

Aston Martin to race four Valkyries at Le Mans

AUTOSPORT

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19 SEPTEMBER 2019

Ferrari denied in Goodwood thriller

All the action from the
Revival extravaganza



PLUS

How F1's best team
plans to conquer
Formula E



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Citroën wins Rally Turkey* and earns its 100+2 WRC victories.
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Thank you to Esapekka Lappi and Janne Ferm and to the entire Citroën racing team.

Inspired by Seb and Esapekka.





Great competition, both with the old and the new

For those who want close competition between different machines, sideways racing cars and lots of noise, the Goodwood Revival is one of the highlights of any season. Last weekend's 22nd edition was no exception and had some added spice.

As Goodwood aficionado Marcus Pye reports on page 16, a range of modern sportscar stars, led by Andre Lotterer, put on a superb display. Lotterer's chase of fellow Le Mans winner Romain Dumas, both in rumbling Cobras, was classy and resulted in RAC TT (above) success, while ex-F1 and sportscar racer Karl Wendlinger looked very much at home wielding Patrick Watts's mighty Studebaker Silver Hawk.

Nevertheless, Goodwood regular Sam Hancock provided the most memorable moments, with his incredible effort just failing to secure a victory for Ferrari in the 1950s sportscar encounter.

Perhaps the most pleasing sight was the comeback of three-time Indianapolis 500 winner Dario Franchitti (see p65), who clearly loved returning to wheel-to-wheel combat for the first time in six years.

As series commentator Franchitti knows, Formula E also manages to provide dramatic and unpredictable races, albeit to a very different soundtrack. The electric-powered championship has attracted more and more manufacturers since its inaugural season in 2014-15 and F1 powerhouse Mercedes joins the party for the next campaign.

On page 24, our championship correspondent Alex Kalinauckas delves inside the Mercedes programme, investigates the links it has with the German marque's successful F1 effort, and looks at what Formula E can do to prevent the sort of domination and predictability that F1 has so often been accused of.



Kevin Turner

Kevin Turner
Editor

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**NEXT WEEK
26 SEPTEMBER**

Will it be Red Bull's turn to
take on Mercedes at the
front of the field in
Singapore?

COVER IMAGES

Daimler AG; Styles; Jayson Fong

PIT & PADDOCK

- 4 Aston's two-team Le Mans attack
- 6 Imola plans bid for F1 return
- 8 Alonso begins Dakar preparation
- 11 Opinion: Edd Straw
- 13 Opinion: Matt Kew
- 15 Feedback: your letters

RACE CENTRE

- 16 Goodwood Revival report
- 32 Ogier back in the game at Rally Turkey
- 38 BTCC Knockhill: Turkington's lead eroded
- 44 World of Sport: DTM; Australian Supercars; IMSA; WTCR; NASCAR Cup; World Rallycross; MotoGP

INSIGHT

- 24 How Mercedes is taking on Formula E



CLUB AUTOSPORT

- 60 Controversy in British GT showdown
- 62 Clio Cup to return in 2020
- 65 Franchitti makes racing comeback
- 66 National reports: Donington Park; Knockhill; Silverstone; Oulton Park; Mondello Park; Castle Combe

FINISHING STRAIGHT

- 78 What's on this week
- 80 From the archive: 1966 French GP
- 82 Pit your wits against our quiz

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R-MOTORSPORT AND MULTIMATIC FOR LE MANS ASTONS



ASTON MARTIN

WORLD ENDURANCE CHAMPIONSHIP

Two teams will represent Aston Martin with the new Valkyrie racer in the first season of the hypercar category in the World Endurance Championship. The British manufacturer is still playing its cards close to its chest, but it can be taken as read that Multimatic and R-Motorsport will field cars over the course of the 2020-21 WEC.

It appears certain that the UK-based Multimatic team, fresh from three seasons masterminding Ford's GTE Pro assault on the WEC, will be the works operation. The involvement of the Canadian-based automotive multinational in the wider Valkyrie programme is no secret. Multimatic vice-president of engineering and motorsport boss Larry Holt sits on the steering committee for the project, while Aston chief Andy Palmer described an organisation that undertook much of the design and build of the Aston One-77 sports car as the "go-to" partner for the marque.

Palmer refused to elaborate on Multimatic's part in the road and race elements of the Valkyrie programme, but it is known to be leading development of the racing car. Comments from Palmer do more than hint that it will also run the factory Valkyries in 2020-21.

"We will be working with a manufacturer who also knows how to race," he said. "No announcements yet, but now we have a clear image of who we are working with and who are our partners."

Those announcements, which are said to be only weeks away, may include how many cars Aston will run. So far it has only said that there will be a minimum of two factory Valkyries in 2020-21.

Multimatic has declined to comment on its involvement in the Aston project, but it stated on the end of its Ford campaign that its British-based squad was "gearing up new challenges, which will be revealed soon".

Swiss entrant R-Motorsport, which races under the Aston banner in the DTM and fields the marque's Vantage GT3 across multiple series, has never hidden its desire to race in the WEC and at Le Mans.

It also made much of its involvement in the Valkyrie hypercar during Friday's unveiling of next year's Aston Martin Vantage Cup by R-Motorsport. Its parent company, AF Racing, is billed as a strategic partner in a project that Aston is undertaking in collaboration with Red Bull Advanced Technologies. R-Motorsport's press statement confirming the launch of the Vantage Cup said that "further plans with details for the motorsport future will be announced at a later stage".

Cryptic comments made by R-Motorsport team principal Florian Kamelger at the Spa 24 Hours Blancpain GT Series round in July appear to back up the idea that the team will be involved in Aston's hypercar assault on the get-go. "I've said since the beginning that I want R-Motorsport competing eventually at Le Mans," he said. "Yes, there is a strong link to the Aston Martin Valkyrie project and everything else can be confirmed by Aston Martin in the future, or if I know by me. We are ready."

What status the R-Motorsport team will hold is less clear. Aston has communicated that there are unlikely to be customer cars in year one, which suggests the Swiss squad will be billed as some kind of semi-works operation. A 'partner' team could be the chosen term.

It is understood that R-Motorsport is planning to run

More details are seeping out on the Aston Martin hypercar WEC project



TOYOTA GIVEN ITS PENALTIES FOR HOME FUJI RACE

WEC

The new system of success handicaps introduced for the World Endurance Championship will slow the Silverstone-winning Toyota by nearly a second and a half per lap for round two at Fuji next month.

Confirmation of the penalties for the LMP1 class runners under a system that was only finalised in the week of this month's Silverstone series opener has come from the FIA Endurance Committee. It released a table on Monday revealing the extent of the penalties and how they will be achieved.

The 1.4s penalty for the #7 Toyota TS050 HYBRID driven by Kamui Kobayashi, Mike Conway and Jose Maria Lopez will be achieved by a reduction in the amounts of hybrid energy that can be deployed and fuel that can be used by the car. Hybrid energy deployment is down from 4.15 megajoules per lap to 3.02MJ/lap, maximum fuel energy allowed per lap down from 46.4MJ to 44.3MJ, and fuel per stint down from 35.1kg to 33.5kg.

The second-placed Toyota from the Silverstone opener will be slowed by one second per lap.

The most heavily penalised privateer will be the #5 Ginetta-AER 60-LT-P1, which finished fourth at Silverstone behind the two Toyotas and the #3 Rebellion-Gibson R-13 that isn't racing at Fuji. The Ginetta shared by Ben Hanley, Egor Orudzhev and Charlie Robertson will receive a 0.66s per lap penalty.

GARY WATKINS

two cars with the joint Arden/Jota operation that fields its Vantages, but it is far from certain at the moment if it can have those cars from the beginning of the season.

DTM TEAM BACKS OUT OF JAPANESE TRIP

Whispers that R-Motorsport would decide not to send its Aston Martin DTM cars to Fuji in November for the joint race with Super GT were confirmed by DTM series boss Gerhard Berger last weekend at the Nurburgring.

Autosport was told in advance that the decision was final, but Berger said he was "hopeful" it could still compete, and BMW said it was a "shame" that the DTM's most international brand would not be there for the biggest step forward for the DTM's international future.

R-Motorsport will prioritise the 2020 development of its Vantage DTM as it continues to make up for its late commitment to the series in 2019 and improve its HWA-built, Aston-branded engine's weakness. "I know it is a frustrating message to the outside world," team supremo Kamelger told Autosport.

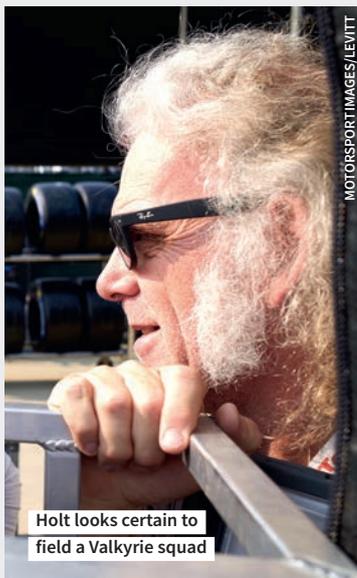
The team has the smallest budget in the series – believed to be €20million – and Kamelger said costs of the Fuji race and logistics played a part in its decision.

NEW ONE-MAKE VANTAGE CUP LAUNCHED

R-Motorsport remained in the news at the Nurburgring by launching the Aston Martin Vantage Cup one-make series for 2020, with eyes on expanding into Asia in 2021.

The grid will be limited to 25 cars. The Vantage, which costs €250,000 before tax, will be an uprated version of the Aston Martin Vantage V8, and R-Motorsport will provide logistical and technical support for competitors.

GARY WATKINS AND TOM ERRINGTON



Holt looks certain to field a Valkyrie squad

MOTORSPORTIMAGES/LEWITT

NEXT WEEK

WEC HYPERCARS 26 SEPTEMBER ISSUE

It's less than 12 months until the hypercar era kicks off for the WEC. How is the series' new look shaping up?





Patrick Tambay took an emotional win for Ferrari in 1983 San Marino GP

Imola plans bid for return to F1 schedule

SUTTON

FORMULA 1

Imola and Mugello are weighing up bids to host a Formula 1 grand prix, following Monza's new multi-year deal that secured the future of the Italian Grand Prix.

Former San Marino GP host Imola has the FIA Grade 1 status it needs to host F1 again after undergoing development work – which included cutting the final chicane – since holding the last of its 27 grands prix in 2006. MotoGP venue Mugello has never held an F1 race, but testing has taken place there, most recently in 2012.

Imola bosses have tasked track-design company Dromo with revamping its paddock

hospitality offerings and a statement from the track said it is “ready to accept the challenge” of trying to bring F1 back to the circuit. “The great work done by ACI president Angelo Sticchi Damiani in maintaining Formula 1 in Italy could reopen the possibility, even at our historic race track, to see the red cars [Ferrari] and the whole circus return,” said circuit president Uberto Selvatico Estense. “To achieve such a result it is essential to have the full support of regional and metropolitan institutions, as is happening for Monza and Mugello.”

Imola's statement referenced Mugello's alleged “candidacy” for an F1 race in the future, although this is not thought to be of

interest to the track in the short term. The Tuscany venue announced the result of an economic impact study that claimed activity at the track contributes almost €130million to the local and regional economy.

That report made no mention of F1 but, according to Italian news agency Ansa, Mugello circuit director Paolo Poli has said that the championship is a potential option in the long-term. “The first objective will be to renew the agreement with MotoGP,” said Poli. “Then in five years we will also think about F1. Partnerships will be necessary at national level, as Monza did by signing the agreement with F1 for the next few years.”

SCOTT MITCHELL AND MATTEO NUGNES

Williams extends deal for Mercedes engines

FORMULA 1

Williams and Mercedes have agreed to a five-year extension of their Formula 1 engine-supply deal, to take their partnership to 2025.

Williams, which has used Mercedes power since the start of F1's turbo-hybrid era in 2014, will continue to make its own gearbox rather than join Racing Point and take a supply from Mercedes.

“We have enjoyed a

wonderful partnership with Mercedes-Benz over the past six years of what was originally a seven-year agreement, and so we are delighted to be continuing working with them for a further five years from 2021,” said Williams deputy team principal Claire Williams.

Williams has enjoyed a good relationship with its current engine supplier for a long time, in part because Mercedes motorsport boss

Toto Wolff was previously a shareholder and director at the Grove-based team. That was reflected in Mercedes concluding a deal to take Valtteri Bottas after Nico Rosberg's sudden retirement at the end of 2016.

“Williams have been through some tough times recently but that has only served to demonstrate their resilience and strength of character,” said Wolff.

ADAM COOPER





Da Costa joins DS Techeetah

FORMULA E

Another two pieces of the 2019-20 ABB FIA Formula E Championship driver-market jigsaw fell into place this week with the announcements that Antonio Felix da Costa will join DS Techeetah and Nico Muller will drive for Dragon Racing.

Ex-BMW pilot da Costa will race for the reigning champion squad – where he completed FE's first two seasons in the team's Aguri guise – alongside double title winner Jean-Eric Vergne, but can only start working with the team from 1 October as he remains on gardening leave after exiting his BMW contract. The 28-year-old Portuguese is expected to sample DS Techeetah's new package in a private test ahead of the Valencia group running.

"If I was going to do a change then it was an easy choice to join a team that has not only won this year, but the year before as well," he told Autosport. "Obviously having said that, it was really hard for me to make up my mind to leave BMW – my racing family since I missed out on my Formula 1 opportunity [da Costa was a Red Bull F1 junior in 2012-13].

"There's a lot of history and I'm a very emotional guy and very loyal. So, it was a very hard decision for me to make up my mind to go for this change – but if a change was going to be made then it could only be DS and Techeetah."

Audi DTM star Muller completes Dragon's line-up and will race alongside fellow FE rookie Brendon Hartley at the American squad. Muller has previous FE experience after driving for Audi in the Marrakech rookie tests in 2018 and 2019, both of which he topped.

"We have a big challenge ahead of us,"

said Muller. "We are an independent manufacturer, and the level of competition in Formula E is the highest in motorsport, but I have a lot of confidence in the team."

EX-MANCHESTER UTD MAN BECOMES NEW CHAIRMAN

Ex-Manchester United and Los Angeles Rams executive Jamie Reigle has been appointed as FE's new CEO, with Alejandro Agag completing his move to chairman.

Series founder Agag announced ahead of the 2018-19 season that he would move into the position of chairman. He is set to work together with Reigle, with Agag understood to be focused on maintaining the existing relationships and agreements with stakeholders including the FIA, sponsors, teams, manufacturers and host cities.

"I'm delighted and honoured to be leading Formula E through its next phase of development," said Reigle (below, left), who worked at Manchester United for a decade, launching the club's Asia Pacific operations and leading its initial public offering on the New York Stock Exchange, before joining the LA Rams NFL team as executive vice-president of business operations in 2017.

ALEX KALINAUCKAS



IN THE HEADLINES

PIRELLI TESTS 18-INCH TYRES

Pirelli's new 18-inch tyres due for Formula 1 introduction in 2021 had their first test at Paul Ricard last week. Renault protege Sergey Sirotkin completed 213 laps in a modified mule car based on the 2018 Renault, with McLaren and Mercedes set to run their mule cars on the tyres later in the year. Esteban Ocon also completed 212 laps in a current Mercedes in what is scheduled to be the final test of the 2020 tyres.

PERONI OUT OF HOSPITAL

FIA Formula 3 racer Alex Peroni was released from hospital last week following his scary aerial crash at Monza. The Australian Campos Racing racer broke a vertebra in the shunt, in which he said he was knocked out, but was discharged without needing surgery. He is out of action for 30-40 days, meaning he will miss the season finale at Sochi.

GHIOTTO'S FUJI GINETTA

Formula 2 star Luca Ghiotto will make his World Endurance Championship debut in the upcoming round at Fuji. The 24-year-old Italian will join Ben Hanley and Egor Orudzhev in the #5 Ginetta-AER in the LMP1 class, after driving the car in the Barcelona Prologue in July. Ghiotto replaces Charlie Robertson, who is shuffled over to the #6 with Guy Smith and Mike Simpson in place of Chris Dyson, who has a clashing Trans-Am race.

BUSHELL BACK AT THE WHEEL

British Touring Car Championship ace Rory Butcher was without his regular engineer for his race win in last weekend's round at Knockhill – because the engineer was his team-mate! Two-time Clio Cup champion Mike Bushell left his laptop duties to stand in for Sam Tordoff – absent after his recent family tragedy – for his BTCC driving return in an AmD Tuning Honda Civic. Although Bushell failed to finish any of the races, he set fastest lap in the second.

LEGGI RUNS IN W SERIES TEST

Ex-Indycar and Formula E racer Katherine Legge was one of 12 drivers who took part in the selection test for a W Series 2020 seat at Almeria in Spain this week. IMSA star Legge was joined by fellow Brits Abbie Eaton and Abbie Munro, European Le Mans Series racer Michelle Gatting and 2014 US F1600 champion Ayla Agren.

DOME BUILDS NEW REGIONAL F3 CAR FOR JAPAN

FORMULA 3

Japan is to get its own FIA Regional Formula 3 championship in 2020 with a new car built by Dome.

Super GT driver Hiroki Katoh and ex-Formula Renault 3.5 racer Yu Kanamaru shared driving duties of the Dome F111/3 on a shakedown at Okayama last week (below).

The F111/3 has been built to the FIA's new Regional F3 concept, fulfilling the minimum weight criteria of 650kg and fitted with the halo device. It is the first single-seater produced by Dome – best known outside Japan for its Le Mans 24 Hours cars and its unsuccessful bid to enter Formula 1 in 1997 – since the F110, which has been in use in the Japanese F4 Championship since 2015.

“I was called for the purpose of finding any niggles with the new car,” said Katoh. “Even though I tried various ways of driving, there was no problem and the feel was good. The cockpit was wide and comfortable to sit in.”

More details about the inaugural season will be revealed later this month. The series' engine supplier is yet to be confirmed, but during its shakedown the Dome was fitted with a unit from Alfa Romeo, which powers the Regional F3 cars raced in Asian F3, Formula Regional European and W Series.

It appears to be in direct competition with the Japanese F3 Championship, which switches to the new Dallara 320 next year for its renaming as Super Formula Lights.

RACHIT THUKRAL



Alonso begins Dakar Rally prep

RALLY RAIDS

Fernando Alonso experienced an eventful introduction to cross-country rallying in South Africa last weekend, as he suffered a roll and two broken windscreens in the Lichtenburg 400 in South Africa.

Toyota had identified the penultimate round of the South African Cross Country Series (SACCS) as the scene of Alonso's competitive rally-raid debut when it announced in August that the two-time Formula 1 champion was preparing for an assault on January's Dakar Rally in Saudi Arabia.

In the run-up to the event – moved from its original location of Harrismith due to drought – Toyota announced that none other than Marc Coma, a five-time winner of the Dakar on two wheels, would serve as Alonso's navigator.

The all-Spanish partnership got off to an auspicious start, with Alonso setting the third-fastest time in the Lichtenburg 400's Prologue stage. But just 27km into the 190km opening stage, Alonso rolled his Hilux, breaking the windscreen and forcing him to complete the loop wearing goggles.

Misfortune struck again on the second and final test as another windscreen was smashed when a bird hit it after just a handful of kilometres. This time, instead of removing it, Alonso and Coma took turns in holding up the damaged panel, soldiering on to finish the rally 16th.

Alonso described the day as a “nightmare”, but noted that “it's good to experience these things before we get to

more important races”, referring to not only the Dakar but also next month's Rally Morocco, the traditional warm-up event for the ‘big one’. The reigning World Endurance champion is also slated to contest the final round of the SACCS – the Parys 400 in November – as part of his Dakar preparations.

Toyota Gazoo Racing South Africa team boss Glyn Hall remarked: “In the Prologue, we saw Fernando can keep up with the best drivers in South Africa, who are as good as they come in the world.”

“Competing at this level in terms of speed, and with such a steep learning curve, we expected little setbacks along the way. This is exactly the kind of experience they need to have so it doesn't come as a surprise if it happens during the big race.”

The Lichtenburg 400 was won by another Toyota driver – 2009 Dakar Rally victor Giniel de Villiers.

JAMIE KLEIN



F1 SINGAPORE GRAND PRIX PREVIEW

motorsport STUDIO LENGTH 3.146 miles NUMBER OF LAPS 61

Singapore Grand Prix Marina Bay Street Circuit 22nd September 2019

2018 POLE POSITION
Lewis Hamilton 1m36.015s

POLE LAP RECORD
Lewis Hamilton 1m36.015s (2018)

RACE LAP RECORD
Kevin Magnussen 1m41.905s (2018)

UK START TIMES

Friday 20 September

FP1 0930

FP2 1330

Saturday 21 September

FP3 1100

QUALIFYING 1400

Sunday 22 September

RACE 1310

CATCH THE RACE LIVE

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BBC RADIO 5 LIVE SPORTS

EXTRA

HIGHLIGHTS

CHANNEL 4 1900

TYRE ALLOCATION

HARD MEDIUM SOFT

C1 C2 C3 C4 C5 INTERMEDIATE WET

CHAMPIONSHIP

Drivers

1	Lewis Hamilton	284
2	Valtteri Bottas	221
3	Max Verstappen	185
4	Charles Leclerc	182
5	Sebastian Vettel	169

Constructors

1	Mercedes	505
2	Ferrari	351
3	Red Bull	266
4	McLaren	83
5	Renault	65



RACE STATS

Previous winners

2018	Lewis Hamilton	Mercedes
2017	Lewis Hamilton	Mercedes
2016	Nico Rosberg	Mercedes
2015	Sebastian Vettel	Ferrari
2014	Lewis Hamilton	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Sebastian Vettel	Red Bull
2011	Sebastian Vettel	Red Bull
2010	Fernando Alonso	Ferrari
2009	Lewis Hamilton	McLaren



Marina Bay masters

Average points per race at Marina Bay from the current F1 drivers. Races before 2010 converted to current points system.

Vettel	16.64
Hamilton	13.64
Ricciardo	9.88
Verstappen	7.50
Raikkonen	7.22
Bottas	6.17
Sainz	4.50
Perez	4.00
Kubica	3.33
Kvyat	2.50

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So near, so far

Nico Hulkenberg has come within touching distance of a top-team drive and career-transforming results, but he's never quite been the complete package

EDD STRAW

Nico Hulkenberg's tagline might as well be 'The driver with the most starts without a podium finish', so often is that statistic referenced. Often it's used against him, with his 170 races without cracking the top three 'proof' of his

inadequacies as a driver. No wonder Renault dropped him, right?

It's not as simple as that. Hulkenberg's lack of podium finishes cannot just be shrugged off, given that he has missed several opportunities through his own mistakes. But such chances have been rare, and he's never been in a car that has been more than an outsider for the top three except in unusual circumstances. His F1 career represents a far wider body of work, much of it very effective.

There are better ways to evaluate Hulkenberg than to judge him by the four occasions his team-mate has finished in the top three and he hasn't – especially as he lost a podium at Monaco in 2016 to team-mate Sergio Perez thanks to a slow pitstop and a strategy blunder. While the days when he was consistently of interest to top teams are behind him, he still has a lot to offer.

On paper he looks like the archetypal midfield journeyman, having spent his nine racing seasons in Formula 1 in teams ranked from fourth to seventh, although you cannot not use that description in the pejorative sense in Hulkenberg's case as he's more than simply a solid, itinerant performer.

A less well-discussed record is that Hulkenberg has the most

“You can argue that Hulkenberg is among the group of best drivers never to win”

race starts without ever driving for a team that has won a race in the season he was there. He's also unique in world championship history as a driver with both a pole position and fastest laps to his name but no podium finish. Only four times has his team-mate finished on the podium in a grand prix, every one of them Perez.

But he has squandered opportunities, most famously the 2012 Brazilian Grand Prix. He led on merit for Force India and, along with Jenson Button, pulled more than 50s on the field thanks to both drivers' brilliance on slicks in the wet before a safety car held them back. Hulkenberg was subsequently in the thick of the fight for victory, but an optimistic pass for the lead on Lewis Hamilton's McLaren led to contact and a fifth-place finish.

So Hulkenberg has contributed to his failure to make the podium. But equally, he lost that Monaco third place through no fault of his

own. Likewise, he never had the fortune Perez had at Sochi a few races earlier, where Kimi Raikkonen and Valtteri Bottas collided on the last lap and allowed the Mexican to jump from fifth to third. Had that happened in any of the 12 races Hulkenberg has finished fourth and fifth in, nobody would talk about his podium record.

Speaking of such results, his fourth place in the 2013 Korean Grand Prix was perhaps the best drive of Hulkenberg's career. There, in a slower Sauber, he held off Lewis Hamilton and Fernando Alonso at different stages of the race – leading Alonso to describe the performance after the race as “superb”. That was the same touch of magic Hulkenberg delivered when he took pole in the wet in a so-so Williams at Interlagos in 2010, setting two laps good enough for top spot.

During his 2013 season, Hulkenberg had a serious shot at a top-team drive. He was close to landing the Ferrari seat that eventually went to Kimi Raikkonen alongside Fernando Alonso in 2014 (the one Pastor Maldonado recently claimed he was also close to). Contracts had been put together but not signed, and ultimately the appeal of Raikkonen as a commercial commodity and his race-winning pedigree led to Hulkenberg missing out. He might also have ended up at the Lotus-branded Enstone team in 2014 had Eric Boullier's plans for the team not been thwarted by lack of cash.

So what should we make of Hulkenberg? You can argue that, despite never having finished on the podium, he's among the group of best drivers never to win. He's unquestionably fast, good in the wet, very handy in battle and rarely makes errors in the wheel-to-wheel stuff despite the occasional unforced error when on his own, and is able to adapt to a wide range of car characteristics – and drag lap times out of bad ones. He's also a Le Mans 24 Hours winner.

But there are weaknesses that means he falls short of being the complete package. He is not the greatest tyre manager and he's unfortunate only to have spent one season racing in F1 on anything other than 21st century Pirellis. Often, mastery of tyre management has been the key to Perez's great drives – something few others can live up to. Hulkenberg has also struggled up against new team-mate Daniel Ricciardo, although he's only been 0.077 seconds behind on average in qualifying and is three points back in the standings.

Had Hulkenberg made it into a frontrunning car, there's no question podiums and wins would have followed. Whether he could ever have lived up to his potential as a world champion is a bigger question and the minor weaknesses, particularly in this era, suggest he might never have moved beyond the second tier.

But were he to reach the end of his career without getting in a car better than fourth best – and, given that a Haas move is close, that appears to be the case – it would make him and his potential one of F1's great unanswered questions. ❄

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Rules are rules at the Revival

Goodwood is to be congratulated for enforcing the regulations on power-boosting engine components and excluding the offenders

MATT KEW

We can't unlearn the last half-century. Of course the GT cars in last weekend's Royal Automobile Club Tourist Trophy at the Goodwood Revival will be faster than their 1964 counterparts. The march of technology entails better engine oils and brake-pad materials. The modernisation of manufacturing processes means greater precision and fewer discrepancies.

Even since 1998, when the first Revival was held at the Goodwood Motor Circuit, lap times have fallen. The fastest race lap in that year's RAC TT was a 1m30.958s, set by a Jaguar E-type. Last weekend, Olivier Hart lapped his Tojeiro-Ford in 1m25.521s.

That's just one example from the event's blue-riband race, but across the board it's difficult to escape the trend that historic race cars are getting faster. And, naturally, it's led to criticism. The most damaging of which is that it's now become an event for 'hot rods'.

Well, Goodwood put paid to that notion last weekend. Nine-time Le Mans 24 Hours winner Tom Kristensen and Joe Macari were booted out of qualifying for the curtain-raising Kinrara Trophy when their short-wheelbase Ferrari 250 GT failed scrutineering. Then, across the two St Mary's Trophy races for 1950-59 touring cars, there were 13 exclusions – including the on-track winners of both races.

It's thought that almost all of those disqualifications were due to the use of rocker rollers, an illegal component that uses

“It's hard to escape the trend that historic cars are getting faster. And it's led to criticism”

bearings in the mechanism to reduce friction from the camshaft. That, in turn, allows higher engine speeds and more power.

Is it frustrating that the amended results bore little resemblance to what unfolded on track in those two races? Yes. But it points to a stronger stance than previously seen.

The technical regulations for the St Mary's Trophy are borrowed from the Historic Racing Drivers Club, with the Revival falling under the organisation of the British Automobile Racing Club.

“The use of roller rockers has been excluded from pre-1960 touring cars forever,” says Julius Thurgood, founder and race director of the HRDC. “It's in the regulations, clear for everybody to see. Goodwood does not build the engines – it relies on the honesty of the competitors to comply.

“All the cars have to conform to eligibility. Whether the checks

take place before the event or during is up to the inspectors. It's down to their discretion, which they do extremely well.”

One excuse, or justification, raised by the kicked-out competitors was being caught unawares. Some placed the blame with engine builders, and claimed not to know about the use of the banned component. But it's up to entrants to ensure their cars are compliant, not a third-party supplier.

“This is the whole thing about the myths that have grown up around Goodwood,” adds Thurgood. “It has been accused of allowing hot rods in to races through favouritism, or whatever excuse.”

“Goodwood has one Revival event per year and has everything thrown at it. The point is that, as procedures have got tighter and tighter, the directors from Goodwood are urging everybody to check, as they want an even playing field. We don't run classes, it's a scratch race. But even if you're in a Jaguar, you want to know the Morris Minor is legal, that we're all going there on an even footing.

“It's to [the HRDC's] disappointment and amazement that many cars were found out to have roller rockers. I salute Goodwood's competitions department for having the balls to say, ‘We are going to inspect every car’, and they did. No one was being picked on. If you want to come to Goodwood and be at the pinnacle of historic racing, then bring a legal car.”

With the Studebaker Silver Hawk (winner of race one thanks to Karl Wendlinger) and the Jaguar Mk1 (victorious in Grant Williams's hands) kicked out of the races, it was the Austin A40 of Mike Jordan and Nic Minassian that won on aggregate.

Jordan, the founder of historic race preparer JRT, naturally agrees that Goodwood and the BARC had followed the right path. “They are doing the right thing because it is no good for any of us just going there and getting beaten by something that's wrong,” he says. “I did feel for Grant Williams in race two because that was an epic race, I loved every minute of it. We put on a Goodwood show there! We'd both driven our hearts out.

“But rules are rules and if that's what Goodwood is going to do then it will get everybody paying more attention in the future. All of the legality issues are good – surprisingly firm but good.”

It's almost without question that more can be done to bring out total performance legality in historic motorsport. On that front, the Revival is almost a victim of its own success. Such is the prestige of winning at the event that it adds to a car's monetary value. That's going to encourage people to push the limits.

But kudos to Goodwood for prioritising legality and issuing amended results rather than saving face and keeping it hidden. ❦

 **P65 ST MARY'S EXCLUSIONS**



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YOUR SAY

Vettel's spark and desire are long gone. He always seems to be the type of character who does not recover well when his head goes down

PAUL CALDWELL

Time for Vettel to call it a day?

There has been much talk of Sebastian Vettel's lack of form this year. Perhaps the most telling record of this can be found in the Autosport top 10 average ratings. In both the Autosport rating and the readers' rating, Vettel does not appear at all. In fact, Ferrari's ex-driver Kimi Raikkonen is in both lists at number 10.

This surely has to be a telling sign that Vettel's spark and desire are long gone. He always seems to be the type of character who does not recover well when his head goes down. I cannot see him ever being comfortable with a young gun like Charles Leclerc as the Ferrari favourite, or dropping back to another team. Perhaps he really should just leave while near the top. A seat for another exciting young gun would once again liven up our sport.

Paul Caldwell
Widnes, Cheshire

Keep quiet and let the racing do the talking

If there is one thing that blights modern F1, it's the constant chatter over team radio, usually by drivers complaining about settings or the tactics of others.

A driver is first and foremost judged against his team-mate. With the silly season entering full swing, such outbursts will not help their chances of retaining a seat. While the media is able to lap up the story, it's far better for them to let the driving do the talking, rather than wear hearts on sleeves.

Michael Brierley
Stalybridge, Cheshire

Let's make classic F1 races grand slam events

Edd Straw is right to question the increasing number of grands prix per year (5 September). It takes more team effort to win a race today than the 1950s or 1960s, but ironically means less as the result is diluted. It also makes it difficult to compare drivers of different eras.

Tennis and golf have the same problem, but players can be compared by the number of grand slam/major events won. I have previously suggested that Monaco, Spa, Silverstone



and Monza be classified as grand slam events (or majors), which would cement them in the calendar and allow drivers of all eras to be compared. Newer races could be run on alternate years.

And as Adam Cooper also complains of small grids, why not insist that the top four teams enter a third car for the last race of the season and give their reserve drivers a chance?

Peter O'Donnell
Epsom

Pye's right to recommend Zandvoort

In last December's Autosport year-end review, I spotted Marcus Pye's summary of the Zandvoort Historic Grand Prix and the associated Porsche car presence. So on that basis alone, I and three other Porsche owners, and two interlopers, set off to attend this year's event (Club Autosport, 12 September). And what an event it is. His description of it being the friendliest of festivals is so true. We were also staggered by the range and depth of machinery on display and racing in all categories.

No wonder the circuit will be holding a modern grand prix next year!

Rob Barnett
East Sussex

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WILSON AND LOTTERER FIRE 21 GUN SALUTE

A superb battle between sportscar stars in Cobras for RAC TT honours was one of many highlights at the 22nd Goodwood Revival

MARCUS PYE



Winning Cobra (2)
makes a less smoky start
than Shepherd as the RAC
TT field blasts away





Studebaker was the fastest car in eclectic St Mary's field, but Minassian/Jordan (77) took trophy

J BLOXHAM
motorsport
 IMAGES

AMAZED BY HIS GOODWOOD REVIVAL DEBUT LAST YEAR, AND GAGGING TO IMPROVE ON fourth in the Royal Automobile Club Tourist Trophy Celebration race, three-time Le Mans 24 Hours winner Andre Lotterer returned with former Audi team-mates Benoit Treluyer and Marcel Fassler. With the British Touring Car posse at Knockhill, more sportscar legends changed last Sunday's GT feature's dynamic. The cleanest race in the event's history was a classic, and a bona fide pro-am team rode out victorious. AC Cobra owner Chris Wilson's opening stint in '21 GUN', quick but conservative, set up Lotterer to win a thriller.

Lotterer's sub-record 1m24.073s (101.91mph) pole shot on Saturday trumped Nicolas Minassian's Friday best in David Hart's Ecurie Ecosse Tojeiro, powered by a similar 4.7-litre Ford V8 engine. Goodwood hillclimb record holder Romain Dumas in Bill Shepherd's Cobra netted third, ahead of Treluyer in Fred Wakeman's Lister-Jaguar coupe. Mike Whitaker/Mike Jordan (TVR Griffith) and the Oliver Bryant/Darren Turner and Philip Kadoorie/Marino Franchitti Cobras were also inside 1m27s, pursued by Emanuele Pirro in the Halusa family's ex-Lumsden/Sargent Jaguar E-type low-drag coupe.

Minassian led Shepherd initially, with Gary Pearson (E-type) third – from 13th after a scintillating opening lap – ahead of Turner and Whitaker. Pearson was out inside five laps thanks to a broken distributor drive, and Nigel Greensall was up to third in the Lister Sunbeam Tiger when a safety car was called with marshals needing cover to move Shaun Lynn's Cobra from the Woodcote barrier on lap 14. Crucially, the pit window had just opened and, in the nick of time, Shepherd, Turner, Craig Davies (Chevrolet Corvette) and Wilson dived in from fourth, sixth, eighth and ninth before the caution began, precluding stops for its four-lap duration.

With effectively a free stop, Dumas, Lotterer and Bryant would duke the race out, pursued by Treluyer and Jordan. Lotterer seized the lead with an audacious move flat out through Fordwater on lap 30 of 42. As

Lotterer eased away, Bryant caught Dumas and passed him at St Mary's. On the penultimate lap, though, Olly entered Madgwick fractionally too deep to counter a retaliation, snaked onto the grass and smote the tyres. That TT win had cruelly eluded the Bryant family again.

Lotterer, Dumas and Treluyer duly completed the hour to jubilant receptions from their car owners. Whitaker/Jordan, "screwed by the safety car," and Halusa/Pirro also went the distance. A lap down, Dario Franchitti earned a huge ovation for bringing Gregor Fisker's ex-works Cobra 39 PH home sixth, on his joyous racing comeback, 27.6 seconds clear of his kid brother.

Le Mans legends peppered Saturday's St Mary's Trophy opener too. Dumas qualified Shepherd's gargantuan Ford Thunderbird – which Bill had rolled at Madgwick in testing! – fourth. Lotterer (Ford Zodiac) and Treluyer (Austin A105) ranked 12th and 14th. Circuit debutant Karl Wendlinger put Patrick Watts's Studebaker Silver Hawk on pole, with Goodwood house captains Pirro (Alfa Romeo Giulietta Ti) and Minassian (in Mike Jordan's scuttling Austin A40) alongside. Volvo dealer John Cleland sat fifth as a PV544S virgin, with uber-cool Dane Tom Kristensen and Fassler (A40s) in his mirrors!

Wendlinger beat Pirro and Minassian back, but the 'Stud' was among seven cars excluded at post-race eligibility scrutineering. Engine problems, legacy of its inversion, put the T-bird out. After



Bryant heads for the barriers as his bad TT luck continued

JOYRICHINGS



Wilson and Lotterer celebrate fine TT victory

HAWKINS

a cracking kerb-hopping Sunday sequel, in which Richard Meaden's Alfa wilted, first-past-the-post Grant Williams (ex-Roy Salvadori Jaguar Mk1) was also dethroned in the tech-shed. With the brakeless Watts ineligible, Jordan, Charles Rainford (Volvo) and Justin Law (ex-Albert Betts Jaguar) were hailed as 1-2-3. Minassian/Jordan, Cleland/Charles Rainford and Fassler/Matt Manderson in Trevor Parfitt's ex-Doc Shepherd car – on the 52nd anniversary of his ownership – took the aggregate podium.

Multiple TCR champion Josh Files rasped father Keith's 1963 Sebring 12 Hours Triumph TR4 onto pole for Saturday's diverse Fordwater Trophy GT opener as 0.857s split the top five. Of these, American Michael Gans's newly restored Abarth Simca 2000 Corsa broke in practice and compatriot Joe Colasacco's equally exotic Alfa Romeo TZ (second and fifth) did so on lap one of the race.

When Files was swallowed at his first standing start, Robert Barrie shot ahead in a newly acquired Lotus Elan. But Nick Swift fired Martyn Spurrell's wheel-spatted Mini Marcos through the Abarth-shaped 'hole' and glued the plastic roller skate to Barrie's bumper. Several times the BMC A-series sorcerer squeezed ahead, but twin-cam torque told.

Porsche 911 champion Barrie thus won from Swift – honoured with the Will Hoy Trophy for closed-car entertainment – and Files. Harvey Stanley (ex-Roger Enever/Alec Poole 1966 Ilford Films 500 MGB), Mark Sumpster (911) and the TVR Granturas of top motoring artist Tim Layzell and Robi Bernberg squabbled behind them. Layzell relieved Sumpster of fifth late on.

When Sean Danaher's Maserati 6CM, with double winner Calum Lockie up, went lame in practice, odds shortened on Mark Gillies landing a sixth Goodwood Trophy gold in Dick Skipworth's ex-works ERA R3A. But Gareth Burnett's pole in David Baldock's Alta, over a quintet of English Racing Automobiles, took the fight to Gillies.

Burnett bolted early and was home and dry once Gillies retired with water blowing out. The two-litre ERAs of Nick Topliss and David Morris, pursued by Paddins Dowling's ex-Peter Whitehead >>

SUSSEX TROPHY

Tweaked-up Lotus of Wills heads Hancock and Minshaw in thriller



J.BLOXHAM/MOTORSPORT IMAGES

WILLS DEFIES FEISTY HANCOCK

An immensely hard-fought victory in Saturday's Sussex Trophy contest for world championship sportscars and production sports-racers of the 1950s meant so much to New Zealander Roger Wills, on several levels. Principal among them was that the two-litre Lotus-Climax 15 he drove, chassis 609, was raced by his countrymen Bruce McLaren and Syd Jensen in the 1958 RAC Tourist Trophy event at Goodwood.

In fact, Friday's official practice session, in which Wills beat a quality field to pole position, was 61 years to the day after McLaren ran fourth behind the works Aston Martins in the four-hour race. Gearbox failure at one-third distance forced fabled private entrant John 'Noddy' Coombs to withdraw it.

Outgunned by Lister-Jaguars, or outhandled by the NART Ferrari 246S Dino, a Lotus 15 last triumphed in 2000 with Indy 500 winner Danny Sullivan in its cockpit. Two years earlier, memorably, Robert Brooks won controversially at the first Revival with one alloy rear wing of his car bent aloft.

The 2019 edition made compelling viewing. As Wills made the running, previous winners Sam Hancock in the Ferrari and Jon Minshaw (in the Lister-Jaguar with which Phil Keen also won last year) were embroiled in a titanic struggle for second. Their ultimate motivation was a shot at Wills, just ahead.

Time after time Hancock swooped imperiously round or jinked inside Minshaw at the right-handed kink at St Mary's, only to be gobbled up on the Lavant Straight. When he did make a pass stick there was a hiatus when Geraint Owen's Lister-Chevrolet crashed heavily approaching Woodcote. The Welshman climbed out but a lengthy safety-car period ensued.

After the green, Hancock harassed Wills relentlessly, and dived ahead boldly at St Mary's on the final lap. But Wills went back past on the Lavant Straight and reached the chequered flag 0.275 seconds ahead. Minshaw almost pipped the Ferrari on the line, while David Hart was only 0.973s behind the winner in fourth.

"Sam's a wily old fox, he had some cunning moves," said Wills. "I thought we were both going to end up out in the sticks but it was fantastic."

Hancock agreed: "We were all using the strengths of our cars. I'm a bit gutted, but Roger deserved to win today." Rolex's Driver of the Event award doubtless soothed his pain.

"SAM'S A WILY OLD FOX, HE HAD SOME CUNNING MOVES"

KINRARA TROPHY



J.BLOXHAM/MOTORSPORTIMAGES

FERRARI WINS IN GT HEAVEN

Ferrari's 250 GTO became the class of the field in the pre-1963 era. Giotto Bizzarrini's design was evolved from the magnificent three-litre V12-engined 250 GT Berlinetta (or SWB) in which Stirling Moss won Goodwood's RAC Tourist Trophy races for Rob Walker and Dick Wilkins in 1960 and 1961.

Clothed by Scaglietti with longer prow and Kamm tail, the GTO won the next two TTs at the West Sussex venue, driven by Innes Ireland and Graham Hill for UDT/Laystall and Colonel Ronnie Hoare's Maranello Concessionaires respectively. No surprise, therefore, that a well-driven GTO was untouchable on a balmy Friday evening in Sussex.

Gary Pearson started Carlos Monteverde's from pole and howled clear of factory Aston Martin ace Darren Turner in Wolfgang Friedrichs's DB4 GT and James Cottingham in a gorgeous metallic green Ferrari SWB. Tom Kristensen qualified Joe Macari's SWB/C strongly, but technical infringements saw it relegated to the back. John Hugenholtz's SWB/C had also conked out before Dario Franchitti could climb aboard in practice.

Boxed at the start, Arnold Meier's SWB/C – crashed at Le Mans in 1961 – slipped from seventh to 10th but the ageless David Franklin rocketed it to fourth in four laps. In his 55th season of competing, the 1970s hillclimb king devoured Vincent Gaye's SWB/C, the E-types of Richard Meins, Chris Milner and John Young plus Jeremy Welch in Le Mans Austin-Healey DD300.

“AGELESS FRANKLIN ROCKETED THE FERRARI TO FOURTH IN FOUR LAPS”

With the sun setting sensationally and a blood moon rising, the glow of brakes and crackle of spitting exhausts brought a surreal atmosphere. Pearson and Turner relayed Andrew Smith and Simon Hadfield respectively at 13 laps, and Franklin went top. Andre Lotterer had supplanted Cottingham, but a left-rear puncture saw him limp to the pits on the grass. Le Mans stars follow instinct in these scenarios and the team salvaged 13th.

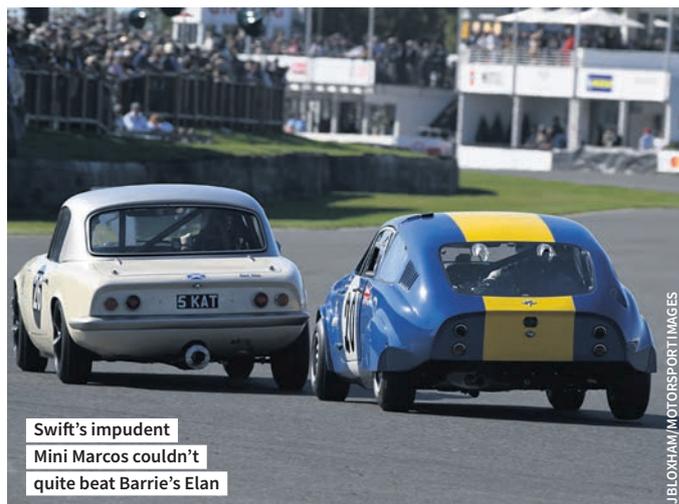
Out front, Smith remained untroubled, but Remo Lips (in for Franklin) was being caught by Kristensen for third. A safety car was summoned when Jack Young's E-type hit the Woodcote bank, but over a three-lap sprint to the finish Lips remained unflustered as Kristensen battled through backmarkers. Lips held on by 3.2s, rewarding Franklin, for whom beating a nine-time Le Mans winner was a thrill. Hugenholtz/Franchitti finished eighth, a lap down.



1500cc version, were unusually far adrift. Patrick Blakeney-Edwards (Maserati 8CM) was on the lead lap, with Duncan Ricketts's unique Parnell Challenger sixth.

Fresh from his Zandvoort Historic Grand Prix Cars Association double, Andy Middlehurst started a run for Jim Clark cars on Saturday. Middlehurst ended a three-year drought by winning his sixth Glover Trophy in John Bowers's Lotus 25, despite skating through the gravel at Lavant, where team-mate Nick Fennell had spun out. Jon Milicevic (LDS) and Richard Attwood (BRM 261) found oil too.

Last year's winner Joe Colasacco retired Scuderia Auriana's wailing Ferrari 1512, whereupon Simon Diffey – debuting Sam Wilson's Dave Charlton Lotus 20/22, reverted to South African F1 twin-cam spec – closed on Middlehurst. Diffey was ecstatic with second ahead of Ben Mitchell, whose momentum-conserving precision in Rob



Swift's impudent Mini Marcos couldn't quite beat Barrie's Elan

J.BLOXHAM/MOTORSPORTIMAGES



Wilson was the class of the 2.5-litre F1 field in ex-Clark Lotus 18



Overington's Blower won the remarkable Bentley encounter



Chandhok topped rapid Whitsun slugfest

Shanahan's tiny 1000cc Formula 2 Lola T60 staved off Chris Drake (ex-John Taylor Cooper T71/73).

Stirling Moss won the 500cc F3 race on Goodwood's opening day in September 1948, and the fascinating motorcycle-engined class returned to the Revival on its four-year cycle. As in 2015, Peter de la Roche dominated, praying his 1951 Cooper's JAP engine would survive sustained high revs. It did, and he scythed seven tenths from Julian Majzub's 2000 target, 3.4s shy of Stuart Lewis-Evans's period Beart Cooper-Norton record of 1m39.4s set in September 1958.

As rivals fell like flies, classic motorcycle racer Gordon Russell skilfully guided his Kieft from 17th to second, four places clear of son Michael (Mackson). Christopher Wilson in his Guernsey-flagged Cooper Mk8 completed the podium. Edwin Jowsey was fourth in the Jack Moor-originated Iota Wasp.

Outdragged by Gary Pearson (Cooper T53) and Nick Padmore (Lotus 16) at the Richmond & Gordon Trophies 1950s' GP car start, Sam Wilson streaked past in Sir John Chisholm's Team Lotus 18 and rewrote the lap record. Even Pearson, loving Rudi Friedrichs's ex-Jack Brabham T53, couldn't catch him. "It doesn't get better than winning at Goodwood in a Jim Clark car," said Wilson.

Padmore retired when his throttle jammed, promoting Tom Dark (BRP Cooper T51) to third and Marino Franchitti to front-engined gold in pa-in-law Nick Mason's Maserati 250F. Australian James Davison was in the mix with the ex-Moss' air-conditioned Monaco GP Lotus 18 before parking it with a misfire. American Charles McCabe's BRM P25, Jo Bonnier's 1959 Dutch GP winner, was among the standout cars.

Making the Brooklands Trophy a Bentley centenary race was a masterstroke. The staggered 'handicap' element, whereby all cars sporting hoods started with them up, as at Le Mans in the 1920s, added intrigue since the quickest were obliged to run longer in this guise. Marque founder WO Bentley's red 1923 bolide, with Joe Singer up, didn't have a top, whereas Gregor Fisker's Blower wore its as an air brake and Patrick Blakeney-Edwards conducted a stately

Park Ward saloon with unimaginable vim.

Gareth Graham's pole may have reflected a cunning 'DRS' mechanism — opening his Speed Model's windscreen's top slot — but it retired from Sunday's action. The speed of the quickest cars, magnified by six Cricklewood juggernauts jostling for the lead and breathtaking overtaking manoeuvres aplenty, wowed onlookers. Martin Overington's iconic 4½-litre Blower emerged victorious over youngster Oliver Llewellyn and Ben Collings, while Mini ace Nick Swift raced from 10th to fifth!

Urbane Indian F1 racer-turned-pundit Karun Chandhok's pure class in John Bladon's ex-Joe Starkey McLaren-Elva M1A was demonstrated last year when, after mechanical woes scuppered practice, he set the Revival's fastest lap in the Whitsun Trophy race. This time he started from pole and blasted away from the bold Cameron Jackson's twitchy Crossle-Oldsmobile, then Mike Whitaker (ex-John Surtees Lola T70) on a slick track.

Andrew Wareing's M1A biffed the chicane wall following a clash with Portuguese Rui Macedo Silva's T70, which necessitated a safety car and annulled Chandhok's 10-second lead. From the green Karun confidently kept Whitaker behind. A scrape with Michael O'Shea's Cooper-Maserati at the chicane delayed John Spiers (M1B), enabling Jackson to pounce for third. Shaun Lynn pipped Chris Wilson for Ford GT40 honours after a scrap with Pedro Macedo Silva's roadster.

The Freddie March Trophy Goodwood Nine Hours retrospective rounded out the 22nd Revival Meeting in style, neatly bookending a wonderful weekend for Gary Pearson. Winner of 1998's inaugural race in a Jaguar C-type, Pearson piloted Carlos Monteverde's white ex-Jim Clark 1955 D-type to his fourth FMT victory, extending his unparalleled event record to 14 wins.

Brother John Pearson shared the celebrations, Dunlop's racing tyre distributor a strong second in another short-nosed D. As Lukas Halusa retired his Maserati 300S, Richard Wilson snared third in his wildy Maserati 250S, setting fastest lap. >>



STYLES

MASERATI 4CLT '1604' (GOODWOOD TROPHY)

Maserati's wonderfully proportioned supercharged 1500cc 'San Remo' model's Goodwood history dates back to Reg Parnell's *Daily Graphic* Trophy F1 finale win in chassis 1596 on opening day, 18 September 1948. The combo remained unbeaten here through 1949. Italian Franco Rol debuted 1604 in the 1949 Italian GP. Crashed at Monaco in 1950, it returned to Monza and competed in Spain's Penya Rhin GP. Journeyman Danny Kladis failed to qualify it for the 1957 Indianapolis 500. Having lapped the globe it's now pristine in Stephan Rettenmaier's stable and finished 17th in the Goodwood Trophy.



J BLOXHAM/MOTORSPORTIMAGES

TRIUMPH TR4 (FORDWATER TROPHY)

One of three Standard-Triumph Motor Co entries prepared by Kas Kastner's team for the 1963 Sebring 12 Hours. Charlie Gates, Ed Diehl and Bob Cole drove it to 24th overall and second in class, four laps behind Peter Bolton/Mike Rothschild's sister car. Briton Keith Files bought it in 2004 and competed in it Stateside until 2013. Rebuilt to original spec by UK-based TR Enterprises, it was debuted at Goodwood by Keith's son, Josh Files, who finished third in the Fordwater Trophy race.



J BLOXHAM/MOTORSPORTIMAGES

CEGGA-FERRARI 250 TR (SUSSEX TROPHY)

Swiss brothers George and Claude Gachnang wanted to improve the Ferrari 250 TR, so they bought a crashed example and added independent suspension and in-board disc brakes. Dubbed the 'CEGGA', and using a bespoke body designed by Scaglietti, just 12 were built. After chassis 002/60 was restored to TR spec, the remaining components were returned to the Gachnangs and, along with driver David Cooke, they built this car. Cooke climbed from 26th on the grid to 22nd in the Sussex Trophy.



J BLOXHAM
motorsport
IMAGES

AUSTIN-HEALEY-CHEVY (FREDDIE MARCH MEMORIAL TROPHY)

New Zealand racer Arthur Kennard took his Austin-Healey and dropped in the 283-cubic-inch engine and gearbox from a Chevrolet Corvette. The result: he won the 1958 Ken Wharton Memorial Trophy, the support race for the New Zealand Grand Prix. After a 1967 crash, from which insurers considered the Healey to be a write-off, it lay dormant until a 14-year restoration. In the hands of Michael Lyons, it qualified sixth for the Freddie March Memorial Trophy. Unfortunately, engine trouble forced a non-finish.

ASTON MARTIN, MOSS AND COOPER STAR IN DEMOS

Aston Martin's 1959 world sportscar title was celebrated in typical Goodwood style with a special on-track demonstration.

Goodwood hosted the 1959 season finale, with Ferrari and Porsche also arriving with a chance of the crown. The lead DBR1 of Stirling Moss and Roy Salvadori led from pole, but a fire in the Aston Martin pit forced the car out. Moss was switched to the Carroll Shelby/Jack Fairman DBR1 and charged through to win, beating the Wolfgang von Trips/Jo Bonnier Porsche 718 RSK to clinch the championship for Aston Martin.

Several of the cars from the race, along with others of a similar type to those that competed 60 years ago, joined the celebration (right). As well as Aston Martin, Porsche (including the second-placed 718 RSK) and Ferrari representation,

there were also machines from Jaguar, Lister, Lola, Lotus and Cooper to bring a 1959 flavour, and even a fake pit fire.

The absent Moss's 90th birthday (on 17 September) was also celebrated with five special cars. After making a moving speech on Saturday about the driver who won more than a third of the races he started at Goodwood during his professional career, circuit owner and Revival founder the Duke of Richmond and Gordon drove Lady Susie Moss around Goodwood in a DBR1, followed by other key cars from Stirling's career: a 500cc Cooper, Vanwall, short-wheelbase Ferrari 250 GT and Lotus 18.

Completing the on-track racing tributes was an impressive array of Cooper Car Company machinery marking 60 years since the company's double Formula 1 title



success. More than 40 vehicles took part, from the championship-winning T51s to the firm's Ford E83W van (complete with trailer and F3 Cooper), via Minis, sportscars and the 1961 Indianapolis 500 T54. "Cooper was one of the best things that happened to the British motor industry," said Sir Jackie Stewart, who was reunited with the T72 in

which he dominated F3 in 1964.

Billy Monger joined the huge Sixty Years of the Mini Parade, featuring more than 150 examples across different variants, in Nick Swift's pre-1966 Mini Cooper S, converted for the occasion. An army of military vehicles also marked 75 years since D-Day.

KEVIN TURNER

RESULTS

RAC TOURIST TROPHY CELEBRATION: CLOSED-COCKPIT GT CARS 1960-64

(42 LAPS) 1 Chris Wilson/Andre Lotterer (AC Cobra); 2 Bill Shepherd/Romain Dumas (AC Cobra) +12.450s; 3 Fred Wakeman/Benoit Treluyer (Lister-Jaguar coupe); 4 Mike Whitaker/Mike Jordan (TVR Griffith 400); 5 Lukas Halusa/Emanuele Pirro (Jaguar E-type low-drag coupe); 6 Gregor Fisker/Dario Franchitti (AC Cobra). **Fastest lap** Olivier Hart (Tojeiro-Ford) 1m25.521s (100.18mph). **Pole** Wilson (Lotterer). **Starters** 26.

ST MARY'S TROPHY: SALOON CARS

1950-59 (13+16 LAPS) 1 Nicolas Minassian/Mike Jordan (Austin A40); 2 John Cleland/Charles Rainford (Volvo PV544S) +29.621s; 3 Marcel Fassler/Matt Manderson (Austin A40); 4 Tom Kristensen/Rob Myers (Austin A40); 5 Stuart Graham/Richard Butterfield (Jaguar Mk1); 6 Anthony Reid/Justin Law (Jaguar Mk1). **SATURDAY (13 LAPS) 1 Emanuele Pirro (Alfa Romeo Giulietta Ti);** 2 Minassian +5.752s; 3 Fassler; 4 Cleland; 5 Kristensen; 6 Graham. **FL** Romain Dumas (Ford Thunderbird) 1m34.907s (90.27mph). **P** Karl Wendlinger (Studebaker Silver Hawk). **S** 28.

SUNDAY (16 LAPS) 1 Jordan; 2 Rainford +13.303s; 3 Law; 4 Manderson; 5 Myers; 6 James Wood (Austin A35). **FL** Jordan 1m36.837s (88.47mph). **P** Patrick Watts (Studebaker Silver Hawk). **S** 24.

FORDWATER TROPHY: ROAD-GOING SPORTS & GT CARS 1960-66 (16 LAPS)

1 Robert Barrie (Lotus Elan); 2 Nick Swift (Mini Marcos) +0.503s; 3 Josh Files (Triumph TR4); 4 Harvey Stanley (MGB); 5 Tim Layzell (TVR Grantura MkIII); 6 Mark Sumpter (Porsche 911). **FL** Swift 1m33.579s (91.55mph). **P** Files. **S** 26.

GOODWOOD TROPHY: GP & VOITURETTE CARS 1930-51 (17 LAPS) 1 Gareth Burnett (Alta 2-litre);

2 Nick Topliss (ERA R4A) +39.094s; 3 David Morris (ERA R11B); 4 Paddins Dowling (ERA R10B); 5 Patrick Blakeney-Edwards (Maserati 8CM); 6 Duncan Ricketts (Parnell Challenger). **FL** Burnett 1m30.909s (94.24mph). **P** Burnett. **S** 24.

GLOVER TROPHY: 1.5-LITRE GP CARS 1961-65 (18 LAPS) 1 Andy Middlehurst (Lotus-Climax 25 R4);

2 Simon Diffey (Lotus-Ford t/c 20/22) +10.993s; 3 Ben Mitchell (Lola-Ford SCA T60); 4 Chris Drake (Cooper-Ford t/c T71/73); 5 Jon Milicevic (LDS-Climax F1); 6 Charles Nearburg (Brabham-Climax BT11). **FL** Middlehurst 1m24.721s (101.13mph). **P** Middlehurst. **S** 24.

EARL OF MARCH TROPHY: 500cc F3 CARS 1948-59 (9 LAPS) 1 Peter de la Roche (Cooper-JAP Mk5);

2 Gordon Russell (Kieft-Norton CK54) +15.206s; 3 Chris Wilson (Cooper-Norton Mk8);

4 Edwin Jowsey (Iota Wasp-JAP); 5 Mike Fowler (Cooper-Norton Mk5); 6 Michael Russell (Mackson-Norton). **FL** de la Roche 1m42.811s (83.33mph) **record**. **P** de la Roche **S** 29.

RICHMOND & GORDON TROPHIES: FRONT & REAR-ENGINE GP CARS

1954-60 (18 LAPS) 1 Sam Wilson (Lotus-Climax 18 372); 2 Gary Pearson (Cooper-Climax T53) +4.423s; 3 Tom Dark (Cooper-Climax T51); 4 Rod Jolley (Cooper-Climax T45/51); 5 Manuel Elicabe (Cooper-Climax T51); 6 Mark Daniell (Cooper-Climax T45). **Richmond winner** Marino Franchitti (Maserati 250F). **FL** Wilson 1m23.237s (102.93mph) **record**. **P** Wilson. **S** 30.

BROOKLANDS TROPHY: PRE-WAR BENTLEYS (10 LAPS) 1 Martin Overington (4½-litre Blower);

2 Oliver Llewellyn (4½-litre) +4.165s; 3 Ben Collings (Speed Model); 4 Patrick Blakeney-Edwards (4½-litre Park Ward Saloon); 5 Nick Swift (4½-litre); 6 Paul Carter (4½-litre). **FL** Llewellyn 1m53.632s (75.40mph). **P** Gareth Graham (Speed Model). **S** 29.

WHITSUN TROPHY: SPORTS-PROTOTYPES TO 1966 (17 LAPS)

1 Karun Chandhok (McLaren-Chevrolet M1A); 2 Mike Whitaker (Lola-Chevrolet T70 Mk2) +1.630s; 3 Cameron Jackson (Crosle-Oldsmobile 5S); 4 John Spiers (McLaren-Chevrolet M1B); 5 Tony Sinclair

(Lola-Chevrolet T70 Mk1); 6 Darren Turner (Lotus-Oldsmobile 19/c). **FL** Whitaker 1m20.771s (106.07mph). **P** Chandhok. **S** 30.

FREDDIE MARCH MEMORIAL TROPHY: CARS IN THE SPIRIT OF THE NINE HOURS RACES 1952-55 (14 LAPS) 1 Gary Pearson (Jaguar D-type);

2 John Pearson (Jaguar D-type) +4.055s; 3 Richard Wilson (Maserati 250S); 4 James Cottingham (Ferrari 500 TRC); 5 John Young (Jaguar C-type); 6 Bill Shepherd (Ford Thunderbird Battlebird). **FL** Wilson 1m30.226s (94.96mph). **P** G Pearson. **S** 28.

SUSSEX TROPHY: WORLD CHAMPIONSHIP SPORTSCARS 1955-60 (16 LAPS) 1 Roger Wills (Lotus-Climax 15);

2 Sam Hancock (Ferrari 246S Dino) +0.275s; 3 Jon Minshaw (Lister-Jaguar Knobbly); 4 David Hart (Lister-Jaguar Costin); 5 Nigel Greensall (Lister-Chevrolet Costin); 6 Charlie Martin (Lotus-Climax 15). **FL** Martin 1m26.821s (98.68mph). **P** Wills. **S** 27.

KINRARA TROPHY: CLOSED-COCKPIT GT CARS TO 1963 (38 LAPS) 1 Gary Pearson/Andrew Smith (Ferrari 250 GTO);

2 Darren Turner/Simon Hadfield (Aston Martin DB4 GT) +17.186s; 3 David Franklin/Remo Lips (Ferrari 250 GT SWB/C); 4 Joe Macari/Tom Kristensen (Ferrari 250 GT SWB/C); 5 Chris Milner/Nigel Greensall (Jaguar E-type); 6 Vincent Gaye/Joe Twyman (Ferrari 250 GT SWB/C). **FL** Smith 1m28.825s (96.45mph) **record**. **P** Pearson (Smith). **S** 26.

HOW F1'S TOP TEAM PLANS TO CONQUER FORMULA E

There are more crossovers than you might imagine between Formula 1 and electric racing. Does that mean future gloom for the opposition?

ALEX KALINAUCKAS



New addition
to the Formula E grid
brings the might of
Mercedes



DAIMLERAG

T

he one word that sums up Mercedes' time in Formula 1 since it returned to single-seater motorsport as a works entry in 2010 is 'domination'.

True, it did take a few years for the team to return to winning ways in the grand prix sphere but, since 2014 and the introduction of the V6-turbo-hybrid power units, it has simply been all-conquering. Five world title doubles will surely become six by the end of 2019.

The cornerstone of that success is the march that Mercedes stole on its F1 rivals when it came to developing a hybrid engine ahead of 2014. Even if Ferrari has now overhauled it in the power stakes, Mercedes has arguably developed the best aerodynamics package on the current grid. Different domination.

This success is important when considering Mercedes' new adventure: into the electric future of the ABB FIA Formula E Championship. Mercedes will make its debut in the category in the upcoming 2019-20 campaign, taking over the entry granted to its HWA affiliate last season. If it seems like this has been coming for a while, that's because it has. Mercedes first announced it had secured a berth on the 2018-19 grid back in late 2016. But the following summer it revealed its intention to join the fray as a works operation one year later, with its assigned slot then going to HWA as the manufacturer opted to let the DTM dominator spend a year learning the ropes on its behalf. At the same time in 2017, Mercedes' DTM exit was confirmed for the end of 2018.

But Mercedes' first roots in the electric movement currently sweeping motorsport – a reflection of the road-car overreach most manufacturer teams ultimately serve – can actually be traced back to F1's decision to introduce a hybrid element, KERS, for 2009. Development started on the technology that would be raced by McLaren in 2009 two years earlier, and Mercedes' High Performance Powertrains division at Brixworth has continued that journey through Lewis Hamilton's first KERS-assisted win in F1 at the 2009 Hungarian Grand Prix, into the new engine formula for 2014 and all the dominant success that followed.

"It does go all the way back to Mercedes deciding it would do its own KERS system when the regulations came out in 2007," says HPP

"IT GOES ALL THE WAY BACK TO MERCEDES DECIDING IT WOULD DO ITS OWN KERS SYSTEM IN 2007"

managing director Andy Cowell. "That's the point where serious electric propulsion in Mercedes' motorsport arsenal started. And the decision was taken to put that investment in Brixworth on motors, inverters, electronics and software to control it, as well as state-of-creation magnets, rotor dynamics – that whole sort of technology stream to make an efficient, useful, smart electric-drive system."

HPP is a vital part of Mercedes' new FE operation – after all, that is where the powertrain for its Silver Arrow 01 car has been produced. But it's just one part of a complex structure the manufacturer is using to tackle its new challenge. Just down the A43 from Brixworth, the team – led by former head of programme management at HPP Ian James, who as managing director of Mercedes-Benz Formula E Ltd will be the race team principal – will be based at Brackley, home of Mercedes' all-conquering F1 squad, which will also provide input for the FE operation. Then there's a marketing effort at Mercedes' overall headquarters >>

in Stuttgart and HWA's facility in Affalterbach where the cars will be assembled, with HWA running operations at race events.

"It's a complex thing we've got in place, but I still strongly believe that the right ingredients are there," says James, who will report to Mercedes motorsport boss Toto Wolff. Wolff, in turn, estimates he will spend at least "10%" of his time focused on FE as the CEO of Mercedes-Benz Formula E Ltd.

"It's then [the team's] job to find the right recipe, and that's what we're doing at the moment – bringing all of those parts together and making sure that they function in an efficient manner," adds James. "We've approached that side of things very much as a start-up – we genuinely had a blank sheet of paper – and we've been able to have a look at how we best structure that [business]."

The ultimate fruit of that structure – the Silver Arrow 01 cars – will be driven by a pair of ex-McLaren F1 juniors: Stoffel Vandoorne (who raced in F1 for McLaren during the team's disastrous stint between 2016 and 2018) and Nyck de Vries, the current Formula 2 points leader.

The might of a manufacturer means many resources – something the Mercedes F1 team has made major use of to achieve its dominant position. The FE arm – which James is keen to stress is not "an electric copy" – will deploy a similar approach. This means HPP has a dedicated team of engineers working on the FE powertrain. This is led by chief engineer Pierre Godof and includes many of those charged with creating the ERS systems that boosted Mercedes' V6-hybrid F1 engines to such dominant heights. There's a clear transfer of technology between the two projects; on some of the design features, Cowell states that "with the assembly drawings I'd be able to say, 'Look at that design feature we've developed here for helping support the rotor and helping look after rotor dynamics, that's the same in the FE rotor'".

Take the MGU-K used in Mercedes' F1 engine. That has a maximum power of 120kW, whereas the maximum power produced by the equivalent part in an FE powertrain – the motor – is 250kW. But they are both produced by the same engineering tools at Brixworth, with other parts for both powertrains coming from essentially the same family. James explains that the two motorsport divisions at HPP are "ring-fenced" and completely separately run to be "quite disciplined in our approach, and things have been structured to make sure we're

“WE’VE APPROACHED IT VERY MUCH AS A START-UP, GENUINELY AS A BLANK SHEET OF PAPER”

protected". But that doesn't mean tech developed by the FE engineers couldn't be fed the other way eventually and end up in a future F1 engine, thanks to the close links between departments.

At the same time as making use of the clear benefits in technology development at HPP, Mercedes' FE squad can call on some of the resources at the F1 team's Brackley base. This doesn't necessarily mean tangible assets, but there has been a clear approach of learning from the way in which the most dominant team in grand prix racing goes about its business.

"I spent the past 12 months based in Germany because it was important to build the relationships up there," explains James, who started out as a manufacturing engineer at McLaren Automotive working on the Mercedes-Benz SLR McLaren, before joining Daimler in 2005. He later worked as head of programme management at HPP between 2011 and 2015, and was a senior manager (for marketing, communications and governmental business) producing the G-Class SUV before being hired to run Mercedes' FE team.

"Since the end of July I've moved back to the UK and will be based in Brackley – albeit in a separate building from the F1 side," he continues. "But that's given me an opportunity to go in and take a look at what they do and how they work. Aside from the engineering and how things are done, it's the approach that's taken, that spirit I >>

Merc-linked Venturi FE driver Edoardo Mortara racked up private test mileage at Varano in March



DAIMLERAG

Gen2 racer ended Formula E's car-swap era – and piqued Mercedes' interest



DAIMLERAG



suppose, that's within the team – and if we can take what fits to an FE perspective from that, then we've got a great starting point.

“The work that Toto and everybody else there has done to engender the spirit and approach is immensely powerful and I think we can benefit from that as well. Having said that, we will have our own unique DNA.”

It's important to remember that Mercedes does have some previous FE experience to draw upon thanks to HWA racing as a Venturi customer squad. It was an up and down season – but that was arguably exactly what Mercedes needed, getting the hard lessons learned under a different banner. For example, during the opening four-race pointless streak endured by HWA as it battled a string of reliability issues and crashes – the worst of which was probably Vandoorne and his 2018-19 team-mate Gary Paffett colliding at the first corner of the race in Marrakech – Paffett earned a penalty for briefly switching into the 225kW power setting when not in attack mode. The set-up on his steering wheel meant it was possible to activate higher power while trying to find a different setting that would better manage battery temperature. So for the next race, a new switch – from which it was impossible to accidentally put the car into a different power mode – was fitted, and you can bet that approach has been taken with the steering wheel on the Silver Arrow 01.

HWA took until the fifth race of the 2018-19 campaign to score its first point, but it reached some notable highs, including Vandoorne claiming pole in Hong Kong and then taking the team's sole podium after an impressive run to third in Rome. The signs that he could do well in FE were there early on when he qualified fourth for his debut race, just three weeks after his F1 exit.

“I adapted pretty well to the car immediately,” says Vandoorne. “But I was very lost in the race at first [he finished 16th in the Ad Diriyah season opener] because it's just a very different concept to go with. And it required a little bit of time to adapt to – I had a couple of mistakes in the beginning, a couple of crashes, and the team made a couple of mistakes.

“But I guess we were in that process together and we always knew that was going to be the case. We had a very steady learning curve and towards the end of the season we got much more structured, much more consistent in what we were doing as well.”

Wolff describes the HWA experience as “a learning year” with “not all the resource that is needed to make it successful”. This means he sees 2019-20 “as an entry point for Mercedes, and we don't take it for granted to play a role in the leading pack. That will come over time. If we surprise ourselves and we are able to score highlights – being in the top five, going onto the podium – I would be delighted. But it's not something we expect in season one.”

There's a reason why Wolff wants his FE squad to stay with “both

“WE DON'T TAKE IT FOR GRANTED TO PLAY A ROLE IN THE LEADING PACK. THAT'LL COME OVER TIME”

feet on the ground and humble”. It's because he and the team know exactly how challenging FE can be. Last season, nine drivers from eight squads won races, and three different operations have won the FE teams' championship in its first five campaigns. Renault e.dams' three consecutive titles in the opening three seasons is about as close as any one team has come to achieving dominance in the electric championship, but that run only produced one drivers' title for Sebastien Buemi in 2015-16, with Nelson Piquet Jr and Lucas di Grassi claiming the crowns on either side. Jean-Eric Vergne has taken the two most recent titles, but was given an easier run at his first by Audi's reliability nightmare at the start of 2017-18, and only his superb performances during the title run-in during the last campaign moved him clear of a host of other contenders. Success is hard to come by in FE.

One of the main reasons for that is the regulations. FE's spec-only first season, then the slowly developing technology during its second, >>



High points for Vandoorne on HWA learning curve included third in Rome...





S BLOXHAM



...and pole in Hong Kong, while Mercedes amassed useful data

COST CONTROL'S CRUCIAL ROLE



MOTORSPORT IMAGES/GALLOWAY

KEEPING A TIGHT LEASH

The ABB FIA Formula E Championship is often cited as a cost-effective way for manufacturers to go motor racing. It's high-profile, being the FIA's designated electric single-seater championship, can reach new audiences and markets in major cities, and teams generally spend modestly compared to what it would take to compete successfully in Formula 1 or the LMP1 high-water mark days of the World Endurance Championship. It's easy to see why manufacturers have flocked to the series.

But there's a double edge to that attraction. All those manufacturers want to win, but it's against the series' ethos for one of them to dominate. This is why FE and the FIA work hard to control the racing through regulation, and keep power away from the teams. But if manufacturers can find a way legally to use their might, they absolutely will.

In his final interview with Autosport before his death in August, former Nissan e.dams team boss Jean-Paul Driot warned that the FIA must be consistent on cost-control issues to avoid "killing the championship". The reasoning behind Driot's warning was that the governing body had banned Nissan's controversial twin-motor powertrain on cost grounds. But Driot saw the danger of major manufacturers exploiting their resources in other ways.

"WE MUST BE VERY CAREFUL THIS DOESN'T BECOME UNSUSTAINABLE"
IAN JAMES

Driot was particularly concerned about the issue of remote garage facilities operating at OEM bases, helping their Formula E teams during a race weekend. This is difficult to police and could favour teams with greater resources. Autosport understands that the FIA has evaluated ways to stop teams transferring data from tracks for remote analysis – which is allowed under FE's current rules – but, due to the challenges that creates, it would prefer to find a solution that allows remote garage work in a limited and positive way for FE.

Mercedes' view on the cost-control issue is that FE must be "extremely careful in how we approach the future", according to team boss Ian James.

"It's incumbent on those three main parties – the manufacturers and teams, Formula E and FIA – to make sure the cost-control topic is reviewed on a regular basis. And actioned as well. It's key that we give clear direction and take decisions to make sure that this doesn't explode and just become unsustainable."

THE OTHER GERMAN MOTORSPORT GIANT SWITCHING ON TO FORMULA E



99X Electric follows Porsche three-character naming convention

PORSCHE

PORSCHE FOLLOWS ITS OWN PATH FOR ELECTRIC-RACING BAPTISM

There's another German motorsport giant joining Mercedes, Audi and BMW in ABB FIA Formula E for the 2019-20 season: Porsche.

While Mercedes dominates Formula 1, Porsche arrives from an ultra-successful stint at the head of the World Endurance Championship's LMP1 class. It scored three Le Mans 24 Hours wins and three LMP1 title doubles between 2015 and 2017 before leaving at the end of 2017 in the wake of the diesel emissions scandal.

The two Formula E newcomers have gone about their preparations in different ways. Mercedes had its HWA vanguard, but Porsche is coming in completely fresh and will be doing its learning in public. And, intriguingly, where Mercedes has Ian James heading up its FE squad as team principal, Porsche has a four-person

management structure. The team will be led by director of factory motorsport Pascal Zurlinden, technical chief Malte Huneke, head of FE operations Amiel Lindesay, and Carlo Wiggers, director of team management and business relations for Porsche motorsport.

This differs from the way

most FE teams operate in terms of senior management, with Porsche appearing to have opted for the opposite of a streamlined approach.

"At the end we decided this structure and we don't speak about team principals," says Zurlinden, "just because it's a structure we also have

in other programmes and this is the way we see as the most efficient way to run the programme. It's our Porsche way."

While there's no indication that an enlarged management structure could end up causing Porsche problems, it should be noted that it was set to have a team

principal. Andreas Seidl, currently helping McLaren revive its Formula 1 fortunes, had been tasked with leading Porsche's FE team in the same way he was in charge of its supreme LMP1 squad.

So, Porsche is forging its own path in FE. The first steps on that journey can now be seen in the carefully named and liveried 99X Electric – named in Porsche's usual fashion, with the three 'digits' representing its racing cars and two-door road machines, while using the company's traditional motorsport colours, white, black and red, arranged so its famous badge is recreated when the car is viewed from above.

The next step on Porsche's FE path is proving that its unique approach will bring the speed-and-efficiency combination that FE success demands.



Porsche's driver roster: Neel Jani and Andre Lotterer

PORSCHE

third and fourth campaigns created a culture of close, exciting racing. That continued for the first season of the Gen2 era, and included that almost unbelievable run of eight different drivers winning the first eight races. But in 2018-19 three new rules really played a part in consistently mixing up the pecking order.

First of all, there was the attack mode, which added a genuinely intriguing tactical element to most races in place of the mid-race car swaps of the Gen1 era. (Incidentally, it was FE's end of the car-swap era that really made the series attractive to Mercedes.) And there was the move to timed races, which added further complications.

The third, and probably more important, rule tweak that came with the start of the Gen2 era was the championship-order group-qualifying approach. Because the points leaders were sent out in the first group in the initial stage of qualifying at each event – when the track was supposedly at its worst – most races featured frontrunners starting down the grid. Arguably, this meant it never became clear which team had the best package, with DS Techeetah ending up as double title winner, but Audi still feeling it had the edge on efficiency. Domination is difficult in FE.

“I don't think any team – regardless of who they are – will dominate,” says James. “I just think it's not set up in that way and as long as things don't fundamentally change, then it just doesn't lend itself to that; it's nigh on impossible for that to happen. So, my expectation is not that we or anyone else comes in and dominates. The competition, and the spirit of the competition, is at the heart of Formula E and that for the fans is of enormous interest. So, I don't think it's necessary for us to dominate. And we know how much of a challenge this is going to be. We're going to be approaching it with a good dose of humility.”

That humble approach is a theme with FE manufacturers – even mighty Porsche, which is also making its FE debut in 2019-20 (see sidebar, left) has the tagline #startfromzero. The Mercedes drivers understand the nature of the challenge, and Vandoorne has seen how quickly things can go wrong, and how much contact there can



Ian James, Nyck de Vries, Stoffel Vandoorne and Toto Wolff at Frankfurt team launch last week

Daimler AG

“WE ARE GOING TO BE APPROACHING THIS CHALLENGE WITH A GOOD DOSE OF HUMILITY”

be on track. This is a relatively rare concept in single-seaters, but is facilitated more in FE due to the robust nature of the Gen2 car.

“Obviously the car is not as fast as a Formula 1 car – that is just the reality,” he says. “But the feeling you get is extremely fast in the street circuits. The racing is very different as well. Something I also had to adjust to a little bit in the beginning was the mindset, because in F1 or everything I've done in my junior career, if you touch someone with your front wing basically you screw your own race. So, before, touching wasn't really on the cards, while in Formula E I kind of had to relearn to have a certain level of contact, aggression, let's say, in the car.”

De Vries will make his FE debut one week before he travels to the F2 season finale in Abu Dhabi, where he hopes to secure that title, or indeed collect the winner's trophy should he have already prevailed. The 24-year-old says his new job is “a great opportunity in my career and it's the right direction for me to take now”.

De Vries regards FE as “a great, upcoming platform”, a view that is shared by his new bosses and the overall Mercedes company, which is seeking to promote its EQ brand of electric road cars with on-track success. At the same time, Mercedes appreciates that FE's city-based races offer the chance to reach a new, usually younger audience.

But it's not all fun and games in FE – there's a huge competitive streak running throughout the grid. And this means politics. After all, developing technology offers many more opportunities for arguments over innovations that could steal a competitive edge.

FE had its first massive rules bust-up last season over Nissan's now-banned twin-motor powertrain, which led to increased scrutiny on the topic of cost control (see page 29). Mercedes kept a watching brief on that saga, and has been involved in the early discussions over the new technology coming for the Gen3 car, scheduled for 2022-23.

For Wolff, an active and influential figure in F1 politics, FE's way of operating its rules, to encourage close racing, is something the series should be proud of. “It shows that they have learned the lesson of what is dysfunctional in other race series that have had a long history but have obviously grown around complicated governance,” he says. “We are a little bit of a victim of that in Formula 1, and we know that.”

FE's rules may be designed to prevent domination, but there's no doubt that if Mercedes *could* reach heights similar to those it's reached in F1, then it would be very satisfied.

Wolff feels there are clear similarities to the circumstances that led to Mercedes' current position as F1 conqueror. “[First] you have to build the foundations and you also have to manage your own expectations and the ones from everybody outside,” he explains. “It needed three years, 2010, 2011 and 2012, when it was really bad, until in 2013 we started to play a role in the front and we finished second in the championship, and fifth year to conquer.”

“I'm under no illusion that it will take some time to be at the front in Formula E – it will take some time but we'll eventually get there.”

All that is not to say Mercedes will dominate Formula E in the same way it has Formula 1. But, given the pedigree of its new team, it has every chance. Plus, consider the rules being tabled in F1 for 2021 in the name of cost control. Should that mean that Mercedes has to downsize its F1 operation, then some extremely able and successful people will need new roles, and they wouldn't have to direct their gaze very far... ❄️

DON'T MISS

FORMULA E TESTING 24 OCTOBER ISSUE

The first pointers to the new FE teams' form will be revealed in the series' four-day test at Valencia. Autosport will be there to provide info and insight.

RACE CENTRE

RALLY TURKEY • BTCC KNOCKHILL • DTM NURBURGRING • WTCR NINGBO • MOTOGP MISANO



17

Ogier is now 17 points behind Tanak with three rounds to go

Turkish drama puts Ogier back in the game

New-found Citroen pace and problems for his rivals helped the reigning champion stamp his authority on a tough event

DAVID EVANS

PHOTOGRAPHY MCKLEIN

Last month on Rally Germany, Sebastien Ogier bemoaned an ‘undriveable’ Citroen C3 WRC. But ‘uncatchable’ replaced ‘undriveable’ for the reigning World Rally champion in Turkey last week.

For the second year in succession, the hard-baked roads around Marmaris wreaked havoc with the drivers’ championship. Twelve months ago, Ott Tanak was the chief beneficiary as his Toyota tortoise laughed in the face of a pair of hares named Ogier and Thierry Neuville. It was the other way around this time. Except for Neuville, whose title aspirations were tripped up once again.

Wednesday evenings ahead of WRC rounds have always been an ideal opportunity to catch the drivers in a more relaxed mood. Post-recce, pre-shakedown, there’s chat to be had, fat to be chewed.

That changed last Wednesday. Nearing the business end of the championship, messages had to be delivered. No room for empty rhetoric or soundbites. It was time for the big three to ramp up the psychology.

Well aware that his rivals had to take risks in an effort to cut into his championship lead, Tanak railed against the majority view that Friday’s roads were catastrophically rough. “They’re not so bad,” he smiled. “Actually, it’s quite OK. It’s similar to last year. In places they are better – the organisers have been working and grading the roads. It’s still challenging and rough as hell, but it’s definitely better than it used to be.”

Part-invitation, part-dare, Tanak was encouraging his rivals to crack on through the opening day.

Forty points down on his former M-Sport team-mate, Ogier was straight down the line. “It will be a lottery,” said the Citroen man. “Anything can happen on Friday – you cannot control those conditions.”

Sandwiched between those two in the table was Hyundai’s Neuville. The Belgian, 33 points behind Tanak, was still on the front foot from nearly putting the Toyota star to the sword in Germany. Now it was

time to finish the job a Panzerplatte puncture had ruined last time out.

Neuville brushed aside the potential for more punctures on the roughest roads of the season. The trademark broad grin and swagger were firmly in place. “I have a good feeling that this is going to be our rally,” he said. “We are going to finish ahead of Ott. We have to.”

Had he learned nothing from seeing the left-front damper punch its way through the bonnet of his i20 Coupe WRC on these very roads last year?

“There’s not much to learn,” he said. “That was a mechanical failure. Before that, we were fastest by far.”

In cricketing parlance, Tanak’s approach to Friday morning was surely going to involve a straight bat... Apparently not. He stepped forward and took a big swing at the tyre-selection bouncer. He took three mediums and three hards – a gamble for a man who didn’t need to gamble. The softer Michelin is just that. With rocks reported to be the size of tellies (the old-school big, boxy ones – we’re not talking slinky flat-screens here), he needed his boots to be as tough as possible.

“I was surprised as well, regarding his position in the championship,” said Ogier after the first loop. “OK, when you are first on the road there is some loose around and maybe not so many rocks have been pulled out, but it’s still just luck. For me, the choice was a very risky one. I had a puncture in the first stage this morning and if that happened to him then it’s over, he’s not coming back.”

Predictably, Tanak didn’t see it that way. No gambling from his side, but plenty of road cleaning.

Armageddon looked to have been put on hold. There were a handful of cars with punctures, but no massive dramas. The second pass would be chaos – or so the theory went.

Icmeler second time through was insane. Sitting alongside Toyota team principal Tommi Makinen for the afternoon’s opener



was like watching a cage fighter’s significant other observing their partner being pummelled. He winced, flinched, shut his eyes and shook his head.

He needn’t have worried – they made it through. Granted, 7-8-9 (with Kris Meeke quickest of the Yaris trio ahead of Tanak and Jari-Matti Latvala) didn’t have quite the same ring as the 1-2-3 delivered at the end of the previous round, but Friday the 13th was done.

Up front, Citroen was running 1-2, with Esapekka Lappi building on the brilliant Rally Finland pace he showed last time the cars were on the gravel. Ogier was second, with Neuville just seven tenths behind him.

The speed of the C3 caught everybody by surprise. Yes, Craig Breen had led in Turkey last season, but last month’s German disaster remained at the forefront of everybody’s mind.

Citroen delivered new geometry in Rally Finland and, while the two surfaces had little in common, chassis control aboard the C3 WRC had taken a step forward, regardless of the dirt’s lumpiness.

Ogier wasn’t worried about Lappi – he knew full well the amiable Finn would play the game if he was asked. But Neuville? He was close. And confident. He’d struggled for grip through the morning, but found more confidence and traction in the afternoon.

Traction on Friday afternoon was, however, compromised for everybody when the threatened rain arrived in the day’s



Tanak wanted hard rubber and didn’t see his choice as a gamble

IN THE HEADLINES

POINTS FOR HYUNDAI PAIR

For the second time in as many rough gravel rallies, Hyundai Motorsport director Andrea Adamo was grateful to Andreas Mikkelsen and Dani Sordo for bringing the points home. The i20 Coupe WRC pair stemmed the flow of manufacturer points to Toyota for the first time since Rally Italy in June.

BACK TO DRAWING BOARD

Despite Toyota's confidence that it had taken a step forward for Rally Turkey after last year's struggle for pace, the Yaris still found the going tough. It was quicker than last year, but – as chief engineer Tom Fowler feared – the others had moved further forward. The suspension will need another look, given how the drivers struggled to find confidence with the car at its highest setting to avoid rocks on the second run at stages. Admittedly, it's an issue specific to Turkey (the cars don't run as high in Mexico or Sardinia), but it's costing time, traction and grip.

SUNINEN IMPRESSES

For the final time, M-Sport missed its main man Elfyn Evans (the Welshman returns to a Ford Fiesta WRC next time out in Wales), but Teemu Suninen drove superbly to hassle Mikkelsen for third before taking fourth. Pontus Tidemand was back in the car for the first time since Sweden and discovered Turkey's quite a different proposition to his home event.

VICTORY FOR NEW FORD

Gus Greensmith (below) delivered a very welcome and mechanically trouble-free maiden WRC 2 Pro win for the Ford Fiesta R5 Mk II (rolling after the finish on SS16 wasn't ideal, but didn't affect the result). Standing in for Evans in the Fiesta WRC in Finland and Germany, Greensmith was driving the car he helped develop for the first time. Kajto Kajetanowicz scored a 'lights-to-flag' WRC 2 win in his Skoda Fabia R5 (following a last-minute change from a Volkswagen Polo). His only issue was a broken driveshaft on the final day.



Lappi was fast. But it was made clear that his team-mate was faster...

“Ogier had delivered the stage of the rally, if not the season, to come within a second of the lead”

penultimate test. Intermittent at the start, the last few kilometres became a mud bath and the drivers further back on the road started to slip close to a minute to their rivals up front. Neuville was fastest. A puncture in the preceding stage forced him to take a softer spare on the car, but as the rain fell he must have offered up a silent prayer of thanks for the added compound grip.

Asked about the gap to Ogier on Friday night, Neuville grinned and offered a cheeky wink as he prepared to move his Hyundai into service.

If Tanak's choice of covers had taken a few by surprise on Friday morning, the intrigue surrounding Ogier's car a day later was greater still. And the Frenchman wasn't helping himself; surrounded by red shirts and Michelin engineers, the intensity of the debate was as obvious as the reward on offer. Still without wheels, the C3 WRC was fired up... more talking. Five LTX Forces were delivered, but how many were coded H4 and how many M6? The team gave

nothing away. Rival teams dispatched spies but, as usual, black tape on the sidewall foiled any potential intelligence.

Only once the cars were all on the road north towards the morning's Yesilbelde opener was the story told.

Ogier had spent ages doing his homework, studying the onboarders; he could make this one fly: three mediums and two hards. Now that, according to the rest of the service park, was a gamble. Yes, a good chunk of the 20-miler was buried deep beneath loose gravel, but Ogier was running last but one of the World Rally Cars. If the cars ahead swept the stones aside, the C3's mediums could be destroyed.

And the early indication from SS8 split times was that the road was cleaning, but Ogier took everything to another level, 16.7s faster than his team-mate and second-fastest man, Lappi.

Ogier had delivered the stage of the rally, if not the season, to come within a second of the lead. It was another staggering display of just how well he can look after a set of boots. “Looks like the time's not too bad,” he smiled. “I killed the tyre at the end, but that was the plan.”

The end of the stage wasn't the time or place for a debrief on his thinking an hour or so earlier – he'd got some rooted rubber to shuffle around before the next stage. All that hard work in the weekend's opener could be undone if he ran out of grip in the next two. He didn't. >>



THE PROS AND CONS OF RALLY TURKEY

“Yearwithecaaaaars?” Excuse me?
“Caaaaars. Yearwithecaaaaars?”

Hmmm. Marmaris McDonald’s late on a Saturday night is an enlightening visit.

My new friend, whose T-shirt had already consumed much of his Big Mac, wanted to know if I was here with the cars. Taking ‘here with the cars’ to mean working on Turkey’s round of the World Rally Championship, I slipped the media pass from around my neck, grabbed my quarter-pounder and made for the door.

Marmaris can be a little bit mental in places. It’s a flat-chat holiday town, full of Brits and Russians denying autumn’s onset in favour of a summer sun extension and daily 30 degrees. I’ll be honest, it’s not really for me. Anything north of 15 degrees and 75% cloud cover leaves me deeply uncomfortable and chasing shade.

Let’s get past the neon and talk turkey on Turkey. The rally? Love it. The roads are totally insane. Insane to the point that I looked for a way of bailing midway through the 23-mile Cetibeli stage.

“Footballs,” they said when I asked the drivers how big the rocks were. Nonsense, I thought. This isn’t the Acropolis. Nosing the Autosport Volkswagen Passat into the event’s longest stage, I started the watch and cracked on. Turns out Sebastien Ogier’s football is actually a beachball – and an overinflated one at that.

As I passed the hour mark, I began to fear I might never make it out. I did. And miraculously with an inflated Bridgestone on each corner.

You can never fail to be impressed driving a stage like Ouninpohja on Rally Finland or Fafe on Rally Portugal for sheer pace or air time, but Cetibeli was equally as inspiring. The speed the drivers hit those rocks and the punishment the cars and tyres took was off the charts in comparison to anything I’ve seen in recent years.

Turkey: mad on a variety of levels. But entertaining in equal measure.



Mikkelsen brought the i20 Coupe home in third to a grateful team boss

And, by the time Ogier got back to service, his morning had got even better. That Neuville threat? Gone.

Baffled by the dust, the Belgian had toppled off the road on a slow-speed Yesilbelde left-hander.

“It was a slow right into a tight left,” Neuville explained. “I was looking for the [left] corner, then I thought: ‘Ahh, maybe I’m already in the corner...’ I saw some opening and turned. It wasn’t there. It was like a wall and we fell off it. The car was on its side and Nicolas [Gilsoul, co-driver] and I had to get out to put the car back on its wheels. The only people who were there was a wife and her husband. They helped. It was their house. Their wall.”

Neuville’s woes moved Tanak from eighth to seventh. Struggling to make the hard tyre work aboard the Yaris, the Estonian was grateful for anything. Stopping a few miles down the road from the finish of Yesilbelde, Tanak considered his options to find more speed from the Toyota. Given the nod from co-driver Martin Jarveoja, the pair went through the familiar ritual of getting helmets and HANS devices on. As they leaned in to flick the switch and send fuel on a familiar journey, the Yaris turned over but didn’t catch. Strange.

Off the starter. Back on, another go. Same thing. Nothing. Call the team. Try again. Nothing. Helmets off. Stress levels start to rise.

Realising something was wrong, the WRC’s All Live feed cut to the #8 Toyota. A variety of voyeuristic camera angles

“The car was on its side, we had to turn it. The only help was a husband and wife; it was their house”

caught an increasingly desperate Tanak and Jarveoja doing all they could to get the thing to fire. It was all to no avail. Their day was done.

Unlike in Rally Italy, where a power-steering problem cost Tanak the win, there was no raging into the service park. This time he’d retired from seventh and was sat by the side of the road long enough for the immediate anger to subside. After a tow back to Marmaris, the briefest of debriefs was done and Tanak was bound for an afternoon on the beach.

“It’s quiet time now,” offered a Tanak aide.

With three hours to sort the car for a superally Sunday, the mechanics had the job done in 15 minutes. That’s how long it took to change the car’s ECU.

Confirmation of the problem brought the obvious question from one of the M-Sport engineers: “If it was the ECU, why didn’t he just fit the spare?”

After more than two decades at the very top of world rallying, the Cumbrians are a canny bunch who’ve seen it all before. All their Ford Fiestas were deployed



Suninen drove superbly and hassled for third but finished fourth

stage-bound with an ECU as part of an extensive spares package.

Asked on Saturday evening if he carried a spare in his Citroen, Ogier replied: "I don't know." Cutting the interview short and asked where he was off to, he answered over his shoulder... "I'm going to make sure we have one in the car tomorrow!"

Not that Ogier had anything to fear from his nearest rival, team-mate Lappi. The Finn was the perfect wingman for the defending champ. But just to confirm the Parisian policy, the drivers were called immediately after Ogier's spellbinding run through SS8. Ogier would go P1. Copy?

They copied. And, typically, Lappi was utterly magnanimous. His only concern being, with third-placed Andreas Mikkelsen more than a minute behind, keeping enough speed to focus the attention.

"I stalled the engine braking for a hairpin this afternoon," said Lappi. "That's why we need to keep the concentration!"

For the third day on the spin, tyre talk was everywhere on Sunday morning. But mostly focused on Tanak's Toyota. Time to go and the tyre trolley emerged... with only four wheels on. The ultimate gamble was saved for the final stage. Tanak would run with no spare on some of the season's roughest roads. The upside? Saving 23kg. Downside? A puncture would spell the end. He felt he had nothing to lose, running in the worst place on the road. The more conservative counselled that, even with a spare, he should be more than capable of three powerstage points.

Tanak wasn't listening. His mind made up, he wanted all five and backed himself. Back from the beach, he was quickest through a sighting lap of the Marmaris test, which would offer bonus points on the repeat. After that, he crawled through the next two, nursing the tyres, slower than he'd gone on the recce.

The rhythm change for Tanak was ridiculous. Slower than the recce on SS16, he ripped into the final test at a speed nobody could match. Neuville was second quickest as he sought to repair the damage done a day earlier. Ogier? Third. But a 47th WRC victory was his. And so was second in the championship.

Even better for the reds, it was a first 1-2 since Meeke led Mads Ostberg home in Argentina four years ago.

Ogier blew hard when he stepped from the podium. "I needed this," he smiled. "I really needed this." ✂



Ogier back in the hunt after Citroen 1-2 in Turkey

RESULTS ROUND 11/14, RALLY TURKEY, 12-15 SEPTEMBER

POS	DRIVER / CO-DRIVER	TEAM / CAR	TIME
1	Sebastien Ogier (FRA) Julien Ingrassia (FRA)	Citroen Total WRT / Citroen C3 WRC	3h50m12.1s
2	Esapekka Lappi (FIN) Janne Ferm (FIN)	Citroen Total WRT / Citroen C3 WRC	+34.7s
3	Andreas Mikkelsen (NOR) Anders Jager (NOR)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+1m04.5s
4	Teemu Suninen (FIN) Jarmo Lehtinen (FIN)	M-Sport Ford WRT / Ford Fiesta WRC	+1m35.1s
5	Dani Sordo (ESP) Carlos del Barrio (ESP)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+2m25.9s
6	Jari-Matti Latvala (FIN) Miikka Anttila (FIN)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+2m59.1s
7	Kris Meeke (GBR) Seb Marshall (GBR)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+3m53.3s
8	Thierry Neuville (BEL) Nicolas Gilsoul (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+5m34.8s
9	Pontus Tidemand (SWE) Ola Floene (NOR)	M-Sport Ford WRT / Ford Fiesta WRC	+7m22.9s
10	Gus Greensmith (GBR) Elliott Edmondson (GBR)	M-Sport Ford WRT / Ford Fiesta R5 Mk2	+15m18.7s
OTHERS			
16	Ott Tanak (EST) / Martin Jarveoja (EST)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+39m10.2s

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Super Special Stage (1.24 miles)	Neuville and Mikkelsen 2m02.6s	Neuville and Mikkelsen	Ogier+1.6s
SS2 Icmeler 1 (15.38 miles)	Latvala 18m12.4s	Latvala	Mikkelsen+1.1s
SS3 Cetibeli 1 (23.67 miles)	Lappi 28m01.2s	Lappi	Mikkelsen+2.1s
SS4 Ula 1 (10.92 miles)	Latvala 12m21.6s	Lappi	Mikkelsen+9.0s
SS5 Icmeler 2 (15.38 miles)	Meeke 18m05.8s	Lappi	Mikkelsen+12.4s
SS6 Cetibeli 2 (23.67 miles)	Neuville 27m59.9s	Lappi	Ogier+14.9s
SS7 Ula 2 (10.92 miles)	Sordo 12m29.3s	Lappi	Ogier+17.7s
SS8 Yesilbelde 1 (20.40 miles)	Ogier 25m42.6s	Lappi	Ogier+1.0s
SS9 Datca 1 (5.44 miles)	Mikkelsen 7m05.3s	Lappi	Ogier+2.2s
SS10 Kizlan 1 (10.56 miles)	Lappi 7m16.7s	Lappi	Ogier+10.0s
SS11 Yesilbelde 2 (20.40 miles)	Ogier 25m19.6s	Lappi	Ogier+2.2s
SS12 Datca 2 (5.44 miles)	Neuville 6m59.1s	Ogier	Lappi+4.7s
SS13 Kizlan 2 (10.56 miles)	Lappi 7m16.0s	Ogier	Lappi+0.2s
SS14 Marmaris 1 (4.44 miles)	Tanak 5m04.7s	Ogier	Lappi+5.7s
SS15 Gokce (7.03 miles)	Latvala 8m34.1s	Ogier	Lappi+5.7s
SS16 Cicekli (8.18 miles)	Mikkelsen 11m01.3s	Ogier	Lappi+19.9s
SS17 Marmaris 2 (powerstage) (4.44 miles)	Tanak 4m55.2s	Ogier	Lappi+34.7s

DRIVERS' CHAMPIONSHIP 1 Tanak 210; 2 Ogier 193; 3 Neuville 180; 4 Mikkelsen 94; 5 Meeke 86; 6 Latvala 84; 7 Suninen 83; 8 Lappi 80; 9 Elfyn Evans 78; 10 Sordo 72.

MANUFACTURERS' CHAMPIONSHIP 1 Hyundai Shell Mobis WRT 314; 2 Toyota Gazoo Racing WRT 295; 3 Citroen Total WRT 259; 4 M-Sport Ford WRT 184

NEXT EVENT

RALLY GB 3 OCTOBER PREVIEW

Look out for our bumper Rally GB guide ahead of the 3-6 October event



Jordan Butchers Turkington's lead

Victory in race two as team-mate Colin Turkington had his day wrecked by first-race winner Rory Butcher means Andrew Jordan is now truly in the title fight

MATT JAMES

PHOTOGRAPHY JEP  motorsport
IMAGES



Andrew Jordan declared it was time to “really roll up his sleeves” in the fight for this season’s British Touring Car Championship crown after three dramatic races at Knockhill that had a huge impact on the points chase.

Jordan’s race-two win in his WSR-run BMW 330i M Sport was bookended by a sensational home-town victory for Rory Butcher in the AmD Tuning Honda Civic in the opener and an emotional first win for Jake Hill in the Trade Price Cars Racing Audi S3 in the finale.

But the big talking point was the swing in the title hunt. Jordan’s WSR team-mate Colin Turkington came into the weekend with a 30-point margin at the top of the table. He left with his advantage cut to just 10, and the top three in the battle for the silverware are now covered by a slender 11 marks with just six races remaining.

Both Turkington and Jordan were coming to the eighth round carrying the big weight – 54kg and 48kg of success ballast respectively – so third for Jordan and sixth on the grid for the reigning champion marked a job well done after qualifying. There was a tactical switch at Knockhill too, where the standard tyre was the softer rubber rather than the medium, which became the option rubber. Both the BMW drivers had chosen to use the less-favourable option tyre in race two, which meant even their strategic thinking was aligned.

Jordan came oh so close to striking the first hammerblow over his team-mate in the opening race as he hunted down Butcher’s Honda Civic FK2, which was struggling with a duff second gear. Jordan had a chance to pounce coming out of the hairpin to begin the final lap when Butcher struggled to get his hatchback up to speed. The Pirtek car completed an overtake going on to the final lap but, defending on the dirty side of the circuit going into Duffus Dip for the last tour, Jordan couldn’t slow the BMW in time, ran wide and handed the winning advantage back to the Scotsman.

Still, he finished second, but Turkington had picked his way up to fourth spot,



meaning the championship gap had only shrunk by five points. Something more dramatic had to happen to spice up the fight, and it was about to.

From the front row, Jordan knew that race two was time to press on, even if he hadn’t shed any of his success ballast. With Butcher also on the medium tyres, there was a golden chance for the 2013 champion if he could lead into the first corner. He didn’t need asking twice and got a peach of a start to jump clear of the pack.

While Team Dynamics Honda Civic driver Dan Cammish set about relieving Butcher of second spot, Jordan escaped. Cammish was eager to clear the AmD Tuning car, laden with 54kg of success ballast, as soon as he could and he lunged ahead at the hairpin on lap six. That was

enough to delay Butcher sufficiently for Turkington to sweep by across the finish line too – then the trouble started.

Butcher said that the contact at McIntyres on lap seven with Turkington was unintentional on his part. “I went down the inside, but as we got closer to the corner I could see that he was intent on turning in,” he said. “I tried to back out of it but I was unable to, and that was a shame. I respect Colin and that is not what I would have wanted to have happened.”

Turkington, who spent a long time extricating the spun BMW from the gravel trap and eventually finished 19th, was left bemused by the move, and his team angered by the leniency of the punishment meted out. “It’s quite clear Rory went for a gap that wasn’t there,” said the three-time champion. “I had passed him quite cleanly into the first turn and then defended into Turn 3.

“Maybe he was expecting the gap to open up, I don’t know, but he hit me in the rear bumper on the right-hand side. The first tap unsettled me, but it was the second hit that did the damage. It rotated my car. By no means was it a clean, fair pass. Turn 3 is not an obvious overtaking place. There are a lot of other places with less risk where he could have tried to pass me so I am pretty upset about that.”

None of that bothered Jordan, who motored on serenely to finish ahead of Cammish and Butcher, who later received a five-place grid penalty for the finale for his part in the accident.

The tables had turned, and the gap



Turkington was nerfed off by Butcher going for “a gap that wasn’t there”



Butcher battled duff second gear to take superb race-one win

between the top two team-mates was down to just four points. "I've really got my sleeves rolled up now," said Jordan after his sixth victory of the campaign. "I never want to wish bad luck on another BMW, but racing drivers are selfish, aren't they? I'm right in the hunt now."

The BTCC is renowned for twists, and it had yet another one for the BMW boys. Starting ninth in the reversed-grid finale, Jordan's quest to regain the advantage from his stricken team-mate only lasted five corners in race three. He was following the BMR Racing Subaru of Senna Proctor over the chicane when the estate-shaped machine ahead spun (after collecting a puncture in an opening-turn brush with a rival). As Proctor booted the throttle to collect the moment, the unsighted Jordan went to his outside. The Subaru rolled back into the path of the BMW and both were out on the spot.

Would this be advantage Turkington? Not really, because the Northern Irishman was mired in the dogfight in the lower part of the top 15, and eventually clawed his way up to 10th. It gifted him six championship points, enough to walk away with a 10-mark margin at the head of the pack, but it hurt mightily to have seen his comfort zone at the head of the table slashed by two-thirds in just three races.

While the intra-team BMW plot was the main talking point in Fife, no one really noticed Cammish – but he was the one who drove home as the biggest points scorer of the entire event, >>



SUTTON SEARCHING FOR HIS MOJO



Sutton was eliminated from race one after contact with Neal

There was something missing from the podium at Knockhill last weekend: a BMR Racing Subaru Levorg. And, in particular, 2017 champion Ash Sutton.

The team has not been able to maintain its strong start to the season – indeed, Sutton was top of the points pile after two events – and a lack of straightline speed has often been pointed to as the problem. Sutton said that at some venues "it has been like going fishing without a rod".

In Scotland this year, Sutton's team-mate Senna Proctor was the star performer with a fifth and a fourth in the opening two races. Sutton sunk, with a set-up-afflicted 14th in qualifying followed by just one points-scoring drive – a 12th – in race three after a clumsy shunt in the

opener with Matt Neal's Honda.

Sutton has turned the spotlight on himself in the search for answers too. "I have started to question myself this year in some respects, and that's just being honest," he explained. "That's purely down to the fact that last year I could drive around an issue and still pull a result out of the bag. Have we managed that this year? Not really. So I'm at the point of looking at my own performances."

There is no question that Sutton is extracting everything he can from the car, but wet weather is the only real hope he thinks he has for race wins. He has no qualms about the ability of the team to extract every last ounce from what is an ageing car, but knows that he has to turn the tables and assess where he is too.

"When you've got something that you can't control [the lack of straightline pace] and you're trying to maximise things in every other area [such as the engineering of the car], I am one of those areas that can be improved too," he adds. "I'm more self-critical: I'm asking myself, 'Am I at 100%?' That's important too."

Sutton is seventh in the points and a long way from where he wants to be. Given the battles he is facing to haul the Levorg further up than it wants to go, there could be a very tough final six races for him to endure amid all that soul-searching.

MATT JAMES





Hill drew pole for the finale and followed up with maiden win

eclipsing both Jordan and Butcher.

Cammish has done a remarkable job to hang on to the coat tails of the dominant rear-wheel-drive WSR cars and points to his record of 11 podiums from the past 20 races as proof of his determination. "Podiums are nice, but I would like some more wins now," he half-joked after claiming third in the opener (a solid job on the less-favourable rubber), followed by second in race two. Sixth in the final event means he has crept up on the top two in the hunt for the trophy too, just 11 points behind Turkington.

"We've worked really well as a team this weekend," added Cammish. "We have looked for answers from the set-up and worked hard in every race, moving forwards all the time. All I can do when I can't win is take as much from the races as I possibly can, and that's what we're doing right now."

Given the evidence of how quickly fortunes in the BTCC can turn, doing a good job could put him in prime position to collect should the BMWs

endure another weekend like the last one.

Butcher's win on Sunday lunchtime underlined his increasing reputation, but it was his unanswered pace on Saturday that had set tongues wagging. His father Derek Butcher owns the track, and Butcher Jr has had thousands of laps around the 1.27-mile configuration as an instructor, but circulating in a road car doesn't have any relevance to the performance of a BTCC racer and he was keen to point out that he was still learning.

"Even during the free practice sessions and during race one, I was experimenting with different lines at the chicane and trying to get an edge," he explained. "You can always find little things and learn a bit more."

He came to Scotland with 30kg of success ballast on the car, but shrugged it off to qualify 0.24s faster than anyone. The team was pointing to pre-season test work done at the venue as a benefit, but Butcher still drove the wheels off it to claim race one and then his subdued podium in race two after

the Turkington attack. From a penalised 13th on the grid in the finale, he finished 14th. It was a lame way to sign off what had been a blistering start to the weekend.

The event's other big winner – and fourth-highest points scorer overall – was Hill. He knew the Audi S3 saloon would be strong over the technical sections of Knockhill, but qualifying 17th following a track-limits penalty didn't hint at what was to come. Riding his luck, he climbed to 10th in race one and then coped manfully with the medium rubber to land another 10th in race two. This one was more crucial as double champion Alain Menu pulled him on pole for the reversed-grid finale.

After being stripped of a win at Oulton Park in June when he was adjudged to have been at fault for contact with Matt Neal's Honda, there was a sense of retribution about his 27-lap dash to clear his name and take an undisputed win on the road. Hill was even more relieved after a final-lap wobble nearly fired him into the chicane gravel.

"There is no way they can take that one away from me," Hill beamed afterwards. "It's so nice to get it done properly this time. What a monkey off my back that is."

He was smiling, and there was a glint in Jordan's eye at the end of the day. As for Turkington, it's finally time for him to start looking over his shoulder. ❧



Proctor's spinning Subaru took out Jordan in race three

NEXT REPORT

BTCC SILVERSTONE 3 OCTOBER ISSUE

Can Turkington bounce back or will Jordan or Cammish steal the initiative?

RESULTS ROUND 8/10, KNOCKHILL (GBR), 15 SEPTEMBER RACE 1 (27 LAPS - 34.206 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Rory Butcher (GBR)	AmD Tuning / Honda Civic Type R (30kg)	26m45.926s
2	Andrew Jordan (GBR)	WSR / BMW 330i M Sport (48kg)	+0.268s
3	Dan Cammish (GBR)	Team Dynamics / Honda Civic Type R M (42kg)	+1.444s
4	Colin Turkington (GBR)	WSR / BMW 330i M Sport (54kg)	+1.614s
5	Senna Proctor (GBR)	BMR Racing / Subaru Levorg	+2.298s
6	Chris Smiley (GBR)	BTC Racing / Honda Civic Type R	+2.960s
7	Tom Chilton (GBR)	Motorbase Performance / Ford Focus RS	+3.406s
8	Tom Ingram (GBR)	Speedworks Motorsport / Toyota Corolla GT (12kg)	+3.817s
9	Adam Morgan (GBR)	Ciceley Motorsport / Mercedes A-Class	+4.659s
10	Jake Hill (GBR)	Trade Price Cars Racing (AmD) / Audi S3 Saloon	+5.381s
11	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50	+10.156s
12	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra (6kg)	+23.724s
13	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (M) (36kg)	+23.753s
14	Matt Simpson (GBR)	Simpson Racing / Honda Civic Type R M	+24.167s
15	Tom Oliphant (GBR)	WSR / BMW 330i M Sport	+24.296s
16	Carl Boardley (GBR)	Team Hard / Volkswagen CC	+28.454s
17	Daniel Rowbottom (GBR)	Ciceley Motorsport / Mercedes A-Class	+28.958s
18	Bobby Thompson (GBR)	Team Hard / Volkswagen CC	+30.801s
19	Jack Goff (GBR)	Team Hard / Volkswagen CC	+32.237s
20	Mark Blundell (GBR)	Trade Price Cars Racing (AmD) / Audi S3 Saloon	+33.619s
21	Rob Smith (GBR)	Excelr8 Motorsport / MG6 M	+37.845s
22	Sam Osborne (GBR)	Excelr8 Motorsport / MG6 M	+38.876s
NC	Rob Collard (GBR)	Power Maxed Racing / Vauxhall Astra M	23 laps-accident damage
R	Ollie Jackson (GBR)	Motorbase Performance / Ford Focus RS	22 laps-accident damage
R	Stephen Jelley (GBR)	Team Parker Racing / BMW 125i M Sport	17 laps-accident damage
R	Matt Neal (GBR)	Team Dynamics / Honda Civic Type R M (18kg)	11 laps-accident damage
R	Ash Sutton (GBR)	BMR Racing / Subaru Levorg (24kg)	11 laps-accident damage
R	Michael Crees (GBR)	Team Hard / Volkswagen CC	1 lap-accident damage
R	Nicolas Hamilton (GBR)	Motorbase Performance / Ford Focus RS M	1 lap-accident damage
R	Mike Bushell (GBR)	AmD Tuning / Honda Civic Type R M (45kg)	1 lap-accident damage

Winner's average speed 76.68mph. **Fastest lap** Oliphant 51.121s, 89.22mph.
M = medium tyre. All other runners on soft compound.

QUALIFYING

1 Butcher 50.451s; 2 Cammish 50.694s; **3 Jordan** 50.754s; **4 Chilton** 50.800s; **5 Proctor** 50.850s; **6 Turkington** 50.854s; **7 Oliphant** 50.859s; **8 Morgan** 50.863s; **9 Smiley** 50.865s; **10 Neal** 50.869s; **11 Ingram** 50.891s; **12 Moffat** 50.954s; **13 Jelley** 50.972s; **14 Sutton** 51.010s; **15 Plato** 51.017s; **16 Bushell** 51.046s; **17 Hill** 51.054s; **18 Jackson** 51.176s; **19 Rowbottom** 51.210s; **20 Cook** 51.215s; **21 Simpson** 51.273s; **22 Collard** 51.422s; **23 Thompson** 51.457s; **24 Boardley** 51.604s; **25 Goff** 51.620s; **26 Crees** 51.641s; **27 Hamilton** 51.879s; **28 Smith** 52.009s; **29 Osborne** 52.237s; **30 Blundell** 52.937s.



GRID RACE 2 Decided by result of Race 1.

RACE 2 (24 LAPS - 30.406 MILES)

1 Jordan M (48kg) 20m40.115s; 2 Cammish (42kg) +1.692s; **3 Butcher M** (54kg) +4.042s; **4 Proctor** (30kg) +4.707s; **5 Chilton** (18kg) +6.421s; **6 Ingram** (12kg) +12.419s; **7 Morgan M** (6kg) +13.472s; **8 Plato** +14.198s; **9 Cook** +14.383s; **10 Hill** (M) (6kg) +15.222s; **11 Smiley M** (24kg) +15.945s; **12 Simpson** +18.370s; **13 Moffat** +19.053s; **14 Oliphant M** +19.522s; **15 Neal** +20.240s; **16 Sutton** +21.658s; **17 Collard** +25.319s; **18 Jackson** +27.875s; **19 Turkington M** (36kg) +31.096s; **20 Boardley** +33.045s; **21 Thompson M** +37.210s; **22 Smith** +40.688s; **23 Rowbottom** +41.175s; **24 Blundell M** +48.025s; **25 Osborne** +50.154s; **26 Hamilton** +50.175s; **27 Crees** +50.606s; **R Bushell** 7 laps-misfire/electrical; **R Jelley M** 5 laps-water leak; **R Goff** 2 laps-steering.

Winner's average speed 88.27mph. **Fastest lap** Bushell 50.944s, 89.53mph.
M = medium tyre

GRID RACE 3 Decided by result of Race 2, with top 10 reversed.

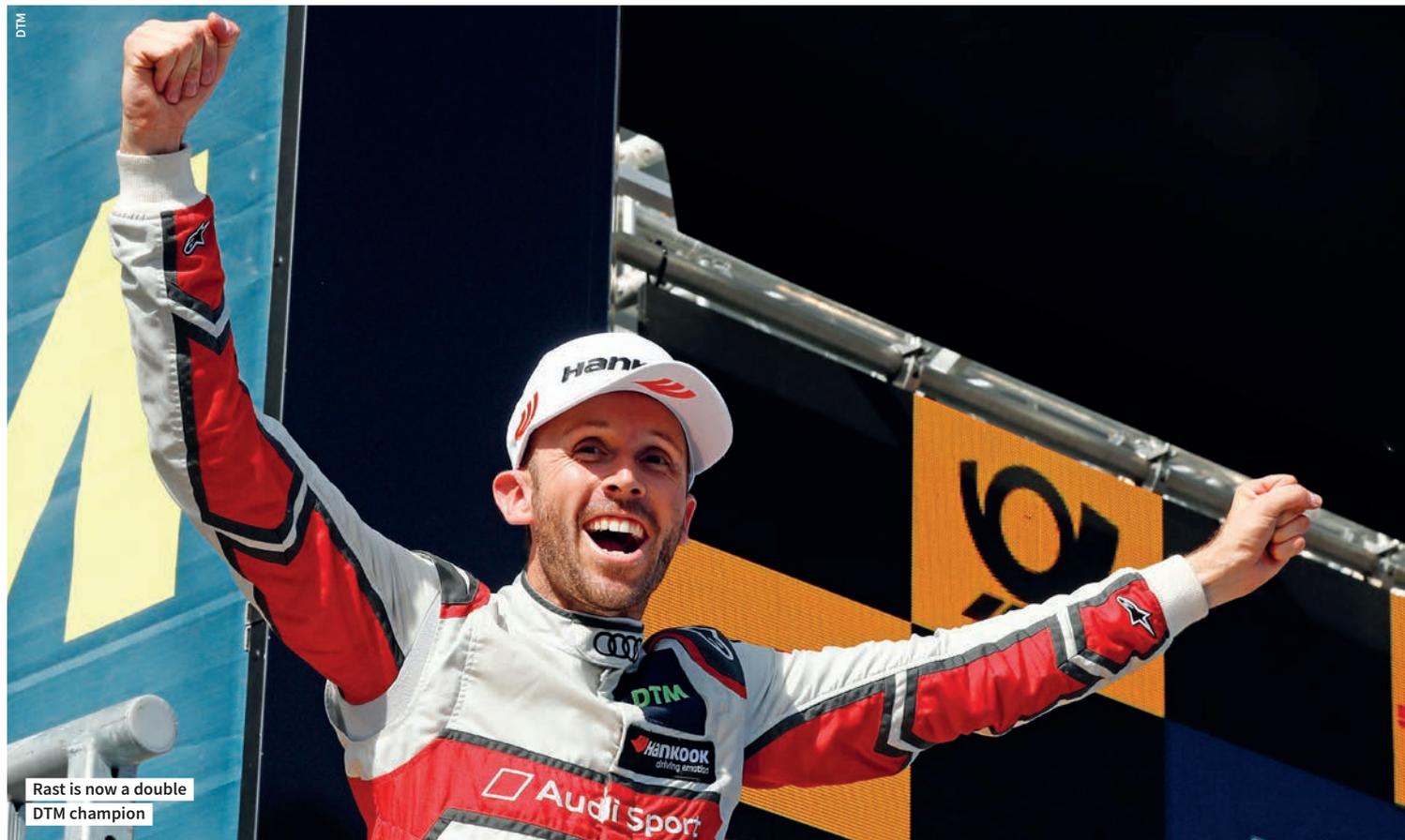
RACE 3 (27 LAPS - 34.206 MILES)

1 Hill (6kg) **26m30.735s; 2 Cook** (6kg) +1.107s; **3 Morgan** (18kg) +2.253s; **4 Smiley** +2.751s; **5 Ingram M** (24kg) +7.601s; **6 Cammish** (48kg) +10.361s; **7 Chilton M** (30kg) +10.987s; **8 Plato M** (12kg) +11.664s; **9 Moffat M** +12.588s; **10 Turkington** +13.209s; **11 Neal** +14.650s; **12 Sutton M** +15.303s; **13 Oliphant** +16.004s; **14 Butcher** (42kg) +16.080s; **15 Jackson M** +17.421s; **16 Collard** +18.071s; **17 Jelley** +18.554s; **18 Rowbottom M** +18.883s; **19 Boardley M** +20.524s; **20 Thompson** +21.742s; **21 Blundell** +21.962s; **22 Osborne** +22.334s; **23 Smith** +23.652s; **24 Crees M** +24.930s; **25 Hamilton** +25.770s; **26 Goff M** -2 laps; **R Bushell** 15 laps-accident damage/lost wheel; **R Proctor M** (36kg) 1 lap-accident damage; **R Jordan** (54kg) 0 laps-accident; **R Simpson** 0 laps-accident.

Winner's average speed 77.41mph. **Fastest lap** Oliphant 51.137s, 89.19mph.
M = medium tyre

CHAMPIONSHIP

1 Turkington 268; **2 Jordan** 258; **3 Cammish** 257; **4 Cook** 238; **5 Butcher** 227; **6 Ingram** 194; **7 Sutton** 183; **8 Neal** 174; **9 Plato** 163; **10 Chilton** 156.



Rast is now a double
DTM champion

Rast extinguishes Muller's last title hopes

DTM
NURBURGRING (DEU)
14-15 SEPTEMBER
ROUND 8/9

If anything sums up Rene Rast, it's the fact that he spent Saturday night after winning the Nurburgring opener studying his data through to 2am. Nine hours later he was on pole for Sunday's race, and by the end of the weekend he was celebrating his second DTM title in just three years in the series.

That's just the tip of the iceberg – the stats make for frightening reading for anyone not representing Audi in the DTM paddock. Rast has taken 12 wins from the past 22 races, starting with six in a row at the end of 2018 as he nearly grabbed the title in an incredible

comeback with inferior machinery. Those underdog heroics – remember, he upstaged Mattias Ekstrom against the odds in 2017 for his first crown – made him the undisputed favourite this season.

In truth, there hasn't been a huge amount to split Rast and closest title challenger Nico Muller this year. Both have had the car of the field; both have been supremely consistent and managed to avoid the worst of the reliability for the new Class 1 cars. But there has been one area in particular where Rast has outclassed Muller: qualifying.

Rast has scored 32 DTM points in qualifying – including seven poles – to the eight of Muller. He has the ability to find the ideal set-up and consistency from Friday through to Sunday. So often the likes of

Muller and BMW pair Philipp Eng and Marco Wittmann have starred on one day but struggled to maximise across a weekend.

That's why Rast has sealed the title a round early, after Muller suffered a nightmare Nurburgring. Qualifying third on Saturday – two places behind Rast's Team Rosberg car – was promising, but he jumped the start.

Abt Sportsline driver Muller took his drivethrough penalty at the end of the third lap of 41, and swiftly returned to the pits for his mandatory pitstop three laps later, hoping for a safety car to shake up the order. But this never materialised. Muller struggled to make up ground, climbing into the top 10 but falling away as his tyres dropped off and forced him into a second stop.

Rast had run comfortably up front – a trademark 'take-pole-and disappear-into-the-distance' race – with the gap exaggerated by the retirement of Mike Rockenfeller's Audi. That left BMW pair Bruno Spengler and Wittmann a distant second and third.

Rast only had to outscore Muller by nine points on Sunday – seven after qualifying second – in what became a to-and-fro battle, despite a sensor problem helping ensure Muller could only start 14th.

The title race looked as good as over on the run to the Turn 1 right-hander, when Rast made a perfect getaway to storm past polesitter Jamie Green and into the lead.

But Green was never more than a second



Green scored his
first win since 2017

WEEKEND WINNERS

DTM

NURBURGRING (DEU)

- Race 1** Rene Rast (below)
Team Rosberg (Audi RS5 DTM)
- Race 2** Jamie Green
Team Rosberg (Audi RS5 DTM)

AUSTRALIAN SUPERCARS

PUKEKOHE (NZL)

- Race 1** Shane van Gisbergen
Triple Eight (Holden Commodore)
- Race 2** Scott McLaughlin
DJR Team Penske (Ford Mustang)



DTM



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behind team-mate Rast throughout the opening phase, and he jumped back ahead and into the net lead following the pitstops.

Green had gained an advantage by completing his pitstop in 7.4 seconds – 1.5s quicker than Rast a lap before – to emerge ahead. That opened the door for Muller to keep his slim title hopes alive, having climbed into the top 10 within 10 laps after an early stop. After the rest of the field had pitted, Muller had done enough to keep the title race alive by a single point, running fourth to Rast's second place.

But Muller's older tyres began to tell in the later stages of the race, and his Abt team-mate Robin Frijns helped decide the title race's direction when he swept past Muller at Turn 1 to begin his hunt of Green, having strategically stopped late for new tyres. That knocked Muller down into fifth.

Frijns also cleared Rast for second before a wild late attempt to prevent Green winning, but the title race was ended when WRT Audi's Jonathan Aberdein got Muller on the run to the final corner with two laps remaining and demoted the Swiss to sixth.

Not that Rast knew: "I was still surprised because my engineer wasn't sure if we were champions or not. It was a bit of a waiting game again today. It's an incredible feeling, I can't really believe it so far. Like in 2017, [the realisation] will come a bit later."

TOM ERRINGTON

Van Gisbergen leads home rule amid safety-car strife



Van Gisbergen took victory on Saturday

AUSTRALIAN SUPERCARS
PUKEKOHE (NZL)
14-15 SEPTEMBER
ROUND 11/15

Local stars Shane van Gisbergen and Scott McLaughlin split the Supercars wins in New Zealand during a weekend when race control was at the centre of controversy.

Buoyed by a pre-race aero update for the Commodore package, the Triple Eight-run Red Bull Holden squad secured its first 1-2 finish in 12 months with a commanding performance on Saturday afternoon.

But the joy of the breakthrough result was short-lived. While winner van Gisbergen was in the clear, a second-lap tap on Nick Percat meant Jamie Whincup's second place was under a cloud from the moment he crossed the line. It didn't take long for officials to slap the seven-time champion with a 15-second post-race penalty, dumping him to sixth.

That elevated Cam Waters (Tickford Ford) to second and David Reynolds (Erebus Holden) into third, while McLaughlin never factored in the battle at the front, taking a quiet fourth place in his DJR-Penske Ford.

Sunday's race was shaped by a

chaotic safety-car episode 13 laps in. Whincup had controlled the early phase, making his first stop moments before Reynolds' stranded Holden caused the caution.

Sensing that he should be waved past the safety car to get ahead of a train of cars now in the pits, Whincup took the law into his own hands. The likes of Lee Holdsworth and Waters played by the rules and were dumped into the midfield once Whincup was picked up as the leader for a second time. Whincup, meanwhile, was then penalised for passing the safety car. The entire lead group was instantly out of contention.

Whincup would later slam race control for not having the green lights on the safety car, while race director Tim Schenken and deputy race director David Stuart were adamant that Whincup had ruined the opportunity to correct the order with his illegal pass.

From the chaos, McLaughlin emerged in control, his 17th win of the season making him the standalone record holder for most victories in a single Supercars campaign. It's also a worldwide Team Penske record, McLaughlin one clear of Mark Donohue's 1968 benchmark.

Van Gisbergen's second place on Sunday helped him secure the coveted Jason Richards Memorial Trophy for a second time. Chaz Mostert came home third, claiming that his spot on the podium should have gone to Tickford team-mate Holdsworth, who was badly affected by the safety-car confusion.

ANDREW VAN LEEUWEN



McLaughlin has a Penske record

MOTORSport IMAGES/KLYNSMITH



Montoya and Cameron win again

**IMSA SPORTSCAR
LAGUNA SECA (USA)
15 SEPTEMBER
ROUND 11/12**

Acura Team Penske took another step towards this year's IMSA SportsCar Championship with a convincing performance last weekend at the challenging Laguna Seca in Northern California.

Ricky Taylor was the first to shine, claiming his first pole for the team in the Acura ARX-05 he shares with Helio Castroneves. Juan Pablo Montoya started second in the championship-leading sister car and was content to shadow Taylor until the first round of pitstops, which came on lap 25, just over half an hour into the 160-minute contest held in picture-perfect conditions. While Taylor remained aboard the leading car, Montoya handed over to Dane Cameron, who was quickly into

his stride and seeking to edge clear of the third-placed Wayne Taylor Racing Cadillac with Ricky's brother, Jordan, at the wheel.

The decisive moment of the race came on lap 42, when Ricky Taylor was held up by traffic at Turn 5. Cameron grasped his opportunity to sweep past into the lead.

The two Acuras remained in close company until ducking into the pits together after completing 56 laps. This time Castroneves did replace Taylor. He resumed right behind Cameron, only to immediately run wide onto the dirt at the exit of Turn 4 while attempting to pass a slower LMP2 car. The resulting moment cost him as much as 10 seconds, which he was never able to recover in the fast-paced all-green race.

Cameron was unchallenged thereafter, securing his and Montoya's third win of 2019 and their seventh consecutive podium.

Jordan Taylor and Renger van der Zande ran third for almost the entire distance



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Hand/Muller finally took their first GTLM win of the campaign

WEEKEND WINNERS

IMSA SPORTSCAR

LAGUNA SECA (USA)

DPI Juan Pablo Montoya/Dane Cameron
Acura Team Penske (Acura ARX-05)

GTLM Joey Hand/Dirk Muller
Ford Chip Ganassi Racing (Ford GT)

GTD Bryan Sellers/Corey Lewis
Paul Miller Racing
(Lamborghini Huracan GT3 Evo)

WORLD TOURING CAR CUP

NINGBO (CHN)

Race 1 Yvan Muller
Cyan Racing (Lynk & Co 03 TCR)

Race 2 Norbert Michelisz
BRC Hyundai N Squadra Corse
(Hyundai i30 N TCR)

Race 3 Yvan Muller
Cyan Racing (Lynk & Co 03 TCR)

ADAC GT MASTERS

HOCKENHEIM (DEU)

Race 1 Christian Engelhart/Mirko Bortolotti
GRT Grasser (Lambo Huracan GT3 Evo)

Race 2 Patric Niederhauser/Kelvin van der Linde
HCB-Rutronik Racing (Audi R8 LMS Evo)

BRAZILIAN STOCK CARS

VELOPARK (BRA)

Race 1 Felipe Fraga
Cimed Racing

Race 2 Rubens Barrichello
Full Time Sports

SUPER TC2000

SAN JUAN (ARG)

Matias Milla
Renault Sport (Renault Fluence)



For full results visit motorsportstats.com

and kept Castroneves on his toes until the Brazilian pulled clear in the closing stages. Instead, van der Zande came under increasing pressure from the similar Whelen/Action Express Cadillac of Felipe Nasr/Pipo Derani. A mistake by Derani with 30 minutes remaining cost him five seconds but he was able to reel in the Dutchman again. He made the move for third just 10 laps from the finish. Nasr/Derani now trail Cameron/Montoya by 12 points prior to next month's 10-hour Petit Le Mans finale.

Joey Hand and Dirk Muller (Chip Ganassi Ford GT) combined to score a long-overdue first win of the season by 20 seconds over the polewinning BMW M8 GTE of Jesse Krohn and John Edwards. Outgoing GTD champion Bryan Sellers and Corey Lewis dominated their class aboard Paul Miller Racing's Lamborghini Huracan, while a distant eighth for Trent Hindman/Mario Farnbacher (Meyer Shank Acura NSX) has made them almost certain champions.

JEREMY SHAW

Muller hits top form with double at 'home' event

**WORLD TOURING CAR CUP
NINGBO (CHN)
14-15 SEPTEMBER
ROUND 7/10**

After falling just three points short of beating Gabriele Tarquini to the inaugural World Touring Car Cup last year, Yvan Muller had something of a quiet first half of 2019. Cue, then, two pole positions and a double victory at Ningbo to thrust the Cyan Racing driver into title contention.

The blue of the cars tells you all you need to know about the Swedish part of Cyan's identity but, despite the team's status as a private operation, its historic links to the Geely Group and its (so far) exclusive supply of Lynk & Co 03 customer cars meant success in the Chinese brand's home country was imperative.

Muller was alone in flying the flag in Saturday's opening race but gave the Chinese a victory they craved – while also denying them one. After securing his first pole since the Slovakia World Touring Car Championship round in May 2016, Muller prevailed (just) over the Alfa Romeo Giulietta Veloce of Chinese driver Ma Qing Hua. Ma attempted gamely to best his rival on the opening lap but was forced to play second fiddle thereafter, as the proudest of Frenchmen waved the red of China above his Lynk & Co.

Third place in an attritional second race and another pole and victory in the finale, that time ahead of team-mate and nephew Yann Ehlacher, gave Muller an



Muller (second from right) has thrust himself into title contention

LUCK/DPPI

unprecedented 76 points from the 85 on offer across the weekend as he rocketed from sixth to third in the standings.

If Muller's weekend could scarcely have gone better, Esteban Guerrieri's was the antithesis of that. The erstwhile points leader's average haul from the opening six rounds was 38.5 points, but he left Ningbo without adding to the 231 he had previously accrued.

An in-car fire extinguisher accidentally set off by Guerrieri moments before the opening race was symbolic of his fortunes. What should have been 12th on the grid became a pitlane start as Munnich Motorsport hurriedly cleaned his Honda Civic Type R and, though Guerrieri gained impressive ground, his 19th-place finish left him well shy of the points.

Worse was to come. Contact while running behind the leaders early on in the reversed-grid race, then a broken left-front trackrod as a result of another clash that manifested during a safety-



Michelisz took a win and the points lead despite clash

LUCK/DPPI

car period in the finale, left him scoreless and behind in the points for the first time since mid-May.

What had been a 24-point pre-weekend lead over Norbert Michelisz became a 16-point deficit, after the BRC Racing driver hauled his Hyundai i30 N to a third victory of 2019. Michelisz's bid has largely been built on consistent scoring, but he went all-out in race two as he attempted to wrest the lead from Andy Priaulx.

Priaulx gave no quarter, using the nous that won him three World Touring Car titles to keep Michelisz behind, but came unstuck when Tarquini drove around the outside of the pair. Priaulx hit the brakes early, leaving Michelisz little place to go but the back of the Lynk & Co, which failed to finish.

Michelisz copped significant front-end damage but continued, and was handed first place back when team-mate Tarquini moved over two laps from the finish, and survived a post-race investigation, to maximise his return.

JACK COZENS



Lynk and Co showed impressive pace all weekend

LEFLOCH/DPPI

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Timmy Hansen leads as the streamers fly at the Bikernieki circuit

Hansen's handsome comeback in Latvia

WORLD RALLYCROSS
RIGA (LVA)
14-15 SEPTEMBER
ROUND 9/10

As Timmy Hansen sat stationary, his Peugeot pointing directly at the Turn 2 wall of the Bikernieki circuit after the start of his second qualifying race, his World Rallycross Championship title aspirations appeared to be in tatters.

Hansen had arrived in Latvia tied for second in the standings with brother Kevin, just two points behind leader Andreas Bakkerud. It was Bakkerud's Audi that was fastest of the trio in Q1, second overall behind Renault driver Rokas Baciуска and with Kevin Hansen just behind. Timmy Hansen's side-by-side race to the finish line with newly crowned European champion Robin Larsson had cost him time.

They clashed again in Q2, through the

Turns 1/2 chicane. Hansen ended up with broken rear suspension, while Larsson was later disqualified for his part in the incident. Now down in 15th after the opening day, Hansen needed a big comeback.

While Bakkerud qualified top to add another point to his championship lead, Hansen fought back with fastest times in Q3 and Q4 on Sunday morning in wet conditions to climb to second. The protagonists both won their semi-finals, Bakkerud aided by fast-starting team-mate Liam Doran to win the first, while Kevin Hansen protected Timmy in their semi.

Timmy Hansen made the best start in the final to take the lead and his fourth win of the year, as Bakkerud dropped into the pack and fought back to third behind Niclas Gronholm (Hyundai). Hansen now leads Bakkerud by one point going into November's South African finale.

HAL RIDGE

WEEKEND WINNERS

WORLD RALLYCROSS
RIGA (LVA)

Timmy Hansen
Team Hansen MJP (Peugeot 208)

NASCAR CUP
LAS VEGAS (USA)

Martin Truex Jr
Joe Gibbs Racing (Toyota Camry)

NASCAR XFINITY SERIES
LAS VEGAS (USA)

Tyler Reddick
Richard Childress Racing (Chevrolet Camaro)

NASCAR TRUCK SERIES
LAS VEGAS (USA)

Austin Hill
Hattori Racing Enterprises (Toyota Tundra)



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MAIN PIC: FIA WORLD RALLYCROSS

Vegas jackpot means Truex is first into NASCAR's final dozen

NASCAR CUP
LAS VEGAS (USA)
15 SEPTEMBER
ROUND 27/36

Martin Truex Jr kicked off the NASCAR playoffs with a win to immediately secure his place in the round of 12.

The Joe Gibbs Racing Toyota driver narrowly beat Joey Logano in the second stage of the race, then led the final 20 laps after passing Kevin Harvick following the final round of green-flag pitstops.

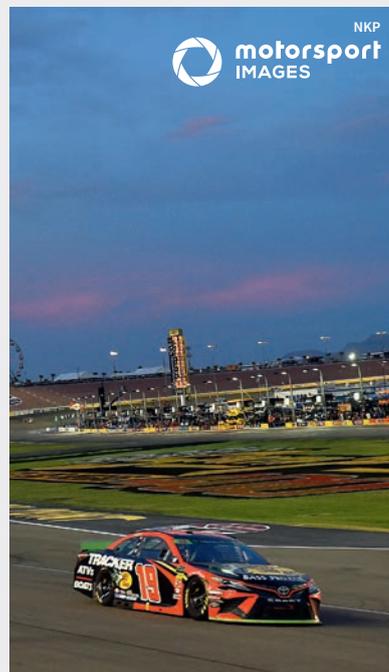
Harvick finished second ahead of Brad Keselowski and Chase Elliott, who led early on in the final stage. Ryan Blaney completed the top five, having led one lap.

Alex Bowman was sixth, ahead of

William Byron, who survived a spin, while Kyle Larson, Logano and Ryan Newman ensured that the top 10 positions were locked out by playoff drivers. Aric Almirola and Denny Hamlin, who are both also in playoff contention, were 13th and 15th respectively.

Logano's ninth-place finish came after leading a race-high 105 laps and winning the first stage. The Penske Ford driver made up 21 positions to lead after 34 laps. But after being narrowly beaten in the second stage, contact with Daniel Suarez in the third stage ended Logano's hopes of a third win of 2019 and a second straight Las Vegas victory. Suarez, who led 29 laps, eventually finished 20th.

DOMINIK WILDE



Marquez (93) battles it out with Quartararo



Quartararo gives Marquez a scare

MOTOGP
MISANO (ITA)
15 SEPTEMBER
ROUND 13/19

MotoGP's immediate future looks certain. Victory in the San Marino Grand Prix for Marc Marquez puts him 93 points clear in the standings, and he will almost certainly wrap up a sixth title in seven years in two races' time in Thailand.

But this exciting, tense, 27-lap Misano race also offered up a glimpse into MotoGP's longer-term future, as the long-awaited duel between Honda hero Marquez and Petronas SRT Yamaha wonderboy Fabio Quartararo finally came to pass.

Quartararo came to Misano as a favourite after topping a recent test at the circuit, where he focused exclusively on race preparations. Both he, works Yamaha

counterpart Maverick Vinales and Marquez displayed pace in practice that suggested they would be the breakaway bunch, and so it transpired. Poleman Vinales led the opening laps, but his pace faded dramatically by the fourth tour as a lack of front feeling forced him to back off. Quartararo shadowed him for the first two laps and capitalised on a mistake exiting Turn 10 to draw alongside and execute a daring move on the inside of the fast Curvone kink.

While Marquez found his way through on Vinales, Quartararo tried to clear off, firing in a lap that was four tenths quicker than Vinales' early benchmark and opening a lead of close to a second. But Marquez answered Quartararo's questions, and by the end of lap seven was just two tenths adrift.

The Honda rider was able to close in under braking, but the Yamaha's superior edge on grip ensured Quartararo maintained

a performance advantage. Marquez, then, would have to break the rookie's resolve. Quartararo remained faultless, despite the pressure being exerted upon him.

Marquez was also wrestling internal conflict. Main title rivals Andrea Dovizioso and Alex Rins were out of the picture, and a guaranteed 20 points would be a handsome reward for an afternoon's work. But Marquez was visibly annoyed after his second straight last-corner defeat at Silverstone. He was also aggravated by a run-in with home hero Valentino Rossi in Misano qualifying while on a lap good enough for pole.

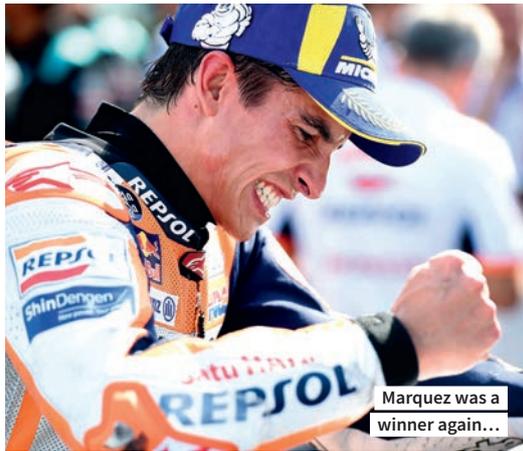
Unsurprisingly, given Marquez was deep within enemy territory, the crowd had a hive-mind view as to who was at fault. Weighing up an admittedly "not necessary" win, the Rossi incident had provided the "extra motivation" to beat Quartararo and upset the partisan crowd.

He made his move at Turn 1 on the final lap, but Quartararo fought back straight away at Turn 4. Marquez made the decisive move at Quercia, then forced Quartararo to check up at the Carro hairpin at the end of the lap by parking his RC213V in the middle of the turn. Win number seven – and perhaps the most significant – of 2019 was secure.

Vinales' pace picked up after falling into an early void, and he got to within 1.6s at one stage late on. It proved a bridge too far. But he took the positives, which was something team-mate Rossi could not do. Lacking the same pace as the two Yamahas



Vinales took pole and led, but faded to third



Marquez was a winner again...



...but Quartararo has served notice of intent

ahead of him, despite running an updated M1, he was only a tenth ahead of SRT's similarly lacking-in-pace Franco Morbidelli in the battle for fourth.

Dovizioso recovered to sixth at the end of a weekend he and Ducati "expected" to be miserable, as a lack of track grip stopped the Ducati riders from using the bike's strong acceleration. He, like Rossi, spent a fair amount of time chasing Pol Espargaro, who had given KTM its best dry qualifying result of second on Saturday.

Joan Mir was the only Suzuki rider to see the chequered flag in eighth, after Rins crashed out. Jack Miller (Pramac) and Danilo Petrucci completed the top 10 to cap off a homecoming to forget for Ducati.

At Misano a year ago, Quartararo's highly questioned MotoGP deal had just been announced. One year on he went toe to toe with MotoGP's fastest rider and so very nearly prevailed. He hailed it as the "best moment of my life". His talent has been obvious all year, and Marquez is all too aware the first true challenge to his dominance looms large on the horizon. "Fabio showed – I already knew – that he has the potential, the talent, the bike and the team to fight for a championship next year," he said.

Misano 2019 may well have marked the beginning of a new chapter in MotoGP. And if this race did in fact offer up a glimpse of things to come, its future looks brighter than ever.

LEWIS DUNCAN

RESULTS ROUND 13/19, MISANO (ITA), 15 SEPTEMBER (27 LAPS – 70.900 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (ESP)	Honda	42m25.163s
2	Fabio Quartararo (FRA)	Petronas Yamaha	+0.903s
3	Maverick Vinales (ESP)	Yamaha	+1.636s
4	Valentino Rossi (ITA)	Yamaha	+12.660s
5	Franco Morbidelli (ITA)	Petronas Yamaha	+12.774s
6	Andrea Dovizioso (ITA)	Ducati	+13.744s
7	Pol Espargaro (ESP)	KTM	+20.050s
8	Joan Mir (ESP)	Suzuki	+22.512s
9	Jack Miller (AUS)	Pramac Ducati	+26.554s
10	Danilo Petrucci (ITA)	Ducati	+31.456s
11	Johann Zarco (FRA)	KTM	+32.388s
12	Alex Espargaro (ESP)	Aprilia	+34.477s
13	Tito Rabat (ESP)	Avintia Ducati	+35.325s
14	Jorge Lorenzo (ESP)	Honda	+47.247s
15	Hafizh Syahrin (MYS)	Tech3 KTM	+1m02.280s
16	Miguel Oliveira (PRT)	Tech3 KTM	+1m07.831s
17	Karel Abraham (CZE)	Avintia Ducati	+1m24.666s
18	Takaaki Nakagami (JPN)	LCR Honda	-1 lap
R	Cal Crutchlow (GBR)	LCR Honda	22 laps-accident
R	Michele Pirro (ITA)	Ducati	21 laps-accident
R	Alex Rins (ESP)	Suzuki	15 laps-accident
R	Francesco Bagnaia (ITA)	Pramac Ducati	11 laps-accident
NS	Andrea Iannone (ITA)	Aprilia	shoulder injury

WEEKEND WINNERS

MOTO2

MISANO (ITA)

Augusto Fernandez
Pons Racing
(Kalex-Triumph)
(below)

MOTO 3

MISANO (ITA)

Tatsuki Suzuki
SIC58 Squadra Corse
(Honda)



Winner's average speed 100.283mph. **Fastest lap** Marquez 1m33.355s, 101.261mph.

QUALIFYING 2 1 Vinales 1m32.265s; 2 P Espargaro 1m32.560s; 3 Quartararo 1m32.571s; 4 Morbidelli 1m32.710s; 5 Marquez 1m32.742s; 6 Dovizioso 1m33.038s; 7 Rossi 1m33.079s; 8 Zarco 1m33.123s; 9 Rins 1m33.265s; 10 Mir 1m33.431s; 11 Nakagami 1m33.449s; 12 Pirro 1m33.461s.

QUALIFYING 1 1 Zarco 1m33.147s; 2 Mir 1m33.485s; 3 Bagnaia 1m33.488s; 4 Crutchlow 1m33.516s; 5 A Espargaro 1m33.522s; 6 Miller 1m33.571s; 7 Petrucci 1m33.630s; 8 Lorenzo 1m33.777s; 9 Oliveira 1m34.162s; 10 Syahrin 1m34.322s; 11 Abraham 1m34.401s; 12 Rabat 1m34.904s.

RIDERS' CHAMPIONSHIP 1 Marquez 275; 2 Dovizioso 182; 3 Petrucci 151; 4 Rins 149; 5 Vinales 134; 6 Rossi 129; 7 Quartararo 112; 8 Miller 101; 9 Crutchlow 88; 10 Morbidelli 80; 11 P Espargaro 77; 12 Nakagami 62; 13 Mir 47; 14 A Espargaro 37; 15 Bagnaia 29; 16 Iannone 27; 17 Zarco 27; 18 Oliveira 26; 19 Lorenzo 23; 20 Rabat 17; 21 Stefan Bradl 16; 22 Pirro 9; 23 Sylvain Guintoli 7; 24 Syahrin 7; 25 Abraham 5; 26 Bradley Smith 0.

MANUFACTURERS' CHAMPIONSHIP 1 Honda 281; 2 Ducati 221; 3 Yamaha 215; 4 Suzuki 174; 5 KTM 85; 6 Aprilia 57.



Pol Espargaro put his KTM second on the grid

NEXT REPORT

ARAGON GRAND PRIX
26 SEPTEMBER ISSUE

It's the third of the three Spanish races, but unfortunately for Marc Marquez he can't quite get enough of a points gap to be crowned champion.

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Closing date for applications is 30 September 2019.

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- Write reusable libraries to be shared with other team members
- Develop and work with state of the art Software Tools
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The ideal candidate will have strong engineering and mathematical skills supported by MSc or PhD in Engineering, Data Science or Applied Mathematics and preferably a 3-5yrs experience in industry or academia. You will also be self-motivated, proactive and a good communicator. Commitment and a flexible approach to your work, together with the ability of working under pressure are prerequisites for this role.

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Penalty for Lind (18) ultimately cost Cocker/De Haan (69) the British GT title



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COCKER FURIOUS AT STEWARDS OVER LIND PENALTY DECISION

BRITISH GT

British GT Championship runner-up Jonny Cocker was left fuming after a stewards' decision to penalise Dennis Lind's move on title rival Jonny Adam swung the season honours in favour of the TF Sport Aston Martin team at Donington Park last weekend.

Barwell Motorsport Lamborghini pair Cocker and Sam De Haan had finished as provisional champions by half a point after Lind punted Adam wide at the Old Hairpin with four minutes to go, causing the Aston driver to lose places to the Lambos of Cocker and Lind.

WPI Motorsport driver Lind was subsequently hit with a five-second penalty, which dropped him 0.037s behind Adam, who was therefore crowned champion with co-driver Graham Davidson. WPI appealed the decision, but this was dismissed.

Lind declined to comment when approached by Autosport, but Cocker voiced his discontent with the ruling. "I think if that had been another car, that wasn't a Lamborghini, with that exact same incident, then it wouldn't have even been looked at," Cocker said. "Because it's got championship connotations, that's

why they're looking at it. The stewards have got a job, which is to look at an incident on its own merit with no outside influences coming in, and they've made a big decision to take a championship away from us."

Cocker claimed that the GT4 traffic approaching the Old Hairpin was the key factor in his pass on Adam, rather than the contact from Lind. "All I saw was both of them get checked up by the GT4 and I took advantage," he said. "My pass was not a result of the contact. A lot of people will probably disagree, but I think anybody who knows anything about racing will look at that and say it's not a clear-cut decision.

"The fact that the penalty has been given within a tenth of a second, just enough to reverse the result of the championship, says it all for me."

British GT general manager Benjamin Franassovici said: "I can understand Jonny's frustration after coming so close to winning the title but race control were correct to investigate an incident that affected the race result. It's also worth noting that Motorsport UK's stewards upheld the decision following WPI's appeal."

Speaking to television crews before the result was overturned, Adam described Lamborghini



P66 BRITISH GT REPORT



factory driver Lind's move as "unacceptable".

"I want to fight for a championship, I want to fight fairly and Jonny [Cocker] did that, but when Dennis got involved it was just obvious what the gameplan was," Adam said.

"We're a single Aston out there against two Lamborghinis – one was in the championship and was respectful, the other not so much. No championship should be won or lost like that."

Adam told Autosport that he had been lucky to finish, as the diffuser was pushing the wheelarch lining into the tyre, forcing him to limp home.

TF Sport boss Tom Ferrier praised the efforts of Barwell as, despite missing out on the overall title, Cocker and De Haan did win the Pro-Am category.

Ferrier said: "Barwell do an excellent job every time – I'm gutted for them. They're class acts and it's nice to be against people like that, it pushes us both on."

JAMES NEWBOLD



Hoggard finished runner-up in British F3 this season

Sunoco winner Hoggard bags Daytona 24H drive

SUNOCO CHALLENGE

BRDC British Formula 3 runner-up Johnathan Hoggard will race in the Daytona 24 Hours next year after winning the Sunoco Whelen Challenge – a prize worth \$250,000.

The Fortec driver took the most wins, podiums, pole positions and fastest laps during the 2019 British F3 campaign, which helped him secure the coveted prize at the final round of the season last weekend at Donington Park.

The annual award is open to drivers from a number of categories, including British

GT and British F3, with points given based on performance.

"I think I was as low as fifth or sixth at one stage, so I wasn't really thinking that I would be able to win in the end," said Hoggard. "I'm not sure what car I'll be in but I'm not complaining – it will be a pretty good experience."

Hoggard follows in the footsteps of Linus Lundqvist, who claimed the British F3 title last season and also won the challenge, and competed at Daytona in a Lamborghini Huracan GT3 Evo this year.

STEFAN MACKLEY

Murray gets late call-up to Century Motorsport

BRITISH GT

Formula Ford ace Niall Murray made a surprise British GT return in Century Motorsport's BMW M4 GT4 in place of Mark Kimber at Donington Park last weekend, and finished 10th with Jacob Mathiassen.

The Irish driver last raced in the championship in 2017 alongside Mathiassen in a Century-run Ginetta, and finished third in the Donington season finale.

But Century struggled to live up to the heights of the

June Donington meeting, when Mathiassen and Kimber fought for victory before suffering a brake failure.

"For whatever reason, we just were off the pace this weekend," Murray said. "We're both very similar, we were within a couple of tenths, which is great and there's definitely some positives to take out of it. It's a great experience and I'd love to do some more."

Murray also stated that he intends to race in the Formula Ford Festival next month.

JAMES NEWBOLD

Clio Cup will continue for next year

RENAULT CLIO CUP

There will still be a Clio Cup in the UK next season after it was confirmed a heavily revised series featuring the new fifth-generation car will support British GT.

At the end of last year it was revealed that the current Renault UK Clio Cup would be axed after the 2019 season. But Autosport reported in July that Renault Sport Racing was looking at ways of keeping the series running in a new format, separate from the British Touring Car Championship support package.

This has now been confirmed and a seven-event schedule for the 2020 Clio Cup UK season was announced last weekend.

Five of those events will be in support of British GT, while the other two will be at European circuits – one at Magny-Cours, the other venue is yet to be confirmed.

The series will no longer be backed by Renault UK. France-based Renault Sport Racing, the same organisation that runs the popular Formula Renault Eurocup, is now providing more support.

“For us it was very important to carry on with the new Clio in the UK – even if Renault UK cannot support the project as they have in the past,” Renault Sport Racing customer racing commercial



director Benoit Nogier told Autosport.

“For the teams and drivers it was very important to carry on. It was not super easy but we’re very happy [it’s continuing]. We have a big history with Renault in customer racing and I wanted to keep this culture inside the brand.

“The new car is something quite new compared with the last two Clios we had. We always try to improve the performance but it’s also important for us to try and get back to the original Clio and the Renault 5, to be a much more simple car, cheaper and a bit more attractive.”

Nogier added it was good for Renault Sport Racing to again work with British GT

Championship promoter SRO.

“BTCC is still a very good platform but we had the opportunity to work with SRO as we do in France, as we do in Formula Renault Eurocup,” he said.

“We would’ve been very happy to carry on with BTCC – we don’t have anything against it – but it costs a lot of money.”

The UK series will join other Clio Cup championships in Europe when it heads overseas, and the French Clio Cup series will also be part of the Brands Hatch meeting in August. Autosport understands there has already been a respectable level of interest in the series.

STEPHEN LICKORISH



Young to make TCR Europe debut

RENAULT CLIO CUP

Renault UK Clio Cup title contender Jack Young will race in TCR Europe at Barcelona this weekend behind the wheel of a Renault Megane.

The drive in the Vukovic Motorsport squad’s machine was arranged via Renault Sport Racing, which was impressed by Young’s

performances in the Clio Cup Open at Paul Ricard – where he dominated both races. Young tested the Megane TCR car at Hockenheim last week ahead of his race debut.

“It was so different, there was so much more power [than the Clio],” he said. “It’s just to test [the series] as I’m keeping my options open for next year.

“After I won the International races, Renault offered me the drive and I grabbed it with both hands.”

Young added that it would be good to get his name out into another paddock and the one-off drive had already generated a lot of interest. He is four points behind Max Coates in the Clio standings.

STEPHEN LICKORISH

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Iconic Formula Ford Festival set to be streamed live online

FORMULA FORD

The Formula Ford Festival will be fully livestreamed for the first time in the event's history this year.

The British Racing and Sports Car Club has decided to invest more in the event in a bid to try and restore it to former glories. Last year there were 69 entries, some way down on the 180-200 of its heyday.

BRSCC competitions director Dominic Ostrowski says the format of the event – with heats followed by semi-finals and the grand final – makes it perfect to be livestreamed on YouTube and Facebook.

“The do-or-die nature of the Festival and the knockout format lends itself to it

and should make for some great viewing,” he said. “It’s the club’s blue-riband event and we want to give it the investment it deserves and needs.

“We’re trying to get the numbers up and make it the event we’ve all enjoyed over the years. We have had enquiries from drivers as far afield as New Zealand and Sweden in the last week, so it seems to be working.”

There is also a slight tweak to the timetable for this year’s event on 26-27 October. An additional last-chance race will take place on Saturday evening, open to drivers who failed to qualify for the semi-finals via the opening heats.

STEPHEN LICKORISH



IN THE HEADLINES

FORMULA 4 CHAMPIONS' TEST

Reigning British Formula 4 champion Kiern Jewiss and his 2019 successor will take part in a Formula Renault Eurocup test in Abu Dhabi. The test, arranged in association with tyre supplier Hankook, will take place on 27-28 October at the Yas Marina Circuit and gives drivers a minimum of 250 kilometres of running in both daylight and night conditions.

BRITISH GT CELEBRATIONS

British GT marked its 300th race with a parade of historic vehicles before the start at Donington Park last weekend. Among them was a 2001 Rollcentre Racing TVR T400R driven by Matt Holben, Tom Andrew in a 2002 Morgan Aero 8 GT, and two ex- Beechdean AMR Aston Martins, the DBRS9 and V12 Vantage GT3.

LICENCE PENALTY POINTS

KTM GT4 driver Mike McCollum was excluded from the British GT Donington round and given four penalty points after a collision on the formation lap. McCollum made contact with Sam Smelt's Race Performance Ford Mustang at the Melbourne hairpin. The decision came after he was also judged to be at fault for a collision with Michael Igoe's WPI Motorsport Lamborghini GT3 in practice.

SMRC EMBRACES ESPORTS

The Scottish Motor Racing Club has launched its own Esports championship. The collaboration with current Red Bull Esports driver and two-time Scottish FF1600 champion Graham Carroll begins on 25 September. There will be four qualifying heats on the subscription-based simulator iRacing before a semi-final at Knockhill. The overall winner will receive a fully-funded drive in a real Legend at the opening round of the 2020 season, with the runner-up given an ARDS test.

GINETTA CALENDAR CHANGE

Ginetta Junior will not compete at the Oulton Park round of the British Touring Car Championship next year in order to avoid clashes with its teenage racers' GCSE exams. The series has appeared at all 10 BTCC events for the past 11 years but the Oulton meeting on 13-14 June, which falls in the exam season, will be skipped in 2020. The Ginetta GT5 Challenge will take over the spot.

Harvey eyeing up new Porsche series

PORSCHE CAYMAN

British Touring Car champion Tim Harvey is eyeing a campaign in the new Porsche one-make Cayman series.

The category, which will feature the 718 Cayman GT4 machine, is set to run alongside the British GT Championship as well as British Touring Cars next year.

Harvey, the 2008 and 2010 Porsche Carrera Cup GB title winner, will drive one of the cars at the series' taster day at Silverstone before making a decision about next season.

Harvey commentates on the BTCC for ITV4 and has taken part in the Classic FF1600 Championship this season, and lies second in the points.

Harvey said: “I am certainly going to look closely at it. I have always been a fan of Porsches and I want to get back out there and have a bit of fun.

“I could go and do something like the Porsche Carrera Cup GB again but I don't want to raise the expectation or the pressure. I am looking for a series where I can enjoy myself and this seems perfect.”

MATT JAMES

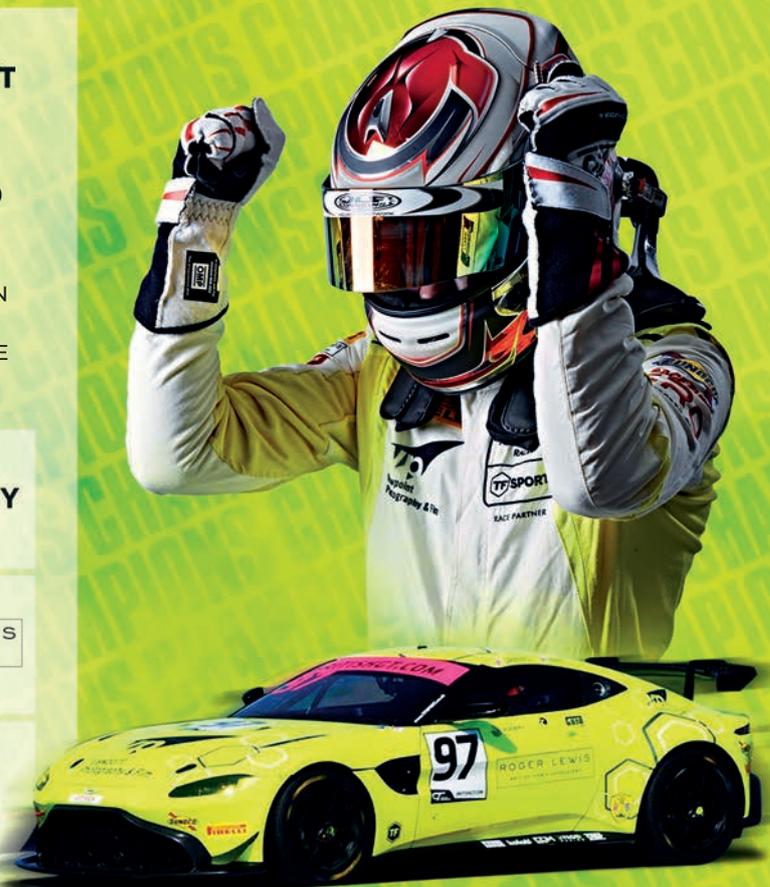


Harvey is a two-time Carrera Cup champion



TOM CANNING
BRITISH GT4 CHAMPION 2019

TOM WOULD LIKE TO THANK HIS TEAM MATE AND FELLOW CHAMPION **ASH HAND**, HIS TEAM **TF SPORT**, **ASTON MARTIN RACING** & EVERYONE AFFILIATED WITH HIM.



“ I went to quite a few races back in the 1980’s, Formula One, Rallying.... The 1000 Kms at Brands Hatch - Great stuff.. I used to record the F1 races off the TV on to video and later DVD’s, but all the rest were just in my memory... Until the happy day just recently when I discovered DUKE VIDEO ! I managed to find quite a few of my treasured Rallying Memories actually on DVD’s and in the August ‘19 sale for a fair price. Now I can watch Opel manta’s, Audi Quattro’s and Jaguar XJR9’s when ever I want - excellent quality colour. Thanks DUKE they are great! ”

Christopher experienced Duke Video
4th September 2019

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GOODWOOD REVIVAL John Haugland racked up more than 100 rallying class wins and drove for Skoda in the World Rally Championship. But sharing a track with 28 other cars in the first St Mary's Trophy race at the Goodwood Revival last weekend proved more difficult. He qualified 16th in a Volvo PV544 but failed to see out the opening lap. Haugland dropped it on his own, spun and then shunted into the tyre wall on the approach to St Mary's corner. It sent the front-left wheel back into the engine bay, while the rear-left was pinched in the wheelarch. The car's new-found immovability forced a lengthy red-flag stoppage.

VSCC EVENT CANCELLED DUE TO LACK OF ENTRIES

VSCC

The Vintage Sports-Car Club has cancelled its Snetterton endurance race scheduled for this weekend due to a lack of entries.

The meeting received nine entrants for the sprint and just 18 for the six-hour endurance contest.

A statement from the club read: "To run the event would generate a poor competitor experience and atmosphere for the spectators, reflecting badly on the club.

"Furthermore it would be unfair to our team of marshals and volunteers, who would be required to attend in their normal complement, and the potential financial loss is unacceptable."

Other VSCC-related events have performed well. Last weekend's Brooklands Trophy for pre-war Bentley sportscars at the Goodwood Revival attracted a 29-car grid, while the second running of the Freddie Giles Memorial Trophy for Frazer Nash cars will feature at the Castle Combe Autumn Classic on 5 October.

MATT KEW

Exclusions mar St Mary's Trophy

GOODWOOD REVIVAL

There were 13 disqualifications across the two St Mary's Trophy races at the Goodwood Revival last weekend for running illegal engine components.

The contest for 1950 to 1959 saloon cars was split into two heats – one for star drivers, including Le Mans 24 Hours winners Emanuele Pirro, Tom Kristensen and Andre Lotterer, and one for the cars' owners.

In each race the on-track winner was disqualified, with the Studebaker Silver Hawk driven by Karl Wendlinger losing the opener and the Jaguar Mk1 of Grant Williams excluded in race two.

The St Mary's Trophy runs to Historic Racing Drivers Club regulations and the cars

were excluded for using roller rocker arms, which can generate more engine power.

HRDC founder and race director Julius Thurgood said: "They've got a monumental task at Goodwood [to check all cars], which they do extremely well. It's to our disappointment and amazement that many cars were found to have roller rockers. There is no excuse – it's up to you to make sure your preparers know the rules.

"I salute Goodwood's competition department for having the balls to inspect every car."

Following the exclusions, the Austin A40 shared by Nic Minassian and Mike Jordan won on aggregate, from the Volvo of John Cleland and Charles Rainford.

MATT KEW

Franchitti makes racing return

GOODWOOD REVIVAL

Three-time Indianapolis 500 winner Dario Franchitti returned to racing at the Goodwood Revival last weekend, six years after the Houston IndyCar crash that ended his contemporary career.

Franchitti had to retire from professional motorsport on medical grounds in 2013, but was finally able to compete again in Friday's Kinrara Trophy

for pre-1964 GT cars and Sunday's RAC TT Celebration.

Practice problems with the Ferrari 250 GT SWB/C (right) he shared with John Hugenholz meant Franchitti started on row nine of the Kinrara field. Franchitti fought his way into the top 10 before handing over to Hugenholz, who finished eighth.

"My first lap in the car was the first lap of the race so I didn't know what it was going

to do into the first corner, but it's lovely and we had a fun race," said Franchitti. "I've been away for six years so I was loving all of it, even the tough bits. I didn't think I'd be able to do it."

Franchitti and Gregor Fisken then took sixth in their AC Cobra in the RAC TT.

"The wheel-to-wheel competition is what makes it," added the 46-year-old. "It's what I've missed."

KEVIN TURNER



MOTORSPORT IMAGES/BLOXHAM

MOTORSPORT IMAGES/BLOXHAM

Balfe took first win in British GT since 2003



ALL PICS: JEP/LAT
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IMAGES

Balfe wins as Adam/Davidson take controversial title

**DONINGTON PARK
BRITISH GT
14-15 SEPTEMBER**

Aside from McLaren-mounted race winners Rob Bell and Shaun Balfe, nobody knew whether they should be celebrating as British GT's 300th race drew to a close.

Jonny Cocker crossed the line fourth in his Barwell Motorsport Lamborghini to, on paper, crown himself and Sam De Haan as the provisional 2019 champions. But with an investigation hanging over contact between Jonny Adam and Dennis Lind at the Old Hairpin, the post-race celebrations were conspicuous by their absence.

Tension on the track gave way to a cagey waiting game outside the stewards' office, where it was eventually decided that Lind had gained an unfair advantage and would

be docked five seconds, promoting TF Sport pairing Adam and Graham Davidson to fifth position. After an appeal from Lind's WPI Motorsport team was heard and dismissed, Davidson thus became the fourth different driver to partner Adam to a British GT title and the first to do so with the new-for-2019 Aston Martin Vantage GT3.

"A win is a win, but I don't know how I feel. Relief mostly," said Davidson. "I really looked forward to hanging over that security fencing to cheer Jonny over the line, so I feel a bit robbed of that. But we'll make up for it in Las Vegas."

It was an ending hardly befitting a superb three-way scrap between TF and Barwell's pair. The hopes of Barwell diminished early on when the Lambo of pre-race points leaders Phil Keen and

Adam Balon dropped out of contention.

Balon had started second behind Balfe, but as the McLaren romped away into a dominant lead – 27 seconds by the pitstops, more than enough to negate the 15s success pitstop penalty earned at Brands Hatch – Balon soon dropped to fourth behind Ian Loggie's RAM Racing Mercedes and Angus Fender's Century Motorsport BMW.

Matters then came to a head when Balon was baulked by the KTM of Mike McCollum exiting the Old Hairpin on lap 11, allowing Davidson through. As Dominic Paul's BMW – which later retired with a water leak – sought to take advantage and made it three-wide into the Schwantz left-hander, Balon was caught in the middle and made slight contact with McCollum. Although able to continue, his pace was massively hobbled and he was over a minute off

CANNING AND HAND HOLD ON FOR GT4 HONOURS

Seb Priaux and Scott Maxwell came up 1.5s short of the GT4 title as third proved just enough for Tom Canning and Ash Hand to claim the spoils in a double success for TF Sport and Aston Martin.

Having not scored any points since winning on its debut at Snetterton, Steller Performance Audi pairing Sennan Fielding and Richard Williams went some way to making up for the fuel problem that robbed them of a podium in June's Donington race by converting pole into victory. This was despite Priaux's valiant efforts in the closing laps to snatch the place that would have secured Multimatic Motorsport the title.

Williams led for most of the first stint, until

impressive 17-year-old Canning pounced on a small mistake at the Old Hairpin. But the pre-event championship leaders had a 10-second success pitstop penalty to serve, which meant Fielding was always going to resume ahead, while Hand had Priaux – the winner in the year's first visit to Donington – looming large in his mirrors before the safety car condensed the pack.

An aggressive move at the restart from Dennis Lind's GT3 Lamborghini at McLeans meant the door was left open for Priaux to pass into Coppice. Although he had Aston stablemate Martin Plowman dutifully following behind in fourth, the last few laps were nervy for Hand but

he was confident Fielding could hold the lead.

"It was out of our hands," admitted Hand. "But we always knew the Audi was going to win – it was fast all weekend, so we had that in our head and did as much as we could. All we had to do was stay behind the Mustang and that's what we did."

After a disastrous start to the year at Oulton Park in which they failed to score any points due to accident damage in both races, Canning and Hand have since been a model of consistency, closing the year with three podiums in a row after a hard-fought win at Spa thrust them into the title fight. But they had to rely on Multimatic losing big points at Brands Hatch for not earthing the Ford



Adam/Davidson pipped Cocker/De Haan to the championship



Keen missed out on the title again

the lead by the pitstops.

“I chose the wrong side,” said a disappointed Balon. “It didn’t feel like a big tap at the time, but unfortunately it bent the steering and bent the toe-link, which then failed when Keeny went out.”

Keen rejoined after losing six laps to repairs; his long wait for a British GT Championship title goes on.

With a 20s success penalty looming over him, Davidson then turned his attentions to building a buffer over De Haan, who came into the race 5.5 points in arrears but with no success seconds to worry about. For much of the stint it looked like Adam would emerge behind Cocker, but Davidson – who had been forced onto the grass at Schwantz when Loggie rejoined from a grassy moment of his own at the Old Harpin – delivered the goods to just keep Adam ahead.

“I told the team not to speak to me too much,” said Davidson, his confidence restored after problems with the gearbox internals were fixed in time for Sunday morning warm-up. “I didn’t know I’d built the gap until I got out of the car and the guys started to clap.”

At this point TF Sport looked to have the title in the bag, with Cocker needing to clear Adam, and the BMW that Fender had handed over to Jack Mitchell, in order to make up the points deficit. But it had reckoned without the arrival of the safety car with half an hour to go, required when Connor O’Brien’s GT4 Aston speared across

the grass at the Craner Curves and left Aron Taylor-Smith’s Mustang with nowhere to go, which brought factory Lamborghini driver Lind into contention.

It wasn’t long before the Dane made his presence known. After passing Cocker, he ran into the back of Adam at Goddards and dropped behind Cocker again, only to re-pass at the Melbourne Loop and latch back onto Adam’s tail. With just four minutes to go, while negotiating GT4 traffic at the Old Hairpin, Lind again touched the rear of the Aston and pushed it off-line.

As Adam – now with the diffuser pushed up into the wheelarch and rubbing against his left-rear tyre – gathered it together, Lind eased off, allowing Cocker to pass them both into McLeans.

Lind then followed Cocker around the outside and demoted Adam to sixth, which gave Cocker and De Haan the title on the road before the stewards acted.

Bell had been 19s up on Callum Macleod (in the RAM Merc) when the safety car intervened, but the first series win for the 720S was never in much doubt, with Keen acting as an impromptu buffer between them for Balfe’s first series win since 2003.

But it was TF Sport’s day, as Adam’s knack for winning titles at Donington continued. “Actually as a circuit, I’m not that fond of it,” he admitted. “But somehow I love a Donington decider, so keep bringing them!”

JAMES NEWBOLD

BRITISH GT RESULTS

GT3

(75 laps) **1 Shaun Balfe/Rob Bell (McLaren 720S)**; 2 Ian Loggie/Callum Macleod (Mercedes-AMG GT3) +2.728s; 3 Angus Fender/Jack Mitchell (BMW M6); 4 Sam De Haan/Jonny Cocker (Lamborghini Huracan Evo); 5 Graham Davidson/Jonny Adam (Aston Martin Vantage GT3); 6 Michael Igoe/Dennis Lind (Lamborghini). **Fastest lap** Nicki Thiim (Aston Martin) 1m27.896s (101.87mph). **Pole** Balfe/Bell. **Starters** 15. **Points** **1 Adam/Davidson 131**; 2 De Haan/Cocker 128.5; 3 Bell/Balfe 126; 4 Adam Balon/Phil Keen 122; 5 Macleod/Loggie 100.5; 6 Bradley Ellis/Ollie Wilkinson 91.5.

GT4

(70 laps) **1 Richard Williams/Sennan Fielding (Audi R8 LMS)**; 2 Scott Maxwell/Seb Priaulx (Ford Mustang) +1.543s; 3 Tom Canning/Ash Hand (Aston Martin Vantage GT4); 4 Kelvin Fletcher/Martin Plowman (Aston Martin); 5 Patrik Matthiesen/Mike Robinson (Aston Martin); 6 Patrick Kibble/Josh Price (Aston Martin). **FL** Canning 1m35.886s (93.38mph). **P** Williams/Fielding. **S** 23. **Points** **1 Canning/Hand 140**; 2 Maxwell/Priaulx 132.5; 3 Callum Pointon/Dean Macdonald 112; 4 Lewis Proctor/Jordan Collard 99; 5 Fletcher/Plowman 98.5; 6 James Dorlin/Josh Smith 84.5.



Champions l-r: Hand, Canning Adam and Davidson

For full results visit: tsl-timing.com

before refuelling, which ultimately proved costly.

“It’s bittersweet,” reflected Maxwell. “On track we executed and, almost every single race, we had the ultimate result we figured the car could get, but we had two podiums taken away for minor technical infractions. We lost the championship not on the track, we lost it off the track.”

Behind them in fourth, Beechdean AMR’s Plowman and Kelvin Fletcher completed Aston’s joy by sealing the Pro-Am championship, which was largely a formality after Michael O’Brien and Graham Johnson retired with engine problems on their Balfe McLaren at Brands Hatch.

JAMES NEWBOLD



Third place was enough for TF Sport crew to take the crown

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Carlin driver Novalak finished every race during the season

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Novalak seals F3 crown as Hoggard flourishes

DONINGTON PARK
MSVR
14-15 SEPTEMBER

A championship campaign without a single retirement proved to be the key to Clement Novalak clinching the 2019 BRDC British Formula 3 title at the Donington Park finale last weekend.

The Carlin driver came into the meeting with a comfortable 52-point buffer over his nearest challenger Johnathan Hoggard, courtesy of two wins and a further six podiums. Although he hadn't won a race since Silverstone in June, Novalak had consistency on his side – he'd finished every race inside the top 10, and more of the same would guarantee him the title.

Hoggard did all he could to prevent that, though. The Fortec Motorsports man qualified on pole for races one and three

while Novalak could only manage sixth and ninth respectively. In the opener, Hoggard romped to a dominant victory from Kiern Jewiss and team-mate Manuel Maldonado as Novalak climbed to fourth.

It meant that 18-year-old Novalak only needed to finish ahead of Hoggard in the fully reversed-grid second race on Sunday morning to be crowned champion.

That's what happened, but not before a moment of controversy as Novalak and Hoggard made contact going through Starkey's Bridge which put them both on the grass. Hoggard was forced to pit to remove grass from his radiators as Novalak cruised home in 12th to secure the title.

"We put in a protest, however it was seen [by the stewards] that there was no further action [needed]," said Hoggard after the race. "If that's what they said, that's what they said. You've just got to take it as it is

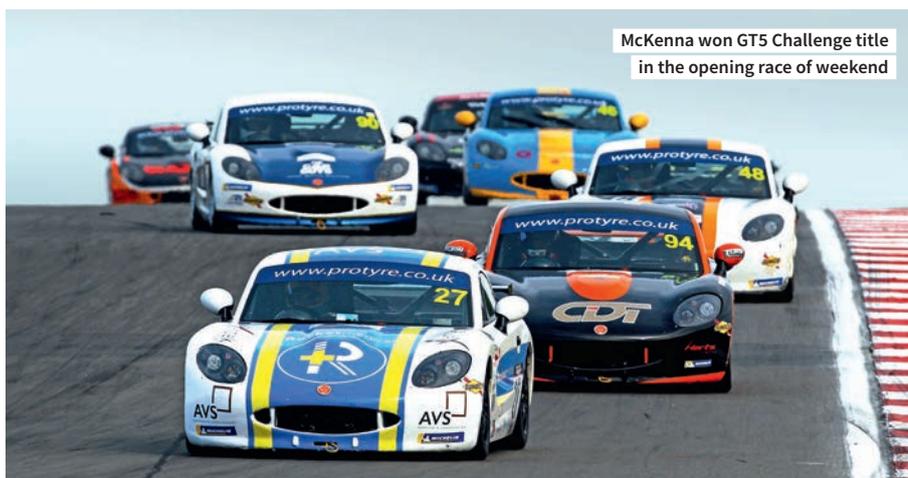
– there's nothing more I can do."

Up at the front tension was also running high between Chris Dittmann Racing pair Ayrton Simmons and Nazim Azman. Simmons, who had ended up in the Redgate gravel trap on the opening lap of race one after contact with Ulysse de Pauw, had made his way up to second by lap three. He lunged for the lead into the Melbourne Hairpin on lap nine of 12, and although he couldn't make the move stick he tried again one tour later at the same spot. But once more Azman held firm to take his second win of the season from Simmons and Neil Verhagen.

Just as in race one, Hoggard led home Jewiss in the final outing of the season, but had to defend much harder from the Douglas Motorsport driver after a small lock-up at the Melbourne Hairpin put him on the back foot. Verhagen completed the podium again as Novalak ended his title-winning campaign with sixth.

It wasn't just the British F3 title that was decided last weekend, as Scott McKenna clinched the Ginetta GT5 Challenge crown in the opening encounter after just a single lap of racing. The 17-year old had made his way up to second behind Geri Nicosia when the safety car was deployed on lap two because of a multi-car crash at Coppice.

"I've never been so happy to see a safety car board in my life," said a relieved McKenna after the race finished under yellows. With the title wrapped up he sat out the remaining two races, which were tight three-way affairs between Nicosia, Gordie Mutch and Josh Malin. Nicosia >>



McKenna won GT5 Challenge title in the opening race of weekend

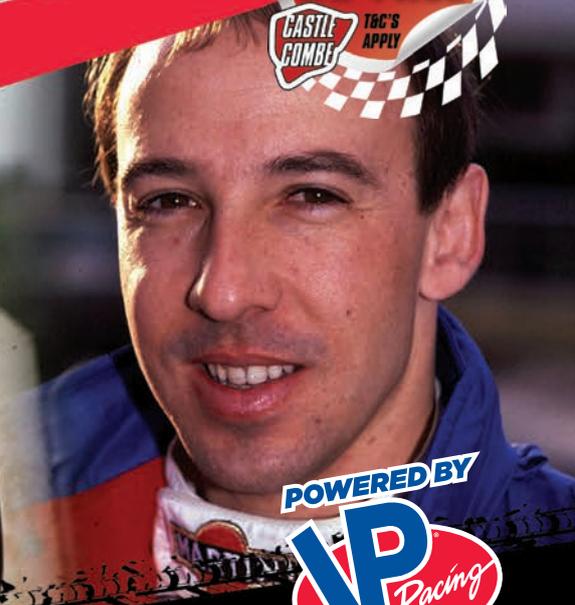


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DONINGTON PARK WEEKEND WINNERS

BRDC BRITISH F3

Race 1 (12 laps) 1 Johnathan Hoggard; 2 Kiern Jewiss +0.607s; 3 Manuel Maldonado; 4 Clement Novalak; 5 Sasakorn Chaimongkol; 6 Neil Verhagen. **Fastest lap** Hoggard 1m24.968s (105.38mph). **Pole** Hoggard. **Starters** 15.
Race 2 (12 laps) 1 Nazim Azman; 2 Ayrton Simmons +0.432s; 3 Verhagen; 4 Chaimongkol; 5 Jewiss; 6 Lucas Petersson. **FL** Hoggard 1m25.165s (105.14mph). **P** Kris Wright. **S** 15.
Race 3 (12 laps) 1 Hoggard; 2 Jewiss +0.719s; 3 Verhagen; 4 Maldonado; 5 Chaimongkol; 6 Novalak. **FL** Jewiss 1m25.479s (104.75mph). **P** Hoggard. **S** 15.
Points 1 Novalak 505; 2 Hoggard 482; 3 Simmons 450; 4 Jewiss 438; 5 Verhagen 357; 6 Maldonado 348.

GINETTA GT5 CHALLENGE

Races 1 & 2 Geri Nicosia
Race 3 Gordie Mutch

VW CUP

Race 1 Mark Wakefield (Golf)
Race 2 Ruairidh Clark (Scirocco)

MINI CHALLENGE JCW

Race 1 James Gornall
Race 2 Dan Zelos

GINETTA G40 CUP

Race 1 Rob Keogh
Races 2 & 3 Daniel Morris

BRSCC SPORTS & SALOON CAR TROPHY

Races 1 & 2 Lewis Kent (Hyundai i30 N TCR)

For full results visit: tsl-timing.com

made it a double in the second after withstanding race-long pressure and was on course for a hat-trick midway through race three, before Mutch overtook him at McLeans to take the final win of the year.

Owen Walton claimed the VW Cup title aboard his Audi TT, beating Mark Wakefield and Martin Depper. Wakefield won race one in his Golf and went into the final race just two points behind Walton, who could only manage sixth in the opener. But any hopes of Wakefield winning the title disappeared before the race even began, as a technical problem sent him into the pits for a reset. Forced to start from the pitlane, he could only climb to sixth with Walton fourth as Ruairidh Clark (Scirocco) took the win.

A last-lap collision cost Nathan Harrison the lead of the JCW Mini Challenge championship. He'd finished second to main rival James Gornall in the opener and was on course for the runner-spot again in the second behind Dan Zelos. But heading into the Melbourne Hairpin for the final time, Rory Cuff first made contact with Gornall then clattered into the rear of Harrison.

The impact dropped Harrison to last and means Gornall goes to the final round at Snetterton with a 19-point lead.

STEFAN MACKLEY

CHAMPIONSHIP THRILLER IN G40 CUP



Two championship protagonists going into the final race tied on points. An outside contender in with a shot of the title. A last-lap pass and then repass deciding where the accolade would go.

The only way the 2019 Ginetta G40 Cup script could have been even more dramatic is if the final pass had taken place on the last corner instead of the penultimate one. Not that it mattered, since it was still a highly fitting end to an incredible season. Come the podium celebrations, the embrace between Chris Salkeld and Rob Keogh was testament to a hard-fought and respectful championship battle.

"This means the world to me," said an emotional Salkeld after claiming the title. "At the beginning of the year, after Oulton Park and Snetterton, I never thought it would come to this. The fightback has been sensational. I've come back from 50 points behind and to take it on the penultimate corner on the last lap of the last race is incredible."

Salkeld was the man to beat heading into the meeting and held a slender points advantage over Keogh, with Daniel Morris an outside contender. Keogh, the 2015 GRDC+ champion, used his years of experience to take pole for the first two races of the weekend before romping to the win in the opening race along with the fastest lap, which put him three points to the good over Salkeld.

"Until it's the last race I'm not really



thinking about it [the championship] – I'm not doing the maths," he said.

Salkeld had to settle for third, which ended a run of eight consecutive finishes in the top two. He'd lost the runner-up spot to Morris three laps from home after his bonnet partially lifted, blocking his view and prompting him to play it safe to the flag. It was an approach that was ultimately to prove crucial.

In race two Morris led the way and, as Keogh looked for a way through, he ran wide at the Fogarty Esses, giving second to Salkeld. It meant Keogh and Salkeld were tied on points heading into the final race and the driver finishing ahead would become champion – perhaps. Morris still had an outside chance of taking the title if neither Keogh nor Salkeld finished, and he was starting from pole.

Keogh's title aspirations almost ended at Redgate when he was forced through the gravel and dropped to eighth. "I had the mist on then," he said, and he surged back into third by the start of lap three.

With Morris streaking clear, Keogh moved into second at Redgate on the last lap and appeared to have the beating of Salkeld. But there was one final twist, as Salkeld forced his way back up the inside at the Melbourne Hairpin and the two cars traded paint.

While Salkeld was elated Keogh was crestfallen, albeit pleased for his rival. "Going into the Melbourne loop I thought I was far enough ahead, but he went for a huge lunge. In hindsight I should have hugged the grass," he admitted.

"It was a great race and I hope it [Salkeld's overtaking move] doesn't go to the stewards. Half of me is gutted and the other half thinks that was probably the best race I have had."

If ever there was an advertisement for hard, fair and respectful club motorsport, this was undoubtedly it.

STEFAN MACKLEY

TOCA SUPPORTS KNOCKHILL 14-15 SEPTEMBER



Young took another win to keep the pressure on Coates in points

Four points separate Coates and Young as they share wins

RENAULT UK CLIO CUP

After 14 races, four points is all that separates Max Coates and Jack Young in this year's Renault UK Clio Cup title fight. While the Clio Cup may have the smallest entry of the British Touring Car Championship's support series, it also has the smallest gap between the top two in the standings.

Coates and Young again shared the spoils at Knockhill but, unusually, they didn't come to blows on track this time. There was, however, a red flag that may

well have proved critical to the outcome of the opening contest.

Coates led throughout but Young was soon on his tail. Despite starting sixth after a penalty that lingered from his last-lap tangle with his arch-rival at Thruxton, Young was up to second within two tours.

A safety car then enabled Young to close up to Coates's bumper. But on the restart Young made a slight mistake and dropped back. It wasn't long before he was ready to challenge again – until another error at the chicane.

He was just starting to close in again

when the race was red-flagged after Tyler Lidsey appeared to be stranded at the hairpin following an opportunistic dive from Finlay Robinson. The clerk of the course had to make a split-second decision and threw the red flag, although Lidsey drove off seconds later.

That left Young frustrated since he believed he had the pace to pass Coates, and it denied another entertaining battle between the pair.

"I've no idea why they red-flagged it," Young said. "I was flying through the field, catching Max and then I made a wee mistake. But I was catching him again and I would've liked to win it."

Coates was delighted to win after missing out at Thruxton. "He made a mistake and that was it – it gave me a gap," he said. "I didn't expect Jack to be through by lap two! But we led every lap and he couldn't get past me."

In race two it was Young's turn to lead throughout after making a brilliant start. Coates made a "rubbish" getaway and appeared to struggle for pace in the opening stages, Brett Lidsey passing him at the chicane, while Jamie Bond later made slight contact with Coates at Duffus.

But Coates grew stronger as the race wore on and pounced to take second when Lidsey ran wide into the McIntyre's gravel with a third of the race remaining.

"It just didn't seem as quick as yesterday, I'm not sure why," Coates said.

It all sets up an intriguing finale to the season. "Four points [gap] out of seven rounds shows how competitive the championship is," added Young.

STEPHEN LICKORISH

Alvarez closes the gap after Maloney's misery

BRITISH FORMULA 4

Sebastian Alvarez made crucial inroads into Zane Maloney's British Formula 4 points lead with a trio of podiums at Knockhill.

Carlin driver Maloney extended what had been a 37-point cushion over Alvarez coming into the weekend with victory in Saturday's opening encounter, but left Scotland just 15 ahead following a broken driveshaft ahead of the final race.

Despite not being fastest in qualifying, Maloney lined up on pole as all four Arden cars, both Fortec drivers and Luke Browning's Richardson Racing machine were penalised, each for having mechanics work on the cars during a red-flag stoppage.

Maloney led off the line into Duffus for the first time but had to defend against Double R's Louis Foster as the pair braked for McIntyre's. Foster kept the pressure on



Alvarez took three podiums in F4

until a mistake exiting the chicane dropped him to fifth, and another spin at the same corner caused the first of two safety-car periods. This meant Maloney barely had time to build any kind of lead as the race ended behind the safety car, with JHR's Josh Skelton beating Alvarez for second.

Double R man Alvarez fought back in the reversed-grid race, finishing second to Carter



Maloney won, but then his driveshaft broke

Williams (JHR), with Maloney eighth.

Maloney clinched the rookie title as a matter of course and was set to rebuild his overall points lead from pole in the finale, had his car not failed on the way to the grid. Foster now started at the front, which he duly converted into victory, beating team-mate Alvarez by just under a second.

STEPHEN BRUNSDON

Hedley misses out on a hat-trick

GINETTA JUNIOR

James Hedley has been the driver to beat in Ginetta Junior this season. And Knockhill was a perfect demonstration of that as he just missed out on taking a hat-trick of wins.

Hedley's first triumph was fortunate since he profited from an engine failure for title rival Will Martin, before he then left it late to claim the spoils in race two.

Casper Stevenson led for much of the way after passing Martin at the hairpin, until the penultimate lap when Hedley pounced. "I saw they [Stevenson and Zak O'Sullivan] were

backing each other up and I tried the switchback and luckily it worked," said a delighted Hedley.

Hedley led throughout the finale but was penalised after edging O'Sullivan off the track as he defended from a stream of cars.

That promoted Lorcan Hanafin to take his maiden win, despite a difficult start to the weekend leaving him 12th on the grid. "Qualifying didn't go to plan as a diff mount snapped so I only had two laps," he said. "I was coming through [from 12th] and flying – I lost a few places, then gained them back. I thought, 'I've got nothing to lose here so I may as well go for it.'"

STEPHEN LICKORISH



Hedley was the man to beat in Juniors again



L-r: O'Sullivan, Hedley and Hanafin

Burns's day as King suffers

GINETTA GT4 SUPERCUP

Despite not being the fastest over the course of the weekend, Will Burns left Knockhill with his Ginetta GT4 Supercup points lead largely intact.

The form man was Elite Motorsport's Harry King, but a combination of error and bad luck meant the teenager was unable to reclaim the championship advantage.

King took Saturday's first race at a relative canter, either side of a safety-car intervention after a scary pitwall crash for Dan Kirby. Burns finished second and looked likely to trail home King in race two until King received a 10-second jump-start penalty. King's

pace brought him up to second on corrected time, before another safety-car period after Nathan Heathcote hit the back of Reece Somerfield put paid to any prospect of scoring major points.

The bunching up of the pack and limited remaining time meant King dropped to ninth, while Burns took the on-the-road victory after King slid off exiting the chicane.

The two title rivals had an entertaining battle for the final podium position in race three, won by Burns's team-mate and boss Rob Boston. But Burns was eventually awarded it post-race after King was handed a 0.2s penalty for gaining an unfair advantage.

STEPHEN BRUNSDON



Points lead still intact for Burns

WEEKEND WINNERS

RENAULT UK CLIO CUP

Race 1 (17 laps) 1 Max Coates; 2 Jack Young +0.669s; 3 Brett Lidsey; 4 Jamie Bond; 5 Ethan Hammerton; 6 Luke Warr. **Fastest lap** Young 56.068s (81.34mph). **Pole** Coates. **Starters** 9.
Race 2 (19 laps) 1 Young; 2 Coates +4.005s; 3 Bond; 4 Lidsey; 5 Hammerton; 6 Ben Colburn. **FL** Bond 56.128s (81.26mph). **P** Young. **S** 9.
Points 1 Coates 288; 2 Young 284; 3 Bond 248; 4 Lidsey 235; 5 Hammerton 196; 6 Colburn 185.

BRITISH FORMULA 4

Race 1 (19 laps) 1 Zane Maloney; 2 Josh Skelton +0.678s; 3 Sebastian Alvarez; 4 Carter Williams; 5 Roberto Faria; 6 Bart Horsten. **FL** Skelton 49.702s (91.76mph). **P** Maloney. **S** 13.
Race 2 (24 laps) 1 Williams; 2 Alvarez +0.626s; 3 Skelton; 4 Luke Browning; 5 Louis Foster; 6 Tommy Foster. **FL** Skelton 49.513s (92.11mph). **P** Williams. **S** 13.
Race 3 (23 laps) 1 L Foster; 2 Alvarez +0.978s; 3 Skelton; 4 Browning; 5 Williams; 6 T Foster. **FL** Horsten 49.536s (92.07mph). **P** Maloney. **S** 13.
Points 1 Maloney 339; 2 Alvarez 324; 3 Skelton 278.5; 4 L Foster 272; 5 Horsten 209.5; 6 Williams 204.

GINETTA JUNIOR

Race 1 (12 laps) 1 James Hedley; 2 Casper Stevenson +1.480s; 3 Zak O'Sullivan; 4 James Taylor; 5 Ben Kasperczak; 6 Joel Pearson. **FL** Will Martin 1m01.414s (74.26mph). **P** Martin. **S** 19.
Race 2 (17 laps) 1 Hedley; 2 O'Sullivan +0.445s; 3 Stevenson; 4 Taylor; 5 Gustav Burton; 6 Tom Emson. **FL** O'Sullivan 1m01.407s (74.27mph). **P** Martin. **S** 19.
Race 3 (16 laps) 1 Lorcan Hanafin; 2 O'Sullivan +2.520s; 3 Hedley; 4 Burton; 5 Ethan Hawkey; 6 Taylor. **FL** Burton 1m01.466s (74.20mph). **P** Hedley. **S** 19.
Points 1 Hedley 559; 2 O'Sullivan 503; 3 Martin 395; 4 Stevenson 382; 5 Hanafin 313; 6 Burton 308.

GINETTA GT4 SUPERCUP

Race 1 (18 laps) 1 Harry King; 2 Will Burns +1.430s; 3 Tom Hibbert; 4 Rob Boston; 5 Carlito Miracco; 6 Fin Green. **FL** King 50.562s (90.20mph). **P** King. **S** 14.
Race 2 (26 laps) 1 Burns; 2 Boston +3.499s; 3 Hibbert; 4 Miracco; 5 Green; 6 Colin White. **FL** King 50.483s (90.34mph). **P** King. **S** 14.
Race 3 (26 laps) 1 Boston; 2 Miracco +9.231s; 3 Burns; 4 King; 5 Hibbert; 6 Green. **FL** Boston 50.765s (89.84mph). **P** Miracco. **S** 13.
Points 1 Burns 451; 2 King 431; 3 Hibbert 405; 4 Reece Somerfield 316; 5 Miracco 273; 6 Michael Epps 262.



Coates still leads Clio standings

For full results visit: tsl-timing.com



**SILVERSTONE
BRSCC
14-15 SEPTEMBER**

Team Dolan's Ross Martin won National Formula Ford 1600's Triple Crown title at Silverstone National in the finale of three typically dramatic races.

Michael Eastwell (Kevin Mills Racing Spectrum 011C) continued his successful series return with victory from pole in race one. He lost the lead at the start to the Cliff Dempsey Racing Ray GR19 of Jonathan

Browne, but reclaimed it at Brooklands on the first lap. Eastwell's KMR team-mate Michael Moyers, racing as a warm-up for November's Walter Hayes Trophy, kept the pressure on and finished just 0.066s short. Spike Kohlbecker (CDR Ray) prevailed over Browne in a five-way fight for third.

Also racing in preparation for the Walter Hayes Trophy was Joey Foster. His race-one effort lasted three laps before a radiator-cap failure sent engine temperatures in his Don Hardman Racing-run Firman RFR17 dangerously high, leaving him last on the

grid for race two. But Foster wasn't intimidated and climbed through the field in style to take a popular win.

Having spent some of this year recovering from surgery in between working on an FF1600 car, it was an emotional win for team boss Hardman, who described it as equal to winning the FFord Festival.

Foster charted only three laps again in the reversed-grid race three, which was fought out between Rory Smith (B-M Racing Medina) and Martin (Van Diemen). Smith's team-mate Tom McArthur started from

Honours even between Wall and Gadd in Locost thrillers

**OULTON PARK
750MC
14 SEPTEMBER**

Louis Wall and Thomas Gadd shared the honours in the Locost championship at Oulton Park.

Karl Ruijsenaars took his first pole in the series but it was second-on-the-grid Wall who initially led off the line and then became embroiled in a tight three-way fight for the win with Murray Shepherd and Gadd.

Wall came through to take victory in the final moments of the last lap, a mere eight hundredths of a second ahead of Gadd. But Gadd was to find success in the second race, despite the best efforts of Wall and Mark Burton.

Burton had dropped down from his starting position of third at the

beginning of the race but quickly made his way back up the field, sweeping from fourth to second in one lap. It was another tense charge to the chequered flag as Burton made a final dive around the outside, and both Burton and Wall crossed the line 0.21s behind Gadd in a near dead-heat. The entire top six finished within a second of the winner.

Joe Stables was crowned 2019 Class B and overall Bikesports champion despite starting close to the back of the grid after a troubled qualifying for his Radical SR3. He fought his way up to fifth in both races and wrapped up the championship with one round still to go.

The first Bikesports race opened with contact between championship leaders Charles Hall and Josh Smith. After they took a trip into the gravel at Cascades, it became a battle between Joe Lock (Radical PR6) and



Scott Mittell (Mittell MC 41R) for the win. Mittell took the honours after making a move around Old Hall and continued his streak of strong results by finishing second to Josh Smith's Radical later on.

Carl Swift and Robert Baker won the Club Enduro race in their SEAT Leon Eurocup by a margin of 4s from Rory Hinde and Owen Fitzgerald (BMW M3), taking the lead early on in the two-hour race after the retirements of polesitter Leon Bidgway (Lotus Exige) and the BMW M4 of Luke Sedzikowski and David Whitmore.

Class B victory went to the Honda NSX of Christopher Nylan and Simon



pole but conceded the lead to Martin as the field charged four-wide into Brooklands. McArthur was then passed by Smith, seconds before he went wheels-up in a race-ending collision with Browne and Foster.

After the resultant safety-car period came to an end, Smith and Martin galloped away from their rivals. Moyers and Eastwell finished third and fourth, also well clear of fifth-placed Kohlbecker, who conceded the Triple Crown title to Martin.

Rivalling the FF1600 sprints was the four-hour Fun Cup race, where 2 Rent Dominos (Chris Hart/Henry Dawes) and JPR Axiametrics (Kristian Rose/Chris Weatherill/Chris Dovell) fought hard in a race free of safety cars.

For 78 of the 201 laps, the top two were separated by less than a second. Only pitstops paused the tense on-track battle.

"It was just flat out for four hours: exhausting," said winner Dawes. "It's four corners, and it's so much harder than somewhere like Oulton Park, because the concentration's so much

harder. You can have a whole stint and make up five seconds, and lose it in a pitstop."

Aidan Hills took first blood in the Mazda MX-5 Supercup against Jack Harding and Luke Herbert. Fluffed braking at Becketts cost Hills a second win, while Herbert had to defend hard to beat Harding. Jack Sycamore infiltrated their lead battle in race three, but Herbert prevailed again.

David May took BMW Compact Cup pole, but after some panel rubbing an oil leak dropped him out in race one. That put Tom Griffiths and Steven Dailly alone up front, and it was Griffiths who took victory.

A repeat result was on the cards in race two until Dailly got his nose inside at Luffield on the final lap to prevail by 0.035s.

Lee Deegan commanded both Civic Cup races, despite starting the reversed-grid second encounter in 10th place.

Similar dominance came in the OSS triple-header courtesy of Mike Jenvey in his self-developed Jenvey-Gunn TS6.

ELLIOT WOOD



Wallis, while Class C honours looked to go to John Munro and Nick Dougill until their Mazda MX-5 pulled into the garage a few laps from the finish, leaving Andrew Lightstead and Imran Khan to take the win in their BMW 330.

In the first BMW Car Club Racing Championship race, Michael Cutt took victory from pole while behind Rick Kerry fought off a last-lap attack from Michael Pensavalle through Cascades and Lakeside for second.

Pensavalle was more successful in the second race of the day, beating the E46 M3 of Jasver Sapra for the win, while Kerry



and Cutt finished with only 0.3s between them for third.

Andy Hiley (Chronos HR1S) secured both victories in the Sport Specials championship as the leading trio went well clear in both races. In the opening encounter it was the battle for second that was closest as Paul Boyd (Eclipse SM1) made his way up from ninth to take the position from Martin Gambling's similar car on the final lap.

It was even closer in the second race, in which both Boyd and Gambling both crossed the line 1.71s behind Hiley.

ANNA DUXBURY

WEEKEND WINNERS

SILVERSTONE

NATIONAL FORMULA FORD 1600

Race 1 Michael Eastwell (Spectrum 011C)

Race 2 Joey Foster (Firman RFR17)

Race 3 Rory Smith (Medina JL18)

FUN CUP

2 Rent Dominos (Chris Hart/Henry Dawes)

MAZDA MX-5 SUPERCUP

Race 1 Aidan Hills

Races 2 & 3 Luke Herbert

BMW COMPACT CUP

Race 1 Tom Griffiths

Race 2 Steven Dailly

CIVIC CUP

Races 1 & 2 Lee Deegan (EP3)

OSS CHAMPIONSHIP

Races 1, 2 & 3 Mike Jenvey

(Jenvey-Gunn TS6)



For full results visit: tsl-timing.com

OULTON PARK

LOCOST CHAMPIONSHIP

Race 1 Louis Wall

Race 2 Thomas Gadd

BIKESPORTS

Race 1 Scott Mittell (Mittell MC 41R)

Race 2 Josh Smith (Radical PR6)

CLUB ENDURO CHAMPIONSHIP

Carl Swift/Robert Baker (SEAT Leon Eurocup)

BMW CAR CLUB RACING CHAMPIONSHIP

Race 1 Michael Cutt (E36 M3)

Race 2 Michael Pensavalle (M3)

SPORT SPECIALS

Races 1 & 2 Andy Hiley (Chronos HR1S)



For full results visit: theresultslive.co.uk

Rabbitt leaps to second Leinster win

**MONDELLO PARK
LEINSTER TROPHY
14-15 SEPTEMBER**

Barry Rabbitt is ever the opportunist and when Stephen Daly, poleman for the Leinster Trophy race, stalled his Dallara F308 on the line, Rabbitt aimed his Tatuus FRenault through the gap.

From row three, Rabbitt emerged from the cloud of spray at Turn 1 in second and drove around the outside of Paul O'Connell's World Series Dallara for the lead at Turn 4. Paul Dagg (Dallara F308) climbed to second but couldn't make any impression on the leader. Daly then scythed through the pack to second and chased down Rabbitt before a late safety car neutralised the race. That's how it finished, with a delighted Rabbitt becoming a two-time winner of one of the most famous trophies in Irish Motorsport.

In the other contests, Matthew Nicholl, already crowned as Ginetta Junior champion, took the opening race but retired in the closing stages of race two, handing Karl O'Brien the win.

Dan Polley got the jump on Formula Vee poleman Anthony Cross, then got his



head down to rebuff a last-corner challenge for the victory. In a wet race two, Tim Murray displaced Polley to take an impressive maiden triumph.

Brian Hearty took the opening Formula Sheane race as fellow front-row occupant Richard Kearney was swamped by the pack. Kearney's recovery drive to second clinched him the 2019 title.

In race two, Hearty led away but soon came under pressure from Kearney and Sean Hynes. In one of the most tightly contested races of the weekend, the trio disputed the lead throughout until Kearney finally settled the issue with a switchback at the final corner as Hynes and Hearty touched.

Michael Cullen took pole for the Irish Stryker race in a borrowed car but a broken throttle cable sidelined him early on. This left Stephen Ross clear for the win. In race two, with the rain coming down, Cullen eased away and crossed the line well ahead of Adrian Deasy, with Greg Kelly third.

Jackie Cochrane's Sunbeam Tiger made its usual tardy start from HRCA pole, as Brendan Keane's Mallock streaked into the lead. But order was soon restored as Cochrane took his customary pair of victories.

Kevin Doran did the double in the Ford Fiesta ST class, with Erik Holstein recovering from a shunt in race one

Thornton-Norris crawls to Combe Saloon crown

**CASTLE COMBE
CCRC
14 SEPTEMBER**

Simon Thornton-Norris knew a finish plus fastest lap in the Castle Combe Saloon Championship season-closer would wrap up the overall title. He duly got these, but in bizarre circumstances.

At one-third distance Thornton-Norris felt something let go on his Mitsubishi Colt's front-right. "Driveshaft, suspension, steering arm – something broke on the rumble strip on the exit of the chicane,"



he said. "My heart sank at that point. Every time I steered right it went left; every time I hit the brakes it ground like you were grinding them against the floor."

He soldiered on at much-reduced pace, finishing four laps down in the 15-lap contest. But, since his two Class B rivals (Neil Greenland and Mark Wyatt) retired with driveshaft failures, it was enough.

"Very unorthodox," Thornton-Norris concluded. "But with these things points are points if you can get across the line, and I knew that. If I'd come second I'd be gutted."

Matt Parr, who won Class C comfortably in his Peugeot 106, was therefore pipped to title honours. Only a broken driveshaft in the May Day round denied Parr a 2019 victory clean sweep and the title. "I did everything that I could," he said. "Just a shame that it did go the way it did. But well done, Simon, we had a good battle all year. I did see him slowing down and there was a glimmer of hope in my head. I was praying, though I wouldn't wish

bad luck on anyone. Fair play, he limped it round." Alex Kite's Audi TT won the race.

The Mini Se7en title was also on the line in its season finale. Joe Thompson, son of multiple-champion Paul, aimed for two wins to beat ex-British Touring Car racer Jeff Smith. Thompson beat Smith in race one, then did the same on the road in race two, but had a 10-second jump-start penalty.

"It was just one of those things," Thompson said. "My foot slipped a little bit on the clutch and by then it had bitten and started to roll. I let a few people go to show it wasn't on purpose. I'm quite gutted. I still enjoyed myself out there and proved that we've got the pace."

Smith was sympathetic. "He dropped back, and they've still penalised him, which is a shame," he noted. "His misfortune's my fortune. We've won it by two points I think. Pleased with that!"

Josh Fisher sealed his latest Combe Formula Ford 1600 crown at the previous



to clinch the championship with fourth in race two, from the back.

In the Zetec class, William Kellett tracked down the guesting Peter Barrable before grabbing the lead into Turn 7A and going on for the win. Barrable returned the compliment in race two, with new champion Kellett next across the line.

Paul O'Connell launched his WSR Dallara off row two to grab the lead of the opening BOSS race before F3-mounted front-row occupants Stephen Daly and Paul Dagg elbowed their way through. As expected, they streaked away from the pack. Daly was on form, though, and crossed the line almost five seconds ahead of Dagg, with O'Connell a distant third.

Pat McBennett (Lotus Elise) took the shortened first Closed-Wheel Libre race, while Shane Murphy retired from the SEAT Supercup encounter, enabling Barry English to win. The first Irish Touring Car Championship race fell to Ciaran Denvir (Honda Civic), who overcame the fast-starting Keith Campbell (VW Corrado).

In the second round of races, Roger McMahon (Alfa 147) took Libre honours, with Campbell first in the ITCC. Murphy made up for his earlier retirement in the SEAT Supercup. Aidan Byrne mastered wet conditions to take two strong Future Classic wins in his Toyota Celica.

LEO NULTY



meeting, and he rounded off his campaign with another victory, just ahead of brother Felix. In keeping with the meeting's theme, though, both picked up 5s track-limit penalties. Josh insisted he felt "quite comfortable" in first while Felix behind was missing fourth gear.

Kevin Jones's Noble won the Combe GT race by half a minute from Barry Squibb's Mitsubishi Evo. Jamie Sturges, already

this year's GT champion, took another class win in his VW Golf TCR, then won the Sports vs Saloons race by 46s from Kite.

Sam Summerhayes won both Mini Miglia races, heading multi-car slipstreaming battles. Phil Harvey wrapped up the Mini Libre title with second place in class in race one, aided by rival Rob Davis falling foul of a broken driveshaft.

GRAHAM KEILLOH

WEEKEND WINNERS

MONDELLO PARK

LEINSTER TROPHY

Barry Rabbitt (Tatuus Formula Renault)

GINETTA JUNIOR

Race 1 Matthew Nicholl

Race 2 Karl O'Brien

FORMULA VEE

Race 1 Dan Polley (LOH Sheane)

Race 2 Tim Murray (Leystone)

FORMULA SHEANE

Race 1 Brian Hearty

Race 2 Richard Kearney

IRISH STRYKERS

Race 1 Stephen Ross

Race 2 Michael Cullen

HRCA

Races 1 & 2 Jackie Cochrane (Sunbeam Tiger)

FORD FIESTA ST

Races 1 & 2 Kevin Doran

FORD FIESTA ZETEC

Race 1 William Kellett

Race 2 Peter Barrable

BOSS IRELAND

Stephen Daly (Dallara F308)

CLOSED-WHEEL LIBRE

Race 1 Pat McBennett (Lotus Elise)

Race 2 Roger McMahon (Alfa Romeo 147)

IRISH SUPERCARS

Races 1, 2 & 3 Alan Watkins

FUTURE CLASSICS

Races 1 & 2 Aidan Byrne (Toyota Celica)

For full results visit:
timing.ie

CASTLE COMBE

CCRC SALOONS

Alex Kite (Audi TT)

MINI SE7EN

Race 1 Joe Thompson

Race 2 Jeff Smith

CCRC FORMULA FORD

Josh Fisher (Van Diemen JL14)

CCRC GT

Kevin Jones (Noble M12 RSR)

SPORTS VS SALOONS

Jamie Sturges (VW Golf TCR)

MINI MIGLIA

Races 1 & 2 Sam Summerhayes

CCRC HOT HATCH

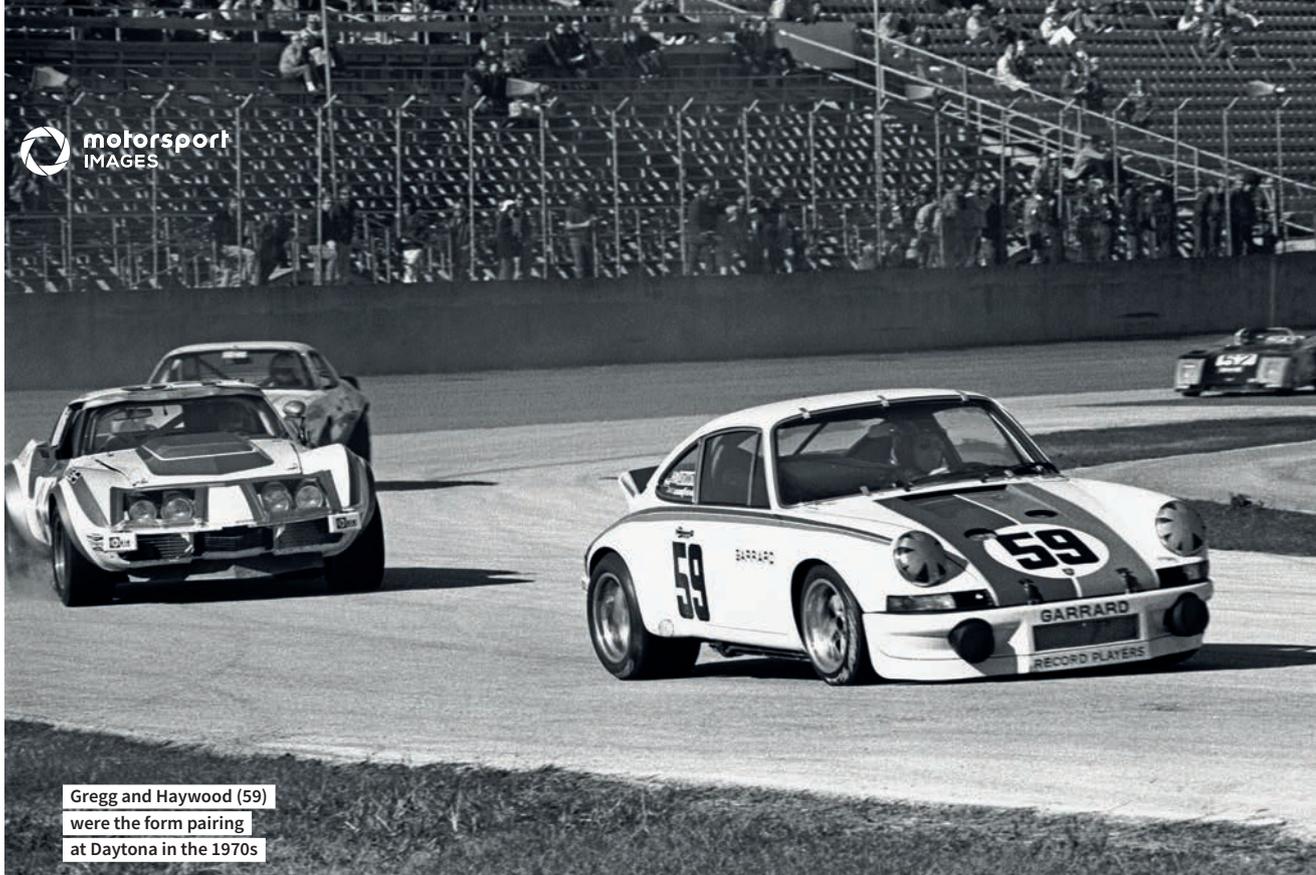
Craig Tomkinson (Vauxhall Nova)

MORGAN CHALLENGE

Race 1 Andrew Thompson (ARV6)

Race 2 Bill Lancashire (+8)

For full results visit:
tsl-timing.com



Gregg and Haywood (59)
were the form pairing
at Daytona in the 1970s

SUPPRESSION, DEPRESSION



FILM REVIEW HURLEY

Hurley is available via Amazon Prime Video and Sky Store

Five outright wins in the 24 Hours of Daytona, three at Le Mans and two in the 12 Hours of Sebring provide the backdrop for *Hurley*,

which on the surface celebrates the career of sportscar ace Hurley Haywood.

But it's not a straightforward biopic, instead it's the platform for which the now 71-year-old used to publicly come out as gay earlier this year. Having enjoyed the peak of his success during the 1970s and 1980s, where sexuality remained a taboo subject, Haywood has long kept his private life well separate from his on-track success.

For this, *Hurley* is an often sad reflection of motorsport. While we might like to feel that it's a meritocratic sporting arena, instead it reminds us of the overegged masculinity that encircles racing. Had Haywood come out in period, sponsors that had him posing with girls might well have gone. His career could have been in jeopardy in, what was, and can remain, a stereotypically sex- and speed-driven microcosm.

Haywood's career was ignited in 1967 when he rocked up to a local autotest event in his Chevrolet Corvette Stingray and beat the time of Peter Gregg. The pre-eminent American racer took Haywood under his wing and they shared Porsche 911s to numerous successes.

That drew the attention of the Porsche factory. Safety conscious Gregg – having sold his 917/10 to Haywood – was overlooked for the prototype gig. Haywood won the 1977 Le Mans on his debut aboard a 936/77.

Gregg wanted to get one back. But on his way to race in the French enduro in 1980 he rolled his road car. The subsequent concussion and double vision

meant Gregg lost his edge on the race track. In December that year, he killed himself.

Gregg's story of dealing with depression alongside Haywood's battle with people's prejudice make this 83-minute watch more of a documentary about mental health with a motor racing connection – not vice versa.

There's an enormous pool of historic footage that's interspersed with Haywood advising Dempsey Racing's 2015 effort at Daytona. Running in the famous Brumos dealership livery, they finish with a class podium, while Haywood is seemingly mobbed by fans throughout the weekend.

But the happier ending comes away from the track, with Haywood and partner Steve Hill revealing that, four decades after having met, they were finally able to tie the knot after New York accepted same-sex marriage.

Haywood and the rest of the cast – his sister Hope and Patrick Dempsey in particular – are warm presences on screen. They are honest in accepting that motorsport still has a long way to go to be inclusive. But the very fact that this documentary exists points to positive steps, even if there are many more left to go.

The success of this film is the human stories. It's well worth the watch and, although not quite at the same level, like *Senna* it's a title that non-motorsport fans should take a lot from as well.

MATT KEW



Haywood (Porsche 917/10)
at Riverside in 1973

 **YouTube** youtube.com/AUTOSPORTdotcom



In the 1980s successful Indycar team boss Carl Haas started his own Formula 1 team, with a big sponsor and turbo engines from Ford. It had all the ingredients for success, yet was gone after its first full season. This is the story of how it failed. **Go to bit.ly/HaasMk1**

autosport.com/podcast



Multi-make, thunderous five-litre V8s with the ability to embarrass Formula 1 cars – Autosport discusses the late-1960s and 1970s heyday of F5000. Long-time Autosport scribe Marcus Pye, Ben Anderson and historic preparer Simon Hadfield join host Edd Straw.

WHAT'S ON

INTERNATIONAL MOTORSPORT

Singapore Grand Prix

Formula 1 World Championship

Round 15/21

Marina Bay, Singapore

22 September

TV Live Sky Sports F1, Sun 1130

TV Highlights Channel 4, Sun 1900, Sky Sports F1, Sun 2300

IndyCar Series

Round 16/16

Laguna Seca, California, USA

22 September

TV Live Sky Sports F1, Sun 1930

Indy Lights

Round 10/10

Laguna Seca, California, USA

21-22 September

European Le Mans Series

Round 5/6

Spa, Belgium

22 September

Super GT

Round 7/8

Sugo, Japan

22 September

TV Livestream

Motorsport.tv, Sun 0600

S5000 Series

Round 1/6

Sandown, Victoria, Australia

22 September

Formula Regional European

Round 6/8

Barcelona, Spain

21-22 September

Euroformula Open

Round 8/9

Barcelona, Spain

21-22 September

International GT Open

Round 6/7

Barcelona, Spain

21-22 September

TCR Europe

Round 6/7

Barcelona, Spain

21-22 September

TV Livestream

Motorsport.tv, Sat 1230,

Sun 1200

TV Delayed Freesports,

Sat 1730, Sun 1730

NASCAR Cup

Round 28/36

Richmond, Virginia, USA

21 September

TV Live Premier Sports,

Sun 0000

NASCAR Xfinity Series

Round 27/33

Richmond, Virginia, USA

20 September

MotoGP

Round 14/19

Motorland Aragon, Spain

22 September

UK MOTORSPORT

Brands Hatch HSCC

21 September

Historic Formula Ford, Historic FF2000, Ford Escorts, Historic Saloons, 70s Road Sports, Classic F3/Classic FF2000

Silverstone BRSCC

21-22 September

Ferrari Challenge,

Ferrari Classic

Thruxton CSCC

21-22 September

Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, Special Saloon and Modsports, New Millennium, Open Series, Turbo Tin Tops

Donington Park MSVR

21-22 September

GT Cup, Toyo 7s, Radical SR1s, Lotus Elises, Trackday Championship

Croft BARC

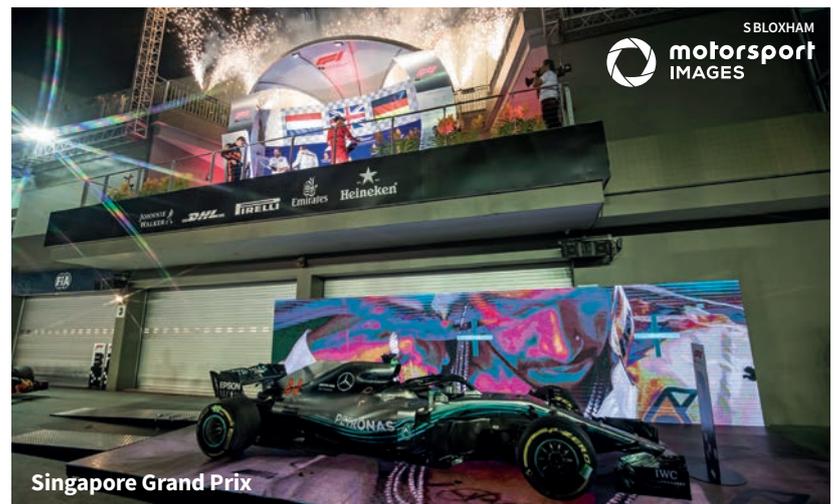
21-22 September

Clubmans, Super Silhouettes, Clio Cup, Pickups, Classic FF1600, Citroen C1s

Anglesey BARC

21-22 September

Classic VW/BARC Saloons/Honda VTEC, Junior Saloons, Sports/Saloons, MaX5, Mighty Minis, Karts



Singapore Grand Prix



FROM THE ARCHIVE

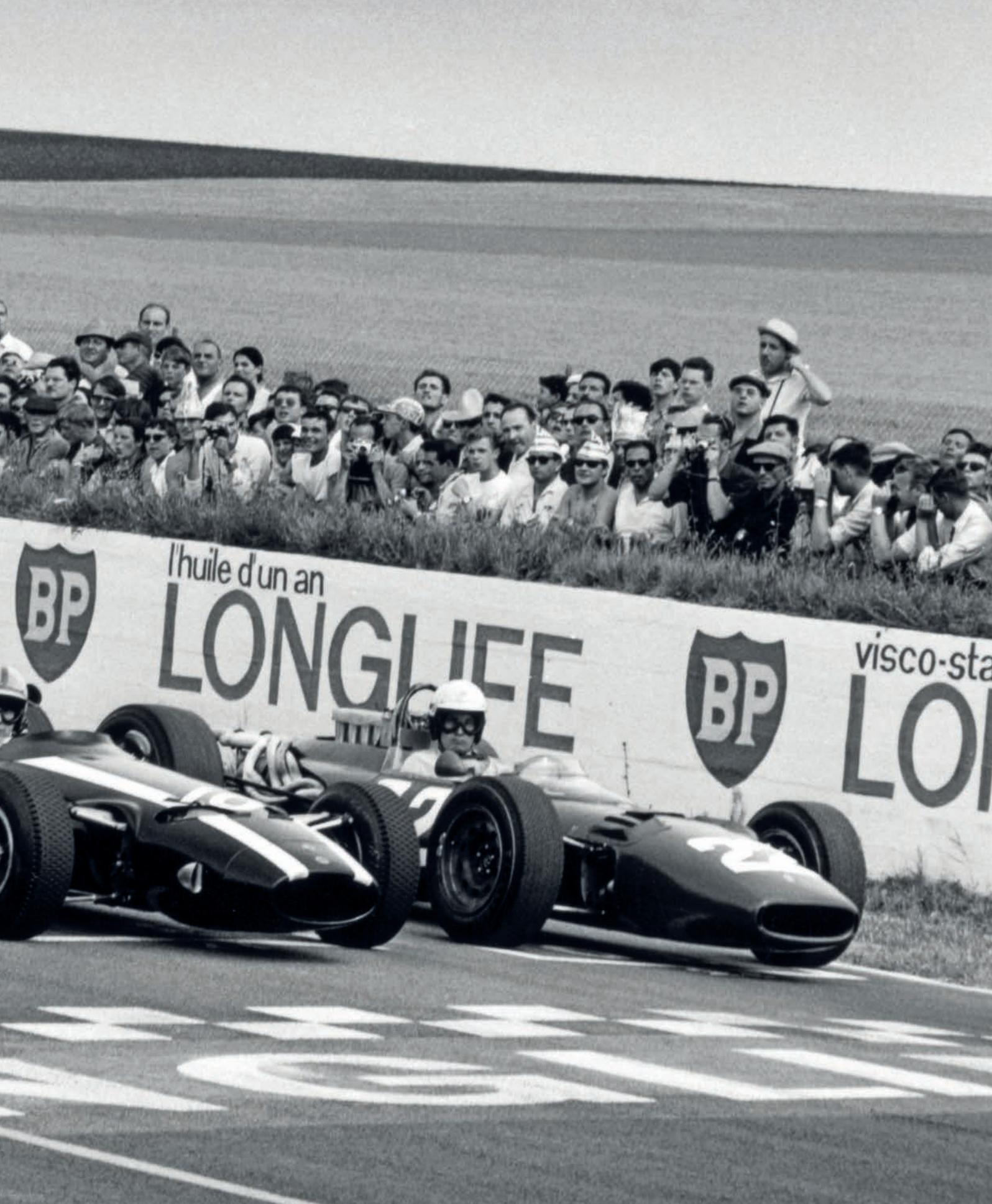
All eyes on the flag as front-row starters Lorenzo Bandini (#20 Ferrari 312), John Surtees (#10 Cooper-Maserati T81) and Mike Parkes (#22 Ferrari 312) prepare

to bury the throttle at the start of the 1966 French Grand Prix at Reims. Parkes, making his world championship Formula 1 debut in place of Surtees at Ferrari, was the only one of this trio

to make it to the finish, crossing the line in second, 9.5s behind the victorious Brabham-Repco BT19 of Jack Brabham, who became the first driver to win a points-paying GP in one of his own cars.



For classic Formula 1 DVDs head to dukevideo.com/F1



QUIZ



1) Who, what, where, when?



2) Who is this?

This free spirit never quite lived up to expectations. Brought up around speed – and a long way from his original home – he had started competing on two wheels before he made the successful switch to four. A move to even further shores saw him quick-step up the ladder.

A famous talent scout brought him along for the ride, which put him in the right place at the right time for a shot at the big time, but it was a false dawn. Circumstances conspired against him again and he took a step back to eventually claim the title. He rammed his way back into the limelight, only for it to dim once more.

He was the first winner in a new category, while a return to his roots proved he still had what it took.

But having failed to get the breaks, he left the sport completely to find some inner peace.

3) On this day...

A It's Cristiano da Matta's birthday. His best Formula 1 qualifying effort was third, but where and when?

B Mark Donohue made his F1 world championship debut on this day in 1971. Where did he score his only F1 podium?

C Brian Henton turns 73 today. He made 37 appearances at world championship grands prix at the wheel of six different marques. Name them.

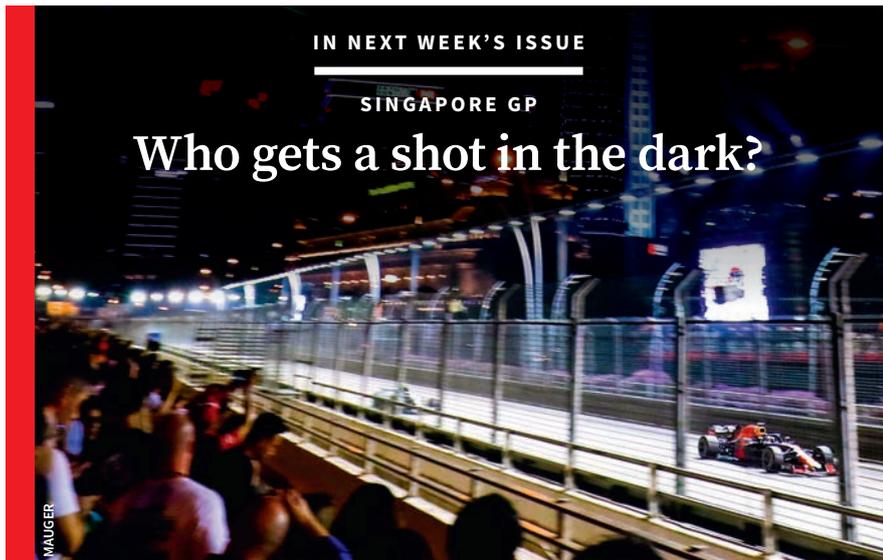
D Which track hosted its only GP2 races starting on this day in 2009?

E Which Frenchman claimed his only MotoGP win on this day in 1999?

4) Name the helmet



LAST WEEK'S ANSWERS Who, what, where, when? Marc Goossens, Ford Fusion, Watkins Glen, 13 August 2006. Who is this? Jacky Ickx. On this day A) Marco Apicella. B) Ligier. C) Jackie Stewart. D) 1983 French GP, Paul Ricard. E) Tom Kristensen and Rinaldo Capello. Name the helmet Bas Leinders.



IN NEXT WEEK'S ISSUE

SINGAPORE GP

Who gets a shot in the dark?

MAUGER

AUTOSPORT

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