John Watson during a campaign punctuated by offs. As James Hunt put it: "He seemed quite incapable of not crashing."

The following year de Cesaris returned to Alfa Romeo. He had a far stronger season, consistently qualifying in the top 10 and becoming F1's then-youngest pole-position starter at Long Beach. He led the first 14 laps under increasing pressure from the McLaren of Niki Lauda. But the Italian's temper got the better of him — he shook his fist at March driver Raul Boesel while lapping him, delaying a gearshift and allowing Lauda to get past. He later crashed out.

Again, de Cesaris finished only occasionally in 1982, often down to car problems, and might have won the chaotic Monaco GP rather than being classified third had he not run out of fuel. A sixth place in Canada was the only other points finish. It was a similar story with Alfa's first turbo car in 1983 — he finished rarely but took second in Germany and South Africa, as well as leading almost half of the Belgian GP at the revamped Spa, on his way to a career-best eighth in the standings.

After Marlboro parted company with Alfa Romeo, a two-year stint with Ligier followed. De Cesaris picked up a few minor points finishes but was sacked before the end of 1985 because of mistakes. The axe fell one race after his famous end-over-end shunt in Austria. He made journeyman moves to Minardi and then Brabham,

with third place for the latter team at Spa the highlight, before a switch to the minnow Rial squad in 1988. A stunning drive in Detroit netted fourth before he spent two years with Scuderia Italia, taking a shock podium in the 1989 Canadian GP.

When Eddie Jordan signed him for his new team in 1991, de Cesaris was seen as a busted flush and technical director Gary Anderson was worried. But he was quickly won over. "When Eddie told me he was signing Andrea, I thought he was mad," he said. "But I was completely wrong. We needed an experienced driver and Andrea became an integral part of the team thanks to his knowledge, experience, speed and enthusiasm. With the responsibility of leading the team, he matured and was a huge part of Jordan's success in 1991."

De Cesaris scored points four times that year and came close to winning the Belgian GP. He was pressuring leader Ayrton Senna in the closing stages before retiring with an engine problem.

Two years at Tyrrell followed, with four points finishes in 1992. That seemed to be it, but then Eddie Irvine was banned in '94 and, after running Aguri Suzuki for one race, Jordan called up de Cesaris, who finished fourth in Monaco.

After nine outings later that season for Sauber, de Cesaris's F1 career was over and he turned his attention to a combination of business interests and windsurfing. ☘

Edd Straw

This week in motorsport

OCON VERSUS VERSTAPPEN IN MACAU



XPB/LAT

The top 10 drivers in the Formula 3 European Championship all star on the entry list for next month's Macau Grand Prix, alongside three men stepping back from higher categories. F3 points leader Esteban Ocon and new Toro Rosso Formula 1 signing Max Verstappen spearhead the entry. Lotus F1 junior Ocon is with Prema Powerteam, whose three-car line-up is again backed by Theodore Racing, the organisation founded by Macau godfather Teddy Yip Sr.

Verstappen remains with Van Amersfoort Racing, while Formula Renault 3.5 title contender Roberto Merhi (with Double R Racing), fellow FR3.5 racer Will Buller (Signature) and GP2 veteran Stefano Coletti (EuroInternational) step back to the category. Coletti will qualify by contesting next week's Euro F3 finale at Hockenheim. Britons Sam MacLeod and Dan Wells have lined up rides with Japanese teams TOM'S and Toda respectively.

F3 TEAMS AND DRIVERS

MACAU GP ENTRY

- Prema (Mercedes engines)**
Esteban Ocon, Antonio Fuoco, Nicholas Latifi
- Van Amersfoort (VW)** Max Verstappen, Gustavo Menezes
- TOM'S (Toyota)** Kenta Yamashita, Sam MacLeod
- Fortec (Mercedes)** Martin Cao, Santino Ferrucci, Alex Palou
- Motopark (VW)** Markus Pommer
- Carlin (VW)** Tom Blomqvist, Antonio Giovinazzi, Sean Gelael, Jordan King, Jake Dennis
- Mucke (Mercedes)** Lucas Auer, Felix Rosenqvist, Tatiana Calderon
- B-Max (Toyota)**
Mitsunori Takaboshi
- West-Tec (Mercedes)**
Felix Serralles, Andy Chang
- T-Sport (NBE)** Spike Goddard, Nick Cassidy
- Double R (Mercedes)**
Roberto Merhi
- EuroInternational (Mercedes)**
Stefano Coletti
- Toda (Toda)** Dan Wells
- Signature (VW)** Will Buller

10

LEADING GT INTERNATIONALS

- Audi** Edoardo Mortara, Laurens Vanthoor
- BMW** Augusto Farfus, Marco Wittmann
- Mercedes** Maro Engel, Renger van der Zande, Carlo van Dam
- Porsche** Earl Bamber
- McLaren** Danny Watts
- Bentley** Jean-Karl Vernay
- Ferrari** Andre Couto, Rui Aguas
- Aston Martin** Darryl O'Young
- Nissan** Katsumasa Chiyo

Big guns in GT field

Macau has attracted its best-ever entry for this year's running of the GT Cup. Edoardo Mortara bids for his seventh successive Macau race win with Audi, and is joined by Blancpain Endurance Series champion Laurens Vanthoor (right), who returns to Macau for the first time since his F3 days. BMW wheels out two of its DTM stars, champion Marco Wittmann (far right) and Augusto Farfus, with their Z4 GT3s run by Asian Le Mans Series squad Team AAL. A total of 36 GT3 cars from 10 manufacturers – including, for the first time, Bentley – will race.



DEGANCO/BLANCPAIN



XPB/LAT

Hinchcliffe to switch Indy teams



ELLMAN/LAT

Canadian IndyCar race winner James Hinchcliffe was expected to complete a switch to Schmidt Peterson Motorsports as AUTOSPORT went to press. Hinchcliffe, 27, has spent three seasons with Andretti Autosport, winning three races in 2013, but is now set to replace Penske-bound Simon Pagenaud at the Honda-powered Schmidt squad. Andretti was understood to be keen to retain him for 2015, but was yet to secure full funding for his car. Hinchcliffe is also a newly ordained minister, and officiated the wedding of IndyCar rival Charlie Kimball last week!

REMEMBER WHEN



The high-tech, ultra-high cost DTM and ITC ran to rules known as 'Class One', before the category imploded at the end of 1996.

DTM SET FOR TURBOS IN '17

The DTM has delayed its switch to two-litre turbo engines by one year to 2017. The news is part of the DTM's joint technical agreement with Japan's Super GT Championship, and with United SportsCar promoter IMSA for a putative US DTM series. The new 'Class One' regulations feature four-cylinder, two-litre turbo units with an output of around 600bhp, and will end the DTM's four-litre V8 era. The DTM and Super GT already share common aerodynamic and chassis rules.

For all the breaking news, visit **AUTOSPORT.COM**



LEPAGE/LAT

VIPER AXES USC PROGRAMME AFTER GLORY

Chrysler has axed its Dodge Viper United SportsCar campaign less than 48 hours after winning the GT Le Mans drivers' title.

The US car giant announced last night that it would discontinue its programme with the Riley-run SRT Motorsports squad in what was described as a "business decision". The announcement came in the wake of Canadian Kuno Wittmer

sealing the USC GTLM drivers' title at Road Atlanta on Saturday with third place in class aboard the Dodge Viper SRT GT3-R he shared with Marc Goossens and Ryan Hunter-Reay.

The decision follows a withdrawal from Le Mans this year and comes against a backdrop of production pauses to clear the backlog of unsold Vipers.

In brief

ASTON'S SPRINT BOW

Aston Martin will join the Blancpain Sprint Series for the first time with an entry for the factory-run Beechdean V12 Vantage in the final two rounds of the series, at Zolder and Baku. It will be raced by Andy Soucek, who drove an ART McLaren in this year's Blancpain Endurance Series, and Beechdean regular Jonny Adam.

F3 NEW BOYS AT IMOLA

A raft of newcomers joins the European Formula 3 grid this weekend at Imola. British F3 champion Martin Cao lines up with Fortec Motorsport, German Nicolas Pohler graduates from Team West-Tec's Euroformula Open squad to its F3 team, while 16-year-old Brazilian F3 racer Sergio Sette Camara has a one-off with EuroInternational.

CHURCH SERVICE

Thruxton is to modify the run-off and barriers at the ultra-fast Church Corner following a spate of shunts in May's BTCC round. Some work will be done this winter, with the bulk in 2015-16. The circuit layout is unaffected.

MORRIS YAS MARINA

Formula Renault NEC race winner Seb Morris is to make his GP3 test debut with Status Grand Prix in November's post-season sessions in Abu Dhabi. The 18-year-old McLaren AUTOSPORT BRDC Award double-finalist is eyeing a GP3 programme in 2015.

DECANCO/BLANCPAIN



Bentley for Bathurst 12

Bentley will field two factory Continental GT3s in the Bathurst 12 Hours next February.

The factory M-Sport team will take in the Australian event as part of a new focus on major endurance races in 2015. It will also contest the Nurburgring 24 Hours and, possibly, the Dubai 24 Hours.

Drivers have yet to be announced because Bentley has not confirmed its line-up for next season, but a largely unchanged roster is expected.

Lapierre to skip Fuji WEC round

World Endurance Championship leader Nicolas Lapierre will be absent from Toyota's line-up at this weekend's round on the manufacturer's home track, Fuji.

Toyota explained that it had made a "mutual decision" together with Frenchman Lapierre for him "to take a break from participating in the #8 TSO40 HYBRID". He will not be replaced alongside fellow WEC points leaders Anthony Davidson and Sebastien Buemi in Japan.

Toyota Motorsport GmbH president Yoshiaki Kinoshita stressed that 30-year-old Lapierre remained "a long-term member of our team".



BLOXHAM/LAT



LAT

Hans-Dieter Dechent 1940-2014

A respected sportscar racer of the 1960s, Hans-Dieter Dechent, who died last month aged 74, is best remembered as the man who introduced the iconic Martini backing to Porsche.

Dechent retired from driving in 1970 to run the Martini International Racing Team, with a Martini-liveried 917 winning the Le Mans 24 Hours in '71 with Helmut Marko and Gijs van Lennep (above).

He went on to roles with Joest Racing and Dauer Racing and, most recently, as manager of 2010 European GT3 champion Christian Hohenadel.

Merc to field all-new cars

Mercedes will field seven new-specification C-coups in next week's DTM season finale at Hockenheim.

Having experienced a troubled 2014 season, Mercedes debuted a single car with updated aero at the penultimate round at Zandvoort. It finished fifth – and best Merc – in the hands of Christian Vietoris.



XPB/LAT



GARY JONES

PRODRIVE'S NEW GOLF

Prodrive has confirmed that it has built a two-litre World Rally Car-specification Volkswagen Golf.

The car has been developed for a private customer. Volkswagen Motorsport knows about the project, but is not involved.

Prodrive MD John Gaw: "We have been working on the Golf since early this year. Engine aside, it's built in the spirit of World Rally Car regulations. This isn't a one-off; it's a bespoke vehicle for a bespoke market."

Prodrive tested the Golf in Wales for the first time earlier this week (above). It will make its competition debut next month.



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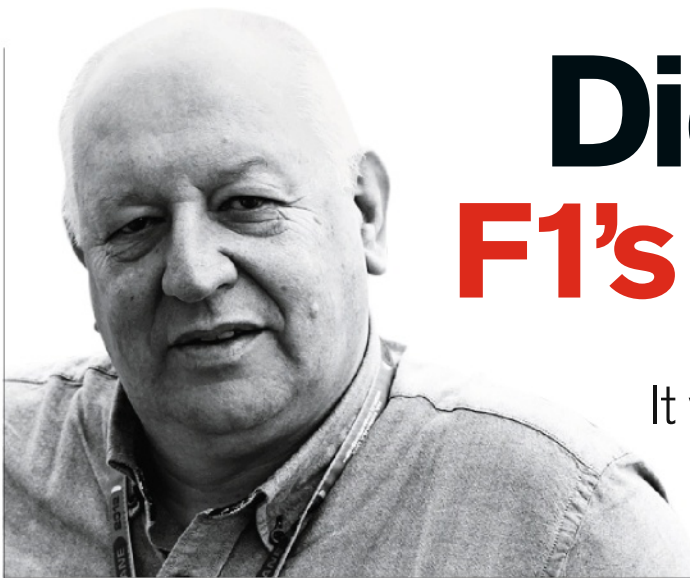
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Tuff Jug



Dieter Rencken

F1's political animal

It wasn't within the FIA's powers to change the schedule of the Japanese Grand Prix – and it can't cancel Sochi, either

Once again Formula 1 faces a highly charged political question, in this case whether the sport should race in the troubled Black Sea region given the hostilities between Russia and Ukraine. Certain sections of the F1 media have even called upon the FIA to cancel the sport's inaugural Russian Grand Prix.

Many of those who'd like to see the race canned have pointed to the World Superbike Championship, which in July announced the cancellation of its Moscow round. But this fails to take into account that the event was cancelled by Dorna, SBK's commercial rights holder, rather than by the FIM, two-wheeled sport's controlling body. Sources suggest that in fact the move owed more to commercial pressures than international politics. Indeed, a month later Dorna scrapped its South African SBK round, and Welkom is hardly a war zone...

Therein lies the rub: unlike FIFA and the International Olympic Committee, who promote their own world-class events, motorsport's governing body has leased its properties to commercial entities. It's also prohibited by its own mandates from involving itself in politics.

This is borne out by Article 1 of the FIA's statutes: *The FIA shall refrain from manifesting racial, political or religious discrimination in the course of its activities and from taking any action in this respect.*

Since both Russia and Ukraine are full members and therefore equal in the FIA's eyes, it is unable to intervene. It is only empowered to cancel or postpone events in

The drivers, too, would pressure their employers to compete, for they are first and foremost racers, many of whom would trade elderly relatives for their next adrenaline rush. Then, with some being "pay drivers" who have commitments to personal sponsors, they are hardly likely to voluntarily destroy hard-earned relationships.

FOM has around 50 million extremely good reasons to stage the Russian Grand Prix. And, with Sochi's local promoter being very much a state-backed entity, no pressure to cancel can be expected from these quarters.

Sponsors and technical partners, too, wish to be active in Russia, and if Mercedes-Benz, a fully paid-up member of DTM's team trio, willingly raced in July in one of its largest emerging markets, the F1 championship leader is hardly likely to jib at racing on the Black Sea.

Just as the staging of events is within the gift of the commercial rights holder, so is the event programme – subject in both instances to adherence to the governing body's regulations and safety criteria. The CRH, in conjunction with local promoters, decides on timing (hence night and twilight races) and supporting acts – provided the FIA curfew regulations are adhered to.

The FIA may, though, provide recommendations and be party to any decisions – invoking regulatory clauses where necessary – but the final decision rests with the CRH. That was proved this weekend when Bernie Ecclestone was quoted as saying "I'm not moving anything anywhere" in spite of the imminent arrival of Typhoon Phanfone.

“Folk who called on the FIA to adapt Suzuka's timetable do not grasp its role as regulator”

instances of clear and present danger, usually determined by the advice of national government foreign offices, who tell their citizens not to travel to a certain area.

If such directives are not forthcoming, cancellation would need to come from the sport's commercial rights holder (CRH), Formula One Management, in conjunction with the local promoter. This was the case with Bahrain's 2011 event.

Those with a sense of history will recall that South Africa's "apartheid grands prix" enjoyed FIA sanction until 1985; thereafter relentless commercial pressure made further visits to Kyalami untenable. The race was replaced by Hungary's maiden grand prix – held in a country then under communist rule – which underscores the FIA's apolitical mandate.

F1 teams are contractually committed to racing wherever rounds of the championship are staged. In the (unlikely) event that one of their number unilaterally withdraws from any race save for genuine force majeure, that team would leave itself open to severe sanction by the CRH.

The FIA's reaction? That the race would be red-flagged, cancelled or interrupted as demanded by conditions.

Thus folk who called on the FIA to adapt Suzuka's timetable to weather forecasts – with some suggesting a Saturday race – do not grasp the body's role as regulator. Their target should by rights have been the CRH. Had the FIA interfered with the schedule it may have exposed itself to massive compensation claims from broadcasters and suchlike, possibly even facing bankruptcy.

Ultimately the decision proved correct – Jules Bianchi's terrible injuries notwithstanding, which most drivers agreed could have been incurred wherever Formula 1 cars race. Niki Lauda praised the FIA's conduct. "You cannot say anything was done wrong," said the Austrian, who understands motorsport's dangers better than most.

"It was started in the most sensible way, and this is what they did. But they could have started earlier. There is no question about it; it was foreseeable, we could have started at 1pm." ❧

Storm Gathering



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CO₂ emissions (g/km). VXR8 GTS: Urban: 12.9 (21.9), Extra-urban: 24.4 (11.6), Combined: 18.5 (15.3).

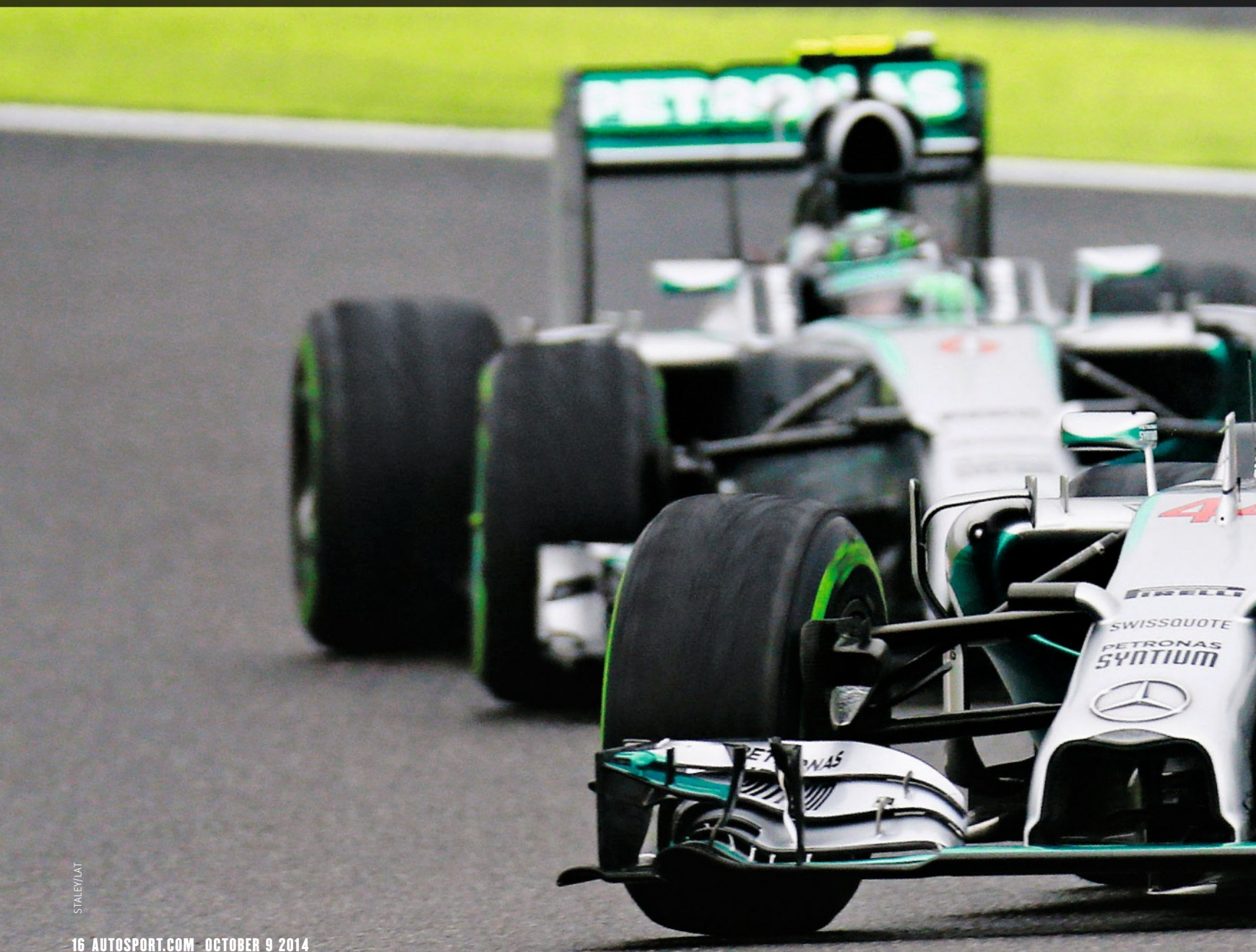
road conditions and other non-technical factors.

THE RACE REPORT

QUALIFYING • TRACKSIDE VIEW • RACE HISTORY • TEAM BY TEAM • RESULTS

Hamilton victory is overshadowed

The Japanese Grand Prix will be remembered for the shocking crash that left Jules Bianchi in a critical condition in hospital. **EDD STRAW** reports on a great race that had a terribly sad ending



AT A GLANCE



"I really got into a groove. In terms of feeling it was very reminiscent of Silverstone 2008. I hope Bianchi is OK" **HAMILTON**

JAPANESE GP
Suzuka

ROUND 15/19

LAPS 44

WINNER
Lewis Hamilton
1h51m43.021s

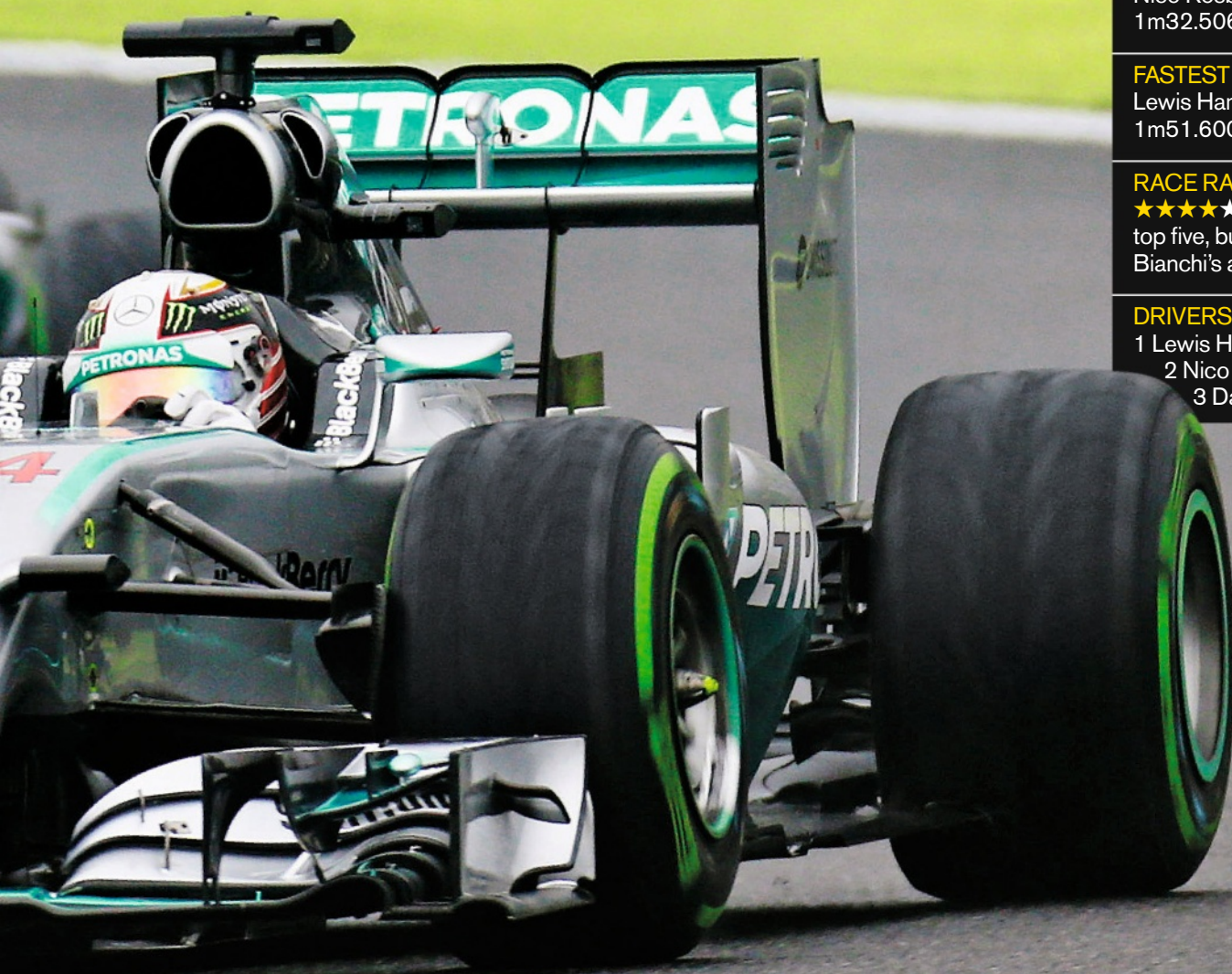
POLE POSITION
Nico Rosberg
1m32.506s

FASTEST LAP
Lewis Hamilton
1m51.600s

RACE RATING
★★★★★ Superb battling in the top five, but marred by Jules Bianchi's awful crash

DRIVERS' STANDINGS

| | |
|--------------------|--------|
| 1 Lewis Hamilton | 266pts |
| 2 Nico Rosberg | 256pts |
| 3 Daniel Ricciardo | 193pts |



ETHERINGTON/LAT



Rosberg nailed a superb lap to take eighth pole of 2014

QUALIFYING 14:00, 04.10.2014

18



By the end of the first sector of their final qualifying laps, Nico Rosberg and Lewis

Hamilton were separated by just one thousandth of a second. It was going to be close, very close. As is often the case, it came down to which driver made more mistakes.

That turned out to be Hamilton. At Spoon Curve he had a slight oversteer moment towards the end of the corner, which cost him time up the straight. At the end of the second sector, shortly before the famous 130R, he was 0.163s down. An aggressive, if messy, run through the chicane clawed back some time, but another slight moment in the high-speed final kink, where Daniel Ricciardo shunted on Friday after a similar moment, resulted in Rosberg taking pole by 0.197s.

It was a difficult day for Hamilton. In Saturday morning practice, he had

shunted after carrying too much speed into the fast first corner, understeering onto the kerb and run-off and then nosing into the barrier. Qualifying reflected the fact he wasn't completely comfortable with the car. "Today, I wasn't really feeling it," he admitted. "Don't know why. It was still fast, but Nico was fantastically fast today."

Rosberg certainly was. Arguably, this was the finest of his eight pole positions this year. While he didn't get the car perfectly hooked up in sector one, lapping seven-hundredths slower than his earlier best in that sector, he drove beautifully at F1's most challenging circuit. "It was a great day because on this track the car felt awesome," he said. "I felt very comfortable and had a good balance."

The others weren't even in the same league. Valtteri Bottas was best-of-the-rest, six tenths of a second down and heading Felipe Massa in a

Williams lock-out of the second row. It was a superb lap from the Finn, especially considering he lost a tenth or so to a power delivery problem.

Fernando Alonso did give away a tenth of a second to his theoretical best in fifth place, but was comfortably ahead of the lead Red Bull of Ricciardo. Red Bull's lack of pace at a circuit where aerodynamic performance is critical was a surprise, even to the team, with Sebastian Vettel down in ninth after losing track time on Saturday morning. Part of this was down to running more wing in anticipation of rain, but Red Bull never looked to have the legs of Williams.

On a track where McLaren had anticipated struggling, the team did a solid job to annex the fourth row. For the ninth time this season, Kevin Magnussen outqualified team-mate Button, fine work given that he has never driven at Suzuka before.



Bottas led second row lock-out for Williams



P32 FULL RESULTS & POINTS



THE GRID

| | |
|--|---|
| | 1 ROSBERG MERCEDES 1m32.506s Wet |
| | 2 HAMILTON MERCEDES 1m32.703s Wet |
| | 3 BOTTAS WILLIAMS 1m33.128s Wet |
| | 4 MASSA WILLIAMS 1m33.527s Wet |
| | 5 ALONSO FERRARI 1m33.740s Wet |
| | 6 RICCIARDO RED BULL 1m34.075s Wet |
| | 7 MAGNUSSEN McLAREN 1m34.242s Wet |
| | 8 BUTTON McLAREN 1m34.317s Wet |
| | 9 VETTEL RED BULL 1m34.432s Wet |
| | 10 RAIKKONEN FERRARI 1m34.542s Wet |
| | 11 PEREZ FORCE INDIA 1m35.089s Wet |
| | 12 KVYAT TORO ROSSO 1m35.092s Wet |
| | 13 HULKENBERG FORCE INDIA 1m35.099s Wet |
| | 14 SUTIL SAUBER 1m35.364s Wet |
| | 15 GUTIERREZ SAUBER 1m35.681s Wet |
| | 16 GROSJEAN LOTUS 1m35.984s Wet |
| | 17 ERICSSON CATERHAM 1m36.813s Wet |
| | 18 BIANCHI MARRUSSIA 1m36.943s Wet |
| | 19 KOBAYASHI CATERHAM 1m37.015s Wet |
| | 20 VERGNE TORO ROSSO 1m34.984s Wet |
| | 21 CHILTON MARRUSSIA 1m37.481s Wet |
| | 22 MALDONADO LOTUS 1m35.917s Wet |

KEY
+10 10-place grid penalty



Opening laps behind safety car made it a Mercedes 1-2-3

ROSS/GETTY

RACE 15:00, 05.10.2014



When terrible events occur, such as the accident that left Jules Bianchi with a severe head injury, it is customary to say that they put trifles such as who won and how into their true perspective.

This is true to an extent and nothing is more important than his treatment right now. But Bianchi's dedication to his very promising Formula 1 career proves that grand prix racing matters hugely to him, enough to put his life on the line. So he would undoubtedly have appreciated the race-winning pass by Lewis Hamilton on Nico Rosberg had he been able to jump out of the car in parc ferme after the race and watch the replay.

Even under the long shadow cast by the events that brought it to a

premature conclusion, the Japanese Grand Prix was still a gripping race and another potentially decisive moment in the world championship. It is to be hoped that one day history can judge it as such, rather than simply as one of the mercifully dwindling number of days when a driver's life is put in peril.

For the first time in 2014, in a straightforward racing situation, one title protagonist overtook the other on track. It was Hamilton who prevailed and who, in wet conditions, was simply a cut above Rosberg.

After the race, speaking in subdued terms amid the widespread and heartfelt concern for Bianchi, Hamilton compared his ease in the conditions to his victory in the 2008 British Grand Prix, which stands as one of the great wet-weather wins.

Rosberg: 'We had pretty much the same set-up. I just struggled more with it'

"I really got into a groove," he said. "In terms of feeling it was very reminiscent of Silverstone 2008."

His official margin of victory was only nine seconds, almost a minute less than the advantage by which he crushed the field at Silverstone. But it was a very different type of triumph. After not feeling at home in the dry in practice and qualifying, crashing after running wide at Turn 1 on Saturday morning, and then losing out on pole position to Rosberg by a couple of tenths, it was a transformed Hamilton who took to the track on Sunday.

The safety car start guaranteed Rosberg would retain his advantage when the race got underway. After nine laps of the field traipsing around behind three Mercedes, the lead one the SLS AMG safety car piloted by Bernd Maylander, the race finally got under way properly.

As is often the case, when the race proper did start the circuit conditions were already such that intermediate rubber could be used. Jenson Button capitalised on this by following Maylander into the pits and making the change. The reward for his bold call was that he jumped from seventh

to third once the first pitstops had shaken out.

This meant that there was no time for the Rosberg v Hamilton battle to develop in the first stint. Most of the field pitted on laps 11 and 12, and with the lead pair still circulating rapidly Mercedes was able to defer its stops until there was no chance of emerging from the pits in traffic. Rosberg had priority on the tyre call, so headed into the pits at the end of lap 13. His advantage was only 1.236 seconds when he peeled off the track, and after a 2.6s turnaround he returned to the circuit knowing he had to press on.

Hamilton was now on the attack, setting the fastest first sector of the race on his way to the pits, almost half a second faster than Rosberg had managed on his in-lap. But at the long Spoon Curve left-hander, Hamilton pushed too hard and ran wide onto the run-off.

It was a small error, but one that cost him time not only in that corner, but also up the long straight to 130R. When he returned to the track from his stop, which lasted 2.8s, Hamilton fell in a couple of seconds behind his team-mate. Without that error, there's every chance that he would have been able to at least give Rosberg a run for his money through the first couple of corners.

Regardless, Hamilton immediately started whittling away at Rosberg's lead. At the end of lap 15, the gap was 2.181s. Three laps later, it was just one second. The key moment in setting ▶



Hamilton lines up Rosberg for lead pass

TEE/LAT



Button's early pitstop promoted him to third place

► up Hamilton's eventual pass was on lap 24 when the DRS, disabled for wet conditions, was re-activated by race control as the track began to dry.

It proved to be Rosberg's undoing, but it came very close to being his saviour. After looming large in his team-mate's mirrors several times using the DRS, Hamilton made a careless error on the run down to Turn 1 on lap 27.

"I went into Turn 1 with the DRS open and there's so much less downforce when that wing is open," said Hamilton. "You've got to remember to close it again [DRS shuts automatically when drivers brake, but they usually close it manually by releasing the button beforehand to stabilise the aerodynamics of their cars]. Then I started to turn and brake and it was still open, so the back end stepped out. It was very, very close but

Hamilton: 'I was confident with the car, so I put it there and stuck it out'

I kept hold of it and didn't really lose too much time, so I was fortunate."

Fortunate indeed, but to his credit the save was excellent. Thanks to the comforting presence of an asphalt run-off area, he only lost a few tenths and was back on top of Rosberg only a few corners later.

Hamilton knew Rosberg was in trouble. A few laps earlier, the German had been asked over the radio how hard he was pushing. Rosberg's reply was an emphatic "I'm flat out!" He



Conditions worsened as dusk approached



complained about struggling with oversteer, and the evidence that he was fighting the rear end was clear. Several tell-tale wobbles at corners such as 130R and the final kink amply demonstrated what was going on in the cockpit. Hamilton had seen it and sensed his imminent opportunity. Rosberg knew he was fighting a losing battle, complaining over the radio that there was "so much oversteer."

Inevitably, on lap 29, Hamilton finally prised open Rosberg's stoic defences. The leader had another oversteer moment in the Turn 18 kink. As a result, he took a defensive line on the run to Turn 1. There, the track was wetter and Hamilton knew that this was his chance. But it did depend on him going around the outside at a corner where he had twice gone off during the weekend. In that context, it was a spectacular piece of driving.

Rosberg could perhaps have squeezed his team-mate and made it harder, but ultimately he knew the fight was lost. Hamilton swept into the lead and pulled out a lead of two seconds by the end of the lap. Barring another mistake, the race was won.

"I was fairly confident with the balance of the car, so I put it there and



Bianchi's car struck recovery vehicle

stuck it out," said Hamilton. "After that, the whole approach changed because I was attacking, attacking. I took different lines and managed it differently. It felt very reminiscent of a time years and years ago, of 2008. It was a great feeling."

Hamilton had pulled six-and-a-half seconds clear by the time Rosberg pulled into the pits at the end of lap 32 in search of a new set of intermediates and improved balance. The front wing was trimmed back a little, but the balance never improved.

This was because it was more the weather conditions than the car set-up itself that was behind his struggles.

For just as Rosberg had the edge in the dry, Hamilton was much stronger in the wet.

"We had pretty much the same set-up, so I'm sure the balance was similar for Lewis," admitted Rosberg. "I just struggled more with it, I suppose. A lot of oversteer, and I don't like that."

Hamilton, who has always been comfortable with the rear of the car moving around under him, said much the same. While his team-mate was hanging on, Hamilton was revelling in the low-grip conditions.

"We had pretty much exactly the same set-up so, as Nico said, though



Hamilton took the lead with daring lunge around outside of Rosberg at T1



ETHERINGTON/LAT

Podium ceremony was a muted affair

but ended up classified eighth after grinding to a halt at the pit exit after a late stop, that he could not lose a place. Vettel was eventually classified 29 seconds down, with a fastest lap only three-tenths shy of Hamilton. It's a moot point whether the Red Bull duo could have posed any serious challenge to Hamilton had they not both been over half-a-minute down by the time they had cleared the Williams duo. Certainly, they could have given Rosberg a lot to think about had they been up there from the off.

It was probably with that in mind that Vettel opted to pit for a fresh set of intermediates under the late safety car in anticipation of attacking at the restart. That relegated him to fourth behind Ricciardo, but on countback he regained his podium position.

"Just before the safety car, it started to rain with a little bit less intensity," said Vettel. "When the race was stopped, it was just a drizzle, and a couple of laps before it was getting quite bad, that's why we decided to pit and we decided to go to intermediates again."

Had there been a restart, it would have been set up intriguingly. Hamilton, leading on intermediates, would surely have been safe, but Rosberg would have had Ricciardo, on intermediates in the middle of their life, Vettel, on fresh inters, and Button, on full wets, lined up behind him.

Given that Rosberg talked of damage limitation after the race, ensuring he finished second and ending up just 10 points behind Hamilton in the standings, a few more laps of racing might have proved a big blow to his championship hopes.

But Rosberg, like Hamilton and Vettel, was more concerned about Jules Bianchi than championship permutations. They all race for the same reason – for the love of it. That was what Bianchi was doing when he crashed. That is why to say the racing doesn't matter in light of such an accident can never quite be true. ❧



DAVIES/GETTY

Race was halted after Bianchi crash



Vettel kept third over Ricciardo on countback

THOMPSON/GETTY

maybe he took out some wing later on in the race," said Hamilton. "I didn't really have any problems with the balance of the car. It was oversteery, but it was manageable."

The official margin of Hamilton's victory was 9.180s, taken at the end of lap 44. But that was when the safety car had already been deployed. Hamilton's lead was just about to hit 15 seconds when the race was neutralised. Bearing in mind he had only taken the lead on the 29th lap, that's an average advantage of nearly one second a lap over his team-mate.

Rosberg was never really the closest challenger to Hamilton in terms of

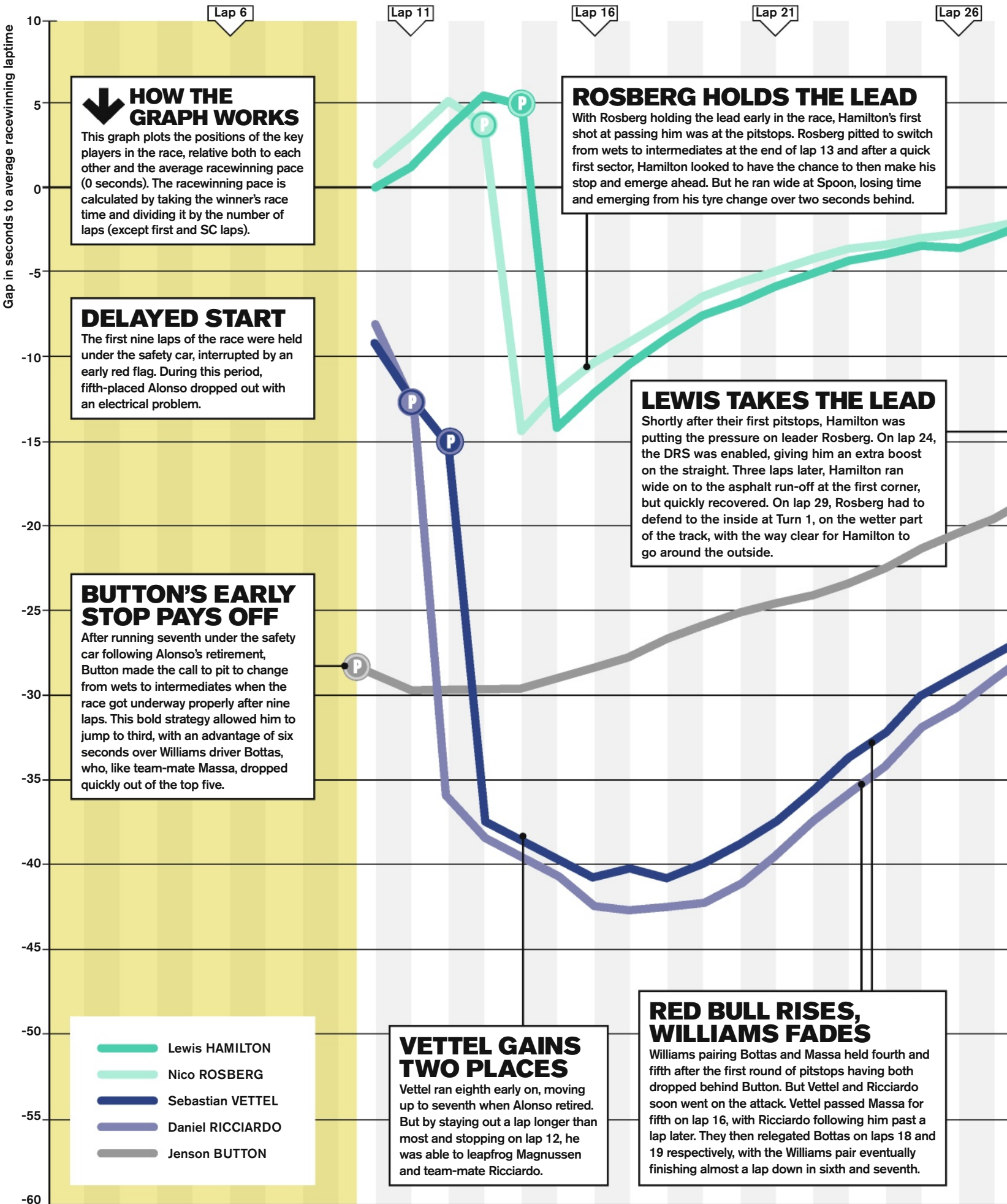
pace. Despite his second place, the two cars that finished behind the Silver Arrows were both seriously fast. Red Bull opted to run more wing that it would normally have done for the dry conditions of qualifying and Sebastian Vettel, in particular, thrived.

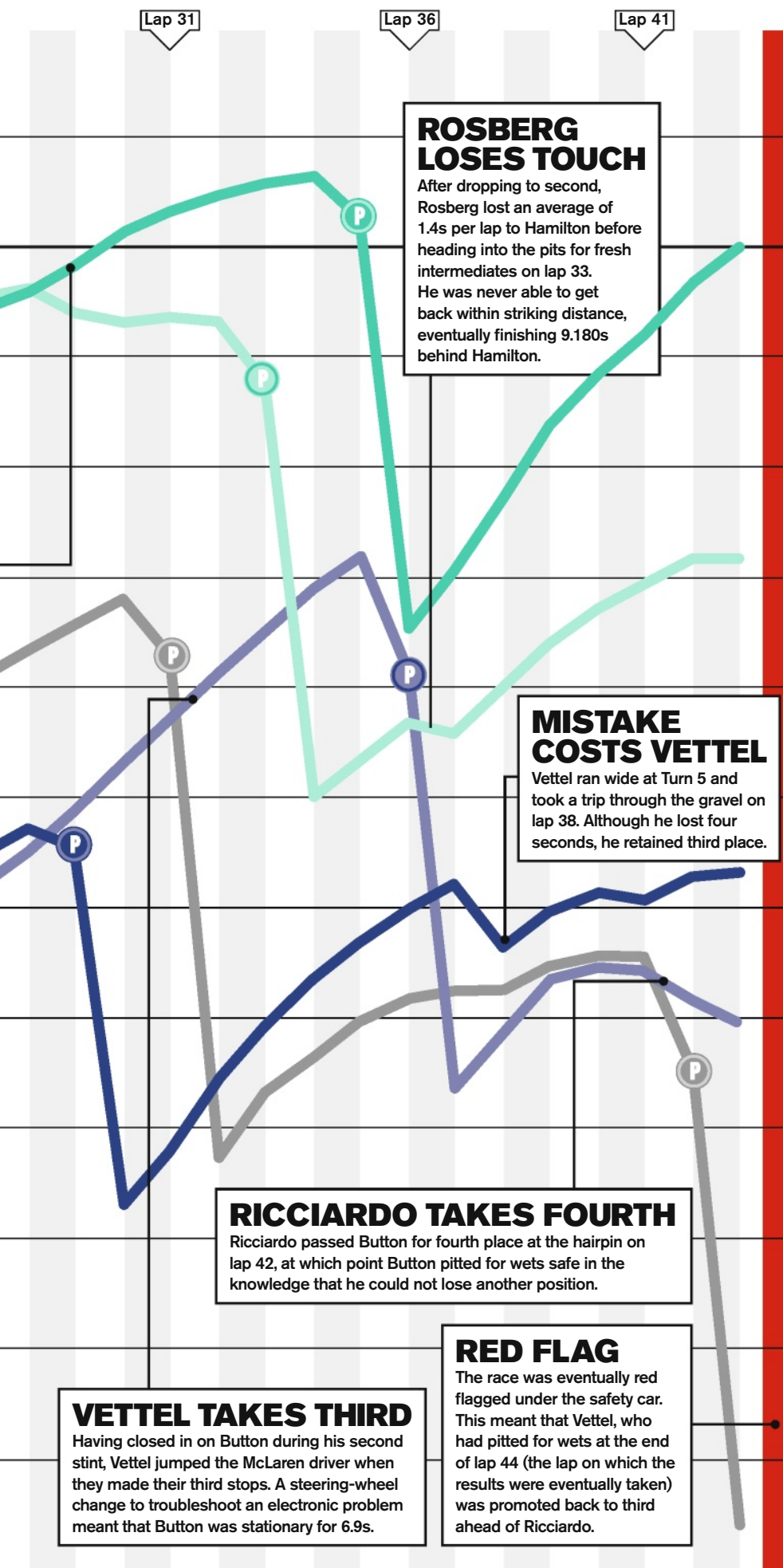
He started ninth on the grid, but rose to sixth once the first round of pitstops shook out. He then dispatched the two struggling Williams drivers, Felipe Massa and Valtteri Bottas, first squeezing inside the Brazilian at the hairpin on lap 16 and then going around the outside of Bottas at the same corner two laps later, to climb to fourth.

Team-mate Daniel Ricciardo, whom Vettel had earlier jumped ahead of by stopping a lap later, then pulled off bold moves on both Williams drivers around the outside of the Esses, meaning Red Bull had annexed fourth and fifth places. Inevitably, they eventually got ahead of Button, who had lost around four seconds in the pits with a steering wheel change to tackle an electronic problem.

That said, Ricciardo's pass came shortly before the race was neutralised, at which point the McLaren driver pitted for wets safe in the knowledge that he was so far clear of Nico Hulkenberg, who was in sixth

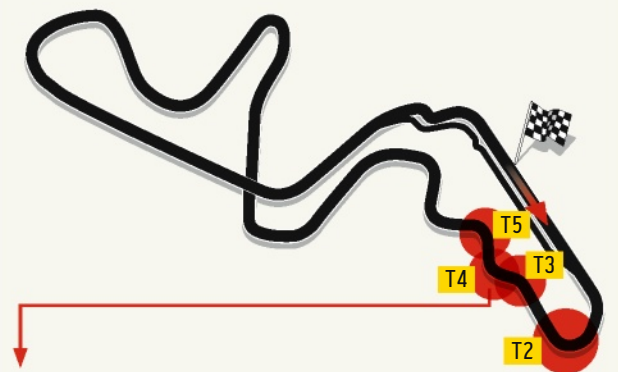
HOW THE RACE WAS WON





TRACKSIDE VIEW

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Time will tell whether the moment Max Verstappen rounded the first part of the Suzuka Esses on his first installation lap as a Formula 1 driver was the beginning of a glorious career. Today, one can only judge him on his single free-practice outing, which was curtailed by an engine failure.

Sitting on the wall above Suzuka's famous Esses, offering a clear view from Turn 2 all the way to the middle of Turn 5, it's clear the Dutchman is a thinking driver. One lap, as the Turn 3 left-hander becomes the Turn 4 right hander, he applies the throttle too aggressively and the rear slightly steps out. Easily controlled, but time lost.

The next lap, instead of trying to attack the right-hander in the same way, he attempts to roll the speed through it, but finds himself running out of road at the exit and has to delay feeding in the power.

This is the pattern throughout the session. Driving a car that he had never driven before that day at a circuit he had no experience of, Verstappen's learning curve was steep. But every step of the way, he learned, corrected, adapted, implemented what he had learned to the point where his best lap was only 0.443s off team-mate Daniil Kvyat.

Nowhere in F1 is time more easily lost than through Suzuka's famous 'snake' section. On his best lap, Verstappen gave away 0.632s to Kvyat and actually outpaced him in the final two sectors. But while the pace itself confirmed he was in the ballpark on speed, what really caught the eye was his 'body language' in the car.

Verstappen did not look like a 17-year-old who wasn't ready. He was not the proverbial rabbit in the headlights. On-track, he was a professional F1 driver.

'Verstappen didn't look like the 17-year-old who was not ready for F1'



BIANCHI ACCIDENT

Bianchi was running on 18-lap-old intermediates when the rain intensified



Bianchi suffers severe head injury

24

JULES BIANCHI REMAINED IN A CRITICAL but stable condition in hospital as AUTOSPORT closed for press on Tuesday following his horrific accident in the Japanese Grand Prix.

The Marussia driver slammed into a recovery vehicle during the closing stages of a wet Suzuka race, having lost control of his car in rapidly deteriorating conditions at Dunlop Curve. The heavy impact knocked him unconscious and, after first being taken to the circuit's medical centre, he was rushed to a nearby hospital by ambulance for emergency surgery.

The crash is the worst that F1 has witnessed since Felipe Massa suffered head injuries when he was hit by a suspension spring during qualifying for the 2009 Hungarian Grand Prix.

HOW THE ACCIDENT HAPPENED

The Japanese GP was hit by poor weather conditions caused by the arrival of Typhoon Phanfone. Fears of the weather having a dramatic impact on the race – and even potentially forcing its cancellation – grew throughout the weekend as the progress of Phanfone was monitored.

To limit the chances of the race not taking place, and to avoid the worst of the weather, the FIA offered race promoters the opportunity to shift the local 3pm start slot on Sunday to 11am, but this idea was rejected.

The weather proved not as bad as originally feared, however. Despite a brief red-flag period after the start to wait for the worst of the rain to clear, the race was

able to get going following an early safety-car period. But heavier rain arrived late on in the race, and this coincided with deteriorating light.

On lap 42, Sauber's Adrian Sutil lost control at the long uphill left-handed Dunlop Curve and spun into the barriers. He was able to climb out of the car without problem, and a recovery vehicle was despatched from behind a nearby barrier to retrieve his car and take it to a safe place. Double-waved yellow flags were displayed to warn drivers of the dangers of the recovery process of Sutil's car.

On the next lap Bianchi lost control at the same place as Sutil. Although official video of the incident has been withheld, footage taken by a spectator shows that Bianchi's car entered the run-off area on the outside of the 125mph corner and slammed straight into the rear of the reversing recovery vehicle at speed.

The design of the crane, with the upper unit sticking out beyond the rear wheel section, resulted in the Marussia submerging underneath it, ripping off the top section of the car. Of more consequence to Bianchi, however, was the fact that his helmet impacted heavily on the rear of the crane, knocking him unconscious instantly.

SEVERE HEAD INJURY

The seriousness of Bianchi's condition was immediately apparent, as F1's medical car was dispatched to the scene straight away. Minutes later, the FIA sent an ambulance to offer further assistance as the grand prix was halted.

After the Frenchman was extracted from the car, he was rushed to the Suzuka circuit's medical centre. There, a decision was taken to send him to Mie General Medical Centre in nearby Yokkaichi. Due to weather conditions at the time, and concerns that the track's medical helicopter might not be able to land at the hospital, Bianchi was driven there by ambulance with a police escort.

FIA safety policy states that transferring patients to hospital by road should take no longer than by helicopter.

After arriving at the hospital, Bianchi underwent a CT scan, which showed that he had suffered a severe head injury. A decision was taken to operate before he was moved to intensive care. It was revealed on Tuesday that he had suffered a diffuse axonal injury, one of the most serious types of brain trauma. His parents have been at his bedside since Monday night, and have been advised of the medical situation by Professor Gerard Saillant – who guided Michael Schumacher's family after his skiing accident last year – and Italian neurosurgeon Alessandro Frati.

Jonathan Noble

Bianchi was taken to circuit's medical centre by ambulance





Cars enter pitlane under the red flag in gloomy conditions

TEE/LAT

Were conditions safe for racing?

JULES BIANCHI'S CRASH IN THE closing stages of the Japanese Grand Prix has raised questions over whether the race went on too long in fading light and worsening weather. But most drivers felt conditions were not especially bad, and that Bianchi was simply unlucky to have suffered an accident with such serious consequences.

Williams driver Valtteri Bottas said the conditions were "on the limit" for stopping the race, but not particularly severe compared to past wet races. Fellow Finn Kimi Raikkonen agreed that conditions were "tricky", but not unusually so.

"Was it safe? Is it safe ever? You cannot say," said Raikkonen. "At the beginning behind the safety car we drove 100km/h and you could aquaplane, so even if you slow down you might get into trouble."

Race winner Lewis Hamilton reckoned he had competed in worse conditions than those experienced at Suzuka last Sunday, while reigning world champion Sebastian Vettel said Bianchi had been unfortunate to go off at one of the most difficult places on the circuit in the wet.

"It was very unlucky timing and an unlucky position to lose the car," he said. "It's one of the most tricky places; you are still cornering and you pick up speed."

Adrian Sutil, who was standing at the scene of Bianchi's off following his own crash, suggested that fading light as the weather closed in also played a part in his and Bianchi's accidents.

"We got more rain and it was dark, so visibility was getting less and less," said Sutil. "In the end, when it got dark, you couldn't see where the wet patches were and that is why I lost the car. It [Bianchi's crash] was the same as what happened to me - he had aquaplaning but just one lap later."

Williams performance chief Rob Smedley said the light at the end of the race was worse than at any other he could recall. "I would say in the 15 years I've been involved in Formula 1 races that was the darkest I've ever seen a race event," he said.

Ben Anderson



Recovery vehicle was reversing with Sutil's car

HONE/LAT



Bianchi's Marussia submarined under the rear of vehicle

HONE/LAT



Sutil witnessed the crash and emergency care from behind barrier

MASON/GETTY

STORIES OF THE RACE

Rounding up the action from the Japanese GP

EDD STRAW
GRAND PRIX EDITOR



Button stars amid uncertainty over future

JENSON BUTTON'S INSPIRED EARLY SWITCH TO intermediate rubber laid the foundations for a superb drive in the Japanese GP, showing that he still has plenty to offer despite question marks over whether he will remain at McLaren next year.

The 2009 world champion qualified eighth, behind team-mate Kevin Magnussen, but followed the safety car into the pits when the race finally got underway to change from wets to intermediates. Along with Lotus driver Pastor Maldonado, he was one of only two drivers to do this, and while the Venezuelan suffered several off-track moments afterwards, Button's pace in tricky conditions allowed him to move up to third place.

At his second stop, he was parked in the pits for 6.9s because of the need to change his steering wheel to correct an electronic problem. This dropped him behind the Red Bull of Sebastian Vettel.

The pace advantage of the Red Bull meant that Button came under attack from Daniel Ricciardo. After one beautiful cutback at the hairpin to repass Ricciardo, who had attacked up the inside, Button inevitably lost the place at the same corner on lap 42 and then immediately headed into the pits for wets. Because of the red flag, he was never able to exploit the pace advantage this would have given him.

"Jenson was the first driver in the field to stop to fit intermediates and, having done so, he drove very well all

afternoon," said McLaren racing director Eric Boullier. "He may have finished third had things panned out better for us at the end of the race in terms of the safety car and pitstop timing."

Had the race restarted, Button would have been on wet rubber and lined up behind Vettel, who had stopped for fresh intermediates under the safety car and dropped to fourth, with Ricciardo and the two Mercedes drivers ahead. Potentially, his grip advantage might have allowed him to attack the Red Bull, with the strong traction of the McLaren allowing it to lap strongly in the wet.

Button's fifth place means that McLaren moves to within one point of Force India in the battle for fifth place in the constructors' championship.

BUTTON SHOWS STRONG PACE

The McLaren was genuinely competitive in the wet conditions at Suzuka, as this fastest-lap comparison shows.

| | |
|--------------------|-----------|
| 1 Lewis Hamilton | 1m51.600s |
| 2 Jenson Button | +0.121s |
| 3 Sebastian Vettel | +0.315s |
| 4 Daniel Ricciardo | +0.631s |
| 5 Kimi Raikkonen | +0.826s |
| 6 Nico Rosberg | +0.951s |

COATES/LAT



Button was on full wets had the race restarted

26



TEE/LAT

Magnussen could only salvage 14th

Magnussen victim of electronics glitch

KEVIN MAGNUSSEN DROPPED OUT OF contention for a points finish thanks to an electronics problem that forced him to make an extra pitstop.

Like team-mate Jenson Button, the Dane had to have his steering wheel changed. But unlike Button, he could not do this at a regular pitstop. Having done well to outqualify Button, Magnussen held eighth after everyone had made the switch to intermediates, but just four laps into that stint he had to make his extra stop. As a result, he dropped to the back, spinning on his way to 14th.

"From early in the race, his car began to develop electronics issues, which we attempted to ameliorate by replacing his steering wheel in an unscheduled pitstop," said racing director Eric Boullier. "After that, he was always going to be playing catch-up."

Magnussen did catch the eye by unlapping himself on Daniel Ricciardo after a late switch to wets, but never featured again in the top 10.

Hulkenberg reprieved after late failure

NICO HULKENBERG WAS REPRIEVED BY THE late-race red flag after retiring during the race when he stopped with an electrical problem related to the gearbox.

The issue meant that the engine cut out just after the Force India driver had made a pitstop under the safety car. He ground to a halt at the pit exit and looked destined to score no points. But the red flag that followed for Jules Bianchi's accident meant that he was awarded eighth place on countback having slipped from sixth behind Williams pairing Valtteri Bottas and Felipe Massa when he stopped for fresh intermediates at the end of lap 43.

After rejoining and closing up behind the pair under the safety car, he then had to pull over at the pit exit after losing power.

"We made a mistake probably in pitting, with hindsight, under the safety car at the end," said deputy team principal Bob Fernley. "But we had to cover ourselves and it didn't cost Nico anything until his engine packed up because he had the electronics failure at the end."

Hulkenberg was classified eighth, while his team-mate Sergio Perez also scored by finishing 10th. This allowed Force India to retain fifth place in the constructors' championship ahead of McLaren by one point.

TEE/LAT



Hulkenberg scored points for P8 despite stopping late on



Wet set-up pays off for Red Bull pairing

RED BULL STRUGGLED TO MATCH WILLIAMS AND Ferrari for pace in the dry, but the decision to run more downforce in anticipation of a wet race paid off.

Sebastian Vettel started ninth, moving up to eighth when Fernando Alonso retired then ran longer than most before switching to intermediates. He then passed Williams pair Felipe Massa and Valtteri Bottas to climb to fourth before jumping Jenson Button for third when the McLaren driver had his slow pitstop. Team-mate Ricciardo tracked Vettel's progress, eventually finishing fourth. He had moved up to third at the red flag thanks to Vettel making a pitstop, but the results were reversed on countback.

"We had the set-up [right]," said Ricciardo. "We were looking good at the end because we went quite long with the first set of inters and were going to be quite feisty at the end of the race."

Conditions hamper Williams's race pace

WILLIAMS LOOKED ODDS-ON TO TAKE ANOTHER podium finish behind the two Mercedes in dry conditions, but rain on race day ruined its chances of doing so.

Drivers Valtteri Bottas and Felipe Massa ran third and fourth early on but soon slid back, with Bottas finishing sixth and Massa seventh. McLaren driver Jenson Button jumped the pair thanks to his early switch to intermediates, while both Red Bulls passed them shortly after the first pitstops. They ultimately finished almost a lap down.

"Red Bull were much, much quicker and able to generate so much more grip from the tyres," said performance chief Rob Smedley. "I think you've just seen a better car in the wet. We had two drivers with reasonably different driving styles and two drivers in Red Bulls with entirely different driving styles and they went past like we were standing still."

"The drivers said the main areas where Red Bull were so much quicker was through the Esses. It's not high-speed oversteer or anything else – they've got more traction."

Q&A VALTTERI BOTTAS WILLIAMS DRIVER

How tough was the race in wet conditions?

I don't think it was the set-up. We were quick in the dry. But in the wet the time we spend in the corners is so much longer. As we've seen, in general we are still slower than the Red Bull in the corners and quicker in the straights. The time we gained in the straights in the wet wasn't enough to make up for the loss in the corners. That was the maximum today.

Could you have done anything to keep the two Red Bulls behind?

I tried to defend as much as I could but in the end they were too quick. I enjoyed racing with Daniel [Ricciardo], he's nice and fair.

Could you have done anything different with set-up?
Not much, nothing that would have changed the positions.

Was the strategy to pit later than those you were racing?

We thought the race would go to the end, so our calculations were that this was the best shot. I was catching Hulkenberg at 1-2s per lap, so if the race had not been stopped, I think I would have got him [had he not retired].

Was the corner where Bianchi crashed particularly dangerous?

It was tricky. There was a really fine line there. If you went just a bit too much to the outside there was too much water. You always want to carry good speed there. In the wet, when visibility isn't great, it's difficult to see where there's more water and where there isn't.



STORIES OF THE RACE

Alonso was unable to capitalise on the wet conditions at Suzuka



Alonso suffers electrical failure

FERNANDO ALONSO RETIRED FROM THE Japanese GP without completing a lap in green-flag conditions after suffering an electrical failure.

The Spaniard qualified fifth, fractionally off the pace of the two Williams drivers. He then held the position at the start before grinding to a halt in the Esses shortly after the first red-flag period ended.

Alonso believed that he could have been in contention for what would only have been a third podium finish of the season and was willing to take strategy gambles given the wet conditions.

"It's a shame because in those conditions we were able to take some risks," said Alonso. "We had nothing to lose so we could play with intermediates or wets. My car switched off, the electricity went. Maybe some water got into some connectors or something. It was impossible to start again."

Team-mate Kimi Raikkonen did finish the race after qualifying a disappointing 10th, eight-tenths slower than Alonso. The Finn ran in the points early on, but struggled with front-tyre temperatures that, combined with a slow pitstop, meant he could only finish 12th.

Despite the electrical problem, the weekend has been the best so far for performance, so we will keep trying

@alo_oficial
(Fernando Alonso's official Twitter account)

MASON/GETTY



Ericsson hung on to 17th after early spin

HONE/LAT

Caterham tweaks help team improve

THE CATERHAM TEAM AGAIN OUTPACED the Marussias in Japan, boosted by a new front wing and tweaks to its brake-by-wire system.

Marcus Ericsson started 17th and despite an embarrassing spin under the safety car at the fast final kink, the Swede recovered to finish there ahead of Max Chilton.

"It's a lot about having the confidence in the car," said Ericsson. "Going into this weekend, I was looking forward to it because I won here in F3. Also, we have changed the way we do the maps of the brake-by-wire system. We have gone from a complex system to a more traditional one. It's a big improvement."

Team-mate Kamui Kobayashi, whose Caterham future remains uncertain, crashed on Friday and struggled, eventually finishing 19th.

Maldonado lands pitlane speeding penalty

PASTOR MALDONADO WAS HIT WITH A 20-second penalty for speeding in the pits after the Japanese GP.

The Venezuelan had been classified 16th, right behind team-mate Romain Grosjean thanks to the results being taken from the 44th lap under the safety car. Fortunately for him, the gap to 17th-placed Marcus Ericsson was enough that he did not lose a place.

Lotus had expected to be more competitive at Suzuka than in recent races, but Maldonado and Grosjean were 17th and 18th in qualifying and could make

no progress. Maldonado was also hit with a 10-place grid penalty for using his sixth engine of the year.

"We were expecting a bit better, but this is the performance and that's it," said Maldonado. "For many reasons, the pace was not there. We did all the necessary things we can do on track to adapt the car to the conditions and it's not too bad to drive, we just need more downforce, more power and more balance. That's it: we are slow. We are slow on the straights, slow in the corners."

Lotus has scored only eight points this year thanks to Grosjean's eighth places in Spain and Monaco in May.



LOTUS: PAST SIX RACES

| CIRCUIT | BEST QUAL | BEST FINISH |
|-----------|-----------|-------------|
| JAPAN | 17 | 15 |
| SINGAPORE | 16 | 12 |
| ITALY | 17 | 14 |
| BELGIUM | 15 | DNF |
| HUNGARY | 15 | 13 |
| GERMANY | 14 | 12 |

Maldonado was done for pitlane speeding

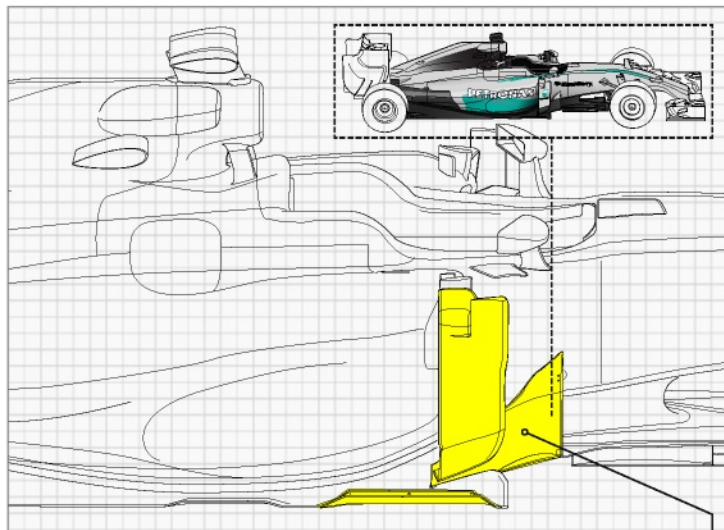


DUNBAR/LAT

DRAWING BOARD



Gary Anderson, technical consultant



Mercedes revises sidepods

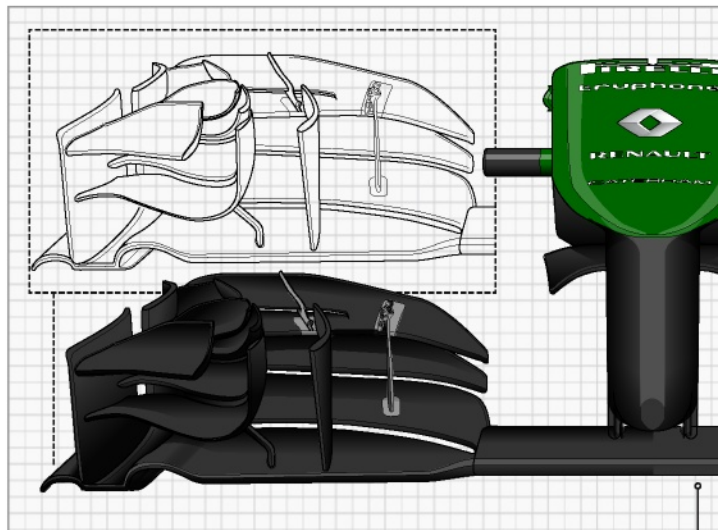
➔ Just as the other teams think they're closing the gap, Mercedes keeps pushing the boundaries that little bit further.

With the rules are staying more or less the same for 2015, Mercedes doesn't need to stop developing as improvements to this year's car will be valid for next season. Mercedes has a very good package, all it has to do is to keep making it better.

For Suzuka, the main development was the vertical turning vane on the front

corner of the sidepod. This will be an update to a previous version, which was run on the outer end of the front wing and endplate a few races ago. If you change the airflow to any of these components they then need optimisation.

This vertical vane controls the airflow off the trailing edge of the front tyre, sending it around the undercut in the sidepod and producing downforce. The turned up section of the floor works as a trailing edge, scavenging airflow out from under the front corner of the floor.



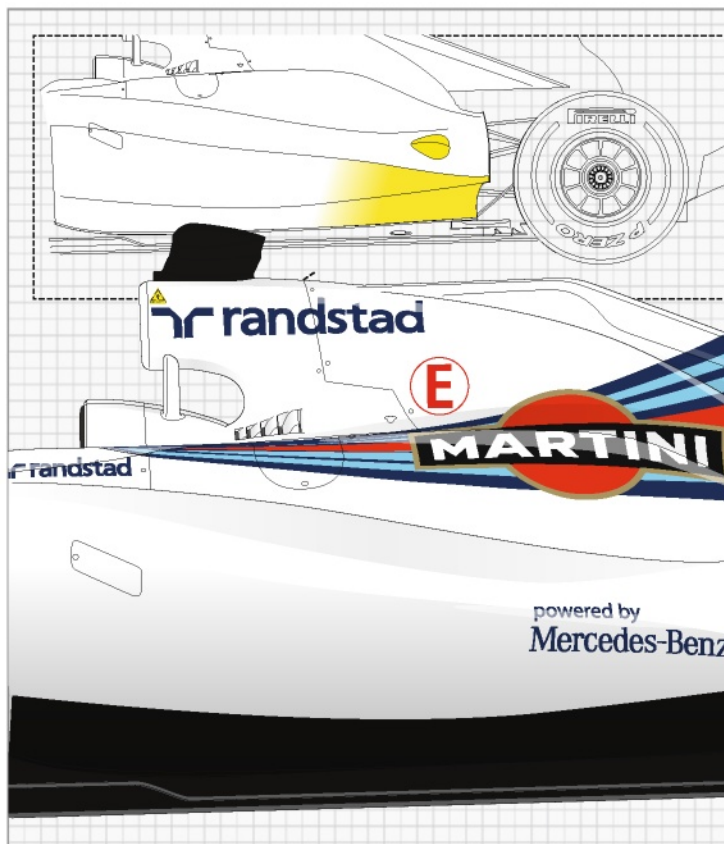
Caterham flies a bit higher

➔ Caterham introduced a completely new front-wing assembly for its pair of CT05s at Suzuka. This included an increase in the number of wing elements on the outer extremities of the wing section and a much more detailed forward upper-wing section.

The extra slot gaps in the main wing's outer section will improve consistency of airflow at low rideheights, under braking and

mid-corner in high-speed turns when the car is rolling. The upper forward-wing developments will improve front downforce without losing rear downforce.

Even though the total downforce level may not have increased with these developments, improved consistency of downforce gives the driver more confidence and allows him to get nearer to the limit. This is something that a lot of teams fail to realise.

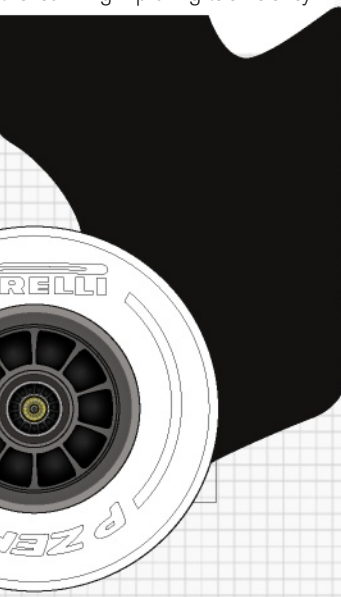


Williams lowers bodywork

➔ As part of an aerodynamic upgrade package, Williams squeezed the trailing edge of the sidepods lower, so much so that they had to form a small blister to ensure it complied with the FIA-

defined upper-engine-to-gearbox mounting position.

Getting this bodywork as low as possible allows for better airflow to the rear wing improving its efficiency.



Illustrations by Craig Scarborough

TEAM BY TEAM

RED BULL



RED BULL-RENAULT RB10

1
8/10

SEBASTIAN VETTEL

Start 9th Finish 3rd
Strategy 3 stops
(wet/wet/inter/inter)

3
7/10

DANIEL RICCIARDO

Start 6th Finish 4th
Strategy 3 stops
(wet/wet/inter/inter)

Suzuka had been Red Bull territory during the previous five years, with Vettel winning four times. But to everyone's surprise, it didn't emerge as the strongest challenger to Mercedes in qualifying. Partly, this was down to running more wing in anticipation of rain on Sunday. But it also seems that the lack of heavy braking zones also made it difficult for Renault-powered cars to harvest as much energy from the rear brakes as would be ideal.

The decision to run more wing for wet weather paid off, however, with both Vettel and Ricciardo benefitting from good grip to emerge as the best two non-Mercedes cars. They might even have been able to challenge Rosberg for second had qualifying been stronger.

MERCEDES



MERCEDES F1 W05

6
8/10

NICO ROSBERG

Start 1st Finish 2nd
Strategy 3 stops
(wet/wet/inter/inter)

44
9/10

LEWIS HAMILTON

Start 2nd Finish 1st
Strategy 3 stops
(wet/wet/inter/inter)

With a series of aerodynamic tweaks, the Mercedes was comfortably the fastest car at Suzuka. It was particularly impressive through the challenging Esses section early in the lap, and in dry conditions it was Rosberg who was able to get the best out of the car while Hamilton had a few ragged moments.

But in the wet, things turned around. Hamilton was significantly faster and Rosberg had no answer, even though it took a while before the duo swapped places.

Interestingly, in wet conditions both Red Bull and McLaren were able to be a lot more competitive, which could have made things interesting had there been a restart after the late red flag.

FERRARI



FERRARI F14 T

7
4/10

KIMI RAIKKONEN

Start 10th Finish 12th
Strategy 5 stops (wet/wet/inter/inter/inter/wet)

14
8/10

FERNANDO ALONSO

Start 5th Finish DNF
Strategy retired
(wet/wet/retired)

Amid the seismic driver-market news, with Fernando Alonso's imminent departure and Sebastian Vettel seemingly on his way to Maranello, it was business as usual for Ferrari. This proved to be one of the car's better circuits, with Alonso able to outpace the Red Bulls in qualifying even though he lagged behind the Williams.

Unfortunately, his race was over before it had seriously begun thanks to an electrical failure that struck at the Esses on the first lap under the safety car following the first red flag. That left only Kimi Raikkonen, and while he showed a few flashes of speed in the wet, he struggled to match Alonso's pace in the dry and there's no reason to assume it would have been different in race conditions.

SAUBER



SAUBER-FERRARI C33

21
6/10

ESTEBAN GUTIERREZ

Start 15th Finish 13th
Strategy 3 stops
(wet/wet/inter/inter)

99
4/10

ADRIAN SUTIL

Start 14th Finish 21st
Strategy 4 stops
(wet/wet/inter/inter/inter)

After having to remove some Singapore GP upgrades because of high temperatures, Sauber ran the C33's latest specification at Suzuka. The car remained tricky to drive, with Gutierrez in particular suffering an alarming moment at 130R on Friday and doing a good job to avoid the barriers. But it was still quicker than Lotus.

The team was hoping to be able to have a punt at scoring points in the race given the wet conditions, but neither driver managed to do so despite some strategic gambles brought into play.

Sutil aquaplaned out late on at the Esses, while Gutierrez was firmly in the pack after doing a good job at the end of one of his stints on shot inters.

TORO ROSSO



TORO ROSSO-RENAULT STR9

25
8/10

JEAN-ERIC VERGNE

Start 20th Finish 9th
Strategy 3 stops
(wet/wet/inter/inter)

26
7/10

DANIIL KVYAT

Start 12th Finish 11th
Strategy 4 stops
(wet/wet/inter/inter/inter)

The Italian squad headed to Suzuka with an aerodynamic upgrade package. Most obvious was the switch to a Red Bull-style nose with the distinctive 'pod' hanging below the main structure, but there was also a new monkey seat.

It was a difficult weekend for the team, with engine problems on Friday morning, when Max Verstappen drove Vergne's car, and then again on Saturday. This led to Vergne having to run a sixth V6 engine, triggering a 10-place grid penalty after a strong qualifying lap. Kvyat hit traffic on his final run.

Kvyat flirted with the points in the race, while Vergne's marathon stint on intermediates allowed him to grab two points thanks to the red flag.

WILLIAMS



WILLIAMS-MERCEDES FW36

19
7/10

FELIPE MASSA

Start 4th Finish 7th
Strategy 3 stops
(wet/wet/inter/inter)

77
8/10

VALTTERI BOTTAS

Start 3rd Finish 6th
Strategy 3 stops
(wet/wet/inter/inter)

A major aerodynamic upgrade package worked well, although the new front wing was not used in qualifying or the race because the gain it offered was marginal when running at the downforce levels required for Suzuka. But in dry conditions, the car was strong.

Bottas, in particular, harnessed the car superbly and flew in qualifying as the team locked out the second row. But the rain in the race was bad news and both drivers slid back after running third and fourth early on.

Given that the car's big strength is straightline speed, the extra time spent in the corners hurt it, and in the circumstances both drivers and team can be satisfied with the results.

For the reasons behind the driver weekend ratings, visit AUTOSPORT.COM

LOTUS



LOTUS-RENAULT E22

8
7/10



ROMAIN GROSJEAN

Start 16th Finish 15th
Strategy 5 stops (wet/wet/inter/inter/inter/wet)

13
5/10



PASTOR MALDONADO

Start 22nd Finish 16th
Strategy 4 stops (wet/wet/inter/inter/wet)

When the Lotus is working well, it's not too bad aerodynamically, so there were hopes that the car could be a bit more competitive at Suzuka. But in qualifying, that didn't prove to be the case and it was resoundingly the ninth-fastest car. It looked tricky to drive too, with both drivers having off-track moments during the weekend.

Unable to make progress in qualifying or the race even though Maldonado followed Button's lead by switching to intermediates once the race proper got underway. Several offs early in that stint showed how tricky the Lotus was.

A post-race time penalty was issued to Maldonado, which didn't cost him any positions, as Lotus remained lower-midfield fodder in the rain.

McLAREN



McLAREN-MERCEDES MP4-29

20
7/10



KEVIN MAGNUSSEN

Start 7th Finish 14th
Strategy 5 stops (wet/wet/inter/inter/inter/wet)

22
9/10



JENSON BUTTON

Start 8th Finish 5th
Strategy 4 stops (wet/wet/inter/inter/wet)

The McLaren was probably the fifth quickest car at Suzuka, which is roughly where you would expect it to be. So a fourth-row lockout, surprisingly in Magnussen's favour at a track where Button excels, was probably better than could be expected thanks to both Vettel and Raikkonen underachieving.

In the race, Button's inspired call to ditch wets as soon as the safety car came in paid off, catapulting him up to third. But electronic problems forced both drivers to change steering wheels. Button's change resulted only in a slow stop, losing over four seconds, while Magnussen's ruined his race as he had to make an unplanned pit visit.

Button finished fifth, while Magnussen spun to 14th.

FORCE INDIA



FORCE INDIA-MERCEDES VJM07

11
8/10



SERGIO PEREZ

Start 11th Finish 10th
Strategy 4 stops (wet/wet/inter/inter/inter)

27
8/10



NICO HULKENBERG

Start 13th Finish 8th
Strategy 4 stops (wet/wet/inter/inter/inter)

Force India has found it increasingly difficult to score big points in recent races as rivals have improved. With a fair wind, it might just have been possible for one of its cars to slip into the top 10 in qualifying, but neither driver had a perfect run and the team lost out in the qualifying battle to Toro Rosso.

In the race, things looked more encouraging, with Hulkenberg able to climb up to sixth. The timing of the red flag might have helped him had he not pitted for intermediates, but the team can't be blamed for not anticipating that the race was about to be stopped. Perez had a solid run and picked up a point, which again could have been better had things panned out differently.

MARUSSIA



MARUSSIA-FERRARI MR03

4
6/10



MAX CHILTON

Start 21st Finish 18th
Strategy 3 stops (wet/wet/inter/inter)

17
NA/10



JULES BIANCHI

Start 18th Finish 20th
Strategy 3 stops (wet/wet/inter/inter)

The Marussia team has had a tough time since joining F1 as Virgin back in 2010. But during that time it has evolved into a very effective, well-respected race team that, while mired to the back of the field, is still punching above its weight. With four races remaining, its achievement in lying ninth in the constructors' championship is nothing short of remarkable, and that is thanks to Jules Bianchi's superb driving in Monaco.

No team deserves to go through what Marussia has had to face with Bianchi's horrific accident at the end of the race, but as ever the team, ably led by John Booth and Graeme Lowdon, has treated the situation with dignity and professionalism.

CATERHAM



CATERHAM-RENAULT CT05

9
8/10



MARCUS ERICSSON

Start 17th Finish 17th
Strategy 4 stops (wet/wet/inter/inter/wet)

10
5/10



KAMUI KOBAYASHI

Start 19th Finish 19th
Strategy 5 stops (wet/wet/inter/inter/inter/wet)

Caterham's much-vaunted new front wing certainly made a difference, but also significant was a change to its rear brake-by-wire set-up. While this potentially sacrificed performance, the gains in consistency meant that the package was improved at Suzuka. This was reflected in Marcus Ericsson's performance, although team-mate Kamui Kobayashi's weekend was compromised by sitting out Friday-morning practice to allow Robert Merhi to run and then a shunt at the Esses in the afternoon.

Ericsson suffered an embarrassing spin under the safety car and dropped to the back, but recovered well to 17th, while Kobayashi had a quiet race on home soil to finish behind the Marussia of Max Chilton.



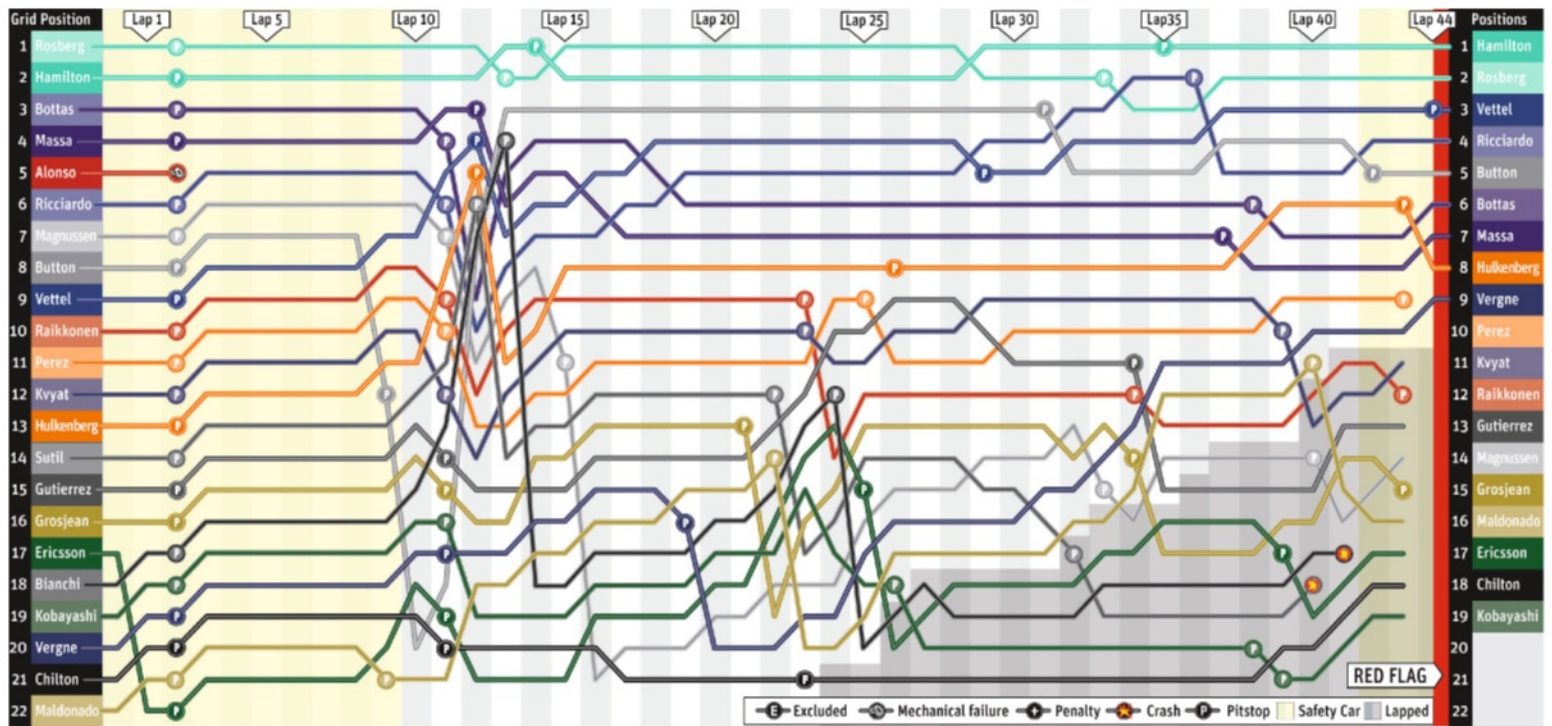
STANDOUT PERFORMANCE

Jenson Button

Under intense pressure for his future and in a country that's a second home to him, he showed all his usual strengths in the race. His switch to intermediates early was sound, but he had to lap quickly in very slippery conditions to make it work. It was a performance worthy of a podium finish, but with the time lost to a steering-wheel change the cards didn't quite fall for him.

"The race doesn't really matter today. The most important thing to say is that all our thoughts are with Jules, his family and his team right now. It's an accident that you hope never happens in Formula 1."

RESULTS



PRACTICE 1: Friday

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | ROSBERG | 1m35.461s |
| 2 | HAMILTON | 1m35.612s |
| 3 | ALONSO | 1m36.037s |
| 4 | BOTTAS | 1m36.576s |
| 5 | RAIKKONEN | 1m37.187s |
| 6 | MAGNUSSEN | 1m37.327s |
| 7 | RICCIARDO | 1m37.466s |
| 8 | BUTTON | 1m37.649s |
| 9 | VETTEL | 1m37.686s |
| 10 | KVYAT | 1m37.714s |
| 11 | MASSA | 1m38.012s |
| 12 | VERSTAPPEN | 1m38.157s |
| 13 | PEREZ | 1m38.324s |
| 14 | HULKENBERG | 1m38.582s |
| 15 | GROSJEAN | 1m38.851s |
| 16 | SUTIL | 1m39.046s |
| 17 | MALDONADO | 1m39.097s |
| 18 | GUTIERREZ | 1m39.318s |
| 19 | ERICSSON | 1m40.031s |
| 20 | MERHI | 1m41.472s |
| 21 | BIANCHI | 1m41.580s |
| 22 | CHILTON | 1m41.757s |

PRACTICE 2: Friday

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | HAMILTON | 1m35.078s |
| 2 | ROSBERG | 1m35.318s |
| 3 | BOTTAS | 1m36.279s |
| 4 | BUTTON | 1m36.409s |
| 5 | VETTEL | 1m36.436s |
| 6 | RAIKKONEN | 1m36.529s |
| 7 | ALONSO | 1m36.637s |
| 8 | MAGNUSSEN | 1m36.714s |
| 9 | KVYAT | 1m36.943s |
| 10 | RICCIARDO | 1m37.186s |
| 11 | VERGNE | 1m37.219s |
| 12 | HULKENBERG | 1m37.504s |
| 13 | GROSJEAN | 1m37.563s |
| 14 | MASSA | 1m37.700s |
| 15 | PEREZ | 1m37.786s |
| 16 | MALDONADO | 1m37.798s |
| 17 | SUTIL | 1m38.010s |
| 18 | GUTIERREZ | 1m38.365s |
| 19 | ERICSSON | 1m39.069s |
| 20 | BIANCHI | 1m39.306s |
| 21 | CHILTON | 1m39.333s |
| 22 | KOBAYASHI | 1m42.760 |

PRACTICE 3: Saturday

| POS | DRIVER | TIME |
|-----|------------|-----------|
| 1 | ROSBERG | 1m33.228s |
| 2 | HAMILTON | 1m34.210s |
| 3 | ALONSO | 1m34.439s |
| 4 | MASSA | 1m34.564s |
| 5 | BOTTAS | 1m35.061s |
| 6 | RICCIARDO | 1m35.086s |
| 7 | MAGNUSSEN | 1m35.251s |
| 8 | VERGNE | 1m35.494s |
| 9 | KVYAT | 1m35.538s |
| 10 | BUTTON | 1m35.549s |
| 11 | HULKENBERG | 1m35.732s |
| 12 | RAIKKONEN | 1m35.995s |
| 13 | PEREZ | 1m36.365s |
| 14 | GUTIERREZ | 1m36.407s |
| 15 | VETTEL | 1m36.460s |
| 16 | GROSJEAN | 1m36.558s |
| 17 | MALDONADO | 1m36.617s |
| 18 | SUTIL | 1m36.626s |
| 19 | ERICSSON | 1m37.367s |
| 20 | CHILTON | 1m37.883s |
| 21 | BIANCHI | 1m38.102s |
| 22 | KOBAYASHI | 1m38.784s |

FRIDAY TESTERS

| | | |
|--|--------------|-----------|
| | 1 VERSTAPPEN | 1m38.157s |
| | 2 MERHI | 1m41.472s |



Weather: 29C, sunny

Weather: 27C, sunny

Weather: 25C, c'loudy

QUALIFYING TIMES

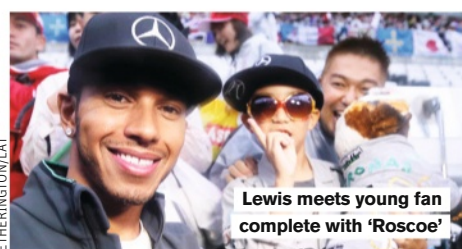
| POS | DRIVER | QUALIFYING 1 | QUALIFYING 2 | QUALIFYING 3 |
|-----|------------|----------------|----------------|--------------|
| 1 | ROSBERG | 1m33.671s (2) | 1m32.950s (1) | 1m32.506s |
| 2 | HAMILTON | 1m33.611s (1) | 1m32.982s (2) | 1m32.703s |
| 3 | BOTTAS | 1m34.301s (3) | 1m33.443s (3) | 1m33.128s |
| 4 | MASSA | 1m34.483s (4) | 1m33.551s (4) | 1m33.527s |
| 5 | ALONSO | 1m34.497s (5) | 1m33.675s (5) | 1m33.740s |
| 6 | RICCIARDO | 1m35.593s (15) | 1m34.466s (7) | 1m34.075s |
| 7 | MAGNUSSEN | 1m34.930s (6) | 1m34.229s (6) | 1m34.242s |
| 8 | BUTTON | 1m35.150s (9) | 1m34.648s (8) | 1m34.317s |
| 9 | VETTEL | 1m35.517s (14) | 1m34.784s (10) | 1m34.432s |
| 10 | RAIKKONEN | 1m34.984s (7) | 1m34.771s (9) | 1m34.548s |
| 11 | VERGNE | 1m35.155s (10) | 1m34.984s | - |
| 12 | PEREZ | 1m35.439s (13) | 1m35.089s | - |
| 13 | KVYAT | 1m35.210s (11) | 1m35.092s | - |
| 14 | HULKENBERG | 1m35.000s (8) | 1m35.099s | - |
| 15 | SUTIL | 1m35.736s (16) | 1m35.364s | - |
| 16 | GUTIERREZ | 1m35.308s (12) | 1m35.681s | - |
| 17 | MALDONADO | 1m35.917s | - | - |
| 18 | GROSJEAN | 1m35.984s | - | - |
| 19 | ERICSSON | 1m36.813s | - | - |
| 20 | BIANCHI | 1m36.943s | - | - |
| 21 | KOBAYASHI | 1m37.015s | - | - |
| 22 | CHILTON | 1m37.481s | - | - |

QUALIFYING STATISTICS

| | HEAD TO HEAD | |
|-----------|--------------|---------------------|
| VETTEL | 6 | 9 RICCIARDO |
| ROSBERG | 9 | 6 HAMILTON |
| RAIKKONEN | 2 | 13 ALONSO |
| GROSJEAN | 12 | 3 MALDONADO |
| MAGNUSSEN | 9 | 6 BUTTON |
| PEREZ | 5 | 10 HULKENBERG |
| GUTIERREZ | 7 | 8 SUTIL |
| VERGNE | 7 | 8 KVYAT |
| MASSA | 5 | 10 BOTTAS |
| CHILTON | 3 | 12 BIANCHI |
| ERICSSON | 3 | 12 KO'ASHI/LOTTERER |

POLE POSITION TROPHY

| | | | | | | | | | |
|----------|-----|-----|-----|----|---|-----|---|---|---|
| ROSBERG | BRN | MC | CDN | GB | D | H | B | J | 8 |
| HAMILTON | AUS | MAL | PRC | E | I | SGP | 6 | | |
| MASSA | A | 1 | | | | | | | |



SUPERLICENCE PENALTY POINTS

| Drivers | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|-----------|---|---|---|---|---|---|---|---|---|----|----|----|
| BIANCHI | X | X | X | X | | | | | | | | |
| BOTTAS | X | X | X | | | | | | | | | |
| ERICSSON | X | X | X | X | X | | | | | | | |
| MAGNUSSEN | X | X | X | X | | | | | | | | |
| MALDONADO | X | X | X | X | | | | | | | | |
| PEREZ | X | X | | | | | | | | | | |
| SUTIL | X | X | | | | | | | | | | |
| VERGNE | X | | | | | | | | | | | |

Anyone who gets to 12 points will be suspended for one race

How Alonso's failed Merc bid sealed Vettel's Ferrari switch

Sebastian Vettel will drive for Ferrari next year, but the world champion's move was hastened by Fernando Alonso's audacious bid to replace Lewis Hamilton at Mercedes. By **JONATHAN NOBLE**



A failed attempt by Fernando Alonso to engineer a seat-swap with Lewis Hamilton for 2015 acted as the catalyst for a dramatic explosion in Formula 1's driver market. Although Mercedes rejected the plan, which was made on the eve of the Italian Grand Prix, the discovery of Alonso's efforts left Ferrari chiefs questioning whether the Spaniard had the commitment they felt was essential to their F1 recovery plan.

Subsequent discussions about their future together left Ferrari increasingly sceptical about Alonso's attitude and, in the

build-up to the Japanese Grand Prix, prompted agreement for them to cancel the remaining two years of their contract together. That decision prompted Ferrari to renew conversations with its long-term target Sebastian Vettel – who dropped a bombshell in Japan by activating a break clause in his Red Bull contract and agreeing to join the Maranello outfit in 2015.

The end result is the start of a new era at Ferrari, and it has left Alonso – widely regarded as one of the best drivers on the grid – facing uncertainty over whether or not he can find a competitive seat for next season. ▶



Vettel (l) will swap blue for red in 2015. Alonso is not sure what colour he'll be in



WHAT'S NEXT FOR ALONSO?

THE UNRAVELLING OF FERNANDO Alonso's relationship with Ferrari has left the Spaniard in an awkward position as he tries to determine his Formula 1 future.

There are no seats available at Mercedes or Red Bull next year, so the double world champion's best option looks to be McLaren, which for several months has courted the Spaniard to lead it into its first campaign with a works Honda engine supply.

Negotiations are understood to be well-advanced, but with Mercedes a possibility for Alonso in 2016 – should the Brackley team fail to negotiate a fresh deal with Lewis Hamilton – and no guarantee McLaren-Honda will be competitive immediately, the Spaniard could be forgiven for pushing for freedom at the end of next year if things are not working out.

If the deal does come off it will reunite an Alonso/McLaren partnership that split acrimoniously after a single season in 2007.

Alonso said during last weekend's

"It's a combination of being hungry for success – I want to win and to become world champion – and to be happy"

Fernando Alonso

Japanese Grand Prix that his "mind is set" and that he would reveal a decision made "two or three months ago" on his future very soon.

"I have a very unique position – thanks to so many years, and the respected work I've done on the track, I decide where to go, what I do, and when I do it," Alonso said. "I have the opportunity to do whatever I want and I will do what is the best thing for my career right now.

"It's a combination of being hungry for success – I want to win and become champion – and to be happy; I want to have a good life. Everything is moving in the right direction, but at the moment it's still not 100 per cent complete."

There is also a possibility that Alonso could sit out next season and re-appraise potential opportunities for 2016, if negotiations with McLaren over next season break down.

Alonso sounded out Mercedes about a possible drive for 2015, but the team's motorsport boss Toto Wolff said it had no reason to alter its current line-up.

"I'm quite happy we're not participating in musical chairs," Wolff said. "We want to have the best drivers in our team, who work together in a respectful way – who help to develop the team and eventually win races and championships. We are very happy with our current line-up, and the way we work with each other doesn't justify to mess it up."

Ben Anderson



Alonso is about to exit Ferrari on a permanent basis

HOW DID FERRARI'S RELATIONSHIP WITH ALONSO BREAK DOWN?

► There was a time when Alonso and Ferrari seemed a partnership that would last as long as the Spaniard raced in F1. But relations between Alonso and Ferrari have become increasingly strained over the course of the 2014 campaign, in the wake of yet another failed title bid.

The move to new turbo regulations was supposed to offer Ferrari the perfect chance of winning the world title – such as was the theoretical advantage of car and engine departments working together as one to optimise their package. But Ferrari fell well short of high expectations. Although in aerodynamic terms there was progress, its engine was no match for the Mercedes in power and fuel efficiency terms – and engine-freeze restrictions left it with little chance of short-term recovery.

It had become blatantly clear under new Ferrari team principal Marco Mattiacci the scale of the recovery needed – and why realistically it would not be until 2016 or even 2017 before Maranello could consider itself a title contender again. That long-term realism did not fit with Alonso's increasing impatience to get himself back into a front-running car.

It is understood that as part of discussions to frame a longer-term

deal beyond 2016, he wanted to renegotiate break clauses that would get him out at any point he felt Ferrari was underperforming. This, allied to his Mercedes approach and talks with McLaren, did not sit well with Ferrari's new chiefs, who felt that the only way to move forward was to ensure that everyone was pulling in the same direction for the good of the team. In the end, it was agreed that the best outcome for both parties was to go their separate ways.

GOING FOR VETTEL

It has been no secret that Ferrari has long viewed Vettel as its long-term target for the post-Alonso era. His four consecutive titles for Red Bull marked him out as one of the brightest of a new generation of talents, and both he and Ferrari were open about working together at some point.

It had been thought such a move would have to wait until at least 2016 though, with Vettel originally under contract with Red

Bull until the end of this year. But his disappointing 2014 campaign, allied to the form of team-mate Daniel Ricciardo, proved a game-changer.

Most crucial of all, Vettel's competitive difficulties left him contractually free – for at the very time Ferrari was pondering its options for next year, Vettel could become a free agent. It is understood that a clause in his contract meant that if he was not in the top three of the drivers' championship standings on September 30 then he could get out of the final year on his contract if he wished. After the Singapore GP, in which he finished second, he was fifth overall – 57 points adrift of Ricciardo.

It was decision time.



KVYAT'S SHOCK PROMOTION TO RED BULL RACING

IN THE WAKE OF SEBASTIAN Vettel's decision to quit Red Bull for Ferrari in 2015, the world champion team moved quickly to announce his replacement.

Daniil Kvyat's F1 career is only 15 races old, but already Red Bull has decided the Toro Rosso racer is ready to partner Daniel Ricciardo.

The 20-year-old Russian's promotion in the aftermath of Vettel's decision – revealed to team boss Christian Horner on the Friday evening of last weekend's Japanese Grand Prix – removes any possibility of Fernando Alonso joining the squad next year, but does not

repeive Jean-Eric Vergne's chances of remaining in F1.

Vergne, who recorded another impressive points finish in Japan by charging from the back of the grid to ninth after a grid penalty, is miffed his bosses have chosen to promote Kvyat above him. The Toro Rosso pair is even in the intra-team qualifying battle this year (when you discount Vergne not running in Q2 in Spain, thanks to a penalty), while Vergne has outscored Kvyat 21-8 in the drivers' standings.

However, Kvyat is a rookie; Vergne is in his third season, and Kvyat has outqualified Vergne at six of the past eight races – all on tracks at which the

reigning GP3 champion had prior familiarity from his junior career.

For his part, Kvyat was not surprised Red Bull snubbed Vergne for a second time. "Jean-Eric is a great driver, he is very quick, experienced as well, but I have been racing for a long time, even if I have not been in F1 for very long," Kvyat said. "Already this year we can see that experience itself is not playing a big role for Jean-Eric. But he has been a fantastic benchmark for me. We have been pushing each other, and he has helped me develop.

"This kind of decision is taken because they [Red Bull] know what kind of driver I am, and I will do my best to prove them right."

Uncertainty over Vergne's future thus continues, having already lost his Toro Rosso seat to teenage F3 prodigy Max Verstappen for 2015. There is a chance he may now be retained, in order to help Verstappen develop, but Red Bull could also elect to promote another of its juniors.

Toro Rosso boss Franz Tost is not keen on pairing two rookie drivers together, but Carlos Sainz Jr and Alex Lynn – both likely champions in FRenault 3.5 and GP3 respectively – will nevertheless now be on red alert for possible promotion to F1.

Ben Anderson

Ricciardo (l) and Kvyat will pair up at Red Bull



HONE/LAT

Ferrari boss Marco Mattiacci (left) and Alonso's manager Luis Garcia Abad had this lively debate at Suzuka



THOMPSON/GETTY

THE APPEAL OF FERRARI

With the option of leaving, Vettel had clearly begun to think long and hard about future options – especially with his Red Bull team going through a big period of evolution. Its technical chief Adrian Newey is stepping aside to focus on other areas of work, while other senior staff – such as Peter Prodromou – have left.

Perhaps feeling that his best days at Red Bull were behind him – and embracing the personal challenge of following in hero Michael Schumacher's footsteps and rebuilding Ferrari – Vettel came to the conclusion that he should make the move.

At 10pm on Friday night at Suzuka, he summoned Red Bull's motorsport advisor Helmut Marko and team boss Christian Horner to his hotel room.

There, he told them tearfully that despite the success they had enjoyed together, he wished to take up the challenge of rebuilding Ferrari – and wanted to leave at season's end.

Accepting that there was little

they could do to convince him to stay, it took Horner and Marko just a few hours to decide that they would take Toro Rosso's Daniil Kvyat as Vettel's replacement. The young Russian was told on Saturday that he would be moving up to Red Bull's main team for 2015.

Ferrari itself has not yet made any official announcement about its driver plans for 2015, but Red Bull's revelation about Vettel's intentions has left it in no need to rush. Its focus now is on pushing forwards with a Vettel/Kimi Raikkonen driver line-up that is committed to the cause.

Furthermore, it is understood that Vettel will arrive with a package of Red Bull staff around him that will further bolster Ferrari's engineering strengths and boost its revival. ❧

No vacancy here: Alonso's options are limited



THOMPSON/GETTY

Q&A



SEBASTIAN VETTEL FUTURE FERRARI DRIVER

Why are you leaving Red Bull?

A decision like that obviously doesn't happen overnight. It's always a big step when a very, very good relationship comes to an end. I think you need to understand there's nothing negative in the air at all. It's not like I'm leaving because I don't like it here or don't like the people anymore.

Why are you doing it now, and not at the end of 2016?

There are a lot of things coming together. Obviously you could look at it and say this year we are not successful so it feels like the right time, but that's not the case. You can compare it to at some point in your life you decide to grow up and move out of home. It feels like leaving home. There is the desire and hunger to create something new, and in the end that's what made me decide to open another door.

Have you been seduced by the myth of Ferrari?

Very soon I'll be able to say more, but for now it's a big decision. It does hurt on the one hand, but these are the consequences I have to face, which are not easy – standing in front of the people you've worked with for such a long time and telling them you've decided to leave. It's not a decision made by other people, like a doctor telling you that your leg is broken and you can't race anymore. It's a decision that I actively took myself. The desire for something new was bigger.

Sebastian Vettel was talking to Jonathan Noble



RUSSIAN GP PREVIEW

UNDER THE SKIN OF THE SIDEPODS

With fresh packaging challenges presented by Formula 1's new-for-2014 engines, **CRAIG SCARBOROUGH** reveals the secrets held within the sidepods of a grand prix car

Since the days of ground effect aerodynamics, the preferred way to package a car's cooling systems has been with sidepods, rather than simply exposing the radiators to the airflow. Ground effect may be long gone but this bodywork still has a role to play.

It's the aerodynamic demand of the sidepod that shapes the hardware within. As with any other bodywork, there are strict regulations setting out the dimensions of the sidepods.

Aerodynamically, their function is to streamline the hardware inside. But the bulk of the sidepod forces the air further around the car and adds drag, as does the route of air through inlet and radiators. An aerodynamicist would not want a sidepod at all, preferring

to send the airflow directly over the diffuser with little drag. But the chassis and engine designers have weight balance and cooling requirements to consider; it would actually make their lives easier to have larger sidepods. It's a compromise.

Radiators, or more correctly heat exchangers, fill most of the sidepod. The car needs water and oil coolers for the engine, and these alone will fill one sidepod. For 2014, the turbocharger requires an intercooler to bring down the inlet charge temperatures.

Air-to-air intercoolers are large enough to fill a sidepod by themselves. Such is the demand that several teams employ water-to-air intercoolers, a heavier and less thermally efficient solution, but one which wins on being

less bulky and therefore more aerodynamically optimal.

Nowadays the energy recovery systems require cooling for the Motor Generator Units (MGUs), control electronics and battery. These can be cooled either by 'water' or dielectric oil. The gearbox and hydraulic fluids also need small but critical coolers.

With the cooler sizes specified, the designer will contort the shape of the cooling cores to fit at an angle inside the bodywork, feeding them with a carbonfibre duct designed to slow the air down for maximum heat exchange.

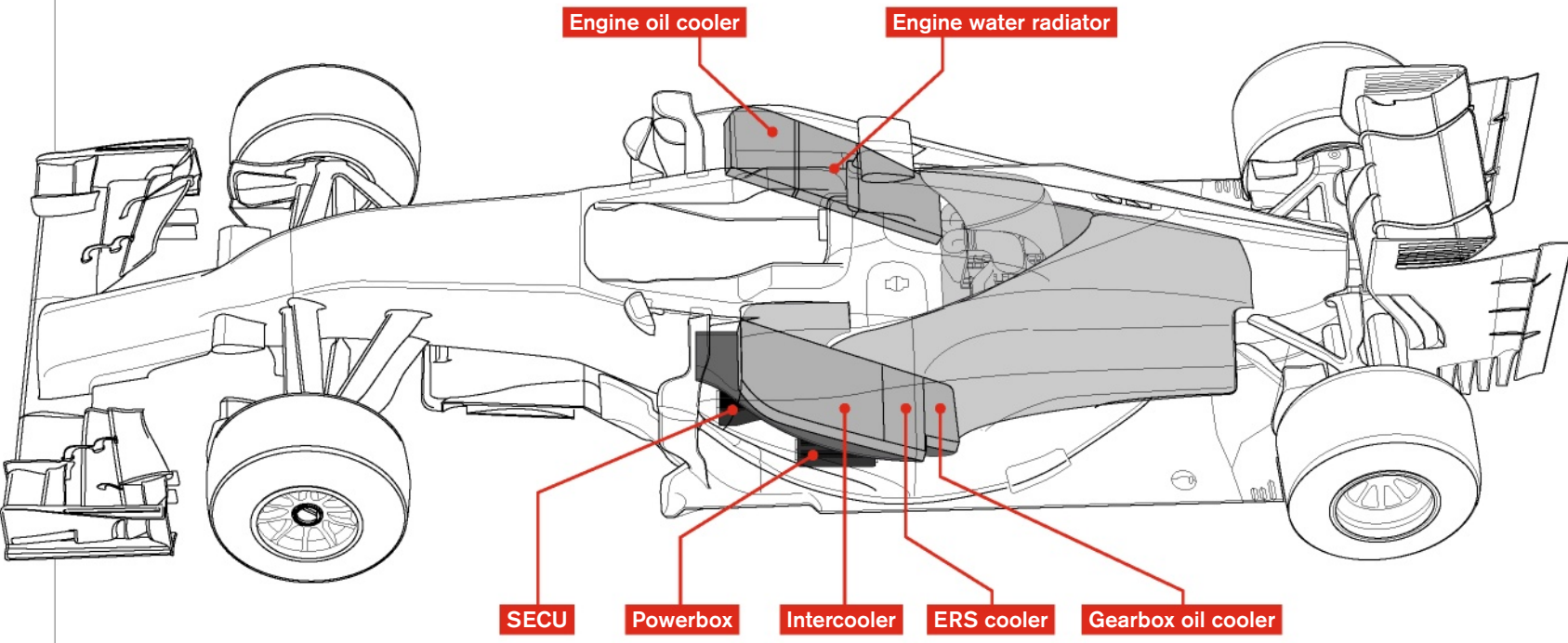
Heated air exiting the cooler is then collected what by used to be heat shielding, but now forms internal bodywork to direct the hot air away with the minimum of drag.

Housing the black boxes for the cars' various electrical and electronic systems is the other key function of the sidepod. Many smaller electronic boxes are tucked away in every available bit of sidepod volume. This includes battery interface units for sensors, microwave lap triggers and further telemetry units, all bound to the wiring loom and mounted on carbonfibre structures.

The sidepods also house the hydraulic valves, accumulators and pipes for the FRIC suspension system. Most teams still keep the hardware to manage the suspension, although they do not connect it front to rear.

Lastly, the engine water cooling requires a header tank and the engine's pneumatic valves need a small nitrogen cylinder to keep the system pressurised.

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WHAT TO WATCH OUT FOR

A journey into the unknown

Visiting a brand new circuit always introduces an element of unpredictability into a sport that loves nothing more than to isolate and control variables. The biggest and best teams will have done all they can to simulate and predict how best to navigate the 3.637-mile track, but someone will get it wrong. Along with those potential difficulties, it's always interesting to see what kind of racing a new track produces.



GILHAM/GETTY

Mercedes and Williams leading the way

When Sochi hosted its first race meeting – a round of the national touring car series – former World Touring Car Championship racer Aleksey Dudukalo said it was "definitely a power circuit". Bad news for anyone not using a Mercedes engine...



COATES/LAT

Sergey Sirotkin's debut

Red Bull protege Daniil Kvyat will be the focus of national interest, but Russia has a new racer to cheer in Sauber test driver Sergei Sirotkin. The 19-year-old Formula Renault 3.5 race winner will make his grand prix weekend debut for the Swiss team in first free practice at the brand new Sochi Autodrom.

RUSSIA

Sochi

KEY INFO



Inaugural race

UK Start times

FP1: 0700

FP2: 1100

FP3: 0900

Qualifying: 1200

Race: 1200

Live TV

BBC/Sky Sports F1

Tyre allocation

Soft

Medium



YouTube SEBASTIAN VETTEL'S FIRST LAP OF SOCHI



DRS zone

FORMULA RENAULT 2.0 ALPS

FORMULA RENAULT 2.0 ALPS 2014 // ROUND 13+14 // JEREZ



The chequered flag waved at Jerez on the 2014 Formula Renault 2.0 ALPS season. The last task to be accomplished at the Spanish circuit was the Vice-Champion title, which was awarded to Charles Leclerc. The Monegasque driver, from the British Fortec Motorsports team, also seized the Junior crown in the Fast Lane Promotion series. His rival, the young Russian Matevos Isaakyan, had to settle for third overall. The JD Motorsport driver can still be happy about a stunning season that also saw him the youngest-ever driver to win a Formula Renault 2.0 ALPS race.

Bruno Bonifacio, the Brazilian racing for Prema Powerteam as a wild card at Jerez, won Race 1. With him on the podium were Champion Nyck de Vries and the Russian Egor Orudzhev (Tech1 Racing). It was an impressive race also for two more wild cards Orudzhev and Matt Parry, both in top positions and chased by Dennis Olsen (Prema Powerteam) and Leclerc. A Safety Car deployment affected Race 2 due to an early crash at the first corner that involved, among others, Race 1 winner Bonifacio. De Vries had no problems in winning his ninth race of the season and in granting his Afa Heikkinen-led team Koiranen GP the Teams' title. Once more on the podium was Orudzhev (second). The last place on the podium went to Parry after a smooth drive.



See you in 2015! // www.renaultsportitalia.it // Twitter @flp // www.facebook.com/fast.lane.promotion

ALPS 2014

EREZ, SPAIN



FORMULA RENAULT 2.0

ALPS

Formula Renault 2.0 ALPS continues its evolution. The 2015 Series will again be fought out at seven of the most prestigious tracks across Europe. It will kick off at Imola (12 April), before moving to France on the street circuit of Pau (10 May). Another round in May (24 May) is in Austria on the prestigious Red Bull Ring, which starting from this year was once more part of the F1 circus, before the Fast Lane Promotion Series returns to Spa-Francorchamps on 7 June. Then, just before the short summer break, it's Monza in Italy (5 July). The cars will be back on track at Mugello on 6 September while the date in October – as well as the track hosting the final round – has still to be decided. The new 2015 format features for the rounds at Red Bull Ring, Monza and Mugello two 60-minute free practice sessions, two qualifying sessions of 15 minutes each and three races (25 minutes plus a lap). At Imola, Pau, Spa and for the final round the format will still include two 60-minute free practice sessions and two qualifying sessions of 15 minutes each, but two races of 25 minutes plus a lap.

| DRIVER | TEAM | PTS |
|------------------|--------------------|-----|
| Nyck de Vries | Koiranen GP | 300 |
| Charles Leclerc | Fortec Motorsports | 199 |
| Matevos Isaakyan | JD Motorsport | 180 |
| George Russell | Koiranen GP | 123 |
| Simon Gachet | Arta Engineering | 78 |

F.RENAULT 2.0 ALPS – 2015 PROVISIONAL CALENDAR

| | |
|---------------|--------------------------------------|
| APRIL 12TH | 🇮🇹 IMOLA (ITA) - 2 RACES |
| MAY 10TH | 🇫🇷 PAU (FRA) - 2 RACES |
| MAY 24TH | 🇦🇹 RED BULL RING (AUT) - 3 RACES |
| JUNE 7TH | 🇧🇪 SPA-FRANCORCHAMPS (BEL) - 2 RACES |
| JULY 5TH | 🇮🇹 MONZA (ITA) - 3 RACES |
| SEPTEMBER 6TH | 🇮🇹 MUGELLO (ITA) - 3 RACES |
| OCTOBER TBA | TBA - 2 RACES |

o_renault // Facebook

on



Petit Le Mans



United SportsCar Championship
Road Atlanta (USA), October 4

Round 11/11



RESULTS

400 LAPS, 1016.00 MILES

- 1 R Taylor (USA)/J Taylor (USA)/M Angelelli (I)**
P Wayne Taylor Racing Dallara-Corvette DP (Q2-1m14.797s) **10h01m11.256s**
- 2 J Barbosa (P)/C Fittipaldi (BR)/S Bourdais (F)**
P Action Express Racing Coyote-Corvette DP (Q1-1m14.508s) **+11.062s**
- 3 M Rojas (MEX)/S Pruett (USA)/S Dixon (NZ)**
P Chip Ganassi Racing Riley-Ford EcoBoost DP (Q4-1m15.224s) **-1 lap**
- 4 K Legge (GB)/A Meyrick (GB)/G Chaves (CO)**
P DeltaWing Race Cars DeltaWing-Elan DC13 (Q5-1m15.317s) **-5 laps**
- 5 R van der Zande (NL)/M Schulits (D)/A Popow (YV)**
PC Starworks Motorsport ORECA-Chevrolet FLM09 (Q29-1m20.665s) **-5 laps**
- 6 C Braun (USA)/J Bennett (USA)/J Gue (USA)**
PC CORE Autosport ORECA-Chevrolet FLM09 (Q11-1m16.612s) **-5 laps**
- 7 G Jeannette (USA)/F Montecalvo (USA)**
PC PR1/Mathiasen Motorsports ORECA-Chevrolet FLM09 (Q12-1m16.848s) **-5 laps**
- 8 J Haworth (GB)/C Cumming (CDN)/R Mitchell (USA)**
PC RSR Racing ORECA-Chevrolet FLM09 (Q8-1m16.210s) **-6 laps**
- 9 B Sellers (USA)/W Henzler (D)/M Holzer (D)**
GTM Team Falken Tire (Walker) Porsche 911 RSR (Q20-1m18.707s) **-9 laps**
- 10 M Christensen (DK)/P Long (USA)/E Bamber (USA)**
GTM Porsche North America (CORE) Porsche 911 RSR (Q22-1m18.846s) **-9 laps**
- 11 K Wittmer (CDN)/M Goossens (B)/R Hunter-Reay (USA)**
GTM SRT Motorsports (Riley) Dodge Viper SRT (Q26-1m19.146s) **-9 laps**
- 12 T Milner (USA)/O Gavin (GB)**
GTM Corvette Racing (Pratt & Miller) Chevrolet Corvette C7.R (Q27-1m19.256s) **-9 laps**
- 13 N Tandy (GB)/J Bergmeister (D)/P Pilet (F)**
GTM Porsche North America (CORE) Porsche 911 RSR (Q17-1m18.350s) **-10 laps**
- 14 J Bomarito (USA)/D Farnbacher (D)/R Bell (GB)**
GTM SRT Motorsports (Riley) Dodge Viper SRT (Q21-1m18.804s) **-11 laps**
- 15 B Said (USA)/E Curran (USA)/M Papis (I)**
P Marsh Racing Coyote-Corvette DP (Q7-1m16.062s) **-12 laps**
- 16 D Muller (D)/J Edwards (USA)/D Werner (D)**
GTM BMW Team RLL BMW Z4 GTE (Q25-1m19.143s) **-12 laps**
- 17 A Garcia (E)/J Magnussen (DK)/R Briscoe (AUS)**
GTM Corvette Racing (Pratt & Miller) Chevrolet Corvette C7.R (Q23-1m18.973s) **-12 laps**
- 18 M Fuentes (MEX)/J Martin (AUS)/A Merzouk (USA)/R Eversley (USA)**
PC Starworks Motorsport ORECA-Chevrolet FLM09 (Q18-1m18.412s) **-15 laps**
- 19 C Miller (USA)/S Simpson (ZA)/M Goikhberg (CDN)**
PC JDC/Miller Motorsports ORECA-Chevrolet FLM09 (Q14-1m17.203s) **-16 laps**
- 20 E Lux (USA)/T Kimber-Smith (GB)/S Rayhall (USA)**
PC BStar Motorsports ORECA-Chevrolet FLM09 (Q10-1m16.593s) **-17 laps**
- 21 T Krohn (USA)/N Jonsson (S)/A Bertolini (I)**
GTM Krohn Racing Ferrari 458 Italia (Q28-1m19.621s) **-17 laps**
- 22 O Negri Jr (BR)/J Pew (USA)**
P Michael Shank Racing Riley-Ford EcoBoost DP (Q6-1m15.346s) **-17 laps**
- 23 M Rockenfeller (D)/R Westbrook (GB)/M Valiante (CDN)**
P Spirit of Daytona Racing Coyote-Corvette DP (Q3-1m14.920s) **-19 laps**
- 24 B Miller (USA)/C Haase (D)/M Bell (GB)**
GTD Paul Miller Racing Audi R8 LMS (Q42-1m23.592s) **-24 laps**
- 25 J Heylen (B)/M Snow (USA)**
GTD Snow Racing Porsche 911 GT America (Q31-1m22.395s) **-24 laps**

In each car, first-named driver started race; driver in italics set qualifying time. Winners' average speed: 101.40mph. Fastest lap: Ho Pin Tung (Ligier-Honda JSP2), 1m13.921s, 123.70mph; PC: Haworth, 1m15.871s, 120.52mph; GTLM: Henzler, 1m18.572s, 116.38mph; GTD: Alex Riberos (Porsche 911 GT America), 1m22.267s, 111.15mph. There were 51 starters.

PROTOTYPES

| | | | |
|----------------------|-----|-----------|-----|
| 1 BARBOSA/FITIPALDI | 349 | 4 PRUETT | 317 |
| 2 TAYLOR/TAYLOR | 330 | 5 YACAMAN | 309 |
| 3 WESTBROOK/VALIANTE | 318 | 6 ROJAS | 285 |

GT LE MANS

| | | | |
|------------|-----|--------------------|-----|
| 1 WITTMER | 331 | 4 GOOSSENS | 314 |
| 2 BOMARITO | 326 | 5 FARNBACHER | 309 |
| 3 GARCIA | 317 | 6 CHRISTENSEN/LONG | 303 |

PROTOTYPE CHALLENGE

| | | | |
|-----------------|-----|------------------------|-----|
| 1 BRAUN/BENNETT | 321 | 3 FUENTES | 260 |
| 2 VAN DER ZANDE | 282 | 4 JEANNETTE/MONTECALVO | 255 |

GT DAYTONA

| | | | |
|----------------|-----|-----------------|-----|
| 1 CAMERON | 304 | = HAASE/MILLER | 295 |
| 2 KEEN/MACNEIL | 295 | 4 BELL/SWEEDLER | 293 |

POINTS SYSTEM EXPLAINED

In each class: 36-33-31-29-27-26-25-24-23-22 and so on.

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Taylor's have it all taped for Petit glory

Brothers Jordan and Ricky Taylor, with Max Angelelli, shrug off fuel-mileage worries to trounce champions. By **GARY WATKINS**



WAYNE TAYLOR RACING CAME FROM BEHIND TO claim what was in reality a dominant victory in the Petit Le Mans endurance. Jordan Taylor finished with only 11 seconds in hand over the chasing Action Express entry at the completion of the 10 hours, but the Dallara-Chevrolet Corvette DP he shared with brother Ricky and team co-owner Max Angelelli led more than half the 400 laps and, crucially, was in a class of its own as the event drew to a climax under the cover of night. But for an inevitable last-gasp safety car, the margin would have been much bigger.

The Dallara was the fastest car at the beginning of the race, Ricky Taylor disappearing up the road before the first of 13 safety cars that would interrupt this race. But by the middle of the event the best of the Action Express Coyote-Chevrolet Corvette DPs in the hands of Joao Barbosa, Christian Fittipaldi and Sebastien Bourdais was at least a match for the WTR machine. Crucially, the Coyote and the Chip Ganassi Racing Riley-Ford

EcoBoost DP, which was always there or thereabouts if never the fastest car, were going a least a lap longer per stint on their fuel.

That led to a gamble by the WTR squad in the eighth hour. It brought the Dallara into the pits out of sequence, although under the safety car, in an attempt to mix up the strategy.

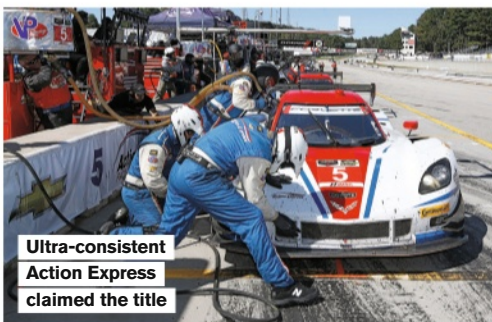
"I don't know how they do it, but they were better on the fuel than us," said team boss Wayne Taylor. "There was a good chance that we were going to lose the race if we didn't try something."

The strategy left the Dallara a lap down, but the team won the lap back at the next safety car, leaving Jordan Taylor only 10 seconds down on Fittipaldi. He made it through into the lead with an hour and 25 minutes of the race left to run and then disappeared up the road.

There was to be one final twist to the 17th running of the Petit Le Mans endurance classic, now a timed race rather than a 1000-mile event with a 10-hour limit. (The USC wanted to proclaim that its series-within-a-series North American Endurance Cup added up to 52 hours of racing.) The safety car was deployed one final time – and quite legitimately, given the severity of Prototype Challenge driver Sean Rayhall's impact with the barriers in the Esses – with 18 minutes to go.

Taylor was worried, but he needn't have been, given the WTR car's superiority. He had no problems extending a gap of a couple of seconds over Barbosa to the eventual winning margin of 11.

Barbosa and Fittipaldi were long since the inaugural USC champions. Given the paucity of



Ultra-consistent
Action Express
claimed the title

Winning car leads Shank
Riley, Spirit of Daytona
Coyote and Ganassi Riley



entries in the Prototype class, they only needed to complete the minimum driving time of 45 minutes to score the points they needed to wrap up the title at the end of an amazingly consistent season from the Action Express duo. They finished every race and every racing lap possible over the 11 events.

The Ganassi car, in which regulars Scott Pruett and Memo Rojas were joined by Scott Dixon, was on the lead lap and looking ever stronger as the temperatures went down when Rojas was punted from behind by Markus Palttala in the GT Daytona-class Turner Motorsports BMW Z4, breaking a rim and sending the car to the pits.

The reality was that the Riley probably didn't have the pace to repeat its Sebring 12 Hours victory in March and would have almost certainly ended up third anyway. But, reckoned Pruett, "it would have been a lot more fun without the incident." He suggest that he and his team-mates "could have mixed it with the leaders" in the run to the flag.

The Spirit of Daytona entry, which had been in the thick of the fight for the first four hours, ended up down in 23rd position following major front-left suspension damage resulting from contact with a GT Daytona machine behind the safety car.

Richard Westbrook, who shared the Coyote with Michael Valiante and Mike Rockenfeller, had been pulling away from the Action Express car and edging towards the leading WTR entry when Spencer Pumpelly in one of the Flying Lizard Audi R8s slammed into the side of the Spirit of



Modified DeltaWing
had best race to date

Daytona man on the entry to the chicane.

"The wave-by had just been called and he divebombed me as I was turning in," explained Westbrook. "It's disappointing because we were right there and definitely in the race."

The DeltaWing notched up its best result in any of the configurations in which it has run, with fourth place for Andy Meyrick, Katherine Legge and Gabby Chaves. The car led the race and stayed on the lead lap for more than half the event until the team opted to change the nose – which for this race was running a front wing of sorts in the name of increased downforce – courtesy of a failed headlight.

Gearbox problems initially cost the car first and

second gear and ultimately led to Meyrick completing much of the final lap in fourth, before coasting over the line with a box of neutrals. That explained its five-lap deficit to the winners at the chequered flag.

The OAK Racing Ligier-HPD JSP2, the only meaningful LMP2 entry in the P class, went out late in the fifth hour after a troubled event in the hands of Alex Brundle, Gustavo Yacaman and Ho-Pin Tung. They bounced back from losing three laps when a turbo hose worked loose early on to get within a lap of the leaders when Yacaman tagged the DeltaWing turning into the first corner and hit the barriers hard enough to put the car out with left-front suspension and steering damage. ▶

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IN THE PADDOCK

GARY WATKINS
SPORTSCAR
CONTRIBUTOR

@gazzasportscars



THERE WAS A KIND OF SYMMETRY TO WAYNE Taylor Racing's victory in the first Petit Le Mans of a new era. Wayne Taylor, you may remember, won the inaugural sportscar enduro at Road Atlanta as a driver back in 1998. And, 16 years on, he has now won it as a team owner as well.

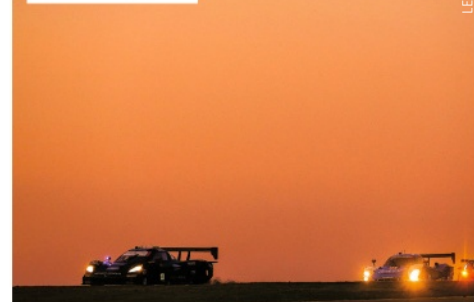
Petit Le Mans in October 1998 was effectively a pilot race for the American Le Mans Series, which would burst into life the following March; the race in 2014 was the first Petit run under the banner of the United SportsCar Championship created by Grand-Am and the France family's takeover of the ALMS.

That means Taylor has triumphed in arguably the two most significant editions of the race. That served only to bring the differing atmospheres in the paddock in 1998 and 2014 into stark contrast.

The race all those years ago was a turning point in the history of North American sportscar racing and everyone present knew it. There was a sense of expectation in the paddock, a real enthusiasm for what was known to be on the way. This time around, Petit drew a line under a fractious first season for the USC. You couldn't find many people predicting a glorious future for the series last week.

I, of course, lamented the disappearance of LMP1 machinery from Petit, but it was the absence of something else that was most disappointing and damning for me. And that was the lack of hope.

USC is some way from sunny future



REMEMBER WHEN



...WTR BOSS WAYNE TAYLOR, FATHER of Ricky and Jordan, won the inaugural Petit Le Mans in 1998. The multiple US sportscar champion (right of pic) triumphed in a Risi Competizione Ferrari 333SP shared with Eric van de Poele and Emmanuel Collard.

Privateer Porsche beat works cars



GTLE MANS

Falken swoops for repeat PLM glory

▶ TWELVE MONTHS AGO, THE FALKEN TIRE PORSCHE squad held off BMW and Ferrari to claim a giant-killing victory at Petit Le Mans. The Walker Racing-run team – and Bryan Sellers and Wolf HENZLER, sharing with Marco HOLZER – reprised that success aboard their 991-shape 911 RSR, although this time they triumphed in an interneine Porsche battle with one of the factory cars.

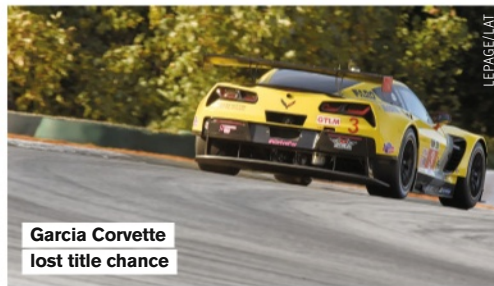
Henzler looked to have done more than enough to ensure a Petit double for Falken as the clock ticked through the final hour. The final yellow, however, gave Michael Christensen in the #912 CORE-run factory 911 RSR what was really only a sniff of victory over the six-minute run to the flag.

"I knew there were a couple of prototypes between us and I thought I was safe, but when I asked the team where Michael was, they said, 'Right behind you,'" recounted HENZLER. "He was right there for those final three laps, but to be honest he didn't have a chance to pass."

The Falken Porsche was in the mix in a fiercely fought GTLM battle throughout the race on a circuit where the team and the Japanese tyre manufacturer do much of their development, but the combination became ever stronger in comparison to its Michelin-shod rivals through the 10 hours.

"We had different types of tyres and we tried

Wittmer (left, with Goossens) is champion



Garcia Corvette lost title chance

different combinations through the race," explained factory driver HENZLER. "It definitely seemed that our car on the Falkens liked the cooler temperatures at night better."

The factory car in which Christensen was joined by Patrick Long and Porsche Scholarship driver Earl Bamber, who was making his debut at this level in place of the still-recuperating Richard Lietz, might have ended up second, but Falken's victory gave Porsche its sought-after GTLM manufacturers' title. The drivers' crown, however, went to Dodge Viper driver Kuno Wittmer, who ended up third together with Marc Goossens and Ryan Hunter-Reay aboard the best of the Viper SRT GTS-Rs.

The Riley Tech-run SRT Motorsports squad had split its championship-leading duo of Wittmer and Jonathan Bomarito to maximise its title chances, which became even stronger when the Chevrolet Corvette C7.R of nearest challenger Antonio Garcia was involved in a bizarre pitlane incident involving two other of the strongest GTLM cars at Road Atlanta.

When Pierre Kaffer stopped at a red light under the safety car in the third hour, he was hit by Patrick Pilet in the #911 Porsche, who in turn was run into by Jan Magnussen in the 'Vette. The Ferrari was retired after one slow lap, the Porsche struggled on with braking issues on the way to fifth and the Chevrolet lost four laps, leaving the Dodge a clear run to the title.

Wittmer ultimately prevailed because his car lost less time in comparison to the Viper that Bomarito shared with Dominik Farnbacher and Rob Bell. The third-placed car was delayed only by an unscheduled stop to replace flat-spotted tyres, whereas Bomarito and co ended up sixth after losing two laps to a gearbox leak.

IN THE PADDOCK



Rahal Letterman
has run Z4s this season

IndyCar big guns vie for BMW GTLM works deal

ANDRETTI AUTOSPORT AND CHIP

Ganassi Racing are in the running to take over BMW's United SportsCar Championship campaign in 2015.

AUTOSPORT has learned that BMW has invited tenders from Andretti, Ganassi and possibly others to mastermind its continued attack on the USC's GT Le Mans class with a pair of Z4 GTEs next season. It is understood that current team Rahal Letterman is part of that process and could yet keep a deal that started in the American Le Mans Series in 2009.

BMW is refusing to confirm its 2015 programme, but marque motorsport boss Jens Marquardt explained that there "was a clear desire to continue" in US sportscars in what will be the 40th-anniversary year of BMW North America.

"Next year is a big year for us here in North America, where racing has been part of our DNA from day one and will continue to be the case," he said. "There is a clear intention to be back, but as usual we will try to announce our programme in December."

Andretti chief operating officer JF

Thormann would not confirm any approach by BMW, but stated that the team was "always interested in exploring new opportunities, especially when they involve manufacturers".

Ganassi has links with BMW from its use of the German marque's Dinan-tuned V8s in its Grand-Am Daytona Prototypes in 2010-13, but is now forging close links with Ford through its use of the Roush/Yates EcoBoost twin-turbo V6 in the USC.

The news comes as Rahal has admitted interest in the Prototype class.

Upgrade plan for PC reboot

A GROUP OF PROTOTYPE

Challenge team owners has put forward a plan to allow the ORECA-Chevrolet FLM09 one-make racer to compete in the Prototype class from next season on a pro-am basis.

Paul Gentilozzi, boss of the RSR Racing squad, explained that the group had written to series bosses with a proposal for a raft of minor upgrades that would bring PC lap times into the same performance window as the Daytona Prototypes and LMP2s.

"For \$50,000 we could make the cars two seconds a lap faster without any effect on running costs," said Gentilozzi. "We could take the

restrictor off, add some diveplanes to the nose and perhaps change the rear deck lid, and find that amount of time straight away."

Gentilozzi explained that the new pro-am sub-class would be an easy way to address the lack of entries in the Prototype class, which attracted just 11 cars at Petit Le Mans.

Scot Elkins, technical boss of USC sanctioning body IMSA, said that the proposal was being examined. He also stressed that he expected an upturn in P-class entries next year, now that it had been proved that LMP2 machinery could be competitive with the upgraded DPs.



Could PCs run with
big guns as pro-am?



Starworks mounted
great recovery

Van der Zande sprints to win

STARWORKS CLAIMED PROTOTYPE

Challenge honours with Renger van der Zande, Alex Popow and Mirco Schultis after the team pulled an all-nighter ahead of the race to fix an electronic glitch.

Van der Zande had qualified last of the ORECA-Chevrolet FLM09s, four seconds off the pace courtesy of a malfunctioning alternator. The team virtually stripped the car ahead of the race, but it only moved into true contention during the final stages courtesy of a triple stint from the Dutchman.

Van der Zande moved into what was effectively the lead when he made his final pitstop with 45 minutes to go, because the cars ahead of him were due to stop. He eventually prevailed by 11 seconds over the CORE entry of Colin Braun, Jon Bennett and James Gue, which came in for a splash-and-dash during the final yellow.



AUDI AT LAST GASP

Paul Miller Racing took GT Daytona honours with its Audi R8 LMS shared by Bryce Miller, Christopher Haase and Matt Bell (left to right, above) after a last-lap clash with the chasing Alex Job Racing Porsche 911 GT America. The Porsche, shared by Alex Riberas, Mario Farnbacher and Ian James, lost ground with a puncture late in the race, but Riberas was closing on the Audi at a second per lap before the final safety car. The Spaniard caught the Audi on the final lap before contact on the back straight. The Porsche failed to finish and was classified fifth.

CAMERON IN POWER

Dane Cameron claimed the GTD title in the Turner Motorsports BMW Z4 shared with Markus Palittala and Christopher Nygaard. Fourth place after a first-hour penalty and clash with the Ganassi Riley was enough to give him the crown.

RAYHALL'S MEDIC OK

8Star PC driver Sean Rayhall was given the all-clear at the circuit medical centre after a heavy impact with the wall in the Esses in the closing stages of the race. The American was leading the class when he was tagged by the Krohn Ferrari, although he and team-mates Tom Kimber-Smith and Eric Lux wouldn't have won because the car was due a pitstop.

OAK SET FOR OPENERS

OAK Racing is aiming to contest the opening two events of next season's USC at Daytona and Sebring with the Ligier JSP2 coupe it raced in this year's Austin and Road Atlanta rounds. "We will do those two races as a minimum," said team boss Philippe Dumas.

MAZDA'S UPGRADE

Mazda has been given dispensation to run a non-production cylinder head on its SkyActiv-D LMP2 diesel engine next season. The new head, produced by a UK specialist that has yet to be named, will begin testing in the car within 30 days.

MELO UP FOR RETURN

Ex-Ferrari factory driver Jaime Melo was a guest of his old team Risi Competizione at Road Atlanta. The Brazilian, who hasn't raced internationally since 2012, is aiming to make a comeback in '15. "I needed some time out to look at the family business and other reasons," said the 34-year-old, "but I've done that now and I'm ready to come back in the US or Europe."



BTCC RACE GUIDE

After a host of KX successes over the opening part of the season, we look ahead to the year's climax



It is coming to the business end of the season now, and there will be no let up from me or from any members of the KX Akademy. It is all to play for, and there are titles to be settled and points to be won at Brands Hatch this weekend.

All of the candidates from the KX Akademy have progressed hugely over the last 12 months and it has been a pleasure to watch them develop and grow as professionals.

Firstly, my team-mate Sam Tordoff and I will be going all-out to secure the British Touring Car Championship

Manufacturers-Constructors title for MG. We need three strong races and three strong results for both cars and we will be giving it everything we've got to land the silverware.

In the Renault Clio Cup, Josh Cook and Ant Whorton-Eales have a shot at winning the overall title and the Graduate Cup respectively. The pressure will be on them to be at their highest level throughout the weekend to sign off their seasons in style. The pressure of fighting for a crown, when your whole year's efforts are compressed into just two shoot-outs, means that there is no room for error.

In the Ginetta GT Supercup, David Pittard has a strong shot climbing up the points table after a stunning debut season in the class. Two wins last time out at Silverstone have put him on the front foot and it will be fascinating to see how he steps up in the final rounds this weekend.

All in all, we have had a highly successful season with 11 wins across our KX candidates, and we have given them all the tools to progress further in their motor racing careers. That is something that KX is very proud of.

JASON PLATO

"All of the candidates from the KX Akademy have progressed hugely over the last 12 months"

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SAM TORDOFF

BTCC WITH MG KX CLUBCARD FUEL SAVE MG6

During the second half of the British Touring Car Championship season, Sam Tordoff has been among the fastest men on the grid.

The MG6 racer has lined up in the top three after qualifying for the last four meetings and has been a genuine threat at the front of the pack.

Only poor fortune has kept him away from the top step of the podium, and that is something he is determined to overcome in the next meeting at Brands Hatch.

"I have been pleased with the pace I have been able to get from the car," says Tordoff, who took a win at Donington

Park earlier in the year. "We have been able to qualify well, even though some bad luck has meant we haven't been able to finish in the positions that I have been running in. I am confident in the car and I know that Brands Hatch this weekend is going to be a very strong circuit for us.

"We are going after the manufacturers championship, but once that is in the cupboard then we can go all out for wins. I am certain that I will be at the front again this weekend and I want to show people what I can do.

"The luck has simply got to change at some stage and I am confident of victory." ●



DAVID PITTARD

GINETTA GT SUPERCUP WITH SV RACING

David Pittard is on a roll at the moment. Two victories in the last rounds of the championship at Silverstone mean that he has narrowed the gap between himself and the top of the standings.

Although the overall title is a long shot, the 22-year-old has set his sights on the runners up spot in the championship chase.

"I am on a good run of form at the moment, and I want that to continue at Brands Hatch," he explains.

"There is all to play for. The KX SV Racing car has a really good set-up for quick circuits and that is exactly what

Brands Hatch is. That means I go to the track in a positive frame of mind.

"I have only raced on the grand prix track once before in a less powerful Ginetta, so I will have to treat it like going to a brand new racetrack. That doesn't daunt me - I won at Thruxton on my first outing there - so I know I can get my head around it.

"Second place is my target and I am hungry for it, but we will have to see how the race plays out.

"I have had a fantastic season in Ginettas and I want to sign off the campaign in style and repay the faith that the KX Akademy has shown in me through the year." ●



ALEX MORGAN

RENAULT CLIO CUP WITH SV RACING

Alex Morgan is full of confidence going in to the final two rounds of the 2014 Renault Clio Cup UK at Brands Hatch this weekend.

It has been a happy hunting ground for the Welsh-born driver, who claimed two victories at the start of the season in the Indy circuit layout in Kent and he also took a second placed finish on the full grand prix layout last year.

"It has been good to me in the past, and I need it to be good to me again," says the 27-year-old. "I love the track, and I am keen to keep up my run of good form."

A recent outing in the Renault Clio

Eurocup at Paul Ricard in France rewarded Morgan with a third place finish, and he says that the result has given him confidence ahead of the season finale.

"Signing off in style with race victories would be the best way to leave the right impression after what has been quite a difficult season for me. I started well but have had some car problems since then and that has blunted my charge," he says. "There is no pressure on me in terms of battling for the title at Brands Hatch, while others will be playing a different game. Hopefully that means I will be able to take advantage and get to the front." ●



JOSH COOK

RENAULT CLIO CUP WITH SV RACING

Standing at the media launch of the Renault Clio Cup UK season back in March, Josh Cook didn't have a drive and wasn't expecting to get one.

Then Cook became part of the KX Akademy and his world changed. The 23-year-old from Bath now goes in to the season finale at Brands Hatch with a realistic chance of claiming the title.

"It has been a real rollercoaster of a season," says Cook, who is third in the standings.

"I didn't even think that I would be racing, so to be in a position to fight for the title is incredible. I have to take every chance that comes my way.

"There is a chance that the races could be wet, and that would suit me down to the ground. I love racing in the rain and that would be a real leveller for everyone. All I can do is go

out for the wins and let the rest take care of itself. I am very much looking forward to it."

Cook recently took part in the Ginetta GT4 races at Silverstone as he looks ahead to his progress next season: "Whichever way the Clio finale goes, I am looking to move on next season and Ginettas is certainly one of the options I am looking at, along with a move to the British Touring Car Championship." ●



ANT WHORTON-EALES

RENAULT CLIO CUP WITH SV RACING

In his second full campaign in the Renault Clio Cup, Ant Whorton-Eales is closing in on the Graduates Cup class with just two rounds of the season remaining.

The 20-year-old is just a handful of points off the Graduate class lead and says he will be giving it his all at Brands Hatch to seal the title.

"The best way for me to do that is to win both of the rounds," he explains. "I am desperate to cap my season off with two victories and I really enjoy the fast flowing sweeps around the back of the circuit and it plays to my strengths."

Whorton-Eales is fifth in the chase for the overall title at the moment, but has targeted a finish in the top three after the rounds in Kent this weekend.

"It would be a great way to round off my championship to

finish in the top three and to take the Graduates Cup. It has been a tough season but I have been very consistent. In any other season, it would mean I could have been in with a shout at the overall title, but the competition has been so tight this season that it just hasn't worked out for me.

"I hope I can continue my consistent form at Brands Hatch and that will allow me to climb up the points table." ●



ASH HAND

RENAULT CLIO CUP WITH SV RACING

Ash Hand says that support from the KX Akademy has helped him progress as a driver this season.

The 20-year-old has been battling in the Renault Clio Cup this season and has scored five podiums so far this term, but the Nuneaton racer says that his development as a competitor has been brought on considerably by help from the KX Akademy and Jason Plato.

"It has been a real eye-opener to work so closely with Jason," explains Hand. "He has spent a lot of time with me and helped me to refine my approach."

Hand says his aims for Brands Hatch this weekend include taking a breakthrough victory in the championship, and he says the circuit will suit him.

"The layout is just an awesome challenge," explains Hand. "It is one of the fastest tracks that we

go to and that always puts a smile on your face as a driver.

"If we can hit the ground running in terms of car set-up, then we will put ourselves in with a good shot of victory.

"That has to be my aim now. I am ninth in the points and I want to improve on that. If I get two strong results then there is a chance I could jump up to the top six of the standings. That would be a great way to round off the year." ●



WIN THIS CAR*

The NEW 3 door 1.0 Volkswagen up! ...YOURS FOR A YEAR.



CIRCUIT GUIDE: ROUNDS 28, 29 AND 30

BRANDS HATCH GP 11-12 OCTOBER

Brands Hatch is the perfect place to host the season showdown. The swoops and turns of the full grand prix circuit are a challenge in any type of racing car, and they seem to always deliver high drama when it comes to the British Touring Car Championship.

It plays to the strengths of my KX Clubcard Fuel Save MG6 too, so I am

looking forward to some strong results around the 2.4-mile track.

Another bonus of the full Brands Hatch circuit is that it offers some fantastic viewing for the fans - particularly those who are intrepid enough to wander out into the woods and see the cars right on the edge through the fast and flowing stuff. If you haven't been, make a point of

going out into the trees for at least one of the events at Brands and give yourself a treat.

It is a haven for the fans and a real treat for the drivers. I hope you enjoy it as much as I do - and don't forget to come along and say hello at the KX Question Time at the Kentagon on Saturday night (details below)."

JASON PLATO



1 PADDOCK HILL BEND

GEAR: 5TH SPEED: 87MPH

This is one of the best corners in the country. The rollercoaster feeling you get as you drop down the dip, and then the compression at the bottom, all add to the excitement. It is hugely satisfying to get it right, and a scare when you get it wrong

2 DRUIDS

GEAR: 2ND SPEED: 47MPH

The slowest corner on the track is a good overtaking place if you get a good run out of Paddock. You have to be patient with the throttle on the exit to make sure you get a clean run down the hill and don't leave any space

3 GRAHAM HILL BEND

GEAR: 3RD SPEED: 68MPH

More technical than it used to be, the key to Graham Hill Bend is the exit to make sure no one gets better traction than you. You can run wide on the kerb - but not too wide, otherwise the officials will wag their finger

4 SURTEES

GEAR: 3RD SPEED: 67MPH

There are a number of ways in to this corner - you can defend and you can attack - but it is important to get the exit right. It is all about the amount of speed you can carry on to the back straight to get a quick lap time. It is a vital corner

5 HAWTHORNS

GEAR: 5TH SPEED: 100MPH

This is a real man's corner. You approach it uphill so the g-force pushes you in to the ground. You have to make sure you are clean and on the right line, because there is very little run off area on the exit. It is a very enjoyable corner

6 WESTFIELD

GEAR: 4TH SPEED: 81MPH

This corner is tough because there is a bump in the middle, just as the car is loaded up and everything is at the maximum. You can't really overtake here, but you have to be wary of people trying a late move up the inside on the way in

7 SHEENE

GEAR: 4TH SPEED: 90MPH

Dingle Dell has always been a hairy corner, but this latest iteration is probably one of the best. You approach it over a blind crest and pick your line, but if it is the wrong one, you will wash out wide and you are in all kinds of trouble

8 STIRLINGS

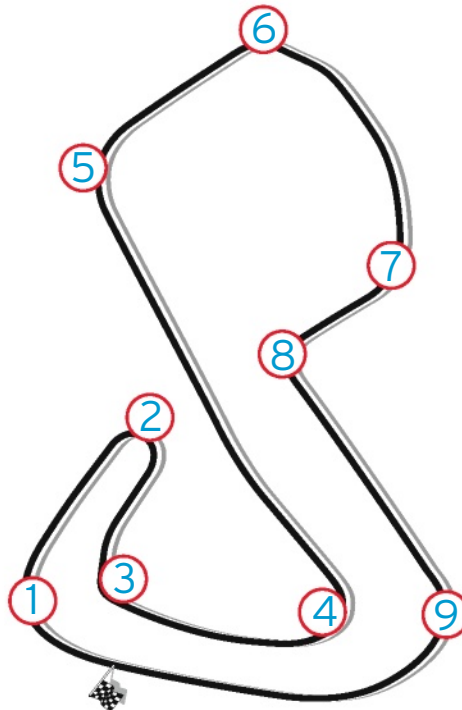
GEAR: 3RD SPEED: 75MPH

This is a bowled left-handed corner that has much more traction than it looks. It is a 90-degree corner, but the camber means that you get loads of grip and it is a good place for a late-braking cheeky move

9 CLEARWAYS

GEAR: 4TH SPEED: 80MPH

This corner is nothing in the Indy track, but a real test on the GP layout. You approach quickly and it drops away, which means that the car wants to push out. You have to be precise with your line and patient when it comes to applying the power



KX QUESTION TIME
presented by
AUTOSPORT **MOTORSPORT NEWS**

Come and join in the fun!

The hugely popular KX Question Time, where you get to ask the questions and win prizes, is back. Come and meet the stars of the BTCC, including racers Jason Plato, Mickey Butler from Dunlop, commentator Ian Titchmarsh, Kevin Turner from Motorsport News and other special guests

Where: Kentagon Restaurant and Bar, behind Paddock Hill Bend

When: From 1830hrs, Saturday October 11. Entry: Free (circuit admission required)

FREE ENTRY

NASCAR SPRINT CUP KANSAS SPEEDWAY (USA), OCTOBER 5 RD 30/36

Logano makes it as big guns struggle

JOEY LOGANO BECAME THE FIRST driver to secure himself a spot in the next round of NASCAR's Chase after picking up his fifth win of the season at Kansas Speedway.

The Penske Ford driver led 122 of the 267 laps and held off the Chevrolet of Chip Ganassi Racing youngster Kyle Larson over the closing laps to seal the win.

"It makes Talladega [the final race of the Contender 12 phase] a lot easier, that's for sure," Logano said. "We can focus on a few more races coming up, and capitalise on what we are doing."

Logano took the lead from polesitter Kevin Harvick at mid-distance, and shook Harvick's threat off for good when the Stewart-Haas Chevrolet driver made a stop under green, suspecting a puncture, and fell back into the pack.

But Larson's constant presence in the latter stages meant that Logano never had an opportunity to relax. The pair took off together at the final restart, and crossed the line with just 0.5s between them. Kyle Busch rounded out the podium in his Joe Gibbs Racing Toyota.

Elsewhere, Busch's team-mate Denny Hamlin did well to salvage a seventh place from his starting position of 25th, but it was a disastrous afternoon for many of the other Chase contenders. Jimmie Johnson, who started from near the back following a spin in qualifying,



Logano is already in the Chase final eight

was eliminated in an early four-car crash, and both Dale Earnhardt Jr and Brad Keselowski were flicked into the wall after suffering tyre failures. They all face a tough task to clamber into the next round over the following two weekends at Charlotte and Talladega.

The barriers also accounted for Kasey Kahne, who hit the concrete just 30 laps from the end, while

long-time points leader Jeff Gordon managed no better than 14th after struggling with handling problems.

● Mark Glendenning

RESULTS

1 Joey Logano (Ford Fusion), 267 laps in 2h49m17s; 2 Kyle Larson (Chevrolet SS), +0.479s; 3 Kyle Busch (Toyota Camry); 4 Martin Truex Jr (Chevy); 5 Carl Edwards (Ford);

6 Ryan Newman (Chevy); 7 Denny Hamlin (Toyota); 8 Austin Dillon (Chevy); 9 Paul Menard (Chevy); 10 Brian Vickers (Toyota).

Contender 12 1 Logano, 1 win/3048 points;

2 Kyle Busch, 3042; 3 Edwards, 3039; 4 Newman, 3039; 5 Hamlin, 3037; 6 Kevin Harvick, 3033; 7 Matt Kenseth, 3031; 8 Jeff Gordon, 3031; 9 Kasey Kahne, 3023; 10 Brad Keselowski, 3009; 11 Dale Earnhardt Jr, 3006; 12 Jimmie Johnson, 3004.

FORMULA RENAULT ALPS JEREZ (E), OCTOBER 5 RD 7/7

Bonifacio is hero to zero

CHAMPION NYCK DE VRIES WAS narrowly defeated in the first race by Bruno Bonifacio, but finished the ALPS season in suitable style with a win later in the day.

Dutchman de Vries kept the pressure on Brazilian Bonifacio throughout race one, but the Prema driver made no slip-ups. Egor Orudzhev was on his own in third, but Briton Matt Parry had to hold off Dennis Olsen for fourth.

There was no such joy for Bonifacio in race two – he went out at Turn 1 after clambering over Jack Aitken's car in an incident

that also eliminated Anthoine Hubert. After a safety car, de Vries romped home in his Koiranen GP car, while Orudzhev fended off a challenge from Parry for second.

Olsen took fourth, under pressure from Jake Hughes, who had a good race with the new-to-FR2.0 Strakka Racing. Another Brit, George Russell, took a best result of eighth this time out.

Seventh place for Charles Leclerc, just behind Matevos Isaakyan, confirmed the series runner-up spot for the Monegasque.

● Jurgen Stiftschraube

RESULTS

Race 1 1 Bruno Bonifacio, 16 laps in 27m26.899s; 2 Nyck de Vries, +0.534s; 3 Egor Orudzhev; 4 Matt Parry; 5 Dennis Olsen; 6 Charles Leclerc. **Race 2 1 de Vries**, 13 laps in 28m08.114s; 2 Orudzhev, +3.840s; 3 Parry; 4 Olsen; 5 Jake Hughes; 6 Matevos Isaakyan. **Points 1 de Vries, 300**; 2 Leclerc, 199; 3 Isaakyan, 180; 4 George Russell, 123; 5 Simon Gachet, 78; 6 Alessio Rovera, 65.



Bonifacio holds off de Vries

GERMAN F3 HOCKENHEIM (D), OCTOBER 4-5 RD 8/8

Tan gets a day in the sun

MALAYSIAN WEIRON TAN WAS THE star of weekend with a double win in his Van Amersfoort Racing Dallara.

Champion Markus Pommer passed Tan for the lead in the opener, but lost ground with a drive-through penalty. This also promoted Indy Dontje – who had earned his first pole – to second and Nabil Jeffri to third, the last-named moving up when Nicolai Sylvest was excluded for a technical infringement.

Jeffri was leading the other non-reversed-grid race when he hit trouble with a technical problem, allowing fellow Malaysian Tan to win again. Dontje and Sam MacLeod were also on the podium, MacLeod having gone out in race one in a collision with Nikita Zlobin.

Pommer beat Dontje and Jeffri in a Motopark 1-2-3 in the reversed-grid second race of the weekend.

● Rene de Boer

RESULTS

Race 1 1 Weiron Tan (Dallara-VW F308), 19 laps in 31m34.324s; 2 Indy Dontje (D-V F308), +2.467s; 3 Nabil Jeffri (D-V F311); 4 Markus



Tan took double win at finale

Pommer (D-V F311); 5 Andres Mendez (D-V F309); 6 Konstantin Tereschenko (D-V F308).

Race 2 1 Pommer, 12 laps in 21m13.424s; 2 Dontje, +2.599s; 3 Jeffri; 4 Nicolai Sylvest (D-V F309); 5 Nicolas Beer (D-Mercedes F311); 6 Tereschenko. **Race 3 1 Tan**, 19 laps in 30m25.063s; 2 Dontje, +0.943s; 3 Sam MacLeod (D-V F311); 4 Sylvest; 5 Mendez; 6 Beer. **Points 1 Pommer, 424**; 2 Jeffri, 277; 3 Dontje, 266; 4 MacLeod, 243; 5 Tan, 182; 6 Sylvest, 182.

WTCC

Beijing Goldenport (PRC)

October 5

Round 9/12



RESULTS

RACE 1: 28 LAPS, 41.608 MILES

| | | |
|---|-------------------------|-------------------|
| 1 | TOM CHILTON (GB) | 35m44.890s |
| ROAL Motorsport Chevrolet RML Cruze TC1; Grid: 1st-1m04.321s | | |
| 2 | YVAN MULLER (F) | +2.493s |
| Citroen Total Citroen C-Elysee WTCC; Grid: 3rd-1m04.411s | | |
| 3 | JOSE MARIA LOPEZ (RA) | +5.132s |
| Citroen Total Citroen C-Elysee WTCC; Grid: 4th-1m04.776s | | |
| 4 | GIANNI MORBIDELLI (I) | +10.473s |
| Munnich Motorsport Chevrolet RML Cruze TC1; Grid: 5th-1m04.840s | | |
| 5 | SEBASTIEN LOEB (F) | +14.455s |
| Citroen Total Citroen C-Elysee WTCC; Grid: 7th-1m04.872s | | |
| 6 | NORBERT MICHELISZ (H) | +17.238s |
| Zengo Motorsport Honda Civic WTCC; Grid: 6th-1m04.788s | | |
| 7 | JAMES THOMPSON (GB) | +18.338s |
| Lada Sport Lada Granta 1.6T; Grid: 8th-1m04.937s | | |
| 8 | ROB HUFF (GB) | +19.104s |
| Lada Sport Lada Granta 1.6T; Grid: 10th-1m05.019s | | |
| 9 | MEHDI BENNANI (MA) | +37.966s |
| Proteam Racing Honda Civic WTCC; Grid: 13th-1m05.663s | | |
| 10 | FRANZ ENGSTLER (D) | +54.871s |
| Team Engstler BMW 320 TC; Grid: 18th-1m08.028s | | |

Winner's average speed: 69.66mph. Fastest lap: Chilton 1m05.382s, 81.804mph.

RACE 2: 26 LAPS, 38.636 MILES

| | | |
|--|-----------------------|-------------------|
| 1 | HUFF | 28m52.502s |
| Lada; Grid: 1st | | |
| 2 | TOM CORONEL (NL) | +0.766s |
| ROAL Motorsport Chevrolet RML Cruze TC1; Grid: 2nd-1m04.937s | | |
| 3 | LOEB | +3.072s |
| Citroen; Grid: 4th | | |
| 4 | LOPEZ | +3.102s |
| Citroen; Grid: 7th | | |
| 5 | MICHELISZ | +8.673s |
| Honda; Grid: 5th | | |
| 6 | THOMPSON | +9.938s |
| Lada; Grid: 3rd | | |
| 7 | MORBIDELLI | +11.111s |
| Chevrolet; Grid: 6th | | |
| 8 | CHILTON | +11.553s |
| Chevrolet; Grid: 10th | | |
| 9 | MULLER | +12.463s |
| Citroen; Grid: 8th | | |
| 10 | GABRIELE TARQUINI (I) | +12.805s |
| Castrol Honda Team (JAS) Honda Civic WTCC; Grid: 9th-1m04.353s | | |

Winner's average speed: 80.07mph. Fastest lap: Lopez, 1m05.934s, 81.119mph.

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|----------|-----|----|------------|-----|
| 1 | LOPEZ | 339 | 6 | CORONEL | 118 |
| 2 | MULLER | 273 | 7 | MICHELISZ | 118 |
| 3 | LOEB | 238 | 8 | CHILTON | 117 |
| 4 | MONTEIRO | 146 | 9 | MORBIDELLI | 103 |
| 5 | TARQUINI | 126 | 10 | HUFF | 66 |

YOKOHAMA TROPHY

| | | |
|---|-------------|-----|
| 1 | ENGSTLER | 190 |
| 2 | FILIPPI | 109 |
| 3 | DI SABATINO | 98 |

POINTS SYSTEM EXPLAINED

In each race: 25-18-15-12-10-8-6-4-2-1 to top 10 finishers. 5-4-3-2-1 to top 5 qualifiers.



Coronel challenged in the closing laps

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Huff win was Lada's first since joining the WTCC

Landmark win for Lada

ANYONE WHO HAD SLIPPED INTO WEARY

acceptance that Citroen would cruise to victory in the remaining rounds of the World Touring Car Championship received a jolt from their stupor last weekend. Two new winners from deserving but unexpected quarters provided refreshing scenes at the Beijing Goldenport circuit.

Responding to concerns over an apparent slump in competitiveness after the summer break, ROAL upgraded its Chevrolet Cruze for the championship's three-round Asian run-in. It says much about the outstanding drive from Tom Chilton in the opening race that the ROAL Motorsport man might have emerged victorious even without the performance enhancement package. Chilton achieved his maiden pole position of the year to tee-up the first non-Citroen feature race win of 2014.

In race two it was Rob Huff's turn to deliver a landmark result. Having scored a fabulous second place, Lada's highest-placed WTCC finish, in Argentina last time out, Huff steered the vastly improved Granta to victory from reversed-grid pole.

The prospect of a Chevrolet win appeared slight in the aftermath of a damp Saturday practice; the three Cruze teams all complained of traction troubles. But the Beijing smog and low cloud cleared for Chilton to take a superb pole from Gabriele Tarquini in dry conditions on Sunday morning.

Much was expected of the factory Hondas after an intensive period of testing in Eastern Europe, culminating in an engine upgrade and a precious homologation 'joker' played to facilitate chassis changes. But Tarquini suffered an electronic glitch in his start procedure, allowing reigning champion Yvan Muller to immediately power into the runner-up spot from third on the grid.

Runaway points leader Jose Maria Lopez held fourth spot from his Citroen team-mate Sebastien



Chilton held off Muller for race one win

Loeb and the Zengo Honda of Norbert Michelisz. Following an incident between Cruze runners Dusan Borkovic and Rene Munnich (see story opposite) on the second lap, the safety car was called out for a protracted clear-up process that lasted eight laps.

Chilton remained unflustered at the restart, and held a firm cushion over former team-mate Muller until the chequered flag. Tarquini's strong run in third ended when his Civic ran over a screw from part of the tyre barrier lying in the road, promoting Lopez to the final step on the podium.

Loeb had a fight on his hands after losing out to both Gianni Morbidelli and Michelisz at the restart. He successfully battled past the Hungarian to recover his fifth place five laps from home.

The Goldenport circuit's short and twisty nature played to the strengths of the Granta. Huff qualified tenth for the first race and finished eighth, earning pole position for race two. There he was assisted in the early laps by his good friend Tom Coronel, who resisted the advances of Loeb. Coronel's handling improved from mid-race, and in the final laps his extra speed coincided with Huff picking up a vibration from his front-left wheel.

Huff just staved off the ROAL Chevy to take his first win since Macau last year by 0.8s, but he was aware that the greater significance of the result was Lada's breakthrough WTCC victory, having first entered the series with its 110 model in 2008.

Lopez displayed how he earned the championship lead by executing several superb passing manoeuvres. He progressed from eighth to fourth, and almost caught his team-mate on the line after Loeb ran off-line on the final lap.

Muller ended the weekend dropping a net eight points on Lopez, saying, "It's impossible to close 60-odd points on 'Pechito' when it's [proving] impossible to close-in even one point on him..."



Coronel (left) congratulates Huff after important win

IN THE PADDOCK

PETER MILLS
WTCC CONTRIBUTOR
@Peter_Autosport



THE COMPRESSED TWO-DAY schedule at Beijing Goldenport was a consequence of an Argentine customs strike that lasted a week and delayed transport of cars and equipment to China.

Given that the event was only on the calendar because of logistical problems in the USA, leading to the cancellation of the Sonoma round, one could only sympathise with the headaches faced in recent months by promoter Francois Ribeiro.

Whatever the circumstances behind the WTCC's uneven journey to Beijing, there were few at Lada who would willingly have exchanged the confined Goldenport circuit for the rolling hills of Sonoma.

That there were no real aero-dependent corners at Goldenport greatly assisted the Granta, which is renowned for its excellent mechanical grip. Buoyed by the vastly improved performance of the Lada following its summer diet and redesigned suspension, new recruit Huff was cautiously optimistic after first practice.

As he had in Argentina, Huff made excellent use of the reversed-grid, but this time went one better to finally end Lada's six-year barren run.

"I think that was my hardest win to achieve," he said. "We have been a long way off on some circuits, so to win here is a major achievement for us."

The turnaround has been impressive given the Granta's early season struggles. Who would bet against a feature race win for the forthcoming Vesta in 2015?

Lopez remains in the championship lead



REMEMBER WHEN



Tom Chilton scored his last WTCC win, also in China, at the Shanghai round last year

Shanghai will shed more light on Civic upgrades

HONDA FACTORY DRIVERS TIAGO Monteiro and Gabriele Tarquini believe that they will have to wait until the next round, in Shanghai, before a proper assessment can be made of the latest developments to the Civic WTCC.

The Civic received a major engine and chassis upgrade prior to the Goldenport round, following intensive testing at the Hungaroring and Slovakia-Ring. But a variety of misfortunes hindered both Honda's works drivers in Beijing.



Honda must wait to assess Civic progress

"It's difficult to say where we'll be in Shanghai because of the evolution of the track was very strange here," said Monteiro, who was involved in a race one scrape when battling Proteam Honda driver Mehdi Bennani. "I didn't see Mehdi but I felt it. Nobody passes at the Turn 5 and 6 double-right. He destroyed my rear damper. In the second race for the first six laps it was quite a good pace, and then something went wrong in the rear."

Tarquini concurred, adding: "I had more or less the same pace as Yvan [Muller] today, but Chilton was much faster than us. Somebody hit the tyres at the fast chicane and a belt came into the track. I saw the belt very late as I was behind Yvan. I tried to avoid it but a screw cut into the rubber."

Bennani defended his driving, saying, "I don't why he closed in on me. I have been to the FIA and they said it was okay because I was inside. However, it's not good for either me or Tiago, as we really need to be taking points for Honda."

Nurburgring format announced

EUROSPORT EVENTS CHIEF Francois Ribeiro has revealed that the 2015 curtain-raiser at the Nurburgring Nordschleife would be run to a format of

two three-lap races. Unusually, there will be no repair time allowed, as a consequence of an almost back-to-back schedule.

The twin races replace an early proposal for a one-hour double-points event. An official test will be held on April 27, with the circuit booked exclusively for WTCC teams.

Ribeiro was open to WTCC teams inviting Nordschleife specialists to compete in the race as 'ringers'. Eurosport will bring in a television crew with extensive experience in the European Rally Championship to compliment the ADAC TV crew.



Ribeiro: open to Nordschleife 'ringers'

Campos in race against time

CAMPOS RACING WTCC BOSS Joan Orus admitted his team faced a battle to repair Dusan Borkovic's car in time for the Shanghai round this weekend. The Chevrolet sustained heavy front-end damage after an incident involving Rene Munnich's similar Munnich Motorsport entry.

"We are going to have to work as hard as possible to finish the car on time," said Orus. "It's really a lot of damage."

Borkovic: major damage

Orus took heart from the fact that the team has already performed a large rebuild in just 24 hours, after Borkovic's team-mate Hugo Valente crashed heavily in qualifying in Austria.

"We were in the position of repairing Hugo's car in Austria where we only had one night, so with one week I think we can do it. The situation is serious but we'll see what we can do."

Munnich explained that the incident occurred after he hit a wall of tyres next to a kerb, and subsequently slowed down. Borkovic was following so closely behind that he was unable to avoid contact.



KOZLOVSKIY CLOSE

Mikhail Kozlovskiy is set to remain with Lada Sport in 2015. He said: "It's very close. I am one of those people who doesn't like to say too much until the contract is complete, but there is an agreement from both parties now and we should sign at the earliest opportunity."

NEW FACES IN CHINA

Macau driver Felipe de Souza and Hong Kong racer Michael John Soong made their maiden WTCC appearances of 2014 in the TC2 class at Goldenport. De Souza will contest all of the Asian rounds for Team Engstler, while John Soong will hand his Campos SEAT Leon to William Lok for this weekend's Shanghai round.

ENGSTLER LEAVING

Team Engstler is nearing a switch from the WTCC in 2015, since its bid to find a German TC1 car, a must for sponsor Liqui Moly, has proved fruitless. An investigation into fitting an Opel body on the RML Cruze platform has been dismissed on cost grounds.

VALENTE DISRUPTED

Campos driver Hugo Valente's opening race was disrupted by a punctured front-right on the final lap. The Parisian's misfortune allowed TC2 leader Franz Engstler to record only his second top-ten finish of the season.

Rally of France (F)



World Rally Championship
Strasbourg (F), October 2-5

Round 11/13

RESULTS

18 STAGES, 188.675 MILES

| | | |
|----|--|----------|
| 1 | JARI-MATTI LATVALA (FIN)/MIIKKA ANTILA (FIN) | 2h38m19s |
| 2 | ANDREAS MIKKELSEN (N)/OLA FLOENE (N) | +44.8s |
| 3 | KRIS MEEKE (GB)/PAUL NAGLE (IRL) | +1m05.3s |
| 4 | DANI SORDO (E)/MARC MARTI (E) | +1m48.7s |
| 5 | MIKKO HIRVONEN (FIN)/JARMO LEHTINEN (FIN) | +2m00.7s |
| 6 | ELFYN EVANS (GB)/DANIEL BARRITT (GB) | +3m00.8s |
| 7 | MADS ØSTBERG (N)/JONAS ANDERSSON (S) | +3m02.5s |
| 8 | THIERRY NEUVILLE (B)/NICOLAS GILSOUL (B) | +4m08.4s |
| 9 | BRYAN BOUFFIER (F)/XAVIER PANSERI (F) | +4m12.9s |
| 10 | MARTIN PROKOP (CZ)/JIAN TOMANEK (CZ) | +6m07.5s |

OTHERS

| | | |
|----|---|-----------|
| 13 | SEBASTIEN OGIER (F)/JULIEN INGRASSIA (F) | +8m36.1s |
| 19 | ROMAIN DUMAS (F)/DENIS GIRAUDET (F) | +14m15.9s |
| 37 | FRANCOIS DELECOUR (F)/DOMINIQUE SAVIGNONI (F) | +34m18.6s |

DRIVERS' CHAMPIONSHIP

| | | | | | |
|---|-----------|-----|----|---------|----|
| 1 | OGIER | 217 | 6 | MEEKE | 82 |
| 2 | LATVALA | 190 | 7 | OSTBERG | 80 |
| 3 | MIKKELSEN | 143 | 8 | EVANS | 71 |
| 4 | HIRVONEN | 93 | 9 | PROKOP | 38 |
| 5 | NEUVILLE | 83 | 10 | SORDO | 30 |

MANUFACTURERS' CHAMPIONSHIP

| | | | | | |
|---|---------------|-----|---|------------------------|-----|
| 1 | VW MOTORSPORT | 373 | 4 | HYUNDAI WRT | 157 |
| 2 | CITROEN TOTAL | 175 | 5 | VW MOTORSPORT 2 | 127 |
| 3 | M-SPORT | 164 | 6 | JIPOCAR CZECH NATIONAL | 41 |

STAGE TIMES

| | |
|--|--|
| SS1 COL DE CHARBONNIERE 1 (6.90 miles) Fastest: Latvala 5m34.9s Leader: Latvala | SS10 PAYS WELCHE-RIQUEWIHR 1 (13.55 miles) Fastest: Latvala 12m04.7s Leader: Latvala |
| SS2 VOSGES-PAYS D'ORMONT 1 (21.33 miles) Fastest: Mikkelsen 18m33.5s Leader: Mikkelsen | SS11 VALLEE DE MUNSTER 2 (11.74 miles) Fastest: Latvala 9m06.9s Leader: Latvala |
| SS3 PAYS DE SALM 1 (5.95 miles) Fastest: Latvala 4m54.6s Leader: Latvala | SS12 SOULTZEREN-LE GRAND HOHNACK 2 (12.38 miles) Fastest: Ogier 9m31.4s Leader: Latvala |
| SS4 COL DE CHARBONNIERE 2 (6.90 miles) Fastest: Mikkelsen 5m35.3s Leader: Latvala | SS13 PAYS WELCHE-RIQUEWIHR 2 (13.55 miles) Fastest: Ogier 11m56.9s Leader: Latvala |
| SS5 VOSGES-PAYS D'ORMONT 2 (21.33 miles) Fastest: Latvala 18m31.5s Leader: Latvala | SS14 MULHOUSE (3.02 miles) Fastest: Latvala 3m22.8s Leader: Latvala |
| SS6 PAYS DE SALM 2 (5.95 miles) Fastest: Latvala 4m53.2s Leader: Latvala | SS15 FORET DE LA PETITE PIERRE 1 (7.64 miles) Fastest: Kubica 6m10.5s Leader: Latvala |
| SS7 STRASBOURG (2.90 miles) Fastest: Sordo 3m35.3s Leader: Latvala | SS16 FORET DE SAVERNE 1 (10.16 miles) Fastest: Ogier 9m26.9s Leader: Latvala |
| SS8 VALLEE DE MUNSTER 1 (11.74 miles) Fastest: Latvala 9m13.1s Leader: Latvala | SS17 FORET DE LA PETITE PIERRE 2 (7.64 miles) Fastest: Ostberg 6m07.2s Leader: Latvala |
| SS9 SOULTZEREN-LE GRAND HOHNACK 1 (12.38 miles) Fastest: Latvala 9m33.4s Leader: Latvala | SS18 FORET DE SAVERNE 2 (10.16 miles) Fastest: Ogier 9m20.8s Leader: Latvala |

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Polo player Latvala reins in world-title rival Ogier

VW's points leader went lame on home soil – make that asphalt – so its Finn galloped to a maiden sealed-surface win. By DAVID EVANS

LATVALA L'ALSACIEN. HISTORICALLY, LABELLING A Finn a Frenchman wouldn't sit well with Jari-Matti. In the year he was born – 1985 – Finland outscored France by 10 WRC rounds to one. Latvala was born into a kingdom of rally Gods. How times have changed. After a decade of French dominance and 15 years since the last Finn win on asphalt, Latvala happily accepted a change of nationality bestowed on him by the local media in Strasbourg. The dream was done. Sebastien Ogier? World champion? On hold until the end of the month.

LEG ONE (71.30miles)

Clear and dry – ambient temperature range on stages 14-23C

The chatter about Ogier's second world title was as incessant as it was inevitable. Just as it had been 364 days earlier when he secured his first world title. After saying: "The important thing is to win it – winning it at home is the cherry on the cake," Ogier got in his car – for the 133rd time in the WRC – on Friday morning with a cerise-topped gateaux firmly in his sights.

Seven miles and one stage in and the six points he needed over team-mate Jari-Matti Latvala were still very much on the cards – even if he was three tenths down on the Finn in the first stage.

Less than an hour later, all painting of flags and banners referencing a second world title for Ogier were put on hold. Then cancelled.

The world would have to wait a while. Ogier had hit trouble. A couple of miles into the Vosges-Pays d'Ormont stage, Ogier spun. Crikey. Unusual. But not unheard of. Let's not forget he binned it twice last time he was on asphalt.

But then he stopped. Stopped. Stopped again. And got out. Latvala passed him. Andreas Mikkelsen passed him. Four minutes and the championship chance were lost.

More misery was coming Ogier's way when a rare mistake from co-driver Julien Ingrassia left him in the start control for SS3 four minutes before he should have been. Four minutes became eight minutes.

"This is not what I wanted," smiled Ogier thinly.



Rally route Based out of the Zenith exhibition park in Strasbourg again, the event's itinerary was familiar to last season. Thursday night's Strasbourg stage was dropped and run on Friday night instead with four more new stages included. Sunday's two tests in Saverne were new.

Fifth for Hirvonen helped his best-non-VW points position

ALL PICS: MCKLEIN.DE



Latvala took his first sealed-surface win



Another podium finish was Meeke's reward

"It could have been a nice fight, but now my rally is over."

Starting stage four from 63rd position, it was hard to argue.

It wasn't all bad news for Volkswagen. Mikkelsen's fastest time in SS2 moved him to the front of the field, while Latvala worried himself about a lack of feeling from the brakes and the excessive movement from Michelin's all-new asphalt covers.

Understeer was the word of the morning as the crews all came to terms with their new boots. Camber and clicks would solve the problem, but the lack of ultimate precision which they'd come to expect from the previous rubber was missing and that unnerved a few of the lead drivers as they hustled their cars through the longer corners.

Latvala stiffened his car for stage three and moved into the lead. Not wanting to think too far ahead, he just wanted to get his head down and finish the job he'd started in Germany just over a month ago. The only fly in the ointment was Mikkelsen.

The Norwegian's pace continued to grow and grow as the WRC moved into its final all-asphalt counter of the season and Latvala acknowledged his colleague as a real threat. Just to underline the point, Mikkelsen went fastest in SS4 and closed the gap to the lead Polo to just 0.2s.

"I'm driving with a smile now," said the former Skoda UK man. "These are fantastic stages in great conditions."

Would he be prepared to take it to the limit?

"I'm here to secure third place in the championship," he said, "that's the priority. It's nice to fight, but let's not go crazy."

He smiled. Turned to walk away and threw in:



VW's one-two came thanks to Mikkelsen

"... not yet anyway!" over his shoulder.

Kris Meeke wasn't smiling after stage three. Having traded tenths with the German machinery on the first two, he dropped a second per mile in Pays de Salm.

"I don't know what that was about," he admitted. "I felt like I drove well. We'll have to have a look at the notes."

As the afternoon progressed, the top two eased away from Meeke, who himself moved clear of Hyundai's Dani Sordo in fourth.

Going into the day-closing dash around Strasbourg, Latvala was 8.5s up on Mikkelsen and ceded three tenths of that advantage outside the home of the European parliament.

The top four drivers were all within a second of each other on the city streets, with Sordo fastest and Meeke fourth quickest, seven tenths down. In overall terms, the story was quite different with the Dungannon man holding a 28.1s advantage over the 120 driver on Friday night.

Hyundai's hopes of a podium looked to rest with Sordo after Neuville's chase for a third successive

asphalt rally win – following Germany and his East Belgium Rally success in recent weeks – went south with a broken turbo. The Spaniard's only gripe through the day the movement from the new Michelins. "I preferred last year's tyres," he said. "Now we drive all the time like we are on gravel."

Predictably, gravel star Mads Ostberg loved the new boots for the same reason. He was fifth, with M-Sport's Mikko Hirvonen sixth, one second behind the Norwegian and 1.8s ahead of Robert Kubica. While Hirvonen enjoyed his strongest day on asphalt for ages, the Polish driver survived a big scare when he went off backwards in a fifth-stage hairpin left.

Much sympathy and admiration was saved for the driver closing Friday in 10th place: Elfyn Evans. The Welshman had been on stunning form through the morning. Fastest through the third and fifth sectors of the long stage, the Fiesta driver was running fourth and right in the mix when he lost electrical charge on the run back to service.

He and co-driver Dan Barritt put on an exceptional show to shove their 1200kg car up a hill and into service.

POSITIONS AFTER DAY ONE

| | |
|---------------------|------------|
| 1 Latvala/Annttila | 1h01m42.9s |
| 2 Mikkelsen/Floene | +8.2s |
| 3 Meeke/Nagle | +23.1s |
| 4 Sordo/Marti | +51.2s |
| 5 Ostberg/Andersson | +1m01.9s |
| 6 Hirvonen/Lehtinen | +1m02.9s |

LEG TWO (77.98 miles)

Sunny – ambient temperature range on stages 13-24C

"The boys are going to fight," smiled Volkswagen team principal Jost Capito. He couldn't help himself. He was going to enjoy this as much as the rest of us. And Mikkelsen was talking it up. "I'm going to push as hard as I can," he said. "I'm going to give him the pressure."

Once Latvala would have cowered away on hearing such news. Not anymore. He smiled, reaching the drop shot his team-mate had just left for him.

"I can give some pressure too..."

Through the morning, that's exactly what the leader did. He chipped, charged, won every stage and added six seconds to his advantage.

When the cars arrived in Colmar for the remote service, Latvala was reluctant to leave his alone, continually going back to talk with the engineers and technicians. He looked edgy.

At the end of the second run through Vallee de Munster, the reason was clear. He smoked Mikkelsen to the tune of 5.4s – gaining in one stage what it had taken him a morning to achieve.

"I had," Latvala leaned in conspiratorially, "made the racing car. I made the car as stiff as I have ever been with this set-up. It worked. When I heard from the gravel crew that the road was clean, I knew this was the way to go." ▶

Title #2 will have to wait for Ogier after problems



► Bang. The 20-second barrier was broken and a different mindset arrived. He would add another eight by the end of the day.

“Now I really need the focus tomorrow,” he said. Mikkelsen refused to give in. “It’s still just a spin, I’ll keep the pressure up. I haven’t gone completely crazy today, when it was blind. I wasn’t just charging in. There’s a bit more. Let’s see tomorrow.”

Meeke remained the best non-Polo player. Outwardly, he had the look of an inauspicious kind of a day — but it’s a mark of his improvement that such consideration can be given to a leg with three top-three times from seven. Showing fine maturity, he drove to Sordo’s splits, building his gap over the Spaniard almost at will.

As the day passed, Sordo became more focused on what was going on behind him as Kubica leapfrogged his way from seventh to fifth to end the day just nine-tenths behind the i20 in fourth.

How did he intend to deal with Kubica? He pondered the right answer and shunned the day-long mantra from Hyundai drivers about needing more power and went more left-field.

“I’m going to call [Fernando] Alonso,” he said. “Kubica’s a Formula 1 driver, so maybe that’s what I need to beat him!”

Kubica had enjoyed one of his strongest days in the championship yet as he powered his way up the leaderboard. Team principal Malcolm Wilson echoed those sentiments saying: “He’s driven better than ever today.”

Kubica was a tad more bashful, conceding: “Since lunchtime yesterday [Friday] the driving has been good. There’s more to come but I’m satisfied.”

Hirvonen’s car was too soft in the morning and he lost time to Kubica on all three stages. He stiffened the car for the afternoon and halved the four tests with his rival.

“I’m going to give it a go tomorrow,” he said, eyeing the 12-second gap revealed on the end-of-day results. “There’s a fight there and I’m up for it.”

Ostberg was up for it as well. Unfortunately, the rear diff on his DS3 WRC wasn’t. When the transmission lost all its oil in SS11, the back of the car was everywhere. And when the noise got really

horrible on the way to the SS13, Ostberg thought enough was enough.

“I called the team and said: ‘We fix it or we stop.’ So we tried to fix it,” said Ostberg. He managed to get some oil into the diff, which eased the painful noises and got him to the end of the day, albeit with 1m10s of road penalties after completing the work.

Ostberg’s trouble moved him from one fight to another — he would start the day just 12s ahead of Evans. There was no doubting the Fiesta driver’s plan for the final day.

“It could be a lottery tomorrow,” he said, referring to the impending change in the weather. “It’s about who can call it right.”

POSITIONS AFTER DAY TWO

| | |
|----------------------|------------|
| 1 Latvala/Anttila | 2h06m40.4s |
| 2 Mikkelsen/Floene | +28.0s |
| 3 Meeke/Nagle | +53.7s |
| 4 Sordo/Marti | +1m41.7s |
| 5 Kubica/Szczepaniak | 1m42.6s |
| 6 Hirvonen/Lehtinen | +1m54.6s |

LEG THREE (39.38 miles)

Overcast – ambient temperature range on stages 11-18C

Latvala’s intentions through the final day were clear from the first split: two down after a few miles.

Four stages with half an eye on the split times were coming. Mikkelsen pressed early in SS15. He was wary of Meeke, who’d talked of these roads reminding him of Davagh Forest — roads he was very quick on at home. Psychology or not, Mikkelsen put the hammer down. Meeke throttled back risk-free, but still didn’t bother to tell his rival he’d only been through Davagh on a push bike...

A hundred miles east, just across the border in Germany, Sunday morning of Rallye Deutschland had gone mental with Latvala and Meeke crashing. Not this time. This time the pair delivered. Crossing the line, Latvala thumped the steering wheel while his co-driver fought back the tears.

Just off the podium, an inspired Kubica moved into fourth, but undid all his good work when he rolled on the Powerstage. Sordo moved back to fourth, with Hirvonen exactly the same time behind him as he had started. The pair took precisely the same time — to the tenth — to get through four stages and 40 miles.

Elfyn Evans took a deserving sixth, edging Ostberg by 1.7s despite a late charge from the Citroen man. Neuville also passed Bouffier for position to round out the top eight.

So, 15 years of hurt came to an end as Latvala celebrated being a true WRC all-rounder. But it presented him with another problem. With Mikkelsen second, when was the last time Scandinavians went one-two on Tar? Brow furrowed, Latvala promised a reply once he’d rummaged through the history books. ❧

Asphalt ace Sordo gave Hyundai fourth



ALL PICS: MCKLEIN.DE

IN THE SERVICE PARK

DAVID EVANS
RALLIES EDITOR
@daviddevansrally



THIS WAS SUPPOSED TO BE A COLUMN ABOUT a Frenchman winning a World Rally Championship title. But that didn’t happen in France. And, let’s be honest, there’s been plenty written about that kind of thing in the past 10 years.

Instead, let’s talk about twelve cylinders, 700 horsepower, two drivers and a noise that rattled the windows of the World Rally Cars.

As a precursor to next year’s FIA R-GT Cup, last week’s Rallye de France was just perfect. It was Romain Dumas versus Francois Delecour; four-litre road conversion versus 3.8-litre Supercup racer turned rally car; slick Le Mans winner versus mercurial world rally hero.

Every time these cars were fired up in service or at the start of a stage, people stopped, stared, listened and fell in love. Sitting alongside one of the two 911s, even the globe-topping Polo R WRC looked mundane. Dull. Processional. The Porsches looked possessed and from another planet.

Fortunately, their planet and ours will be colliding five times next season, starting with the Monte Carlo Rally. The FIA has to be congratulated for the launch of this brilliant but common-sense initiative. The governing body has given people what they want: loud, edgy cars that go sideways and still have the potential to scare their drivers witless. All we need now is a workable set of regulations to govern the class...

Delecour and Porsche thrilled the spectators



BIG NUMBER

71.50 mph

That’s Jari-Matti Latvala’s average speed on last week’s Rallye de France — the fastest ever asphalt win in the World Rally Championship



J-ML victory keeps him in the title race with two to go

Latvala takes Volkswagen title fight on to Spain

SEBASTIEN OGIER NEEDS TO secure one more point than Jari-Matti Latvala to clinch his second consecutive world title in Spain at the end of this month.

The Frenchman suffered another rally to forget in France after his Polo was halted on day one with a gear-shift sensor problem. He recovered to finish 13th but missed out on the chance to celebrate a title victory at home for the second year in succession.

Ogier, who won the Powerstage, said: "We got as much as possible out of this weekend with victory on the Powerstage.

All in all, Rallye de France did not really go well for us, but Julien and I still lead the world championship by 27 points."

Ogier's tough weekend was put into context when he heard about his friend Jules Bianchi's crash at the Japanese Grand Prix. Ogier said: "I hope he makes a speedy recovery."

Latvala, Ogier's only rival for the title, took his fourth win of the year to keep the title race open.

"I think it makes it more exciting for everybody if the fight goes on," he said.

The Finn was delighted to end Finland's 15-year wait for an asphalt WRC win, following Tommi Makinen's success in Sanremo in 1999.

"It was my dream to win on asphalt," he said. "If I look back to Catalunya 2008, I was six minutes behind Sebastien Loeb on that rally – it's a minute a year, but I have finally made it! I won't give up on the title."

Latvala was painfully aware that his Rally Deutschland accident in August cost him the chance to lead Ogier into the penultimate round by one point.

Rally GB set for new-format test

NEXT MONTH'S RALLY GB COULD be used to test next year's proposed new event format in an effort from the sport's promoter to highlight its benefits.

WRC Promoter and the teams will suggest using the Deeside-based event to showcase the revised Powerstage shootout when they meet with FIA president Jean Todt at a specially arranged WRC Commission meeting in Geneva next week.

WRC Promoter's Oliver Ciesla said: "I would be very interested in the opportunity to test. It would be fantastic. For comparison, we could run a parallel set of results – that's most likely the way we would do it, which won't cause extra work for the organiser."



Alsace rebuffs rally-move talk

THERE WAS SPECULATION IN Alsace that France's round of the World Rally Championship could be on the move for next season.

Such talk was hotly denied by FFSA president Nicolas Deschaux, who is confident the WRC will be back, even though there is no agreement in place with the region for 2015.

Deschaux said: "There is no question

about the future of Rallye de France. We are only under question – as we are each year – with the local authority regarding subsidy. We are under discussion. But I am really confident the subsidy will be stated by the end of this year."

Sebastien Ogier added: "This is a great event. It's well organised. The problem is, we see we are living in a country where it's hard to organise things like this."

MIKKELSEN EYES WIN

With third place in the World Rally Championship effectively settled, Andreas Mikkelsen is ready to go all-out for his first win in Spain or Rally GB. "I'm ready to go a little bit crazy," he said. "To go to those rallies with no pressure is great. We can have a big push."

OSTBERG HEADS HOME

Mads Ostberg will return to the Norwegian Rally Championship next season, dovetailing as many of his home rounds as possible with a full WRC campaign. Ostberg, who will stay with Citroen or move back to M-Sport for next year, says he wants more guaranteed seat time and competing at home will offer additional return for his Norwegian backers.

GILBERT TAKES WIN...

Quentin Gilbert took his first WRC2 win of the year, defeating fellow Ford Fiesta driver Bernardo Sousa by eight seconds to take victory on his home round. Gilbert will return to a Fiesta R2 for the final round of the Drive DMACK series at the end of this month.

...AS ABBRING STARS

Peugeot driver Kevin Abbring was the star of the support series and would have won the WRC2 class had his 208T16 been registered. Abbring is hoping a strong showing for him and co-driver Seb Marshall will be enough to convince Peugeot Sport to contest the WRC2 series next season.

FISHER FINALLY WINS

Alastair Fisher finally landed the Junior WRC win that he's come so close to on so many occasions this season. He and Gordon Noble also won the WRC3 category in their DS3 R3.

LEFEBVRE LANDS TITLE

Frenchman Stephane Lefebvre's fourth place in the Junior WRC standings was enough for him to clinch this year's JWRC title. He wins a supported WRC2 drive in a Citroen DS3 R5 next season.

DUMAS 911 ON TOP

Former Le Mans winner Romain Dumas took victory in the R-GT class. The factory Porsche WEC driver (below) drove his own 911 to a trouble-free run on the rally. Class rival Francois Delecour was forced to retire from Saturday after he damaged the radiator. He returned on Sunday, where he won all four stages.





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SUPER GT CHANGINT' CIRCUIT (T), OCTOBER 5 RD 7/8

Rossiter to top of points

JAMES ROSSITER AND KAZUKI

Nakajima used a combination of inspiration and ingenuity to win on Super GT's first visit to Thailand.

The TOM'S Lexus duo's second successive win has promoted Briton Rossiter into the points lead – Nakajima missed some rounds earlier this year while preparing for Toyota's Le Mans attack.

Having won the Suzuka 1000Km, the victors were carrying significant success ballast so could only qualify 12th. The MOLA Nissan took pole and veteran Satoshi Motoyama led the race from Michael Krumm's Kondo Racing Nissan and the Aguri Honda of Kosuke Matsuura. But a tyre blowout for Matsuura put him and Vitantonio Liuzzi out of the race with significant damage to the car.

Rossiter had charged up to fifth, and a brave gamble by TOM'S not to change tyres on either of its cars meant Nakajima emerged from the pitstop cycle in the lead, with

Rossiter and Nakajima climbed the order



Daisuke Ito second in the sister Lexus started by Andrea Caldarelli.

Ito was running low on fuel so had to back off, meaning that Daiki Sasaki – who had taken over the Kondo Nissan from Krumm – moved up to second with Joao Paulo de Oliveira third in his Nissan.

GT500 rookie Sasaki was flying in a relatively unballasted car, while Nakajima fought to keep his tyres alive. Sasaki gained by almost a second per lap, but Nakajima was able to hold on by just under two seconds at the chequered flag.

● Jiro Takahashi

RESULTS

1 Kazuki Nakajima/James Rossiter (Lexus RC F), 66 laps in 1h37m58.987s; 2 Michael Krumm/Daiki Sasaki (Nissan GT-R), +1.980s; 3 Joao Paulo de Oliveira/Hironobu Yasuda (Nissan); 4 Andrea Caldarelli/Daisuke Ito (Lexus); 5 Frederic Makowiecki/Naoki Yamamoto (Honda NSX Concept); 6 Juichi Wakisaka/Yuhi Sekiguchi (Lexus); 7 Oliver Jarvis/Hiroaki Ishiura (Lexus); 8 Takashi Kogure/Hideki Mutoh (Honda); 9 Kazuya Oshima/Yuji Kunitomo (Lexus); 10 Ronnie Quintarelli/Tsugio Matsuda (Nissan). **Points 1 Rossiter, 67;** 2 Caldarelli/Ito, 64; 3 Quintarelli/Matsuda, 61; 4 de Oliveira/Yasuda, 60; 5 K Nakajima, 59; 6 Yamamoto, 53.

ADAC GT MASTERS HOCKENHEIM (D), OCTOBER 4-5 RD 8/8

Corvette wins, but Audi duo takes the title



GT Masters field blasts off at finale

CALLAWAY CORVETTE DUO DANIEL

Keilwitz and Andreas Wirth won both races, but the title went to Rene Rast and Kelvin van der Linde with their Prosperia C Abt Audi.

Tenth place in race one was enough for the German and South African teenager to become champions, with main rival Jaap van Lagen dropping out of the points due to a drive-through penalty for a pitstop time 0.4s faster than the minimum allowed.

Luca Ludwig led the race before handing the Zakspeed Mercedes to Harald Schlegelmilch, but the Latvian came under pressure from Martin Ragginger in the Herberth Porsche and Wirth. First Wirth passed Ragginger, then he worked his way

ahead of Schlegelmilch with three laps remaining to win.

Keilwitz and Wirth took a lights-to-flag win in race two. The sister Callaway Corvette lay second but, after Toni Seiler took it over from Andreas Simonsen, he spun while defending from the Schubert BMW of Claudia Hürtgen, causing a safety car.

Van Lagen's co-driver Christian Engelhart then moved the Schutz Porsche up into second place, with the HTP Mercedes of Maximilian Gotz and Luca Stolz taking third. Sixth for Rast and van der Linde secured the teams' title for the victorious Prosperia C Abt team.

● Rene de Boer

RESULTS

Race 1 1 Daniel Keilwitz/Andreas Wirth (Chevrolet Corvette Z06.R), 35 laps in 1h00m45.490s; 2 Luca Ludwig/Harald Schlegelmilch (Mercedes SLS AMG GT3), +0.564s; 3 Martin Ragginger/Robert Renauer (Porsche 911 GT3-R); 4 Jens Klingmann/Max Sandritter (BMW Z4 GT3); 5 Maro Engel/Jan Seyffarth (Mercedes); 6 Dominik Baumann/Claudia Hürtgen (BMW). **Race 2 1 Keilwitz/Wirth**, 34 laps in 1h00m27.906s; 2 Jaap van Lagen/Christian Engelhart (Porsche), +0.867s; 3 Maximilian Gotz/Luca Stolz (Mercedes); 4 Ragginger/Renauer; 5 Dominik Baumann/Claudia Hürtgen (BMW); 6 Rene Rast/Kelvin van der Linde (Audi R8 LMS ultra). **Points 1 Rast/van der Linde, 214;** 2 van Lagen, 188; 3 Keilwitz, 184; 4 Hürtgen/Baumann, 177; 5 Gotz, 136; 6 Wirth, 118.



IMSA CONTINENTAL GT

Expat Brit Ian James took victory with Billy Johnson in the Road Atlanta series finale with their Ford Mustang, but the thrills went on behind. Scot Robin Liddell looked good for the title in second place, but contact with the Aston Martin of Mark Wilkins dropped the Camaro to 10th. John Edwards slipped through for second in his BMW (above), giving co-driver Trent Hindman the title.

FORMEL MASTERS

Lotus/Motopark driver Dennis Marschall won the first and the third race of the weekend at Hockenheim in the final race meeting of the series that will make way for the new Formula 4 category next year. Already-crowned champion Mikkel Jensen claimed victory in the second race and was third in the other races.

EURO V8

Victory in the final round at Hockenheim was just enough for Francesco Sini to clinch the title in his Solaris Chevrolet Camaro. Audi driver Tomas Kostka was looking good, only for a puncture in the closing stages to drop him back to fourth, causing him to miss out on the title by only one point. The other podium slots went to Giovanni Berton (Solaris Chevy Lumina) and Diego Romanini (CAAL Mercedes).

HUNGARORING 12 HRS

Mercedes teams battled it out after the Stadler Motorsport Porsche, which led most of the first six hours, went out with brake problems. Eventually the German SPS team came out on top, its SLS driven by Lance-David Arnold, Tim Muller and Valentin Pierburg, while Hofor Racing ended only 37 seconds down with Kenneth Heyer, Christian Frankenhout, Michael Kroll and Roland Eggmann.

SUPER TC2000

A dead heat at San Juan was eventually awarded to Chevrolet's Matias Munoz Marchesi after Leonel Pernia was deemed to have been just a little too robust in his efforts to get his Renault past at the final corner. It was Munoz Marchesi's maiden win, under pressure first from reigning champion Matias Rossi in the opening two laps (until he damaged his Toyota's underside) and then Pernia for the rest of the race. A few metres behind in third was series leader Nestor Girolami in his Peugeot 408.

NASCAR NATIONWIDE

Kyle Busch passed Kevin Harvick to take the win at Kansas Speedway. Tenth place was enough for Chase Elliott to extend his series lead over Regan Smith, who raced a backup car after shunting in qualifying and lost seven laps having a broken sway-bar arm fixed, restricting him to 22nd.

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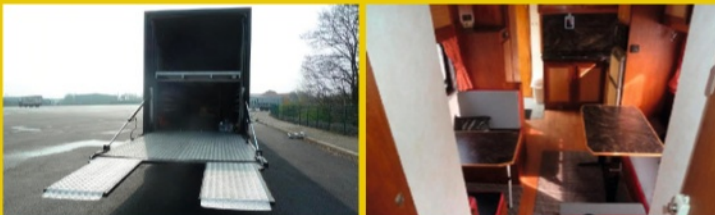
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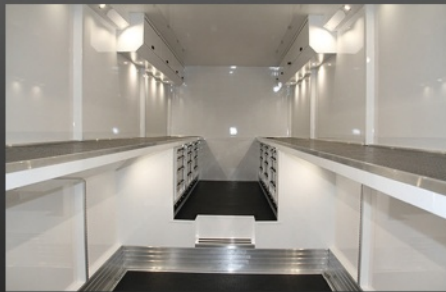
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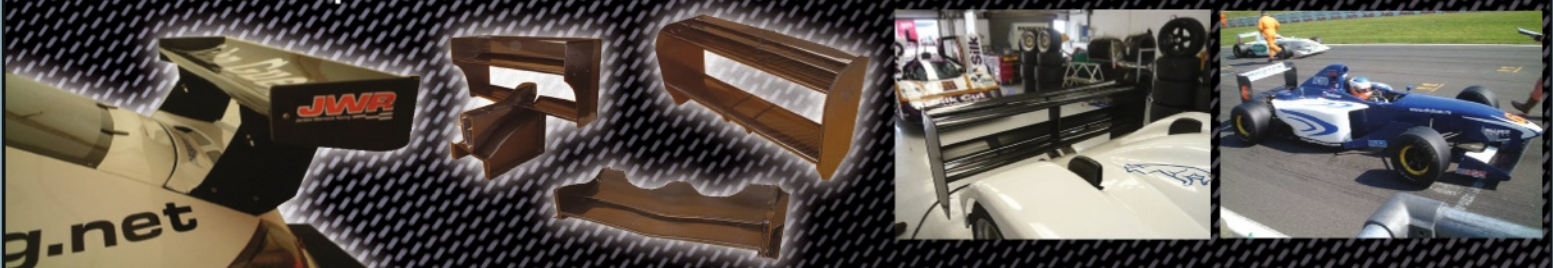
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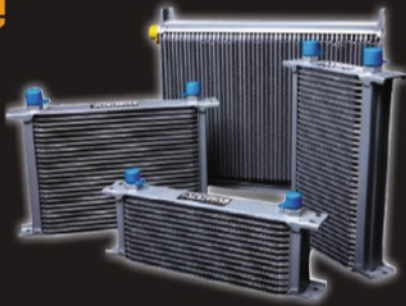
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Jose Santos, Race Engineer Matech Concepts

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Jon Hilton F1MechE CEng, Managing Partner, Flybrid Systems LLP

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Jake Dennis received his prize F1 test at Silverstone last year



LAT

Award finalists are revealed

Meet the contenders for the 26th McLaren AUTOSPORT BRDC Award

THE SIX DRIVERS FIGHTING for this year's McLaren AUTOSPORT BRDC Award have been revealed.

The selected drivers are Formula Renault Eurocup frontrunner Alexander Albon, FR NEC champion Ben Barnicoat and race winner Seb Morris, BRDC Formula 4 title contenders George Russell and Sennan Fielding, and British Formula Ford points leader Harrison Scott.

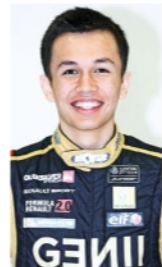
Five are finalists for the first time, with former BRDC F4 frontrunner Morris returning for a second year in succession. They will be assessed in Formula 2, DTM Mercedes and McLaren GT3 machinery on the Silverstone Grand Prix circuit later this month. Each will also have access to a McLaren MP4-12C road car for sighting laps.

The judging panel includes ex-F1 racer and BRDC president Derek Warwick, British Touring Car star Jason Plato, team boss and former GT racer Andrew Kirkaldy, McLaren head of vehicle engineering Mark Williams, leading circuit commentator Ian Titchmarsh, and *Motorsport News* editor Kevin Turner.

The winner, who will be revealed at the AUTOSPORT Awards in December, will receive £100,000, a McLaren F1 test drive, full BRDC membership, and an Arai GP-6 RC carbon helmet.

THE CHOSEN SIX

The Britons fighting for £100,000 and an F1 test



Alexander Albon Age 18
Fourth in Formula Renault Eurocup with KTR

"I had no idea I was in contention. This season we really worked on the areas I needed to improve and we thought it'd be pretty good. The McLaren GT car will be interesting"



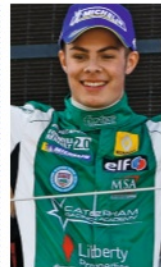
Ben Barnicoat Age 17
Formula Renault NEC champion with Fortec

"It's such an amazing thing to top off my first year in cars, I'm over the moon. Just to be part of it goes down in history. It's something a lot of great racing names have done. Hopefully I'll learn fast"



Sennan Fielding Age 18
Currently third in BRDC Formula 4 with HHC

"It's something I've been trying to get all year. It's a great accomplishment just to be nominated. Now I've been given the opportunity I need to make the most of it. I've got to show what I can do"



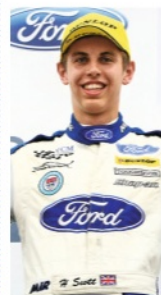
Seb Morris Age 18
Third in Formula Renault NEC with Fortec

"We've had a strong second half of the year and it's nice my raw speed has been noticed. It's great to be nominated again. This time I know what to expect"



George Russell Age 16
Currently second in BRDC F4 with Lanan; fourth in FR ALPS with Koiranen GP

"It's a great honour. Driving the DTM car will be a great experience. It's a really quick car with a lot of downforce. I hear the F2 is a bit of a beast to drive!"



Harrison Scott Age 18
Currently joint-first in British Formula Ford with Falcon

"Wow, that's amazing! It's such a prestigious award. Halfway through this year we had some issues with the car, so I tried to be consistent. Now the pace is back in the car"

SCOTT MITCHELL
ASSISTANT EDITOR

scott.mitchell@haymarket.com
@ScottMitchell189



AFTER A RECORD NUMBER OF nominations this year, we have our final six – and so the countdown to the shootout begins!

It is tough to whittle down the possibilities – many of those who nominated drivers have probably drafted their own list of finalists – but it's fair to say each of this year's bunch is deserving of their place.

There are two car-racing rookies on the list in Formula Renault NEC champion Ben Barnicoat and BRDC Formula 4 and FR ALPS ace George Russell, while the frontrunning exploits of Alexander Albon, Seb Morris, Sennan Fielding and Harrison Scott helped showcase British talent at the sharp end both at home and abroad.

There can be few greater phone calls for a young driver than the one that informs them of their place in the final six, and each should be incredibly proud to have made the cut.

Congratulations are due to them all.

Of course, the hard work does not end here. Some drivers have finished their respective campaigns while others still have races to run, but either way the celebrations will be kept to a minimum as they all prepare for the two-day shootout at Silverstone later this month.

The variety of machinery will put each driver's skills to the test and allow the best to shine through. After that, they still face a nervous wait to find out the result – that announcement will come under the spotlight of the AUTOSPORT Awards in December.

Becoming the 26th McLaren AUTOSPORT BRDC Award winner will be a glowing addition to the victor's CV. Good luck to each finalist.



Who will succeed 2013 winner Parry?

LAT



SIN R1 could form new GT4 racer

GT4

Porsche, BMW and SIN eyeing GT4 cars

GERMAN GIANTS PORSCHE and BMW and fledgling supercar constructor SIN could build cars for the GT4 category in the future.

Porsche has revealed that it has built and tested a version of its Cayman coupe that could fit into the GT4 class. The move was part of outgoing Porsche Motorsport boss Hartmut Kristen's desire to create an entry-level racer in the marque's range of customer machinery.

"Not everyone wants 600bhp, lots of downforce and a car costing €500,000," he said. Asked if that meant a GT4 car, Kristen added: "Whatever it is, it has to be more affordable, less sophisticated and probably more fun."

BMW has also indicated interest in GT4, in which the E92-shape M3 GT4 has featured previously, with BMW Motorsport boss Jens Marquardt claiming he was looking

"at where exactly GT4 is heading".

The new-for-2014 M235i Racing one-make endurance racer, the M3 or M4 are potential base cars.

Meanwhile Rosen Daskalov, who established SIN Cars in 2011, raced an updated version of its spaceframe R1, first introduced last season, at Donington Park last month.

The latest chassis has been made in partnership with UK-based car-preparation company Tracksport.

The R1 GT4 would have a target cost of around £60,000 and use a detuned 500bhp GM LS3 V8.

"We'll work to complete the GT4 homologation over the winter," he said. "This car is not [suitable for] GT3, it would be very difficult to homologate that. Our target is GT4."

The increased interest in the category comes at a time when British GT has raised the idea of separate GT3 and GT4 races.

Formula Renault

Champion FR BARC team MGR eyes Europe in 2015

MARK GODWIN IS PLANNING to follow up his eponymous squad's back-to-back Formula Renault BARC drivers' title-winning campaigns with a full-time move to European competition next season.

MGR Motorsport ran Pietro Fittipaldi to this year's FR BARC crown and also entered the Brazilian in three FR ALPS rounds, and is likely to contest one or more continental Renault series in 2015.

"Our main focus for next year is to expand into Europe," said Godwin. "My preference would be to do the ALPS championship, possibly with three cars, but we could do NEC as well if there is the demand from drivers."

"I think we overachieved in the BARC series this year, and I hope Pietro will

recognise that when he decides on his plans for next year."

Godwin, who will also run cars in the new MSA Formula category, has not ruled out a Renault UK presence.

"If there is a revamped FR UK series, we will be involved," he said. "We could run in that alongside our European commitments if they don't clash."



MGR won in FR BARC

British Formula Ford

Barlow to make British Fford return in Brands finale

JACK BARLOW WILL MAKE HIS British Formula Ford comeback in this weekend's final round at Brands Hatch as he plots a full-time return to single-seater competition next year.

The 19-year-old joins MBM Motorsport alongside Ashley Sutton and Michael O'Brien for his first outing in the series since sustaining spinal injuries in a high-speed testing accident at Thruxton in April.

"My accident put me out for longer than I expected," explained Barlow.



Barlow is back at MBM

"Because of that our sponsors went cold, and only now has the opportunity to return to the grid come up."

Barlow, who scored a podium finish on his Formula Ford debut during the series' first visit to Brands in March, said he was weighing up a season in MSA Formula in 2015.

"I've only one done one proper season of single-seaters, in BRDC F4 last year, so it would be nice to have another crack at it," he added. "For now we're keeping our options open."

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GT Cup

Radical could run GT Cup RXC for Abbott in 2015

RADICAL COULD RUN AN RXC IN the GT Cup on a factory basis next season for British Formula Ford race winner James Abbott.

The Donington Park round of the GT Cup last month marked the first UK victory for the RXC – Rob Wheldon won all three races days after buying the car.

Radical boss Phil Abbott said that son James, who also competes in the marque's European Masters category, was unlikely to continue in single-seaters.



RXC dominated at Donington

"We will look at GT Cup for James next year, as we don't have the engine budget for a competitive Formula Ford [MSA Formula] season, and with 15-year-olds allowed James would feel too old," he said.

Radical is set to unveil two new racing models for 2015 but Abbott Sr said the RXC – which is not yet using the new-for-2014 Ford EcoBoost in race trim – was still a part of its on-track plans and revealed that a bespoke class in the Euro Masters was still on the cards.

"We knew the RXC would do well and with a driver like Rob it was proven," he added. "We are still looking at the possibilities of a Euro Masters class too.

"We are not planning to race the EcoBoost engine as that's for the road. But once we've sorted out the emissions, maybe we would look at it."

Ginetta GT4 Supercup

Jones joins Supercup grid

BRITISH GT RACER DECLAN JONES will make his Ginetta GT4 Supercup return in this weekend's season finale at Brands Hatch.

A G50-class race winner in the GT Supercup in 2012, the 19-year-old will race a second car for SV Racing alongside Supercup frontrunner David Pittard. After making sporadic appearances in a GT4-class BMW M3 in British GT this year, Jones hopes this weekend will allow him to end a trying season on a high note.

"This has been perhaps the most frustrating year of my racing career, as I haven't been able to compete much at all," said Jones. "This will be my first experience in a Ginetta G55, and to achieve top-five placings would be fantastic in what is currently a very strong field."

Making their GT4 Supercup debuts this weekend will also be Britcar regular Steve Fresle, driving for Century Motorsport, and Kumho BMW Championship title contender Tom Wrigley in his own car.



Jones raced G50 in 2012 Supercup

Renault Clio Cup UK

Modell ditches Clio Cup UK

DEVON MODELL WILL MISS THE Renault Clio Cup UK season finale at Brands Hatch this weekend, and does not intend to return to the series next season.

After driving a Mercedes SLS GT3 in the Nurburgring round of the Blancpain Endurance Series last month, the British GT4 runner-up says his focus is now on building a career in sportscars.

"I'll be looking to either do a full season of Blancpain or European Le Mans Series next year," said Modell. "My long-term goal is to race at the 24 Hours of Le Mans, and racing in the ELMS is the fastest way of getting there."

Modell's place will be taken by racing

rookie Gary Jenner, while Paul Donkin will make his Clio Cup debut at Brands for Danny Buxton's SV Racing squad.

It will be the 29-year-old's second appearance on the TOCA support package, following a one-off outing in the Porsche Carrera Cup last season at Croft.



Modell (left) is quitting Clios

HUMBLE PYE

The voice of club racing



500cc F3s were a fine returning sight at Combe

Contemporary and Classic Combe are a world apart

Castle Combe's 2014 season closed with a bang last weekend, Saturday's Grand Finals Championship Race Day contrasting with Sunday's third Autumn Classic.

Both provided superb racing, but it was interesting to note how the paddock ambience, like the weather (torrential rain on Saturday morning, glorious throughout Sunday), lightened when a plethora of magnificent cars rolled in overnight.

Egos got out of control at the contemporary event, where there were ugly scenes after engines were silenced. As so often, from kart racing upwards, an aggrieved father vented his spleen after fingers were pointed – overzealously, officials decided – at his son.

Earlier, in a post-race interview, a young Formula Fordster had, ill-advisedly and repeatedly, had the temerity to criticise marshals for their flagging which allegedly cost him the result he felt he deserved.

Yes, officials are human and make mistakes but, given the severity of the Combe Saloon accident, which happily resulted in no serious injuries to drivers, and the marshals' selfless response, there are times to hold one's tongue. These people who delight in creating a scene should not be invited back unless written apologies are tendered pronto.

Fortunately, the Autumn Classic was head-and-shoulders better in every respect than its brand-creating predecessors. Hats off to former circuit marketer Rodney Gooch for steering it. I was there from 6.45am when, as the sun rose promisingly over Quarry Corner, the first cars were pushed to scrutineering. The pathos ramped up when the 500cc Formula 3 cars lined up for practice,

rear wheels on stands or rollers, as in the circuit's youth.

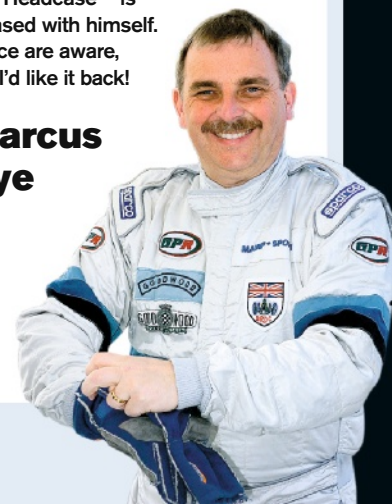
The first race for the class since October 1 1955 – which veteran lap charter Gill Allen witnessed as a lass – helped draw a strong spectator turnout. Eight tremendous grids not only entertained enthusiasts royally, but also provided a memorable send-off for late circuit saviour Howard Strawford's acolytes Adrian

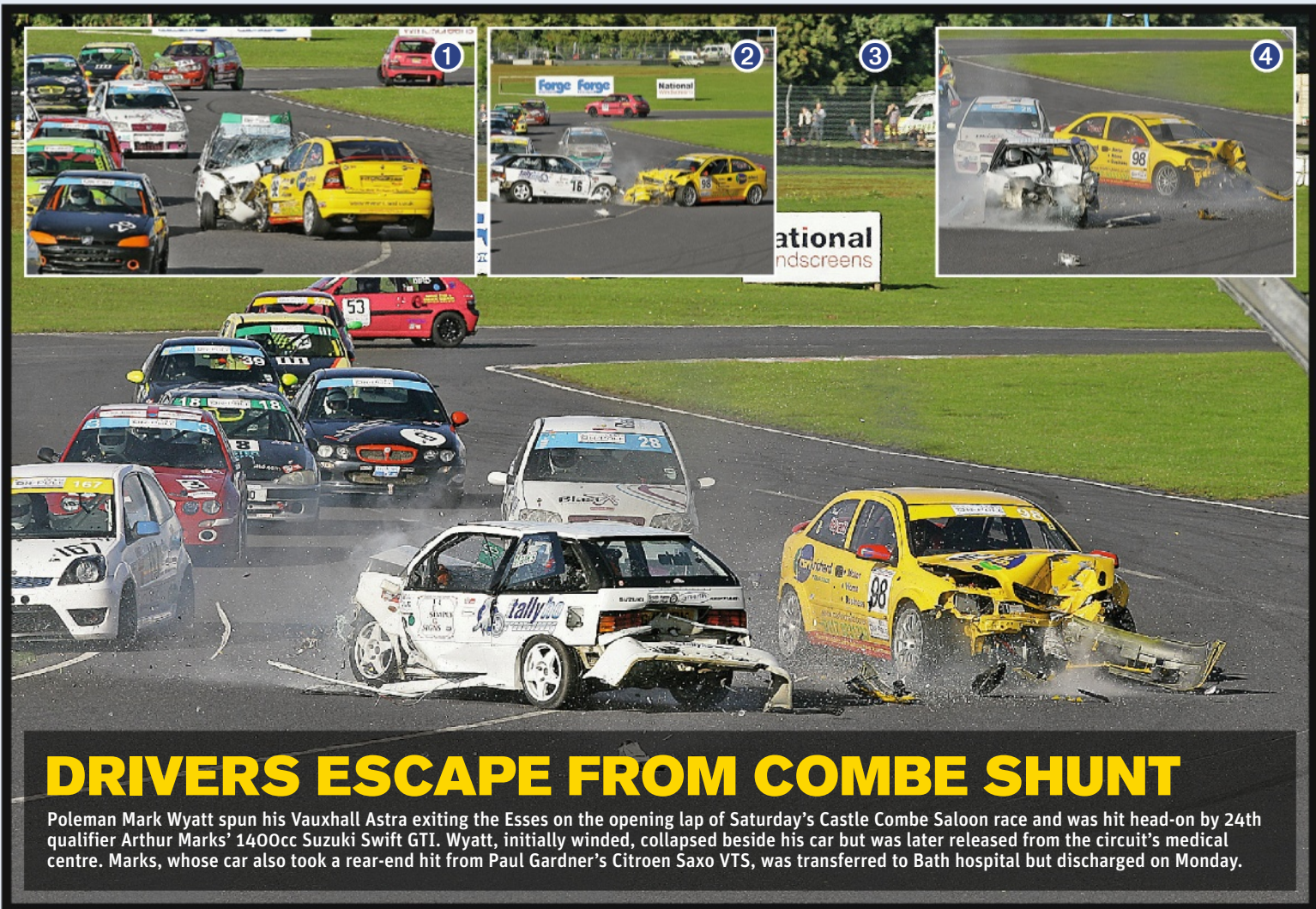
"The pathos ramped up when the 500cc F3s lined up, as in the circuit's youth"

and Nikki Fawdington (clerk of the course and chief marshal respectively), who retired after 35 years' service to Castle Combe and eight to its resident CCRC.

● Talking of unpleasant conduct, I hope the odious felon who accessed my car, parked off-street outside my house last month, and stole my race kit – Radical and MAWP+SPORT suits, distinctive JLF 'Toad's-painted Arai helmet etc in Sparco bag and Headcase – is pleased with himself. Police are aware, but I'd like it back!

Marcus Pye





DRIVERS ESCAPE FROM COMBE SHUNT

Poleman Mark Wyatt spun his Vauxhall Astra exiting the Esses on the opening lap of Saturday's Castle Combe Saloon race and was hit head-on by 24th qualifier Arthur Marks' 1400cc Suzuki Swift GTI. Wyatt, initially winded, collapsed beside his car but was later released from the circuit's medical centre. Marks, whose car also took a rear-end hit from Paul Gardner's Citroen Saxo VTS, was transferred to Bath hospital but discharged on Monday.

BRDC F4

Albert to enter F4 winter series

BRDC FORMULA 4 PODIUM finisher Jordan Albert will stick with the Caterham F1-affiliated Sean Walkinshaw Racing team for this year's Winter Series.

The single-seater rookie, who claimed his maiden rostrum in the final race at Donington Park last month, is the third driver to commit to the eight-race series at Snetterton and Brands Hatch in November.

Walkinshaw believes the 17-year-old will be one of the favourites for the title.

"Over the past few rounds he's really been able to get into his stride and show what everyone at the team has known he's capable of," he said. "Hopefully we can build on the podium he achieved at Donington and really mount a strong challenge up at the front."



British GT4

Clio Cup Series champion to British GT4

INAUGURAL RENAULT CLIO CUP Series champion Mike Robinson will move into British GT next season with Optimum Motorsport.

Robinson will partner fellow British GT debutant Graham Johnson, with whom he has raced in the Britcar Production Cup, in a Ginetta G55 GT4 as part of a planned three-year deal with Shaun Goff's outfit.

Robinson, who was runner-up in the GT5 Challenge in 2012, will run as part of

a two-car Optimum team in 2015 and wants to help the 2013 GT4 drivers' and teams' champion return to the GT3 fold.

"We've partnered with Optimum Motorsport as we think they are about as close to a works Ginetta team as you can get," he said. "We've also put a deal together with Ginetta that sees us commit to British GT for at least three years, and we assume well beyond. For now it's about going after GT4 race podiums, wins and

hopefully the championship."

GT4 race winners Jamie Stanley and Paul McNeilly will return for a second season in the category in a G55 run by McNeilly's Fox Motorsport operation.

Meanwhile, British Touring Car squad Speedworks Motorsport will run an Aston Martin Vantage GT4 in overseas endurance events for Fun Cup racer John Gilbert. It will enter the car in the Dubai 24 Hours in January.



Enaam Ahmed could race in MSA Formula next year

MSA Formula

World karting ace Ahmed set for car debut

WORLD AND EUROPEAN KARTING champion Enaam Ahmed could make his car-racing debut in 2015, with a season in MSA Formula a possibility.

The 14-year-old Briton, who was unbeaten in this year's European KF Junior championship and then clinched the world title in France last month, is under the guidance of the new Edge Sporting Management company run by Phil Glew, Chris Panayiotou and Eddie Reynolds.

Ahmed has already tested a Ginetta Junior with leading team HHC Motorsport, with whom karting team-mate Lando Norris made his car debut this season, and will also have single-seater runs in the coming months.

The final decision will be made over the winter, and his management team have not ruled out another year in karting.

"We're going to be testing a lot of different categories, Ginetta Junior with

HHC and single-seaters with Carlin, Fortec and MBM [nee Jamun], and will make a decision at the end of the year," said Glew. "He's already proved himself enough in karts, his racecraft is excellent. But the more versatile he is the better.

"[Ginetta Junior] is an option, it might be in the winter series, but because of his age we're also looking at MSA Formula. He's only 14. We've got to make sure we do the right thing for someone so young."



DUNLOP

In brief

Charlton's lucky escape

Dave Charlton avoided serious injury on Saturday when he crashed heavily at Lydden Hill's Paddock Bend during the first Quaife Sports and Saloons event. His SEAT Leon was forced across the gravel on the opening lap, hit the tyre wall and turned over. He was given oxygen and removed to the circuit's medical centre with a damaged shoulder.

Haggerty crowned

Eighteen-year-old Ciaran Haggerty became the youngest-ever winner of the Scottish Formula Ford Championship at Knockhill last weekend, taking his win tally for the season to 11 from 15. Haggerty, unbeaten since June, will compete in both the Formula Ford Festival and the Walter Hayes Trophy with his Graham Brunton Racing team.

O'Neill's Compact outing

British Touring Car race winner Paul O'Neill contested last weekend's BMW Compact Cup races at Donington Park. The ITV4 pundit qualified 15th in the 43-strong field and finished eighth and ninth in the two races.

Jones Merc runs again

Former British GT champions Godfrey and David Jones tested their Mercedes AMG SLS GT3 at Donington Park last Thursday for the first time since the 2013 British GT finale. The Team Pyro-run car was having a shakedown ahead of the 2015 Dubai 24 Hours.

ALPS triple-headers

Formula Renault ALPS will introduce three-race meetings at select rounds next season. The Red Bull Ring, Monza and Mugello rounds will be triple-headers while the Imola, Pau, Spa and unconfirmed final round will retain a two-race format.

Historics

British trio among the victors at Paul Ricard

STUART HALL, MIKE DONOVAN and Gary Pearson were the British winners at Paul Ricard in southern France last weekend, where free admission attracted a claimed 12,000 spectators to Peter Auto's 5th Dix Mille Tours historic event.

Hall and Roald Goethe (Lola T70 Mk3B) pipped Sandy Watson/Martin O'Connell (Chevron B8) in Classic Endurance Racing 1. Donovan (Spice-Cosworth SE88) bested Steve Tandy (Nissan R90CK) in Group C, while the Nissan of Katsu Kubota/Joaquin Folch topped 186mph on the



Donovan won in Spice-Cosworth

MALLETT

Mistral Straight. Ferrari 275LM duo Pearson and Carlos Moneverde won the Trofeo Nastro Rosso opener.

Tim Summers and Nigel Greensall (AC Cobra) were runners-up to Frenchmen Michel Lecourt/Raymond Narac (Shelby Cobra) in a field of 68 for the two-hour Sixties Endurance race. Richard Shaw (BMW 1800 TiSA) lost out to Germans Alex Furiani/Frank Stippler (Alfa Romeo GTA) in U2TC, while Richard Postins (TWR Rover Vitesse) chased Jean-Claude Basso (BMW 3.0 CSL) in the Heritage Touring Cup set.

US single-seaters

Briton to race in US aged 14

BRITON JORDAN CANE IS TO MAKE his car-racing debut next season in the US-based F1600 series, aged 14.

Cane, currently 13, only has two years of karting experience but is to drive for the Pelfrey Motorsport outfit following a test with the team in Florida.

"Many will argue it is too young for Jordan to move to single-seaters, but he has maturity way beyond his years," said Cane's father Grant.

Formula Renault BARC runner-up Piers Hickin, who could stick with Scorpio Motorsport for the squad's move into MSA Formula, is also considering a US move.

"One option we're looking at particularly closely is going to the US," Hickin said. "Plenty of Brits who ran out of opportunities in Europe have done well in America, such as Jack Harvey."

Walter Hayes Trophy

GT ace Scott to make Walter Hayes bow

GT AND HISTORIC RACER AARON Scott will become the latest star name to race the famous 'Black Beauty' Van Diemen RF78 in the Walter Hayes Trophy Formula Ford 1600 extravaganza.

Scott will follow in the footsteps of Neil Cunningham, Joey Foster and Michael Vergers in driving the Van Diemen owned by

WHT organiser James Beckett and run by Sheshon Racing. The event on November 1-2 will be the first time the 35-year-old has raced a Formula Ford since he competed in the contemporary category in 2000.

"This car has very strong links with Neil, who is a good friend of mine and helped me enormously in my career," said Scott, who

has campaigned an AF Corse-run Ferrari 458 Italia GT3 in British GT this season and also took part in the Historic Formula 1 race at the Singapore Grand Prix.

"I'm hoping that I can raise some awareness for his charity [racing4MND.org]. It's also going to be a bit of fun to going back to my Formula Ford roots."



Scott will race Beckett's RF78

EBREY

Orgee leads Ward in
Carnival shootout



CASTLE COMBE FINALS DAY OCTOBER 4 CCRC

Title to Higgins; Orgee's Carnival

ADAM HIGGINS SHRUGGED OFF chief Castle Combe Formula Ford Championship rival Roger Orgee to win his second successive title – and give himself a chance of emulating father Bob's 1981-83 hat-trick – but his nemesis struck back with glory in the annual Carnival race.

Riadro Racing's lead driver slashed poleman Nathan Ward's 4.5-second lead with a devastating string of fastest laps and pulled off a sensational last-lap pass into the Esses to make it three wins (one more than Ward or third-placed Ashley Crossey this term) from the last four rounds.

"I thought Nathan had gone, but once there was a slight gap to Roger in my mirrors I just pointed myself at him," enthused Higgins, who had a car set up fully for the dry as conditions improved throughout the day. "What a brilliant race," agreed Ward. "Adam caught me quickly, but I was on a half-wet set-up."

Orgee, whose father was Combe champion in 1974, tangled with a backmarker in the championship race and finished seventh, but refocused quickly. Having won Easter Monday's opener, he booked his 2014 campaign by winning the 18th Castle Combe Carnival race superbly.

Orgee overtook Ward at Tower on lap two and resisted relentless pressure from the Spectrum driver, who was sniffing his Van Diemen RF00's gearbox until the end.

Ward, whose pace has never been in question, was happy with his gallant second after a tough year with too many non-finishes. "That was incredible racing, and a great one-two for Kevin Mills's team," he said.

Michael Moyers consolidated third initially but retired after a brush with Higgins, who only just repelled super-fast returnee Luke Cooper (Swift SC92F) to bag bronze, ahead of Jonathan Hoad and Ed Moore.

"It was never going to be easy starting eighth, but after a moment with several backmarkers I'm overjoyed with third," beamed Higgins, who also spannered his dad's seventh-placed RF94, re-engined following a failure in Thursday's test.

The HSCC Historic FF2000 Championship went to the wire, Andy Park ensuring a grandstand finish by winning the first leg on a drying track. Outgoing double champ Nelson Rowe pipped him later, and a repeat third for favourite Benn Simms – back in the Reynard in which he started the season – denied Park by four points.

Robin Dawe won both Tiedeman Trophy Monoposto races in his latest Formula Vauxhall Lotus, but former F4 champion Oliver Sirrell shadowed him home both times.

Despite a breakage at the back of his Ligier JS49T, which cut his awesome early pace by 15 seconds per lap on the final three tours, Simon



Flag came just
in time for Tilling

Tilling landed the Combe Sports Racing win. The chequer came just in time as Radical duellists Darcy Smith and Nick Jones were homing in.

Simon Norris claimed Combe Sports & GT victory in the sole-surviving Mitsubishi Evo, but promising Frenchman Gaetan Paletou (Nissan GT Academy 370Z GT4) was unimpressed when Norris and bold challenger Perry Waddams collided ahead of him on Westway, sending Waddams's TVR-Chevrolet flying off on the final lap.

Class champion Tony Hutchings (Audi TT) won the restarted Combe Saloon finale from the SEAT Cupras of Rob Ballard and David Challenger, whose first podium "felt like a win to me". Carl Loader (Citroen Saxo) beat Rodney Apperly (Peugeot 106) to the only divisional title still up for grabs.

Chris Stuart narrowly beat hard-charging Roger Newman and Mike Wrigley (the Historic F1 racer returning to his Image FF1 roots) in the Pre-'82 Classic FF1600 race after early leaders Andrew Smith, Simon Davey and Stuart Kestenbaum careered off at Quarry and pursuer Ted Pearson's car lost its nose.

Paletou won the contemporary season-closing Open Sports vs Saloons thrash from Hutchings and Russell Humphrey (Ludlow Tigr) who "bump-started" the winner's team-mate Paul Brown, whose Nissan stalled on the grid.

● Marcus Pye

RESULTS

CASTLE COMBE FF1600 (15 LAPS) 1 Adam Higgins (Van Diemen JL12) 18m48.299s (88.54mph); 2 Nathan Ward (Spectrum O11c) +0.530s; 3 Ashley Crossey (Spectrum O11b); 4 Michael Moyers (O11c); 5 David Cobbold (Van Diemen RF89); 6 Richard Higgins (JL12). **Class winners** Cobbold; Paul Barnes (Swift SC92F); Mike Wrigley (Merlyn Mk20). **Fastest lap** Higgins 1m12.729s (91.57mph). **CARNIVAL (12 LAPS)** 1 Roger Orgee (Van Diemen RF00) 14m42.017s (90.61mph); 2 Ward +0.245s; 3 A Higgins; 4 Luke Cooper (SC92F); 5 Jonathan Hoad (Van Diemen RF90); 6 Ed Moore (Van Diemen JL13K). **CW** Cooper; Cobbold; Luke McShane (Crossle 45F). **FL** Cooper 1m11.942s (92.57mph).

HSCC HISTORIC FF2000 (12 LAPS) 1 Andrew Park (Reynard SF81) 16m00.637s (83.19mph); 2 Nelson Rowe (Reynard SF79) +1.221s; 3 Benn Simms (Reynard SF77); 4 Tom Smith (Royale RP27); 5 Ben Tusting (SF79); 6 Andrew Storer (RP27). **CW** Tom White (Crossle 33F). **FL** Rowe 1m16.940s (86.56mph). **RACE 2 (10 LAPS)** 1 Rowe 11m56.601s (92.93mph); 2 Park +0.473s; 3 Simms; 4 Tusting; 5 Smith; 6 Graham Fennymore (SF81). **CW** Smith. **FL** Park 1m09.741s (95.49mph).

TIEDEMAN TROPHY MONOPOSTO (11 LAPS) 1 Robin Dawe (Formula Vauxhall Lotus) 15m30.221s (78.75mph); 2 Oliver Sirrell (Van Diemen RF01) +0.743s; 3 Keith Linforth (Dallara F399); 4 Chris Lord (Van Diemen RF82); 5 Jason Timms (Speads RM07); 6 Malcolm Scott (Dallara F398). **CW** Linforth; Lord; Timms; Ray Rowan (Dallara F305). **FL** Terry Clark (Van Diemen RF99) 1m19.589s (83.68mph). **RACE 2 (9 LAPS)** 1 Dawe 13m03.139s (76.53mph); 2 Sirrell +0.143s; 3 Geoff Fern (JKS TFR11); 4 Scott; 5 Rowan; 6 Lee Cunningham (Van Diemen). **CW** Fern; Scott; Rowan; Lord. **FL** Scott 1m08.795s (96.80mph).

CASTLE COMBE SPORTS RACING (18 LAPS) 1 Simon Tilling (Ligier JS49T) 20m16.194s (98.57mph); 2 Darcy Smith (Radical SR4) +3.534s; 3 Nick Jones (Radical SR3 RS); 4 Chris Child (Nemesis RME98); 5 Norman Lackford (Radical PR6); 6 Steve Bracegirdle (RME98). **CW** Smith; Robert Gillman (Radical Clubsport). **FL** Tilling 1m03.684s (104.57mph) **Record**.

CASTLE COMBE SPORTS & GT (15 LAPS) 1 Simon Norris (Mitsubishi Lancer Evo 9) 17m51.594s (93.22mph); 2 Gaetan Paletou (Nissan 370Z GT4) +4.246s; 3 Paul Brown (370Z GT4); 4 Keith Dunn (Caterham C400); 5 Lee Cunningham (Ariel Atom); 6 Dylan Popovic (Marlin Avatar). **CW** Paletou; Dunn; Michael Timberlake (BMW M3). **FL** Perry Waddams (TVR Tuscan-Chevrolet LS3) 1m09.231s (96.20mph).

CASTLE COMBE SALOONS (10 LAPS) 1 Tony Hutchings (Audi TT) 13m01.414s (85.23mph); 2 Rob Ballard (SEAT Leon Cupra) +4.928s; 3 David Challenger (Leon); 4 John Barnard (Vauxhall VX8R); 5 Carl Loader (Citroen Saxo); 6 Tony Dolley (Peugeot 206 GTi). **CW** Loader; Dolley; David Rose (VW Lupo). **FL** Hutchings 1m16.619s (86.92mph).

CLASSIC FF1600 (16 LAPS) 1 Chris Stuart (Van Diemen RF80) 20m45.167s (85.57mph); 2 Roger Newman (RF80) +0.383s; 3 Mike Wrigley (Merlyn Mk20); 4 Kevin Howell (PRS RH01); 5 Leandro Guedes (Van Diemen RF79); 6 Matthew Wrigley (Merlyn Mk20A). **CW** Wrigley. **FL** Newman 1m16.275s (87.31mph).

CCRC OPEN SPORTS VS SALOONS (10 LAPS) 1 Gaetan Paletou (Nissan 370Z GT4) 12m10.349s (91.18mph); 2 Tony Hutchings (Audi TT) +29.707s; 3 Russell Humphrey (Ludlow Tigr); 4 Rob Ballard (SEAT Leon Cupra); 5 Nigel Richards (BMW M3); 6 Craig Moore (Rage R200 RT). **CW** Hutchings; James Keepin (MG ZR 160). **FL** Paletou 1m10.857s (93.99mph).



Park took FF2000
race win, but not the title

AUTUMN CLASSIC CASTLE COMBE, OCTOBER 5 CCRC

Jones tops 500cc F3 return at Combe

A MAGNIFICENT BRISTOL AEROPLANE Company Motor Sports Club 500cc Formula 3 race, the first at Castle Combe since October 1955, highlighted Sunday's wonderfully relaxed third Autumn Classic event, transporting many folk back to the circuit's first decade and the birth of the motorcycle-engined class.

Cars of 14 marques formed the 24-car grid, but not even a sensational repass around the outside of Camp Corner could keep George Shackleton ahead of Spitfire pilot Steve Jones in a gripping Cooper-Norton dice for victory. Gordon Russell's Mackson completed the podium, while John Turner celebrated his 77th birthday with sixth place, first of the JAP-powered finishers.

Combe has always been a hotbed of Austin-Healey racing and this year's HDI showcase benefited from being a double-header. Local man David Smithies staved off David Grace in a gripping first leg in which Bruce Montgomery finished directly behind them. Grace, winner last year with Swede Anders Schildt, demonstrated why he won five British Hillclimb titles in the decider, bolting clear of Smithies at the start and staying there.

"The start where you don't quite bog down is always the best one,"



Shackleton (right) keeps an eye on Jones

smiled Grace after landing the John Gott Memorial Trophy.

Jack Chatham, in only his third race, drove superbly to claim third ahead of Patrick Blakeney-Edwards. Mike Thorne wriggled past Johnny Todd to win the Dave Hardy Memorial four-cylinder contest.

A superb FISCAR Intermarque battle embroiled Brian Arculus and Robin Ellis/Richard Fores (Lotus Elites), John Ure (ex-Tony Crook Cooper-Bristol), Thorne's Healey and Simon Hadfield, who urged wife Amanda's Elva Courier to the front in nine laps.

Arculus's early-stop strategy, while the pitlane was quiet, paid dividends but Fores chased him down and went ahead three laps from home. Pursued by Arculus and Ure, Fores's victory was emotional. "My father — who

died when I was four — raced an Elite, so it's a childhood dream come true," said the modern racer. "Richard did an astonishing job," affirmed Ellis.

Despite two other DB3Ss in the Jon Gross Memorial Historic Aston Martin race — enriched by FISCAR invitees — Simon Hadfield drifted Wolfgang Friedrichs's ex-Whitehead brothers example to a dominant victory. "I'd have loved to have played, but the fast DB2s [of David Reed and Chris Jolly] were between me and the other sports racers and there were cars to negotiate everywhere," he explained.

Paul de Havilland (Jaguar XK150), Gordon McCullough (ex-Scuderia Madunina Brasil Maserati 200Si) and Locost racer Ted Shepherd (AC Ace Bristol) split the Astons to finish third, fifth and seventh overall. Steve Boulton Brooks (ex-Kangaroo Stable/Phil Hill/Carroll Shelby DB3S) recovered from a spin to bag sixth, while David Freeman won the Mort Morris-Goodall Pre-War prize.

Seeing 1988 Le Mans 24 Hours winner Andy Wallace racing a D-type gladdened Jaguar enthusiasts' hearts, recalling the model's 1955-57 treble at La Sarthe, but the combo couldn't match the hot E-types of Martin Hunt and Mark Russell in the marque race. Brian Stevens and Grahame Bull (E-type

coupes) ambushed Wallace after a safety-car hiatus.

Fred Wakeman repeated last year's VSCC win in his chain-driven Frazer Nash, but Mark Brett growled his Ballamy-Ford between the Californian and David Freeman's Aston Martin at the get-go. "Mark got a huge start, but unfortunately the V8 burns its brakes; that's when I pounced," grinned Wakeman. Freeman jostled past the Nash briefly, but the Californian retaliated during lappery at Camp.

Once Jon Milicevic (Cooper T59) and Jack Woodhouse (Lotus 20/22) had relegated Formula Junior poleman Westie Mitchell's tiny De Tomaso — later raced by Clay Regazzoni in F3 trim — to third on lap one, the top six remained unchanged. "Combe is an absolute dream in this car; it seems to ooze up the bumps," said Milicevic.

Another Italian-built car, Richard Smeeton's shark-nosed Wainer, chased Mitchell in, with Steve Jones's ex-Jean-Claude Franck Cooper T67 in its slipstream. After an early moment, Anthony Binnington screamed the other T67 — in which Peter Revson set a phenomenal 130mph lap record at Enna-Pergusa in '63 — back to seventh, behind Laine Martin's Lotus 20.

● Marcus Pye



Packed FISCAR grid joined Astons

RESULTS

BRISTOL AEROPLANE COMPANY MOTOR SPORTS CLUB CHALLENGE TROPHY FOR 500CC F3 (10 LAPS)

1 Steve Jones (Cooper-Norton Mk10) 15m05.959s (73.51mph); 2 George Shackleton (Cooper-Norton Mk11) +1.822s; 3 Gordon Russell (Mackson-Norton); 4 Richard de la Roche (Smith-Norton); 5 Darrell Woods (Cooper-Norton Mk12); 6 John Turner (Cooper-JAP Mk9); 7 Roy Hunt (Martin-Norton); 8 Ian Phillips Cooper-Norton Mk8; 9 Xavier Kingsland (Staride-Norton Mk3); 10 Richard Bishop-Miller (Revis-JAP). **Class winners** Russell; Shirley Monro (Cooper-JAP Mk4). **Fastest lap** Jones 1m28.234s (75.48mph).

JOHN GOTT TROPHY FOR AUSTIN-HEALEYS (BOTH 15 LAPS) 1 David Smithies (3000) 21m07.449s (78.82mph); 2 David Grace (3000) +0.222s; 3 Bruce

Montgomery (3000); 4 Jaap Sinke (3000); 5 Chris Clarkson (3000); 6 Oliver Chatham (3000). **CW** Mike Thorne (100M). **FL** Smithies 1m22.054s (81.16mph). **RACE 2 1 Grace 20m58.862s (79.35mph);** 2 Smithies +3.427s; 3 Jack Chatham (3000); 4 Patrick Blakeney-Edwards (3000); 5 Karsten Le Blanc (3000); 6 Ted Williams (3000). **CW** Thorne. **FL** Grace 1m22.736s (80.49mph).

FISCAR INTERMARQUE (20 LAPS) 1 Mark Ellis/Richard Fores (Lotus Elite) 30m13.974s (73.43mph); 2 Brian Arculus (Elite) +2.029s; 3 John Ure (Cooper-Bristol T24/25); 4 Martyn Corfield (Austin-Healey 100/4); 5 Steve Boulton Brooks (Aston Martin DB3S); 6 Ted & Andy Shepherd (AC Ace-Bristol); 7 Mike Thorne/Sarah Bennett-Baggs (Austin-Healey 100M); 8 Murray Shepherd (Ace-Bristol); 9 Jonathan Abecassis (100/4); 10 Simon & Amanda Hadfield

(Elva Courier). **FL** Ure 1m23.862s (79.41mph).

JON GROSS MEMORIAL TROPHY FOR HISTORIC ASTON MARTINS (14 LAPS) 1 Simon Hadfield (DB3S) 19m46.697s (78.57mph); 2 David Reed (DB2) +56.482s; 3 Chris Jolly (DB2); 4 Steve Boulton Brooks (DB3S); 5 Nicholas Ruddell (DB2/4 Mk1); 6 Andy Shepherd (DB MkIII). **Pre-War** David Freeman (2-litre Speed Model). **Invitation** Paul de Havilland (Jaguar XK150). **FL** Hadfield 1m22.806s (80.42mph) **Record.**

JEC NORMAN DEWIS TROPHY FOR PRE-'66 JAGUARS (21 LAPS) 1 Martin Hunt (E-type) 31m20.457s (74.37mph); 2 Mark Russell (E-type) +17.007s; 3 Brian Stevens (E-type FHC); 4 Grahame Bull (E-type FHC); 5 Andy Wallace (D-type); 6 Colin McKay (E-type FHC). **CW** Read Gomm (E-type Low Drag Coupe); Grant Williams (Mk1); Andrew Wenman (XK120). **FL** Hunt 1m20.261s (82.97mph).

VSCC PRE-WAR SPORTS-CARS (13 LAPS) 1 Fred Wakeman (Frazer Nash Super Sports) 20m07.671s (71.69mph); 2 David Freeman (Aston Martin 2-litre Speed Model) +7.901s; 3 Andrew Mitchell (HRG 1 1/2-litre); 4 Mark Brett (Ballamy Ford V8 Special); 5 Sue Darbyshire (Morgan Super Aero); 6 Patrick Blakeney-Edwards (Frazer Nash Saloon 'Owllet'). **CW** Freeman; Brett; Charles Maclean (Riley 9 Special). **FL** Wakeman 1m30.648s (73.47mph).

FJHRA/HSCC FORMULA JUNIOR (16 LAPS) 1 Jon Milicevic (Cooper T59) 20m25.698s (86.93mph); 2 Jack Woodhouse (Lotus 20/22) +10.932s; 3 Westie Mitchell (De Tomaso F1); 4 Richard Smeeton (Wainer 63); 5 Steve Jones (Cooper T67); 6 Laine Martin (Lotus 22). **CW** Martin; Mark Woodhouse (Elva 100); Andrew Taylor (Cooper T56). **FL** Milicevic 1m15.413s (88.31mph) **Record.**

Shayne wins in all-Deegan showdown

A WINNER-TAKES-ALL STOCK HATCH championship finale between the Cambridge-based Deegan brothers ended with younger sibling Shayne claiming the title.

Saturday's penultimate round set up the decider as Shayne qualified on pole position with brother Lee, who led the points standings after Cadwell Park, alongside him on the front row.

Lee got out of shape through Redgate on the opening lap, giving his brother an initial advantage. Shayne then led throughout, but Lee narrowed the gap to less than a second at the end.

Carl Swift, recovering after a bigger moment than Lee Deegan's at the first corner, took the point for fastest lap, so Shayne converted a three-point deficit into a two-point lead ahead of the decider.

That showdown proved something of an anticlimax, though there was early drama when Shayne leapt out of his car on the dummy grid to check under the bonnet. "When I started it up I got a lot of smoke in the cab, but I punched the dash and it seemed to do the trick," he said.

The championship was effectively



Shayne Deegan (28) beat his elder brother Lee to clinch the Stock Hatch crown

decided in the first half-lap, as Lee trekked through the Redgate gravel having been eased wide by his brother, before colliding with Toby Bearne at McLeans. He rejoined 10th, but could only recover to sixth.

Shayne still needed to finish though, and as Swift disappeared to a clear race win he made second position his own while Paul Jarvis rounded off the podium finishers.

Shayne later acknowledged that there could have been a very different conclusion to the title race had reigning champion Tom Bell not been ruled out by a workplace accident just before the penultimate meeting.

But Shayne won five of the 14 races this season to his brother's four, and therefore was ultimately a deserving winner of the title.

● Ian Sowman

RESULTS (8 LAPS) 1 Shayne Deegan (Citroen Saxo VTR) 11m33.31s (82.21mph); 2 Lee Deegan (Saxo) +0.83s; 3 Toby Bearne (Saxo); 4 Philip Wright (Saxo); 5 Carl Swift (Saxo); 6 Scott Sharp (Saxo).

Class winner James Palmer (Smart 4:2).

Fastest lap Swift 1m25.24s (83.58mph).

RACE 2 (11 LAPS) 1 Swift 15m45.45s (82.89mph); 2 S Deegan +10.96s; 3 Paul Jarvis; 4 Wright; 5 Sharp; 6 L Deegan. **CW** David Nash (Smart 4:2). **FL** Swift 1m25.15s (83.67mph).



Holden won twice in Sports Specials

Holden's wins, Boyd's crown

NICK HOLDEN TOOK HIS ARIEL ATOM to a pair of dominant maiden victories, but Paul Boyd wrapped up the championship in his Eclipse SM1.

A sodden qualifying session, and the fact that Class C runners such as Holden have a free tyre choice, jumbled the grid and left regular frontrunners Boyd and team-mate Clive Hudson down the order.

Nevertheless, Boyd's class win in the opener was sufficient to deny Hudson – and Zetec class champion Adrian Cooper – the title.

Holden romped home by half a minute in the wet first race, with already-crowned Class C champion

Eddie Ives second after others fell off.

In the dry rematch, Ives may have challenged Holden had he not taken four laps to pass Paul Collingwood.

● Ian Sowman

RESULTS (BOTH 9 LAPS) 1 Nick Holden (Ariel Atom) 14m38.87s (72.96mph); 2 Eddie Ives (Elite Pulse) +34.17s; 3 John Moore (FRS Arrow); 4 Paul Collingwood (Sylva J15); 5 Paul Boyd (Eclipse SM1); 6 Stephen Ward (Westfield Aerorace). **CW** Boyd; Adrian Cooper (Procomp LA Gold). **FL** Holden 1m36.10s (74.14mph).

RACE 2 1 Holden 11m48.99s (90.44mph); 2 Ives +11.00s; 3 Howard Cramer (Caterham 7); 4 Boyd; 5 Collingwood; 6 Clive Hudson (SM1). **CW** Boyd; Cooper. **FL** Ives 1m17.27s (92.20mph).

BMW duo take the spoils

MATT CHERRINGTON GAVE HIS self-developed BMW Z3 a first Roadsports victory, defeating Silverstone winner Alec Livesley.

Cherrington took over from ex-Locost and Compact Cup racer Martin Gambling at the stops, holding to win by five seconds as Livesley made a late charge after losing ground early on due to an intermittent electrical problem.

Steve Brown's Porsche Boxster was third, having passed Craig Lawton's Clio – which ran strongly with returnee Ed Pead on board in the first half – on the last lap. The MX-5 of Tom Collins and Mike

Comber took Sport class honours.

Earlier, a lengthy safety car intervention was required after regular race-winner Rob Horsfield's modified Toyota MR2 ended up in the pitwall.

● Ian Sowman

RESULTS (28 LAPS) 1 Martin Gambling/Matt Cherrington (BMW Z3) 45m41.02s (72.78mph); 2 Alec Livesley (Jensen Healey) +4.68s; 3 Steve Brown (Porsche Boxster S); 4 Ed Pead/Craig Lawton (Renault Clio Sport 182); 5 Tom Collins/Mike Comber (Mazda MX-5); 6 Robert Gilham/Steve Hewson (Porsche 924S). **CW** Livesley; Collins/Comber. **FL** Livesley 1m20.23s (88.80mph).



Gambling/Cherrington Z3 won the day

CLASSIC STOCK HATCH DONINGTON PARK, OCTOBER 4-5 750MC

Scott's title win marred by shunts

THE PROSPECT OF A GRANDSTAND finish to the Classic Stock Hatch season was extinguished at the first corner after a serious incident befell championship contender Andy Philpotts, effectively handing the title to his rival Lee Scott.

Philpotts and Scott qualified their Fiesta XR2s alongside each other on row two of the record 32-car field, behind Andrew Lightstead (XR2) and Pip Hammond (Vauxhall Nova).

Having taken the outside line around Redgate, Philpotts appeared to lose it on the exit of the corner and was heavily collected by several following cars. He was then taken to hospital for precautionary checks.

At the restart, Scott seemed to do his best to throw the title away, and was lured wide on the exit of Coppice — dropping him to 13th following a trip to the gravel. But while Hammond stormed to a third successive victory, Scott charged back up to third behind



Title victor Scott leads race two from a feisty Hammond

Imran Khan's XR2, gathering enough points to regain his title.

The second race was also disrupted by a serious accident, in which Gary Campbell's XR2 took a huge hit. The Loughton man was also hospitalised and was treated for multiple fractures.

Although the lap charts showed Scott ahead throughout the restarted race, Hammond ran him close and occasionally broke through to lead. Mervyn Beckett (Nova) meanwhile relieved Gordon Macmillan (205) of third at Redgate just before halfway, and then fended off Martin Cayzer's

XR2i to score his only podium finish of the year.

● Ian Sowman

**RESULTS (BOTH 8 LAPS) 1 Pip Hammond (Vauxhall Nova GTE) 11m55.63s (79.64mph); 2 Imran Khan (Ford Fiesta XR2) +4.06s; 3 Lee Scott (Fiesta XR2i); 4 Matt Rozier (Peugeot 205 GTi); 5 Mervyn Beckett (Nova GTE); 6 Gordon Macmillan (205). FL Scott 1m27.18s (81.72mph).
RACE 2 1 Scott 11m45.96s (80.73mph); 2 Hammond +0.33s; 3 Beckett; 4 Martin Cayzer (Fiesta XR2i); 5 Edward Cooper (Nova GSi); 6 Rozier. FL Hammond 1m27.05s (81.84mph).**



Donington in brief

Formula Vee

After almost a decade of trying, Peter Belsey (above, leading) won for the first time in a championship race. Having climbed from seventh, he was part of a three-car battle for victory in which he led for the first time on the penultimate lap, then had to repass Dan Pitchford twice on the final tour. Champion Martin Farmer emerged from a 10-car battle to win a crazy second race.

Civic Cup

Rich Hockley did the double, with the second win coming from 10th on the reversed grid, slipstreaming ahead of Mark Higginson on the penultimate lap. Initial leader Daniel Webster scored a first podium. Earlier, in a restarted race, Hockley led more or less throughout, pegging the gap back to Rob Baker.

BMW Compacts

Incoming and outgoing champions Stuart Voyce and Steve Roberts split the victories two to one, while former Saxmax master Owen Hunter starred by gaining his first podium finishes in the championship. He pushed Roberts all the way in the second race, but a relative lack of straightline speed meant he couldn't capitalise on his chances.

Toyota MR2s

Matt Palmer signed off from his second title-winning season with two comfortable victories. The only blip was a poor start to race two, but he overturned the early advantage of Stuart Nicholls — who was twice second — within a lap. Alex Knight took a couple of third positions, while Shaun Traynor emerged from some entertaining scraps with fourth in each race.

Mazda MX-5 Cup

James Rogers (below, leading) scored a surprise maiden victory in race one when Ben Short and Will Blackwell-Chambers had a coming together. The pair weren't so obliging in race two, Short passing Rogers at Redgate and Blackwell-Chambers following through at McLeans. They were side-by-side into the chicane on the last lap, but it was Short who prevailed.



Humphries leads a packed Clio field through the Craner Curves

CLIO 182 SERIES DONINGTON PARK, OCTOBER 4-5 750MC

Fincham denies Fletcher by a hundredth

MATT FINCHAM TOOK HIS SECOND victory of the season by just 0.01s from Patrick Fletcher in the opener, while Jeff Humphries claimed a narrow victory in race two.

Fincham had taken the lead of race one from Fletcher on the opening lap when the 2011 Stock Hatch champion ran wide at Redgate, but Fletcher regained the advantage just before half-distance. Fincham reeled the leader back in, timing his final run

out of the Roberts chicane to perfection to steal victory by the smallest of margins. Once he had shaken off the advances of the returning Pete Morgan, Humphries was a lonely third.

From pole, Humphries led race two, but Matt Digby charged from row five to take the lead at Hollywood late on — only to immediately slow and subsequently shed a wheel. His misfortune promoted Humphries

back into the lead, with Morgan and Fletcher completing the podium.

● Ian Sowman

**RESULTS (9 LAPS) 1 Matt Fincham 15m02.59s (71.04mph); 2 Patrick Fletcher +0.01s; 3 Jeff Humphries; 4 Mark Hammersley; 5 Ed Pead; 6 Pete Morgan. FL Hammersley 1m36.30s (73.98mph).
RACE 2 (10 LAPS) 1 Humphries 14m19.51s (82.89mph); 2 Morgan +0.35s; 3 Fletcher; 4 Andrew Harding; 5 Fincham; 6 Hammersley. FL Matt Digby 1m23.94s (84.87mph).**





Sullivan's win in race two earned him the crown

MGOC SNETTERTON, OCTOBER 4-5 MGCC

Countbacks decide titles after thrillers

THE FINAL ROUND OF THE MGOC championship reached a thrilling conclusion, with titles decided in two classes on a countback.

Quickest of the field were the ZRs, with frontrunners Lee Sullivan, Ben Palmer and Gary Smith separated by just 10 points going into the weekend.

The trio filled the top spots on the grid for the wet opening race, with Palmer overhauling his rivals at the start en route to a dominant win, but Sullivan – who had only just made it to the grid in time and was still on a dry set-up – spun and dropped down the order. Smith took advantage

to take second, overcoming a determined Andrew Rogerson before securing the place.

Sullivan's set-up issues restricted him to eighth, and with his title rivals finishing one-two a victory was almost essential in the season finale.

He duly obliged, converting pole to the lead and holding off Smith and Palmer for class and overall victory. The result left Sullivan and Palmer level on points at the top of the table, with Sullivan taking the title on a victory countback.

Remarkably it was just as tight in Class F. Reigning champion

Simon Kendrick enjoyed a 15-point cushion over closest rival Mark Baker before race one, but his mid-race retirement, coupled with class victory for Baker, closed that gap. In a dramatic finale, the luckless Kendrick was eliminated in a crash on Bentley Straight that brought the race to a premature end.

He was classified second in class when results were taken back a lap, and Baker took victory to leave the pair level on points. It went to Baker on another countback.

It was more clear-cut in Class A, as victories and fastest laps in both races

for Jim Baynam ensured he leaptfrogged Chris Pollard in the standings to secure top spot.

● Oliver Timson

RESULTS (12 LAPS) 1 Ben Palmer (ZR 160) 20m55.645s (68.26mph); 2 Gary Smith (160) +8.794s; 3 Andrew Rogerson (160); 4 Ian Evans (160); 5 Van Kaiser (160); 6 Mark Baker (MGF). **Class winners** Baker; Ray Ferguson (ZR 170); Jim Baynam (MGB Roadster). **Fastest lap** Palmer 1m41.062s (70.67mph). **RACE 2 (5 LAPS) 1 Lee Sullivan (160) 8m30.849s (69.90mph);** 2 Smith +0.527s; 3 Palmer; 4 Rogerson; 5 Baker; 6 Simon Kendrick (MGF VVC). **CW** Baker; Ferguson; Baynam. **FL** Sullivan 1m29.101s (80.16mph).

MG METRO CUP SNETTERTON, OCTOBER 4-5 MGCC

Sanderson misses out

MIKE WILLIAMS LOOKED TO BE THE class of the MG Metro Cup field, hitting the front on lap two and staying there to the finish.

But Williams's post-race exclusion for running underweight handed victory instead to Tom Sanderson, consolidating his lead in the Class C points table.

Sanderson doubled up with a start-to-finish win in race two, but there was more disappointment for Williams, who retired early

from second place.

Ben Rushworth took second spot, though he couldn't get close enough to challenge Sanderson, whose double wasn't quite enough to overhaul class dominator Jonathan Woodcock for the overall title.

● Oliver Timson

METRO CUP (9 LAPS) 1 Tom Sanderson (GTi) 16m26.992s (65.13mph); 2 David Javes (Turbo) +9.255s; 3 Richard Garrard (Turbo); 4 Philip Gough (114 GTi); 5 Jonathan Woodcock (GTi); 6 Timothy Davies (GTi). **CW** Woodcock; John Gould (MG ZR 105). **FL** Sanderson 1m45.986s (67.39mph). **RACE 2 (13 LAPS) 1 Sanderson 20m25.499s (75.76mph);** 2 Ben Rushworth (100) +1.795s; 3 Oliver Hood (100); 4 Jack Ashton (GTi); 5 Garrard; 6 Javes. **CW** Woodcock; Gould. **FL** Sanderson 1m31.330s (78.20mph).



PETER BEST/MIDGET & SPRITE CHALLENGE SNETTERTON, OCTOBER 4-5 MGCC

Sibley seals crown with sequel victory

THE HIGHLIGHT OF THE OPENING race for the combined Peter Best and MG Midget-Sprite field proved to be a terrific charge through the field by Tom Diment.

He revelled in the sodden conditions, surging his ZR 190 from mid-grid to win and relegating long-time leader Paul Sibley to second.

Sibley won the restarted sequel, having taken the lead from fellow Midget pilot Andy Southcott.

David Weston completed a trio of Midget drivers on the podium, overtaking Southcott mid-race. Paul Campfield took the Midget-Sprite title with two class wins.

● Oliver Timson



RESULTS (9 LAPS) 1 Tom Diment (MG ZR 190) 16m11.824s (66.14mph); 2 Paul Sibley (MG Midget) +6.201s; 3 Andy Southcott (Midget); 4 Paul Campfield (Austin Healey Frogeye Sprite); 5 Martin Morris (Midget); 6 Chris Dear (Midget). **CW** Sibley; Southcott; Campfield; Dear; Nick Arden (MG Maestro RFI); Phill Briggs (Midget); Richard Homer (Midget). **FL** Diment 1m43.378s (69.09mph). **RACE 2 (11 LAPS) 1 Sibley 15m58.086s (82.00mph);** 2 David Weston (Midget) +3.591s; 3 Southcott; 4 Campfield; 5 Richard Wildman (Midget); 6 Morris. **CW** Southcott; Campfield; Robert Campbell (MGC GTS); Dear; Nigel Lackford (Austin Healey Frogeye Sprite); Clive Jones (MGB Roadster); Homer. **FL** Sibley 1m24.521s (84.50mph).

**MG TROPHY SNETTERTON,
OCTOBER 4-5 MGCC**

Bray returns to winning ways for biggest prize

THE OVERALL MG TROPHY TITLE WAS up for grabs over the double-header, as yet again the destiny of this ultra-competitive championship went down to the final round.

Going into the weekend, the top six drivers were all mathematically in with a chance of claiming the prize. Among the favourites were Class C points leaders Richard Marsh and Fergus Campbell and Class B frontrunner Chris Bray, who hadn't won a race since his double victory in the year's opener at Brands Hatch.

The omens looked good for Bray as he returned to winning ways in race one, converting pole to victory, leaving his Class B rivals and fellow title hopefuls Paul Luti and Ross Makar to dispute second.

Luti ultimately secured the place, but Bray's success meant the pair's title hopes were diminishing fast, while Bray received a further boost



Luti won race two but Bray (2) did enough for the title

when both Marsh and Campbell retired mid-race.

Having gained the initiative in race one, Bray made sure of a solid result in the sequel. He was overtaken first by Luti and then by a charging Makar at the start, but held his nerve to secure a top-three finish, and third became second after a post-race penalty for a flag infringement dropped Makar back a place.

The outcome was enough for Bray to wrap up the Class B and overall championship titles. Further back, Campbell bounced back from his

race-one disappointment to top Class C in the race and the title.

● Oliver Timson

RESULTS (14 LAPS) 1 Chris Bray (ZR 190) 20m16.369s (82.20mph); 2 Paul Luti (190) +5.493s; 3 Ross Makar (190); 4 Jason Burgess (190); 5 Jake Fraser-Burns (190); 6 Rob Perkins (190). **CW** Vince Pain (ZR 170); Ian Boulton (ZR 160). **FL** Luti 1m24.954s (84.07mph). **RACE 2 (11 LAPS) 1 Luti 17m28.593s (74.92mph);** 2 Bray +8.990s; 3 Makar; 4 Perkins; 5 Fraser-Burns; 6 Burgess. **CW** Fergus Campbell (160); Mike Harris (170). **FL** Makar 1m32.992s (76.80mph).

CATERHAM GRADUATES SPA-FRANCORCHAMPS, OCTOBER 4-5

Surging Russell avenges 2013 defeat

ALL FIVE CATERHAM GRADUATES classes – Classic, Super, Sigma, Sigmax and Mega – started on the same grid for the season-ending Spa-Francorchamps round.

Having already taken 12 race victories and been crowned Classic champion, Graham Smith elected not to travel to Spa, but Super and Sigma champions Toby Briant and Tristan Judge were both present.

The main focus of attention was on the battle for the Sigmax and Mega titles, with Jeremy Webb the

Sigmax favourite and Adrian Russell and Brett Ray equal on points in the fight for Mega honours.

Saturday started in brilliant sunshine and 60 Caterhams took to the grid for race one, which was red-flagged after nine laps when Peter Tattersall's Classic went over the top of Mark Carter, leaving wreckage along the Kemmel Straight.

With the race declared complete, Ray was the overall winner on countback, taking an all-important Mega win over title rival Russell.

Second was Neil Shinner's Sigmax, but third overall and second in the Sigmax class was enough for Webb to secure his third crown.

For Russell and Ray, everything depended on race two, which was held in the rain. Webb was on pole, from Ray and Shinner, while Russell was back in seventh place.

This time the race ran full distance and it was an inspired Richard Pursglove who took overall victory, his first Sigmax success of the season, just 0.04 seconds clear of the determined Russell.

His charge, coupled with Glenn Burtenshaw denying Ray second in the Mega class, clinched the Mega championship by a single point – a reversal of his narrow 2013 defeat.

● Mark Carter

RESULTS (12 LAPS) 1 Brett Ray; 2 Neil Shinner +0.177s; 3 Jeremy Webb; 4 Dylan Stanley; 5 Mick Whitehead; 6 Nick Pancisi. **CW** Graeme Smith; Toby Briant; Max Robinson; Shinner. **FL** Shinner 2m52.482s (90.84mph). **RACE 2 (14 LAPS) 1 Richard Pursglove;** 2 Adrian Russell +0.040s; 3 Webb; 4 Shinner; 5 Pancisi; 6 Glenn Burtenshaw. **CW** Smith; Tom Hayman-Joyce; Tristan Judge; Russell. **FL** Shinner 3m11.975s (81.58mph).



Shinner leads through Eau Rouge

CARTER



STYLES

Snett in brief

Ecurie GTS

Peter Barnard looked in control of the first race, having quickly established an early lead. But as the early rain abated, Pete Foster (Triumph TR4) reeled in Barnard's Elva. He closed to within striking distance, but had to settle for second. The tables were turned in race two as Foster surged ahead at the start only for Barnard to chase him down. The doughty Foster held on to win.

MGBCV8

A delighted James Wheeler claimed victory in the final race of the year, coming from sixth on the grid to win. Meanwhile, polesitter Russell McCarthy recovered from a poor start to take second ahead of Rob Spencer. Further back, Ken Deamer continued his dominance of Class C with another victory, securing the overall BCV8 title.

Thoroughbred Sportscars

Rob Spencer earned a fine win but was made to work for it. Having moved into the lead after overtaking the indomitable brothers Spencer and Russell McCarthy early on, Spencer battled treacherously wet conditions to maintain his advantage, before holding off a late surge from Neil Fowler to win by just half a second.

Morgan Challenge

Having lost out on Morgan Challenge pole by a fraction of a second to Phillip Goddard, Keith Ahlers surged past his rival on the opening lap to seize the lead. A safety-car period briefly neutralised the race but Ahlers calmly pulled away again at the restart to secure the win. Christian McCarty battled past Jeremy Knight and Goddard to take second.

Four Hour Relay

There was a dramatic end to the Motor Heritage 4 Hour Relay, with the BMW M3 of Bryan Bransom taking the final stint for the local M Sport Racing squad and sweeping past leaders Morgan Magic into Brundle to seal victory with just 10 minutes left on the clock. Meanwhile, victory on handicap went to the Lotus 7s of Chapmans Chariots.



WALKER

Second title for BMW maestro Kirkaldy

ALAN KIRKALDY TOOK THE TITLE FOR the second year running but the ever-increasing competitiveness of Steven Dailly kept the challenge going to the penultimate race of the season.

The seeds of Dailly's growing confidence go back to the final race of 2013, which he won when the crowned champion Kirkaldy opted not to race and risk his car. Since then it has not been easy to choose between the pair.

The wins have been shared between the two all year, but during the last few meetings Kirkaldy has espoused the view that he could afford to finish behind his rival each time and do enough to win the title.

While this might have been the case, the 21-point gap was not insurmountable, and Kirkaldy's lunge going down through the first corner showed an urgency to seal the series before the final race of the year.

Dailly did not let him get away in the lead and the gap at the flag was just two tenths of a second – but that was enough to crown Kirkaldy with a race to spare.

The final race featured Kirkaldy and Dailly at the front again. Some were hoping for an opportunity without the first two runners, but the top two felt their absence might unduly affect the outcome of the



Kirkaldy has been run close by Dailly (84) this season

tight battle for third in the standings.

Dailly signed off his campaign with the second race win after having the measure of Kirkaldy throughout, while former Legends champion Carol Brown made it a brace of lonely thirds and ended just one point away from displacing Mark Souter from being "best of the rest".

After doing the double, Kirkaldy appears set to sell his car to pursue his rallying ambitions. The series has gone from strength to strength this year with consistently the highest grids on the SMRC package, and is in a strong place even though it faces 2015 without its double champion. ● Jonathan Crawford

SCOTTISH BMW COMPACT CUP (14 LAPS)

1 Alan Kirkaldy 16m48.898s (63.289mph); 2 Steven Dailly +0.204s; 3 Carol Brown; 4 Gary Clark; 5 Mark Souter; 6 Cliff Harper. **Fastest lap** Kirkaldy 1m02.512s (72.959mph). **RACE 2 (12 LAPS) 1 Dailly 12m36.025s (72.392mph);** 2 Kirkaldy +0.598s; 3 Brown; 4 Souter; 5 Nick Runcie; 6 Jonathan Sinclair. **FL** Kirkaldy 1m02.482s (73.123mph).



Already-crowned Thirlwall won sequel

SCOTTISH MINI CHALLENGE KNOCKHILL, OCTOBER 4-5 SMRC

Champ Thirlwall wins finale

ALTHOUGH KEN THIRLWALL HAD already sewn up the title, the day's racing had all the intensity of a winner-takes-all showdown.

Joe Tanner was beaten away from pole by Oliver Mortimer, and after a race-long scrap the pair went off on the final lap after they ran side by side through the chicane. As they scabbled to rejoin it was Tanner who had the better momentum on to the back straight and sealed the win.

Champion Thirlwall was the winner of race two after battling his way through from fourth on the grid, but the day's highlight was the finale.

Hannah Chapman was slow away from reversed-grid pole, which

allowed Lewis Carter to lead. It was only on the last corner that the race was resolved in Mortimer's favour as he headed a five-car train split by just half a second at the line.

● Jonathan Crawford

RESULTS (9 LAPS) 1 Joe Tanner 9m39.848s (70.790mph); 2 Oliver Mortimer +0.835s; 3 Kyle Reid; 4 Ken Thirlwall; 5 Shane Stoney; 6 Hannah Chapman. **FL** Tanner 1m02.867s (72.547mph).

RACE 2 (9 LAPS) 1 Thirlwall 9m36.140s (71.246mph); 2 Tanner +0.170s; 3 Reid; 4 David Sleight; 5 Mortimer; 6 Lewis Carter. **FL** Thirlwall 1m02.844s (72.574mph). **RACE 3 (10 LAPS) 1 Mortimer 12m15.817s (61.983mph);** 2 Sleight +0.326s; 3 Reid; 4 Thirlwall; 5 Chapman; 6 Tanner. **FL** Thirlwall 1m02.700s (72.741mph).

SCOTTISH LEGENDS KNOCKHILL, OCTOBER 4-5 SMRC

Hat-trick hero crowned

PAUL O'BRIEN, DAVID HUNTER AND John Paterson were split by just 35 points going into the meeting, with Duncan Vincent still mathematically in contention too.

It was sheer determination that drove Paterson to three wins and the handsome haul of 600 points that sealed the title.

The other title protagonists all suffered incidents along the way. O'Brien was the first as he ran wide on the last lap of the first heat and dropped to seventh.

Hunter went off at Scotsman on the first lap of the final, which brought out the safety car, while O'Brien was frustrated afterwards

because he had been involved in a tangle at the hairpin and had to fight back from 12th to fifth.

● Jonathan Crawford

RESULTS (8 LAPS) 1 John Paterson

8m08.795s (74.646mph); 2 Duncan Vincent +0.634s; 3 David Newall; 4 Ben Mason; 5 David Hunter; 6 Euan McKay. **FL** Paterson 59.281s (76.936mph).

HEAT 2 (11 LAPS) 1 Paterson 14m49.582s

(56.396mph); 2 Hunter +0.300s; 3 Paul O'Brien; 4 Mason; 5 Vincent; 6 McKay. **FL** Vincent 59.885s (76.160mph).

FINAL (11 LAPS) 1 Paterson 11m57.761s

(69.897mph); 2 McKay +0.726s; 3 Mason; 4 Vincent; 5 O'Brien; 6 Henry Neal. **FL** Paterson 59.425s (76.750mph).



Trio of victories handed Paterson the title



Saker man swooped to double victory

BOURNE

NORTH-WEST SPORTS SALOONS OULTON PARK, OCTOBER 4 BRSCC

Rose wins but Hibbert is top of the class

LOTUS ELISE DRIVER STEVEN Hibbert took the title by winning his class in every round this season, but overall it was Paul Rose's Saker that ruled again with a double win.

Garry Watson (Westfield) fought off Joe Spencer's Locosaki at the start of race one, but Rose was challenging them at Lodge as they completed the first lap. They were three abreast past the pits, but Rose was ahead into Old Hall and gradually worked himself clear.

Spencer had eased into second, but Watson stayed close until his diff seized going into Shell on the eighth lap. After starting from the pitlane, the Saker of Steve Harris was into fourth with three laps to

go, going side by side along Lakeside with Paul Dobson until a touch with the grass sent him spinning.

Dobson then spun at Knickerbrook, putting Harris third again, while Dobson and his RX7 managed to catch and retake Iain Gorrie's Ultima at Lodge on the last lap for fourth.

Spencer made the best start in the second race, but had no answer when Rose charged ahead into Shell on the opening lap. The Westfield of Philip Duncan settled in third when Harris and Ric Wood's Opel Astra pitted with a puncture and tightening gearbox respectively. Dobson, David Fuller (Locosaki) and Cam Forbes (Westfield) completed the top six.

● Peter Scherer

RESULTS (12 LAPS) 1 Paul Rose (Saker) 23m20.505s (83.03mph);

2 Joe Spencer (Locosaki) +11.351s; 3 Steve Harris (Saker); 4 Paul Dobson (Mazda RX7); 5 Iain Gorrie (Ultima GTR); 6 Oliver Thomas (Subaru Impreza). **Class winners** Spencer; Dobson; Anthony Bennett (Caterham R300); Steven Hibbert (Lotus Sport Elise); Howard Affleck (Austin Mini).

FL Rose 1m52.853s (85.87mph).

RACE 2 (13 LAPS) 1 Rose 22m42.951s

(92.43mph); 2 Spencer +8.356s; 3 Philip Duncan (Westfield SEiW); 4 Dobson; 5 David Fuller (Locosaki); 6 Cam Forbes (SEiW). **CW** Spencer; Duncan; Dobson; Hibbert; Mike Nash (Peugeot 106 Rallye). **FL** Ric Wood (Opel Astra DTM) 1m40.651s (96.28mph).

MR2 AND COUPE CUP OULTON PARK, OCTOBER 4 BRSCC

Winter blasts clear of pack to win twice

JON WINTER WON TWICE IN HIS Hyundai Coupe, but the order behind was changeable throughout.

The first race had to be restarted. McKenzie Taylor's Toyota MR2 led initially from the Hyundai of Adam Lucas. Lucas then edged ahead into Cascades, only to run wide on the exit. Taylor overshot into Lodge, leaving Winter ahead as they completed the opening lap.

His lead grew, assisted by a four-car scrap behind between Taylor's Toyota and the Hyundais of Lucas, Paul Manyweathers and Simon Miles. It became rather too close at Knickerbrook on the third lap, the resulting contact forcing a reshuffle and increasing Winter's lead.

Manyweathers emerged as the new second-placed man, while a further mistake from Taylor gave Dave Hemmingway third overall and the



Winter topped the lot at Oulton

MR2 class lead. "He got it wrong at Lodge so I got a run on him down the straight and was ahead into Old Hall," said Hemmingway.

Taylor held onto fourth place aided by Lucas's late retirement, while Nathan Harrison brought his MR2 home in fifth from a pitlane start with Rory Bagnall sixth.

Winter led the second race from the opening lap and, while Taylor retained a race-long second, he was penalised for a jumped-start penalty. Hemmingway was third again after demoting Eddie O'Kane on the third lap, while Miles claimed a

late fifth. MR2 racer Arron Pullan completed the top six.

● Peter Scherer

RESULTS (5 LAPS) 1 Jon Winter (Hyundai Coupe) 11m05.450s (72.81mph);

2 Paul Manyweathers (Coupe) +2.748s; 3 Dave Hemmingway (Toyota MR2); 4 McKenzie Taylor (MR2); 5 Nathan Harrison (MR2); 6 Rory Bagnall (MR2). **CW** Hemmingway. **FL** Harrison 2m10.700s (74.14mph).

RACE 2 (7 LAPS) 1 Winter 15m20.263s

(73.71mph); 2 Taylor +11.448s; 3 Hemmingway; 4 Simon Miles (Coupe); 5 Manyweathers; 6 Arron Pullan (MR2). **CW** Taylor. **FL** Manyweathers 2m09.817s (74.65mph).



NOIR

In brief

Classic Sports/ Saloons

Raymond Boyd took the title with a fantastic win in race one at Knockhill. Having beaten polesitter Tommy Gilmartin away, he led comfortably before Gilmartin retired with engine failure. Harry Simpson hounded Boyd (pictured above) for much of race two and made it past by mid-distance. Keiron Baillie took two third places and both fastest laps.

Scottish Fiestas

George Orr's late-season winning spree continued with a further two wins ahead of this year's champion Wayne MacAulay. The XR2 title was resolved in Steven Gray's favour but it was Hamish Smart who took the class win in the second race by just two tenths. Martha Aitken made her debut and fought from the back to two top-10 finishes.

Scottish Formula Ford

Ciaran Haggerty dominated the opening Formula Ford race as his team-mate Adam MacKay kept Jordan Gronkowski back. Despite his best efforts, Gronkowski trailed MacKay by two tenths at the flag, which meant Haggerty's win was enough to clinch the title. Haggerty was run closer by MacKay in the second race as two safety-car periods closed up the pack.

Armed Forces

Darren Smee and his Honda Integra reigned supreme at Oulton, though Stuart Ross-Cumming's Ford Focus threatened briefly in race one before retirement left Darren Howe (VW Golf GTi) a clear second. Trevor Hancock (Peugeot 306) won a fight with Dom Benfell (Lotus Esprit) for third. Smee headed Howe, Hancock and Benfell in race two.

Nippon Challenge/ Tricolore Trophy

James Janicki's Nissan Skyline proved unbeatable in both races at Oulton Park, as former Irish Supercar Champion Johnny Whelan (Peugeot 306) headed the chase. It was a lights-to-flag race one victory, but Whelan had the lead on three different occasions in the second until Janicki (pictured below, leading) eased clear late on. Adam Thomson's Clio was third in both outings.



BOURNE

Davidson won the main race...



MARTIN DONNELLY TROPHY KIRKISTOWN, OCTOBER 4 500MRCI

Murray's penalty hands Davidson trophy

POST-RACE INTERVIEWS, ENQUIRIES and deliberations may have lasted rather longer than the race itself, but at the end of it all, Alan Davidson emerged victorious in the Martin Donnelly Trophy, the crowning event of the Kirkistown FF1600 season.

The former sportscar champion may have started Hugh Reid's 1989 Mondiale from the third row of the grid, but was quickly in the thick of the action – where he remained until the chequered flag came out two minutes ahead of schedule.

The first car across the line had been Niall Murray's Van Diemen, less than a tenth of a second clear of the Mondiale after 18 hectic laps.

But the Motorsport Ireland driver was docked 10 seconds for his part in an incident that resulted in early leader Jake Byrne's Ray removed from contention, handing Davidson a popular win.

Byrne had started from pole, having won his heat at a canter, and seemed to have Murray, winner of the other heat, covered in the opening laps with Noel Dunne (Van Diemen), Neville Smyth (Ray) and Davidson all in hot pursuit.

But when Byrne found himself launched into retirement after an

ill-judged lunge by Murray at Fishermans, Dunne and Smyth took over the lead battle, with Davidson and a recovering Murray on their tail.

For more than 10 laps the quartet circulated as one, the lead changing hands several times every lap.

"This is going to end in tears," said Noel Robinson, sidelined when his engine refused to start. His words were to prove prophetic.

The incident came at the end of lap 15, involving Smyth and Dunne. The former ended up buried in the Hairpin tyre wall after heavy contact, while Dunne emerged unscathed, but now four seconds back from what was now a two-car lead battle.

There was nothing in it over the next couple of laps, but with Smyth's car in a dangerous position, the race was called to a halt two laps early, with Murray ahead by a nose.

That was when the deliberations began. More than an hour later, as twilight descended, Murray was handed a 10 second penalty for his earlier over-exuberance, dropping him to third, as a jubilant Davidson was declared the winner from Dunne.

The rest of the programme was equally exciting. Among the Saloons and GTs, Connaire Finn and Paul



...after Murray (r) was penalised

Monahan took a win apiece in their Ginetta G50s, Finn lowering the class lap record in the first race. Richard Ryan (BMW M3) was best of the tin-tops on both occasions, even taking the fight to the Ginettas in the opening laps.

In Roadsports, Paul Conn (Crossle) and Jim Larkham (Radical) claimed a victory apiece, while Iain Leinster placed third both times, taking Class B honours in the process despite starting from the back of a reversed grid in the second race.

New champion Andrew Blair took another brace of wins among the Fiesta brigade, which provided the usual antics – especially on the opening lap of race two, when the entire pack arrived at the Hairpin together, but with three of its number travelling in reverse!

They sorted themselves out however, with Richard Livingston and James Hanna muscling their way to the other podium positions behind Blair on both occasions.

● Richard Young

Finn won the opening Saloon/GT encounter



RESULTS

MARTIN DONNELLY TROPHY FINAL (18 LAPS) 1 Alan Davidson (Mondiale M89S) 18m47.535s (86.89mph); 2 Noel Dunne (Van Diemen RFOO) +3.943s; 3 Niall Murray (Van Diemen LA10); 4 Rod McGovern (Van Diemen RF99); 5 Tom O'Connor (RF90); 6 Andrew Noble (Van Diemen JL012K). **Class winners** O'Connor; Ryan Campbell (Reynard 84FF); Arnie Black (Crossle 32F). **Fastest lap** Dunne 1m01.078s (89.12mph). **HEATS (ALL 13 LAPS) 1 Murray 13m32.559s (87.09mph);** 2 Neville Smyth (Ray GR09) +0.132s; 3 Davidson; 4 O'Connor; 5 Jack Finlay (Ray GR14); 6 McGovern. **FL** Smyth 1m01.318s (88.767mph). **HEAT 2 1 Jake Byrne (GR13) 13m30.551s (87.29mph);** 2 Dunne +8.761s; 3 David Quinn (RF99); 4 Noble; 5 James Graham (M89S); 6 Campbell. **FL** Byrne 1m01.295s (88.80mph). **HEAT 3 1 Noel Robinson (JL012K) 14m04.215s (83.81mph);** 2 Black +4.028s; 3 David Nicholl (89FF); 4 Matthew Dunne (35F); 5 Paul McMorran (32F); 6 Henry Campbell (83FF). **FL** Robinson 1m03.646s (85.52mph). **FIESTA ZETEC CUP (BOTH 13 LAPS) 1 Andrew Blair 17m01.045s (69.30mph);** 2 Richard Livingston +0.880s; 3 James Hanna; 4 Ian McCallister; 5 Mark

Campbell; 6 Lewis Dunlop. **FL** Livingston 1m17.318s (70.40mph). **RACE 2 1 Blair 17m05.553s (69.004mph);** 2 Livingston +5.810s; 3 Hanna; 4 Campbell; 5 McCallister; 6 Dunlop. **FL** Blair 1m17.263s (70.45mph). **SALOON/GT (BOTH 16 LAPS) 1 Connaire Finn (Ginetta G50) 16m28.666s (88.125mph);** 2 Paul Monahan (G50) +0.415s; 3 Richard Ryan (BMW E46 M3); 4 Stephen Traub (Honda Integra); 5 Greer Wray (Vauxhall Vectra); 6 Donal O'Neill (SEAT Cupra). **CW** Ryan. **FL** Finn 59.182s (91.97mph). **RACE 2 1 Monahan 16m45.243s;** 2 Finn +0.503s; 3 Ryan; 4 Traub; 5 Wray; 6 O'Neill. **CW** Ryan. **FL** Finn 1m00.624s (89.78mph). **ROADSPORTS (BOTH 16 LAPS) 1 Paul Conn (Crossle 475) 16m44.601s (86.70mph);** 2 John Benson (Crossle 37S) +17.129s; 3 Iain Leinster (Westfield Honda); 4 Mark Francis (GMS Honda); 5 Graham Moore (GMS Honda); 6 Paul Thompson (Stryker Honda). **CW** Leinster. **FL** Conn 1m01.438s (88.59mph). **RACE 2 (13 LAPS) 1 Jim Larkham (Radical PRO6) 16m38.549s (87.225mph);** 2 Conn +4.21s; 3 Benson; 4 Leinster; 5 Thompson; 6 Jimmy Dougan (GMS Honda). **CW** Leinster. **FL** Larkham 1m01.382s (88.68mph).

Simpson's win boosts title-defence chances



INTERMARQUE LYDDEN HILL, OCTOBER 4 BARC

Simpson closes on championship with double podium

A WIN AND A THIRD PLACE FOR reigning champion Matt Simpson raised his hopes of defending the title, aided by a retirement for his chief rival Chris Brockhurst.

Simpson's impressive pace kept him in front throughout the first race, although Brockhurst was quick enough to shadow the leader until his Tigra pulled off at half-distance.

Malcolm Blackman inherited second place and continued to chase

Simpson, but he was almost four seconds adrift at the finish. On the penultimate lap, David Brooks took third place from Chris Ayling.

Heavy rain made the second race a much more hazardous affair. Lewis Smith emerged from the murk at the head of the field, chased by Jason Hunn and Ross Loram – before Hunn's Peugeot 205 was eliminated by a collision with the slowing 206 of Danny Russell.

Simpson and Blackman, who started from the fifth row, proceeded to romp through the field in tandem. In the closing stages, they completed more than a lap side-by-side before Simpson inched ahead.

But Smith was untouchable out front, claiming his maiden victory from his Uncle Simon as Simpson completed the podium finishers to edge closer to retaining his title.

● Kerry Dunlop

RESULTS (BOTH 15 LAPS) 1 Matt Simpson (Vauxhall Tigra) 11m10.105s (80.11mph);

2 Malcolm Blackman (Tigra) +3.938s; 3 David Brooks (Tigra); 4 Chris Ayling (Tigra); 5 Ross Loram (Tigra); 6 Simon Smith (BMW Z4).

FL Simpson 43.730s (81.84mph).

RACE 2 1 Lewis Smith (Tigra) 12m17.899s

(72.75mph); 2 S Smith +8.082s; 3 Simpson; 4 Blackman; 5 Loram; 6 Mark Fuller (Mercedes SLK).

FL S Smith 47.896s (74.72mph).

SALOON CHAMPIONSHIP LYDDEN HILL, OCTOBER 4 BARC

Dominant Birley's classy double tightens the title race



Birley kept his Escort out of his rivals' reach

TWO STRAIGHTFORWARD WINS moved Rod Birley closer to points leader Tony Paxman, who took a pair of second places in class.

The first race was red-flagged on the opening lap when Dave Charlton's SEAT was nudged into the tyre wall at Paddock Bend.

After the restart, Birley shook off an early challenge from Nick Proudlock's Escort and cruised home to victory. Proudlock was then demoted by Andy Banham

(Impreza) and Tony Skelton (Clio), who completed the podium.

Craig Shepherd was impressive in the heavy rain that characterised race two, until an intermittent misfire with his Ford Fiesta dropped him down the order. Mike Chittenden's experience kept him second thereafter, despite Banham's best efforts to overhaul the BMW M3.

● Kerry Dunlop

WRC) 9m16.039s (77.24mph); 2 Andy Banham (Subaru Impreza) +3.137s; 3 Tony Skelton (Renault Clio); 4 Mike Chittenden (BMW M3); 5 Nick Proudlock (Escort Mk1); 6 Craig Shepherd (Ford Fiesta).

CW Skelton, Chittenden, Proudlock, Shepherd. FL Birley 45.491s (78.67mph).

RACE 2 (15 LAPS)

1 Birley 12m22.103s (72.34mph); 2 Chittenden +7.765s; 3 Banham; 4 Mark Cripps (Mitsubishi MRFQ); 5 Skelton; 6 Shepherd. **CW Chittenden; Skelton; Shepherd; Glen Rossiter (Clio). FL Birley 48.337s (74.07mph).**

RESULTS (12 LAPS) 1 Rod Birley (Ford Escort

TIN TOPS LYDDEN HILL, OCTOBER 4 BARC

Searles untouchable in treacherous conditions

SEVENOAKS DRIVER TERRY SEARLES scored his first outright victory in appalling weather, before further underlining his wet-weather skills with another decisive win.

The first race, which was run in the dry, was declared null and void to the great disappointment of Barnaby Davies, the victor of the encounter in his Toyota Starlet GT Turbo.

Heavy rain moved in during the afternoon, making tyre choice critical.

When the leader Chris Whiteman slid wide at North Bend, Searles came from nowhere to seize the lead in his MG ZR. Davies went on to finish second, as Whiteman recovered to complete the podium finishers.

The second race was somewhat less eventful, as Searles led all the way from Whiteman and Hope with reigning champion Peter Osborne finishing fourth.

● Kerry Dunlop



Searles (leading) gave the field a wet-weather-driving masterclass

RESULTS (BOTH 15 LAPS) 1 Terry Searles (MG ZR190) 13m36.175s (65.77 mph); 2 Barnaby Davies (Toyota Starlet GT Turbo) +13.180s; 3 Chris Whiteman (Honda Civic Type R); 4 Tom Bridger (Rover 220 Turbo); 5 Vic Hope (Civic Type R); 6 David Hutchins (Civic Type R). **CW Davies, Bridger,**

Peter Osborne (Renault Clio), Neal Gardiner (Rover Metro). **FL Searles 53.103s (67.39mph).**

RACE 2 1 Searles 13m30.568s (66.23mph);

2 Whiteman +5.651s; 3 Hope; 4 Osborne; 5 Davies; 6 Hutchins. **CW Osborne, Davies, Gardiner. FL Searles 52.786s (67.80mph).**

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THIS WEEK

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What you think of the motorsport news of the past week



Is this really the best way to deal with a crashed or broken-down F1 car?

F1 needs new safety solution

While Jules Bianchi's terrible accident during the Japanese Grand Prix was clearly the result of various circumstances coming together, only one factor was ultimately to blame for his injuries: effectively replacing the safety net of a tyre barrier with an extremely heavy object with sections at a height able to penetrate the car's cockpit.

With all the advances F1 has made in safety, it is remarkable the archaic method of using heavy machinery to move cars during a race scenario is still in use. Something has to be wrong when the

safer alternative would have been for Bianchi to have simply hit Adrian Sutil's stricken Sauber instead.

The other arguments raging about the Suzuka weekend are, for me, irrelevant; only one thing actually hurt Bianchi. It isn't for me to suggest an alternative solution – F1 has plenty of people smart enough to come up with ideas far superior than anything I could muster – but I'm smart enough to know that we should never see vehicles like this on track ever again.

David Herron, Washington, Tyne and Wear

It was not the weather, the safety car, the recovery truck or anything else that people are blaming for the unfortunate accident – it was just one thing: TV, the very same reason they could not finish early.

Tony Bennis
Norfolk

With Alonso's move to McLaren now seeming imminent, there is a possibility that next year's F1 grid may only feature one or two British drivers.

The problem is not a lack of talent, but with so many driver programmes and well-backed youngsters, Britain's only hope could be Alex Lynn.

The Racing Steps Foundation has

done an exceptional job, but none of its drivers has graduated to the pinnacle of the sport. Perhaps the only way to ensure they do is to establish a team of their own.

I'm sure there are plenty of British companies and F1 enthusiasts willing to back a team designed to nurture British talent. It could also run graduate schemes for young engineers and designers. Caterham is looking for a buyer...

Andrew Papworth
By email

Am I the only one confused about the F4 situation? If you are a youngster with a budget and a desire to pursue a single-seater career, where do you go? FIA F4 or BRDC F4? I thought

there was supposed to be clarity, but it seems we are now even more confused.

Which series will produce the future champions? Will one be over-subscribed and the other under?

Which offers real value for money in terms of running costs, exposure and career progression? You would surely not 'progress' from one to the other, so what's the point in having both, particularly if both suffer through people being unwilling to commit?

It looks like a gamble for any team to invest in FIA F4 cars when the BRDC F4 cars are already there for the 2015 summer season.

David Sweeney
Finmere, Buckingham

In pictures

Images around the globe, from Beijing to Atlanta, via Suzuka and Kansas



THE GREAT SLIDE OF CHINA
Hugo Valente leads Tom Coronel as the World Touring Car Championship contenders take to the luge ahead of their race at Beijing's Goldenport circuit

REET PETIT
The Flying Lizard Audi R8 leads a host of GT class contenders and a prototype in Saturday's 10-hour Petit Le Mans sports car classic at Road Atlanta



LEPAGE/LAT

TYPHOON 1, THE HULK 0
The proximity of Typhoon Phanfone caused many issues at Suzuka, including Nico Hulkenberg's busted umbrella during the pre-race drivers' parade



COATES/LAT

OUTLAW MEETS HIS MATCH
Kurt Busch is known as The Outlaw, but he didn't get away with a brush with the concrete wall in the NASCAR Sprint Cup race in Kansas



TILTON/GETTY

In the shops

Desirable new releases

GOODWOOD FoS 2014 DVD

£25 – autosport.com/shop
As lovingly crafted as Goodwood's Festival of Speed itself, the official DVD of the 2014 edition of the ultimate motorsport garden party is now available. All the best bits of the extravaganza on the drive – and in the woods – of Goodwood House are here. An essential collector's item for FoS devotees.



AUDI R18 E-TRON 1:18 MODEL

£129.99 – autosport.com/shop
Spark's replica of the Audi R18 e-tron quattro driven to victory in the 2013 Le Mans 24 Hours by Allan McNish, Tom Kristensen and Loic Duval is monstrously detailed. The German LMP1 prototype comes in 1:18-scale – the perfect size for accurate representation of the real thing.



GIORGIO PIOLA F1 BOOK

£35 – en.giorgionadaeditore.it
The latest of Italian F1 graphical artist Giorgio Piola's books is now available in English, featuring an in-depth review of the 2013 season. It includes a small section devoted to 2014, but don't expect an up-to-the-minute selection of drawings and explanations, rather a line-in-the-sand reflective tome full of technical insights.



WHAT'S ON

ON TRACK IN THE UK

BRANDS HATCH

October 11-12

BTCC

Brandshatch.co.uk

The popular Kent circuit once again plays host to the final act of this year's British Touring Car Championship. Colin Turkington may have an advantage of 50 points over Jason Plato heading into the final three races, but anything can happen when title glory is on the line. The BTCC crown isn't the only one that will be disputed over the course of the weekend, as the Ginetta GT4 Supercup, Ginetta Junior, British Formula Ford, Porsche Carrera Cup GB and Renault Clio Cup UK titles are all up for grabs as well.



It's Turkington versus Plato for the BTCC title on the Brands GP track

OULTON PARK

October 11

BRSCC

oultonpark.co.uk

The Fun Cup reaches its conclusion in Cheshire on Saturday, with big grids of VW Beetle silhouette machines expected as Team Racelogic seeks a successful defence of its title in a four-hour endurance race. Also taking to the track for the final time this year will be the Northern Formula Ford 1600 series, with additional action provided by the TVR Challenge.



Hordes of Beetles descend on Cheshire

CADWELL PARK

October 11

MSVR

cadwellpark.co.uk

The bill for MSVR's final visit to Lincolnshire is dominated by Radical, as the SR1 Cup, Clubman's Cup and SR3 Challenge all take to the track. The MSVT Team Trophy will also be present as well as the prototype machinery.

MONDELLO PARK

October 12

MPSC

mondello.ie

Mondello Park holds its final two races of the season at the twisty Irish venue. Pat McBennett may have wrapped up this year's GT1 class title already, but the overall title hangs in the balance as the local championships reach their conclusions.

KX QUESTION TIME
presented by **AUTOSPORT NEWS**

Come to the KX Question Time at Brands Hatch's BTCC round on Saturday October 11 and quiz the expert panel, which will include double champion Jason Plato. Ask a good question and you could win one of a number of prizes.
FREE ENTRY



Mondello hosts deciders

ON TRACK AROUND THE WORLD

RUSSIAN GRAND PRIX

Formula 1 World Championship

Rd 16/19

Sochi, Russia

October 12

f1.com



Toyota boys race at Fuji in WEC

GP2 SERIES

Rd 10/11

Sochi, Russia

October 11-12

gp2series.com

GP3 SERIES

Rd 8/9

Sochi, Russia

October 11-12

gp3series.com

WORLD ENDURANCE CHAMPIONSHIP

Rd 5/8

Fuji, Japan

October 12

fiawec.com



V8 Supercar brigade climb 'The Mountain'

BATHURST 1000

V8 Supercars

Rd 11/14

Mount Panorama, New South Wales, Australia

October 12

v8supercar.com.au

WORLD TOURING CAR CHAMPIONSHIP

Rd 10/12

Shanghai, China

October 12

fiawtcc.net

ASIAN LE MANS SERIES

Rd 3/5

Shanghai, China

October 11

asianlemansseries.com

EUROPEAN F3

Rd 10/11

Imola, Italy

October 11-12

fiaf3europe.com

WORLD RALLYCROSS

Rd 11/12

Istanbul Park, Turkey

October 11-12

rallycrossrx.com

NASCAR SPRINT CUP

Rd 31/36

Charlotte, North Carolina, USA

October 11

nascar.com

EURO NASCAR

Rd 6/6

Le Mans, France

October 11-12

hometracks.nascar.com

Your guide to the best events taking place in the UK and around the world – plus TV and online

ON TELEVISION

THURSDAY OCTOBER 9

1200-1245 Sky Sports F1 LIVE
F1: Russian GP Press conference

FRIDAY OCTOBER 10

0645-0900 Sky Sports F1 LIVE

F1: Russian GP Free Practice 1
0655-0835 BBC2 LIVE
F1: Russian GP Free Practice 1

0900-0950 Sky Sports F1 LIVE

GP2: Sochi Practice
1045-1255 Sky Sports F1 LIVE

F1: Russian GP Free Practice 2

1255-1335 Sky Sports F1 Live

GP2: Sochi qualifying

1320-1500 BBC2

F1: Russian GP Free Practice 2

1400-1445 Sky Sports F1 LIVE

F1: Russian GP Press conference

1700-1915 Sky Sports F1

F1: Russian GP Free Practice 1 repeat

1915-2125 Sky Sports F1

F1: Russian GP Free Practice 2 repeat

SATURDAY OCTOBER 11

0630-0705 Sky Sports F1 LIVE

GP3: Sochi Qualifying

0630-0730 Eurosport LIVE

WTCC: Shanghai Qualifying

0845-1015 Sky Sports F1 LIVE

F1: Russian GP Free Practice 3

0855-1015 BBC2 LIVE

F1: Russian GP Free Practice 3

1035-1120 Sky Sports F1 LIVE

GP3: Sochi race 1

1115-1330 BBC1 LIVE

F1: Russian GP Qualifying

1120-1335 Sky Sports F1 LIVE

F1: Russian GP Qualifying

1335-1505 Sky Sports F1 LIVE

GP2: Sochi Feature race

1915-2000 Motors TV

F3: Imola Race 1 Highlights

2330-0600 Sky Sports F1 LIVE

V8: The Bathurst 1000

SUNDAY OCTOBER 12

0000-0500 Premier Sports LIVE

NASCAR Sprint Cup: Charlotte

0030-0730 BT Sport 1 LIVE

V8: The Bathurst 1000

0730-1340 Motors TV

WEC: Fuji Re-run

0745-0845 Eurosport LIVE

WTCC: Shanghai Race 1

0755-0900 Sky Sports F1 LIVE

GP3: Sochi Race 2

0845-0930 Eurosport LIVE

WTCC: Shanghai Race 2

0900-1015 Sky Sports F1 LIVE

GP2: Sochi Sprint Race

0930-1030 Eurosport

WEC: Fuji Highlights

1015-1830 ITV4 LIVE

BTCC: Brands Hatch

1030-1515 Sky Sports F1 LIVE

F1: Russian GP

1100-1415 BBC1 LIVE

F1: Russian GP

1300-1400 Eurosport LIVE

World RX: Istanbul

1610-1655 Motors TV

F3: Imola Race 2 Highlights

1655-1745 Motors TV

F3: Imola Race 3 Highlights

1900-2015 BBC3

F1: Russian GP Highlights

* Motors now on Freeview Channel 71

ONLINE

HOT ON THE WEB THIS WEEK

YouTube CRAIG LOWNDES LEADS ON BATHURST 1000 DEBUT



SEARCH FOR: Lowndes v Bowe Bathurst 1994 (4:21)

Twenty years ago, Formula Ford graduate Craig Lowndes turned up at Bathurst and shook the V8 Supercar establishment by passing eventual winner John Bowe to briefly lead the Great Race. This weekend, Lowndes bids for win number six...

AUTOSPORT+
How to solve Formula 1's ongoing overtaking problem

Following last week's special issue of the magazine on the art of overtaking, our F1 technical expert Gary Anderson gives his take on how to make the racing better, and he's got a very frank assessment of the impact the DRS has had on how drivers go about racing each other.

GET AUTOSPORT ON THE MOVE

IN THE IPAD ISSUE THIS WEEK

- HIGHLIGHTS FROM WRC, WTCC & USC, PLUS RUSSIAN GP PREVIEW
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Revved up over what's on the box

Before I begin this week's column, I'd like to wish all the best to Jules Bianchi and his family. It was a horrendous accident, and that the live TV coverage 'missed' the crash is perhaps the only good aspect about it, so we didn't have to suffer endless replays on rolling news. The fan video images subsequently banded about on social media were more than graphic enough, thank you very much.

Yet in light of Bianchi's sad accident in Japan I'm not sure I've seen such a different reaction from two broadcasters as I did on Sunday for a long while. Not in the commentary or post-race shows, which were conducted in the respectful sombre tones you'd come to expect with the potential of a fatality when the seriousness

of the incident finally became apparent. What was remarkable was Sky Sports F1's decision not to replay its race coverage as scheduled. What a major call, especially as the BBC re-ran its replay



footage as planned. Sky's Twitter feed explained: "For those expecting to watch #JapaneseGP highlights on #SkyF1: all programming has been suspended as we await news on Bianchi's condition."

Clearly, Sky pressed the 'major tragedy/disaster' button and that's its right to do so as a broadcaster – I certainly won't criticise that. You might consider it refreshing that in a corporate age, where major TV contracts equal big bucks, the fact that a young man's life being in danger outweighed its commercial considerations was admirable.

However, Sky has devoted an entire channel to a sport where the spectre of on-circuit death is a real possibility, so taking a route akin to TV stations'

responses to Princess Diana's death (remember when all channels played melancholy music to make a sad, rainy day even more depressing?) felt extreme. Indeed, following Felipe Massa's horrible accident at Hungary in 2009, would it have even broadcast the race the following day as he lay in a coma?

Drivers interviewed after the race spoke well – particularly given how little racing tragedy they'll have seen in their careers – to balance shock, concern, professionalism and measured acknowledgement of the safety issues immediately made obvious. There was still a story to be told – and broadcast – just sadly a very different one than expected.

Revved Up

Anita Taylor

“Ford said, ‘Sorry, you’ve got a race to do.’ I could’ve been a Bond girl!”

■ Daytona 24 Hours ■ February 4-5 1967 ■ Ford Mustang ■ All-girl team finishes the Florida enduro



The Taylor/Guthrie/Drolet Mustang kept out of trouble – and the way – to take 20th

LAT

THERE WERE SO MANY FUN and exciting races and rallies I was involved in during the 1960s that it's very hard to choose just one. In fact, I once mentioned my dilemma to my brother. He suggested my British Saloon Car class win at Silverstone in 1966 in the Broadspeed Anglia, but there was an event in America in early '67 that was more exciting.

At the time I was a Ford works driver and I'd just been offered a part in *Casino Royale* with David Niven. I was going to drive a Ford GT40 and even had a few words to say. I went to Pinewood Studios to sort it all out but at the last minute Ford said, 'Sorry, you've got a race to do instead.' Turned out they'd entered me in the Daytona 24 Hours in an all-girl Ford Mustang.

Just think: I could've been a Bond girl! Still, racing in the big 24-hour sportscar race at Daytona was going to be incredible. I was sharing with local ladies Janet Guthrie and Sierra 'Smokey' Drolet in a Ford-entered, Ring Free Oil-run Mustang. The

entry list was incredible with all those big-banger factory sportscars – the Ferraris, the Chaparrals, the Ford GT40s – with great names like AJ Foyt, Dan Gurney, Mario Andretti, Jacky Ickx, Pedro Rodriguez, Phil Hill, Bruce McLaren, Chris Amon, Mark Donohue and Pete Revson.

I got on really well with Smokey and Janet, who was a qualified

psychologist. That had the boys paying attention, I can tell you. We all stayed in our big, all-girl team in a house in Florida and went orange-picking together. It was a great atmosphere – all the idea of Ford's Walter Hayes wanting to create an all-girl team to maximise the PR value.

Once we had our overalls and helmets on, though, it was serious

– we all wanted to beat each other and be quickest. I can't remember who was, but we were all pretty evenly matched.

We qualified 50th of the 60 or so cars that started the race so it was going to be busy, particularly keeping out of the way of the big cars. Our best qualifying lap was in the low 2m40s, while Gurney had done a 1m55s to take pole, so the speed difference was big. It was pretty dramatic up on the banking; I recall running halfway up and the big Chaparrals thundering past at the top – it made my Mustang shake!

The race itself was pretty undramatic for us – we carried on pounding round and finished 20th, and fifth in the over-two-litre touring car class. It was the atmosphere and camaraderie, as well as the great names on the entry list, that made it so special for me. And then Smokey and I did Sebring a few weeks later, which is another story... Anita Taylor was talking to Henry Hope-Frost

PROFILE



LAT

YORKSHIRE-BORN ANITA

Taylor was the sister of F1 driver Trevor and began rallying in her teens. She made a name for herself racing a Ford Anglia in the British Saloon Car championship, latterly with the crack Broadspeed outfit, taking several class wins. She also raced in international sportscar events including Daytona and Sebring. She retired in 1967 to raise a family but still follows the sport.

NEXT WEEK RUSSIA'S FIRST GP
Plus: BTCC showdown at Brands; Fuji WEC



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