

MotoGP Marquez
wins as Rossi
throws it away


AUTOSPORT AWARDS 2018
VOTE FOR YOUR BEST DRIVERS
OF THE YEAR

Button's crown?
Jenson in GT
title showdown

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

NOVEMBER 8 2018

CHAMPION INTERVIEW

LEWIS MY GREATEST SEASON

Hamilton reveals all
about his fantastic
fifth world title

'The 2007
Hamilton
wouldn't
have a
chance'





**+ Slater
Gordon**
Lawyers

**Unsure if you
are breaking
the law whilst
driving?**

**Let us bring
you up to
speed.**

Anyone with a driving licence and a car is potentially at risk of falling foul of the law at some point in their life. If you ever find yourself in this situation – then contact our specialist team for expert legal advice.



Authorised and Regulated by the Solicitors Regulation Authority.

Offices throughout the UK

Call **0800 884 0040**
slaterguson.co.uk

Family | Employment | Estate Planning, Wills and Probate
Property | **Crime** | Dispute Resolution | Personal Injury



HAMILTON: SO MUCH MORE THAN A GREAT DRIVER

Lewis Hamilton is not only a brilliant racing driver – he's a fascinating character who polarises opinion because in so many ways he just doesn't fit the accepted stereotype of what a racing driver should be. But his lifestyle – his showbiz friends, his move into fashion, his music, his vegan diet – most definitely sits well with him and is part of what makes him such a formidable force. And we'd probably far rather that than an automaton who lists his hobbies as going to the gym and keeping fit.

One week after Hamilton clinched his fifth – and best – Formula 1 World Championship title, our own Jonathan Noble brings you an interview (p16) with the Mercedes star. Hamilton opens up, bringing an illuminating insight into what makes him tick and why a sixth and even seventh world title are within his reach. He's certainly showing no signs of slowing down. And if you think overdriving is a bad thing, then find out what he thinks about controlled overdriving...! Here is a now-33-year-old veteran with all the enthusiasm of a rookie youngster, but the maturity to complement that.

Personally, my usual take on Hamilton when I'm chatting to cynical-yet-inquisitive non-racing pals down the pub is that while he may not be to everyone's taste as a bloke (for heaven's sake, shouldn't racing drivers be doing such manly things as iron-man challenges rather than getting ever-more-intricate tattoos?), he is arguably the most exciting talent the sport has seen since Ayrton Senna. The interview does nothing to change that opinion.

While one British world champion is feted, another is facing a nailbiting title decider on the other side of the world this weekend. Read about Jenson Button's bid for the Japanese Super GT crown at this weekend's Motegi showdown on p4.



COVER IMAGES

Motorsport Images/Andre/Sutton

PIT+PADDOCK

- 4 Button's Super GT title showdown
- 6 Veteran Raikkonen opens up
- 8 Indonesian street race for MotoGP
- 10 Loeb to attack Dakar in old Peugeot
- 11 Brazilian Grand Prix preview
- 13 In the paddock: Edd Straw
- 14 In the service park: David Evans
- 15 Feedback: your letters

INSIGHT

- 16 **COVER STORY**
Hamilton on his greatest season
- 24 New tin-top challenger: Yann Ehrlacher
- 28 How Turner ended his Goodwood wait
- 34 Autosport Awards: have your say

RACE CENTRE

- 38 World of Sport: MotoGP;
Australian Supercars; NASCAR Cup

CLUB AUTOSPORT

- 52 Davidson joins Adam for title attack
- 54 Fury over Walter Hayes snatch call
- 56 Pickup bosses to run three series
- 57 Club column: Matt Beer
- 58 National reports: Silverstone
Walter Hayes Trophy; Brands Hatch
- 64 National Focus: we drive three Radicals

FINISHING STRAIGHT

- 68 What's on this week
- 71 Motorsport memory: Tyrrell P34
- 72 From the archive: 1971 Targa Florio
- 74 Pit your wits against our quiz

SUBSCRIPTION OFFER

- 75 Subscribe with our Christmas offer
and get a free F1 DVD worth £19.99



VISIT
AUTOSPORT.COM
FOR OTHER
WAYS TO READ



MS

MARCUS SIMMONS
DEPUTY EDITOR

marcus.simmons@autosport.com

BUTTON FACES TITLE DECIDER IN JAPAN

SUPER GT

Jenson Button stands on the brink of his first motorsport title since winning the 2009 Formula 1 World Championship at the Motegi Super GT finale this weekend.

Honda pairing Button and Naoki Yamamoto arrive at Motegi level on points with Lexus's reigning champions Nick Cassidy and Ryo Hirakawa, but hold the lead on the countback rule – each pairing has one win, but Button and Yamamoto have two second places to the solo runner-up spot of Cassidy and Hirakawa. Two other driver combinations are also in with an outside chance of the title.

This has been Button's first full season of racing since he was replaced at the McLaren F1 squad by Stoffel Vandoorne at the end of 2016. He has paired up at the Team Kunimitsu Honda operation with 30-year-old Yamamoto, who is the leading Honda driver in the manufacturer's Japanese motorsport programme. Yamamoto comes in to Motegi having just wrapped up the Super Formula single-seater title – coincidentally after a final-round fight with Cassidy.

Lexus, the luxury brand of Toyota, dominated the 2017 season with the LC 500, but Honda made big engine gains over the winter with the NSX-GT. This resulted in a front-row lockout for Honda in the opening round of the '18 season, as well as a one-two finish, with Button and Yamamoto finishing second. From then on, the Super GT weight-handicap system kicked in. This is cumulative weight added to the cars based on their points totals, resulting in ever-increasing handicaps for the most successful machines until the Motegi finale, where the weight handicaps are reset to zero.



Button and Yamamoto won Sugo round

This is one big reason why Super GT has so many different winners during the season, with seven driver combinations triumphing in the seven rounds to date in 2018.

Even so, it is possible to assess recent form. Honda dominated qualifying in the penultimate round at Autopolis, and Yamamoto put the Team Kunimitsu car third on the grid despite carrying the heaviest ballast – 61kg – of all 15 cars in the flagship GT500 class. But the NSX-GTs faded in the race, with Cassidy and Hirakawa taking their only 2018 win to date and leading home a Lexus

"I'M TRYING TO DO THE BEST JOB I CAN. SOMETIMES IT'S NOT GOOD ENOUGH"

1-2-3-4. Honda also struggled in a pre-Autopolis Motegi test last month, but it is understood that they may have been running ballast, and also the weather conditions will be much cooler this weekend.

"We are struggling with a few different things – the balance," said Button after the two-day test. "Strange, because yesterday morning the car was working well. But yesterday afternoon and today Naoki and myself were both having it difficult. I think we have an understanding of what we can change to help. But yeah, very tough." Regarding the likely cooler weather, he added: "Here we are just struggling compared to the other Hondas, so a bit of work is needed. It will be much cooler, so I'm sure there will be different issues."

Cassidy, meanwhile, is smarting from his recent narrow SF title loss to Yamamoto, but the New Zealander is very much in with a shout of his second successive Super GT crown with Hirakawa from his brief three-year stint in the series with top team TOM'S. He has formed a strong partnership with 24-year-old Hirakawa, who this year abandoned his parallel European Le Mans Series programme in order to return to SF alongside Super GT.

TOM'S, the only two-car team in Super GT, also has its second Lexus in title contention – Yuhi Sekiguchi can wrest the crown if he and Kazuki Nakajima finish second, and the leading two cars fail to score points. As usual, Nakajima can't win



STAT

17

Points that cover the top four, with 21 up for grabs

Button's Honda is run by team of 1977 Japanese GP starter Kunimitsu Takahashi

ALL PICS: ISHIIHARA/LAT
motorsport
IMAGES



CASSIDY/HIRAKAWA



SEKIGUCHI/NAKAJIMA



NOJIRI/IZAWA

the title because he missed the Fuji round in May, which clashed with his drive for Toyota at Spa in the World Endurance Championship. Sekiguchi, 30, is one of the fastest Japanese drivers around, but it became clear in the recent Autopolis round that he and Nakajima must play a submissive role to Cassidy and Hirakawa, when Sekiguchi allowed Hirakawa through with five laps remaining to win. TOM'S sporting director and 1995 Le Mans 24 Hours winner Masanori Sekiya would not admit to team orders, and Button called out the team on social media for not coming clean, although he had no philosophical problem with the imposition of the orders.

The rank outsiders are the Racing Team Aguri Honda pairing of Tomoki Nojiri and Takuya Izawa. This duo, representing the team of Japanese F1 hero Aguri Suzuki, effectively need a win, with Button/Yamamoto and Cassidy/Hirakawa non-scoring. Both 29-year-old Nojiri and Izawa (the 34-year-old raced in German Formula Renault in 2003) are very solid

members of the Honda roster, with Izawa having been Yamamoto's long-time partner at Team Kunimitsu before being replaced by Button for 2018 and shifted in alongside the talented Nojiri. Izawa, indeed, came close to the '09 title, when he was runner-up for Aguri with Ralph Firman.

The real outlier could be Nissan's squadron of GT-Rs, none of which can win the title. Motegi, although a Honda track, is renowned as Nissan territory, with NISMO star Ronnie Quintarelli taking pole last year by almost a second against an un-weight-handicapped field. The Michelin tyres on which Quintarelli and fellow-veteran co-driver Tsugio Matsuda (as well as one other Nissan) run are renowned to come on strong in cold temperatures, so it could be a win for this pairing with the title battle in their wake. All the championship contenders are among the nine-strong Bridgestone contingent, so tyre performance should not affect the title battle.

One deciding factor could be Button's

racecraft — or lack of it. Strange to think of an F1 champion in this way but, with approximately 30 GT300 cars sharing the track with the top division, learning where to pass on new circuits is very much an art form. At least Motegi is wider than Sugo (where Button and Yamamoto won) and Autopolis. "Motegi is a lot easier for traffic — at Autopolis you have a lot of mid-speed corners and it's very difficult to know which side to go," he admits.

"Yeah, it feels good [to be fighting for the championship]. It's tough because it's my first year and there are still circuits that I don't know. I'm still learning circuits and learning how to race with traffic. So yeah, in one more year I will be complete. I'm trying my best and trying to do the best job I can. Sometimes it's not good enough — for example traffic. But I keep pushing. I keep improving. So hopefully the final race will be a great race like Sugo."

RACHIT THUKRAL
AND MARCUS SIMMONS



"SOMETIMES YOU THINK,
'WHY AM I HERE?
I COULD BE AT HOME
WITH THE KIDS' "

ANDRE/SUTTON
motorsport
IMAGES

Raikkonen: get tough to avoid stupidity

FORMULA 1

Formula 1 veteran Kimi Raikkonen believes that tougher stewarding on bigger incidents would eliminate "stupidity" from drivers.

The FIA is constantly adapting its stewarding process to try to improve the policing of bad driving, ranging from appointing former racing drivers to its panel of race officials back in 2010 to tweaking how those stewards should consider applying penalties. New penalty options and a driver penalty-points system are among the ways the governing body has recently tried to clamp down indiscretions.

Stewards have been criticised heavily by several drivers for being too harsh with penalties, but Raikkonen believes the perception that they have been "very strong" is incorrect. "It's so random that you cannot really say it's very strong," he told Autosport in an exclusive interview. "If you are strong enough to stop certain stupidity that is happening, I think we wouldn't have to have these small penalties here and there, for no big reason. Sometimes you have a good reason, sometimes not – but it's so random. If you would be really strict in the main points, then the whole thing would change."

Raikkonen was speaking in a wide-ranging interview during which he opened

up about the strongest season of his second spell with Ferrari, his irritation at media "bullshit" and F1 politics, and the impact of having to leave his young family so often.

It continues a theme of the Finn being much more relaxed in the aftermath of signing a deal to return to Sauber for the next two seasons. Part of the reason he is excited to rejoin Sauber, having started his F1 career there, is because its Hinwil base is close to his home in Switzerland.

"With kids, like our son, I went through the time that he is always hanging on your leg," he said. "That's pretty nasty, when you have to say, 'OK, daddy comes home in two weeks', and the daughter is getting more into that now. Sometimes when you're tired [at races], then you think, 'Oh, why am I here? I could be somewhere else, home.'"

Prior to inking his Sauber deal, the 2007 world champion was subject to much speculation over his future, initially with rumours that McLaren was interested in its former driver before suggestions that he would lose his Ferrari drive and retire.

"I think how much bullshit there is in the media, and stories and gossip and stuff – if that wasn't so much, F1 would be much better," said Raikkonen. "People try to create so much nonsense that it actually starts harming F1. I think if there would be less

nonsense and more actual things that are true it would be better for F1 in many ways."

Raikkonen's no-nonsense approach has helped build a strong working relationship with team-mate Sebastian Vettel at Ferrari and is part of the reason his second stint at the team, which was winless until the recent United States Grand Prix, has lasted so long.

He said politics "plays a big part" but, like with gossip, F1 "would be better" without it. "If you take any sport these days, probably it's the same story with lots of money involved," he said. "It's not good for the sport, but it's just people like to play games."

Raikkonen has been joined in criticising parts of the media by his team boss Maurizio Arrivabene. The Italian took fire at "fake news" reports claiming he had a strained relationship with Mattia Binotto, and rumours that the technical director could leave to join Mercedes or Renault.

"The rumours about Mattia are fake news, put around to create instability in the team," Arrivabene said. "It is an attempt to try to create problems where there are no problems, and I do not want to comment on false rumours anymore. During this season there have been many attempts at destabilisation, sometimes with stories about the drivers, others about the technicians."

SCOTT MITCHELL

FIA justifies aero tweaks for 2019

FORMULA 1

Formula 1 cars should lose around one third less downforce when following each other next year, according to the latest predictions from the FIA.

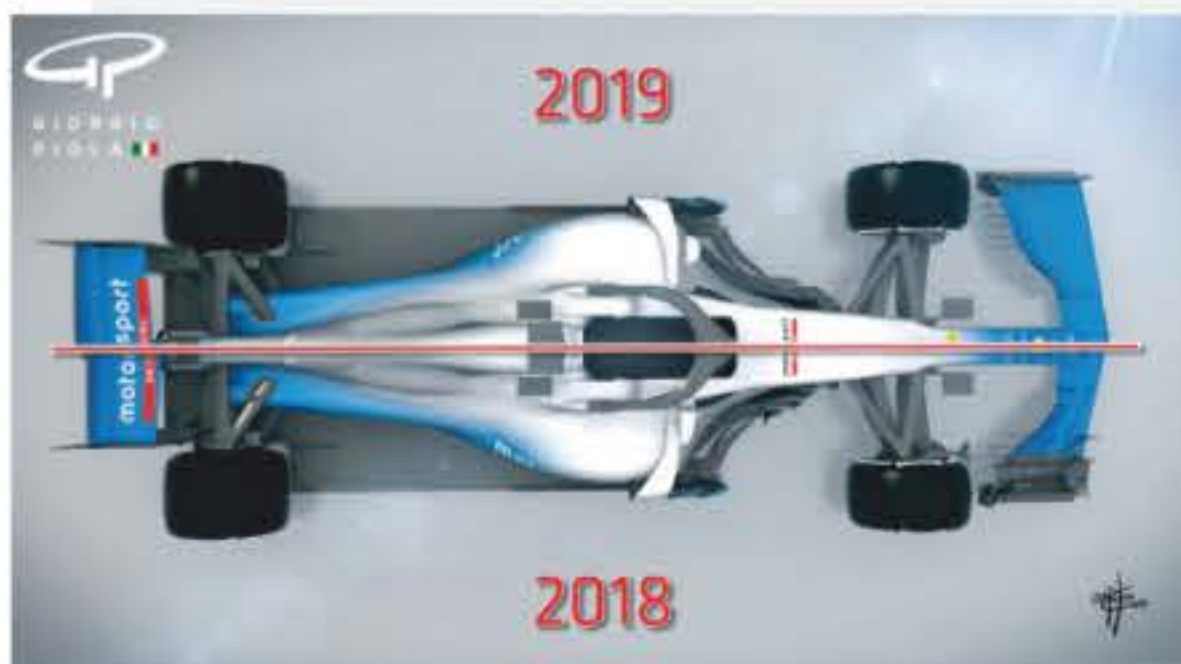
In the wake of difficulties in overtaking since revised aerodynamic rules were introduced last year, teams and the governing body agreed a raft of aerodynamic changes for 2019 to improve the situation. A series of tweaks, including modifications to front and rear wings, are aimed at helping cars to follow each other more closely.

Although the magnitude of the benefit the changes will make will be unclear until cars actually hit the track, FIA single-seater head Nikolas Tombazis said the change will be especially noticeable in medium-speed corners. Speaking in the latest issue of the FIA's *Auto* magazine, Tombazis said: "We consider the critical position to be around 15 to 20 metres between the cars. That's the distance we'd expect to see between cars running half a second apart approaching a medium-speed corner. With the current generation, the following car loses about 30% of its downforce in this scenario. We hope to reduce that by 10%."

Although some teams are sceptical that the changes will make much difference, Tombazis said: "There is a general trend for teams to develop more downforce, which would exacerbate the problem. If we had not intervened, we feel that 2019 would be worse than '18, and '20 would be worse than '19. We now believe that '19 will be better than '18, but no-one is expecting F1 cars to be fighting like touring cars."

The FIA's intervention is backed by Williams chief technical officer Paddy Lowe, who said he had long held concerns about the negative impact of the aero rules. "I was not a fan of the 2017 regulations which, I thought, were a backwards step for overtaking," said Lowe. "I feel that not doing anything now would mean we'd have several years of a worsening situation, as the teams develop more downforce. The FIA and FOM were correct to act at this point and do something different for '19 and '20. I've got quite a high confidence in the technical aspects of what's been done, that it will take us back in the right direction."

JONATHAN NOBLE



MOTORSPORT IMAGES/DUNBAR/LAT

Performance chief Smedley latest to leave Williams

FORMULA 1

Williams performance chief Rob Smedley will leave the team at the end of the 2018 season, ending a relationship that first began 20 years ago in touring cars.

Smedley joined Williams from Ferrari in 2014 as head of performance engineering as the team sought to bounce back from a tough 2013 campaign. It marked a return to the organisation that hired him in 1998 to work as an engineer on the Williams-run British Touring Car Championship Renault Laguna project.

In F1, Smedley helped guide Williams to back-to-back third-place finishes in the constructors' championship, then fifth place in 2016 and '17. He said he has not decided on what he will do next, while Williams has no immediate replacement as it is thought to still be evaluating changes behind the scenes in response to its tough 2018 season.

In between his Williams stints, Smedley worked for Stewart GP, Jordan and then Ferrari, where he was an engineer on its test team before becoming race engineer. He forged a close relationship with Felipe Massa at Ferrari and followed the Brazilian to Williams, albeit after the 2014 season began – Smedley had to wait until just before the third round in Bahrain to start

working with the team.

Smedley joined as part of an overhaul of the Williams engineering department, initially in charge of the pitwall on race weekends and as the senior trackside engineer under then-chief technical officer Pat Symonds. He then moved into a broader role looking beyond race-weekend performance.

His departure from a role created specifically for him gives Williams further opportunity to re-evaluate its structure as it seeks to bounce back from a season in which it is set to finish last of the 10 teams and has also lost Dirk de Beer (head of aerodynamics) and Ed Wood (chief designer).

AUDACIOUS RUSSELL TRIED FOR 2018 SEAT

Williams has signed Formula 2 title favourite George Russell as part of its bid to move up the order next season, but team chiefs are aware that a much better car needs to be produced to allow the Mercedes-backed Briton to make an impact.

It has been revealed by chief technical officer Paddy Lowe that Russell, who has joined on a multi-year deal, initially bid to land a Williams race seat for 2018 as reigning GP3 champion. "He came to me a year ago with a Powerpoint presentation with why he was going to be our best driver," said Lowe. "I've never received one of those before."

SCOTT MITCHELL



Indonesian island to join MotoGP schedule in 2021

MOTOGP

Indonesia will become the latest addition to the MotoGP calendar in 2021 with a new street circuit on the island of Lombok.

Although the race is not yet formally announced, it is understood that a delegation from series promoter Dorna visited Lombok last month and that the contract for the race venue has been awarded to Vinci Construction.

Vinci has been allotted 131 hectares of land surrounding Mandalika, a business area in the southern part of Lombok, and will also serve as the chief investor in the race, with the French company's contribution

expected to be in the region of €900million.

The track will feature an urban element, with Dorna CEO Carmelo Ezpeleta having previously suggested that the start/finish straight and paddock of what was then just a planned street race "in a warm city" could be integrated within an exhibition centre.

MotoGP's arrival in Indonesia confirms South-East Asia as its biggest growth market, with this year's Thailand and Malaysia (above) races both attracting race day crowds in excess of 100,000.

Thailand's Buriram circuit was the sole new venue in 2018, and next year's schedule will comprise the same 19 races after plans for a MotoGP race at Mexico's Autodromo

Hermanos Rodriguez were abandoned.

Ezpeleta has promised to not allow the calendar to expand beyond 20 rounds for the next two years, with the under-construction Kymi Ring in Finland – halfway between Helsinki and the Russian border – due to join the calendar in 2020.

"Until 2021, we will certainly not have more than 20 grands prix a year. From there, we'll see," Ezpeleta said recently. "We have many demands for circuits that want to hold a race. Those who have contracts will have them respected, but from there they will have to negotiate."

**ORIOLE PUIGDEMONT AND
SCHERAZADE MULIA SARASWATI**

Top Mini team takes over BTCC MGs

BTCC

Mini Challenge titan Excelr8 Motorsport will join the British Touring Car Championship grid next season with two MG6 GTs.

The Norfolk-based team has taken over the TOCA BTCC Licences to compete and the cars from AmD Tuning. It is assessing opportunities with other suitable automotive makes for the future, with a focus on British marques, although none of the current

Mini range fits within the BTCC rules regarding the minimum length of the cars.

One unnamed driver has already signed up with Excelr8, and the team is in talks with others regarding the second car.

Team manager Oliver Shepherd said: "We've been looking towards the BTCC for a few years now and when we got the chance to get hold of the MG GTs it was an opportunity that we couldn't pass up. We know we will



have our work cut out to learn about the racing and the new cars."

Team Hard has confirmed two further drivers for 2019. Mike Bushell will be joined in

the Volkswagen CC squad by '18 team-mate Bobby Thompson and Ginetta GT4 Supercup graduate Carl Boardley.

MATT JAMES



INDYCAR IndyCars hit the US Grand Prix Austin circuit last week as the series gears up for its first visit to the Texan venue next year. Andretti Autosport, Carlin and AJ Foyt Racing each sent a car to help tyre supplier Firestone collect data. “I can tell you that our car around that track is awesome!” said 2018 series runner-up Alexander Rossi, who drove the Andretti car. “I had a smile on my face for the entire 90 laps and the package is great.” Because it’s Texas, we’ve pictured the Foyt car, driven at the test by popular IndyCar veteran Tony Kanaan. **Photograph by Owens/IMS**

Prema adds lustre to new Regional F3

FORMULA 3

Top single-seater squad Prema Powerteam has committed to the new European Regional Formula 3 championship, which will kick off in 2019.

The news comes as no surprise ever since the FIA decided at last month’s World Motor Sport Council to give its approval for the first European Regional F3 series to the bid from the ACI, the Italian motorsport governing body that was acting on behalf of Italian Formula 4 promoter WSK.

WSK is understood to have had strong support from the Ferrari Driver Academy, which was also instrumental in launching the world’s first FIA F4 series in Italy in 2014. The FDA has since placed its F4 proteges with Prema, with Lance Stroll, Marcus Armstrong and Enzo Fittipaldi winning the Italian F4 titles of 2014, ’17 and ’18 with the squad as Ferrari juniors.

While Stroll and Armstrong graduated directly to the Formula 3 European Championship, the demise of that series for 2019 and its replacement with the new Formula 1-supporting FIA F3 Championship

is likely to make a similar step more daunting for an F4 graduate, with the new breed of F3 cars producing 350bhp.

Regional F3 (right) would therefore be a more realistic destination for F4 graduates, and it would be logical for a driver such as Fittipaldi to move into this series.

Prema team principal Angelo Rosin (right of pic, below right) said: “It’s with great pleasure that we announce our entry in the European Regional Championship. As always, we want to support our young drivers in the most effective fashion and, by joining this series, we will provide them with a complete ladder towards Formula 1. We already showed our potential when joining new championships, and we are going to work hard to keep our banner high again.”

The series, which will carry a total prize fund of €200,000, has been confirmed for a five-year period, using the same Tatuus chassis and Autotecnica-tuned Alfa Romeo turbo engine from the new-for-2018 Asian F3. Rounds are tipped for Hungaroring, Red Bull Ring, Hockenheim, Barcelona, Imola, Vallelunga, Monza and Mugello.

MARCUS SIMMONS



IN THE HEADLINES

CALDERON IN SAUBER

Sauber test driver Tatiana Calderon had her first run in Formula 1 machinery in a post-Mexican Grand Prix filming day at Mexico City last week. The GP3 racer completed 23 laps across four stints.

DELETRAZ TO TEST HAAS

Formula 2 racer Louis Deletraz will get his first F1 test with Haas at Yas Marina after the Abu Dhabi Grand Prix. The Swiss, son of ex-F1 backmarker Jean-Denis Deletraz, will drive on the second of three days of testing. He races in F2 for the Ferrari Driver Academy-affiliated Charouz Racing System.

MARI HULMAN GEORGE 1934-2018

The chair of Indianapolis Motor Speedway from 1988-2016, Mari Hulman George, died last week. She was 83. The daughter of Tony Hulman Jr, who saved IMS in 1945, she formed a successful Champ Car team and married one of its drivers, Elmer George. Their son Tony George founded the Indy Racing League, which grew into the current IndyCar Series. A noted philanthropist, Hulman George oversaw an era that brought F1, NASCAR and MotoGP to the Speedway.

WRC TO LAUNCH AT ASI

The 2019 World Rally Championship will be launched at Autosport International on Saturday January 12. For the second year in succession, every WRC driver, co-driver, crew and car will be present in Birmingham's NEC. Next year, however, the launch has been moved to a public day, offering fans the ideal opportunity to see their heroes and new car liveries ahead of the Monte Carlo Rally, which follows just over a week later.



MOTORSPORT IMAGES/PORTLOCK/LAT



Loeb back to the desert

DAKAR RALLY

If Sebastien Loeb's not careful, nobody's going to believe a word he says. Earlier this year, when he wasn't dismissing his chances of winning a round of the World Rally Championship, he was laughing off talk that he could be back in South America for another shot at a Dakar Rally win. Those days, he reckoned, were behind him.

Now, just days after his 79th WRC win, he's booking his tickets to Peru: Loeb and co-driver Daniel Elena are Dakar-bound and chasing a maiden marathon event success from January 6-17.

The luxuries of a Peugeot factory contract, mile after mile of testing and a wide-track 3008 DKR Maxi are long gone, though. Come January, rallying's most successful partnership will have completed a private test somewhere in the sand in December and plastered some Red Bull stickers over a two-year-old Peugeot run privately by a team from just north of Dijon.

Aside from an old 3008 DKR and the lack of factory backing, Loeb's well aware of what stands in the way of him and the PH Sport squad becoming the first privateer Dakar winner since Jean-Louis Schlesser

in 2000. And it's not just a 3000-mile competitive route, more than 70% of which will be run through the Peruvian deserts — Loeb is better on the rough-but-rally-ready roads similar to the ones he's conquered so often in his WRC days.

His big obstacle will be an X-raid Mini squad made up of a trio of his former Peugeot colleagues: Stephane Peterhansel, Carlos Sainz and Cyril Despres. And, as if that's not enough, there are more former winners in the shape of Nasser Al-Attiyah and Giniel de Villiers in the Toyota camp.

It is the feeling of being the underdog that has captured Loeb's imagination this time. "Throughout my career I've always been considered to be a favourite," said Loeb. "While I'm obviously motivated by winning, having fun is important too, so taking part in the 2019 Dakar with Daniel as private outsiders is a fantastic challenge. I'm ready to give it a go: a little bit like my three WRC appearances this year, where success was far from being guaranteed.

"The key thing will be not to get stuck in the dunes. This is what Daniel and I will work on during my test, as navigation in the dunes is really tricky. I only made the decision to go to Dakar again at the last minute, but I'm still hungry for the win."

DAVID EVANS



**HAVERSHAM
CAPITAL**

Specialist finance solutions throughout the motorsport industry.
Helping your team build a competitive and successful future.

☎ 03333 447488 ✉ info@havcap.co.uk 🖱 havcap.co.uk

F1 BRAZILIAN GRAND PRIX PREVIEW



UK START TIMES

FRIDAY
FP1 1300 FP2 1700

SATURDAY
FP3 1400 QUALIFYING 1700

SUNDAY

RACE 1710

LIVE ON SKY SPORTS

BBC RADIO 5 LIVE SPORTS EXTRA 1700

HIGHLIGHTS ON CHANNEL 4 2230

DRIVERS' CHAMPIONSHIP AND CONSTRUCTORS' CHAMPIONSHIP SO FAR

1	Lewis Hamilton	358
2	Sebastian Vettel	294
3	Kimi Raikkonen	236
4	Valtteri Bottas	227
5	Max Verstappen	216

1	Mercedes	585
2	Ferrari	530
3	Red Bull	362
4	Renault	114
5	Haas	84

TYRE ALLOCATION



TRACK STATS

LENGTH 2.677 miles

NUMBER OF LAPS 71

2017 POLE POSITION
Valtteri Bottas 1m08.322s

POLE LAP RECORD
Valtteri Bottas 1m08.322s (2017)

RACE LAP RECORD
Max Verstappen 1m11.044s (2017)

PREVIOUS WINNERS

2017	Sebastian Vettel	Ferrari
2016	Lewis Hamilton	Mercedes
2015	Nico Rosberg	Mercedes
2014	Nico Rosberg	Mercedes
2013	Sebastian Vettel	Red Bull
2012	Jenson Button	McLaren
2011	Mark Webber	Red Bull
2010	Sebastian Vettel	Red Bull
2009	Mark Webber	Red Bull
2008	Felipe Massa	Ferrari



THEMES TO WATCH

ANOTHER F1 TITLE FOR MERCEDES?

Lewis Hamilton has the drivers' title in the bag, but Mercedes still has to wrap up the constructors' crown. This should happen in Brazil – provided Ferrari does not outscore Mercedes by 13 or more points – to give the Silver Arrows a fifth consecutive title.

BOTTAS'S SHOT AT REDEMPTION

Valtteri Bottas is the only driver in the top three teams not to win a race so far this year. But he came within a late-race puncture of doing so in Baku, and had to hand victory in Russia to Hamilton. Hamilton has never won a race after being crowned during a season, and he owes Bottas one...

BATTLE FOR SIXTH

Racing Point Force India looked sure to overhaul McLaren for sixth in the constructors' championship, but things seem much harder now. The revived team is 15 points behind and needs a two-car points finish in Brazil to carry a shot into the season finale later this month in Abu Dhabi.



GRAND PRIX HOLIDAYS FROM AN AMAZING £899^{PP}



**EXCLUSIVE MARTIN BRUNDLE
EVENT AVAILABLE AT THE
SINGAPORE, CHINESE AND
MONACO GRANDS PRIX**

Upgrade your amazing Formula 1 holiday by adding an exclusive event with racing legend Martin Brundle. Held in iconic locations, these events offer the chance to meet Martin while he answers questions about all things Formula 1 and gives his expert insights into the upcoming races.

SINGAPORE

MONACO

SHANGHAI

MILAN

SINGAPORE GRAND PRIX

FROM ONLY
£1,499^{PP}

4 NIGHTS / DEPARTING 19 SEPTEMBER 2019

DEAL CODE
GPX7229

- 4 night hotel stay in Singapore
- 3 day Grandstand ticket to the Singapore Grand Prix including:
 - Friday 20th September 2019 (Practice Day)
 - Saturday 21st September 2019 (Qualifying Day)
 - Sunday 22nd September 2019 (Race Day)

UPGRADES AVAILABLE: 7 night hotel stay in Bali
+ Martin Brundle Event (Call or go online for further details)

CHINESE GRAND PRIX

FROM ONLY
£1,499^{PP}

4 NIGHTS / DEPARTING 11 APRIL 2019

DEAL CODE
GPX7234

- 4 night hotel stay in Shanghai
- 3 day Grandstand ticket to the Chinese Grand Prix including:
 - Friday 12th April 2019 (Practice Day)
 - Saturday 13th April 2019 (Qualifying Day)
 - Sunday 14th April 2019 (Race Day)

UPGRADES AVAILABLE: 6 day fully escorted China Tour
+ Martin Brundle Event (Call or go online for further details)

ITALIAN GRAND PRIX

FROM ONLY
£899^{PP}

4 NIGHTS / DEPARTING 5 SEPTEMBER 2019

DEAL CODE
GPX7237

- 4 night hotel stay in Milan
- 3 day ticket to the Italian Grand Prix including:
 - Friday 6th September 2019 (Practice Day)
 - Saturday 7th September 2019 (Qualifying Day)
 - Sunday 8th September 2019 (Race Day)

UPGRADE AVAILABLE: 3 night hotel stay in Lake Garda
(Call or go online for further details)

MONACO GRAND PRIX

FROM ONLY
£2,699^{PP}

4 NIGHTS / DEPARTING 23 MAY 2019

DEAL CODE
GPX7233

- 4 night hotel stay in Nice
- 2 day Grandstand ticket to the Monaco Grand Prix including:
 - Saturday 25th May 2019 (Qualifying Day)
 - Sunday 26th May 2019 (Race Day)

INCLUDED WITH YOUR HOLIDAY ON FRIDAY 24TH MAY 2019:
Champions Club at La Maree Restaurant in Monaco with
Martin Brundle including gourmet food and drinks

FREE ANNUAL SUBSCRIPTION TO F1 RACING MAGAZINE WITH EVERY BOOKING!*



VISIT US ONLINE FOR MORE GREAT HOLIDAYS:

IMAGINEMOTORSPORT.COM/GB/AUTOSPORT

0800 049 9108

CALL ONE OF OUR EXPERTS
OPENING HOURS: MON TO SUN: 9AM - 8PM



ABTA
ABTA No. Y6300

For full terms and conditions please visit our website www.imagemotorsport.com. Prices are per person based on two adults sharing a hotel room. Imagine Motor Sport are fully ABTA and ATOL bonded. Prices are correct at the time of print and are subject to change. *T&C's apply



CHANGE OF MINDSET

Max Verstappen has been very reluctant to admit he's altered his approach this season, but at the root of his turnaround may be an acceptance of the need to not try too hard

EDD STRAW

Only the most committed contrarian would argue that Lewis Hamilton hasn't been the class of the Formula 1 field this season. No driver has come close to delivering his consistent pace, sound judgement and killer instinct on race day during 2018 – except perhaps one.

To be more precise, we should say four-fifths of a driver. Max Verstappen has performed superbly since the first half-dozen races of the season, when he closely resembled a premium Pastor Maldonado – brilliantly fast but with a self-defeating streak that cost him two potential victories. 'Mad Max', as some rather predictably dubbed him, was all over the place. Since the first 28% or so of the campaign, he's been fantastic.

The 21-year old has spent much of the rest of the year insisting, emphatically, that he has not changed his approach one iota. During a memorable press conference at the Canadian Grand Prix, he joked he would "headbutt someone" if asked one more question about how he had responded to the errors. At least, it seemed like a joke...

And yet something clearly did change in Verstappen. Perhaps he considers the constant phrase "change of approach" and its variants to encapsulate something more fundamental than

"BASICALLY I JUST BACKED IT OUT A LITTLE AND THAT SEEMS TO MAKE ME A BIT FASTER"

what he has done. But whatever you choose to call it, there has been a difference in him that's had a very significant impact.

But after his brilliantly executed victory in the Mexican Grand Prix last month, Verstappen did concede there was a difference now to the difficult early stages of the season in his answer to a question from Autosport's own Scott Mitchell.

"The difference is I just listen to myself," said Verstappen. "I do my own thing. If I was maybe overdriving or something, my dad would always tell me, 'Max, even if you think you are not going fast enough, it's still fast enough.' So basically I just backed it out a little bit and that seems to make me a bit faster."

You might boil that down to one simple aphorism: don't try too hard. A significant lesson, and one that has been at the heart of many great champions fulfilling their potential.

That potential is undeniable. Verstappen is not merely a fast, race-winning grand prix driver, but very likely will become more

than that. It's impossible to be certain why Verstappen's judgement was so badly awry early this season. But it's possible that his expectations were for more than just the odd victory, which perhaps played a part in the impatience of that period. Was it a refusal to accept that he didn't have a car worthy of his talent? Did he try to force the issue too much?

Had Verstappen let it come to him, relied on the fact that in both cases he already had prodigious speed and that he only needed to be at 99% to beat others at 100%, perhaps he'd have two more victories to his name now. That's the lesson.

Verstappen is very close to the level of a world champion. His speed is unquestionable, he's a great tyre manager, he can execute races well, rarely underachieves in qualifying and can pull immense passing moves out of the bag. But the big question is whether he can deliver that consistently over 21 races and match Hamilton's dependability. Hamilton lets races come to him when he can, is entirely assured and comfortable in his ability, and that's what makes him such a formidable driver. The aggression is controlled and deployed only when necessary.

But since that early-season bad run, Verstappen has danced along that tightrope very effectively. The first race after that sequence was in Canada, where he showed sound judgement by backing out of a potential pass on Valtteri Bottas. He seized his victory chances in Austria and Mexico brilliantly, and might even have given Hamilton a run for his money in Singapore had engine stutters on his final Q3 lap not denied him a shot at pole position. And there have been plenty of other excellent drives to top-six positions.

There have been a couple of errors in that period. He still moves around in braking zones too much, leading to his penalty at Monza when he forced Bottas off the track, and careless rejoining after an off at the chicane at Suzuka led to him crowding Kimi Raikkonen off the circuit and another five seconds were lost. This could be very costly in a title fight, where you must maximise your results week-in, week-out. Right now, Red Bull and Verstappen are sniping for race wins, which justifies risk-taking. In a title fight, he would need to be more like Hamilton in his judgement.

In the 13 races from Canada onwards, Verstappen has largely driven superbly. Judged on this run of races, he's second only to Hamilton in terms of his performance, and this is the form he will need to sustain to win a title. Eliminate that tendency to attract penalties, and he could be unbeatable.

There's every chance that Verstappen will win a world championship in the future; probably more than one. He's hugely able, stunningly fast and, when he keeps the right side of the line, great in battle. And if he does so, perhaps the approach that he supposedly didn't change after the first half-dozen races, but clearly did, will be a big part in his story. *W*



LOEB'S WIN IS NO DISGRACE

Does it really reflect badly on the World Rally Championship that a supposedly semi-retired legend can simply drop in and beat the title contenders?

DAVID EVANS

Coming back. It's not always the best idea. Past results, optimism and rose-tinted spectacles are no guarantee of scaling the heights once more. In our world, Nigel Mansell's abortive F1 return for McLaren in 1995 is proof that the future need not necessarily follow the trajectory of the past. Elsewhere, Bjorn Borg probably wishes he'd gone straight to the seniors' tour rather than trying to recreate his glory days of eight years earlier when he returned to first-class tennis in '91.

But sometimes returning to the fray is a great plan. George Foreman retook the world heavyweight title 21 years after he wore the belt for the first time; Michael Jordan led the Chicago Bulls to three straight NBA titles after a couple of years of trying his hand at baseball. Maybe the Jordan analogy is the closest for the purposes of this column: he stayed in sport, albeit playing with a different kind of ball.

Since Sebastien Loeb retired from the full-time World Rally Championship at the end of 2012, he has carried on participating in motorsport, just in a variety of different forms. But what does his ninth Rally of Spain victory, taken last month, say about Loeb? Or does it say more about the modern-day WRC that a driver can

"IT'S NOT AS IF LOEB HAS BEEN ATTENDING TO THE GERANIUMS SINCE STEPPING BACK"

simply turn up and win? Should we be surprised that the 44-year-old Frenchman can come back and do what he did?

No. Loeb had won 78 rounds of the World Rally Championship before his success on the penultimate round of this year's series. In short, he's rather good and he always has been.

It's not as if Loeb has been attending to the geraniums since stepping back from the full-time WRC. These past six years or so he's been very busy in competition across a mixed set of disciplines, including FIA GT, Porsche Supercup and rallycross. The 2014 and '15 seasons were taken up with the World Touring Car Championship, but again he was back in the WRC for a one-off Monte Carlo shot in '15, when he led for the first couple of days before sliding off the road and finishing eighth.

The past three years have been all about the Dakar Rally and World Rallycross. But rallying's never been far away, and he's undertaken a handful of outings in various motors. Most

memorable was his Rallye du Var effort last year, when he pressed his own glorious-sounding Peugeot 306 Maxi into action against humble folk with more power and twice the driven wheels to lead before an engine problem forced him to the sidelines.

So we shouldn't be under the illusion that the nine-time champion has been sitting at home enjoying the fruits of his labours. He hasn't. His time in world rallycross is especially relevant. The ability to get a car off the line cleanly and be 100% on it from the first corner to the last is what wins races in rallycross. Those same skills translate to and from rallying perfectly; the corners are just slightly lonelier places in rallying.

In a recent Autosport podcast, I likened rally drivers to spin bowlers in that they get better with age. Much as it pains me to say so, nobody can deny that Shane Warne is the best spin bowler ever to take the field, and he remained at the top of test cricket for 15 years. He did that via a constant learning process in which he took experience from every delivery and used it in the next.

That's what rally drivers do. Knowledge is layered year on year – it can't be bought. Racing drivers arrive at their first Spanish Grand Prix knowing the Circuit de Catalunya intimately, having run lap after lap after lap in testing or on a simulator. There's none of that in rallying. Rallying is all about banking data.

When Loeb rolled out of service on hard tyres on a damp and chilly Sunday morning, the rest of the world thought he'd lost his marbles. He hadn't. He'd called on the numbers and the knowhow of 13 previous trips to Spain. The Tarragona lanes hadn't changed in the six years since he was there last, and he knew it.

As we all know, changeable and evolving weather opens a window of opportunity and Loeb certainly made the most of that. Would he have taken the same gamble if he'd been in the thick of the championship race? Possibly. But probably not. He had nothing to lose and he gained everything.

Earlier this year, Loeb's outings in Mexico and Corsica (where he led or set fastest times in both rallies) demonstrated he has lost none of his edge in a rally car. Undoubtedly, age will have cost him a second or two in terms of outright pace, but Spain demonstrated that experience can still counter youth and exuberance when push comes to shove.

Jari-Matti Latvala remains the youngest WRC winner at the age of 22 and Bjorn Waldegard the oldest at 46. Further proof, if needed, that there's plenty of life – and wins – left in Loeb.

We should embrace Loeb's win as part of the enchanting story that is the 2018 season rather than abhor it for casting a shadow over the current crop of WRC stars. And anyway, had it not been for a puncture on Saturday morning, Ott Tanak would have had them all licked for the fifth time in six starts, and Loeb's performance would be a subsidiary story to the main event. 🌟

YOUR SAY

OPINION PIT + PADDOCK

It does make the heart sink when you consider where such resource could be used effectively without detriment to grand prix 'racing'

NEIL DAVEY

Spending money for the sake of it

'Drawing Board' with Giorgio Piola and Gary Anderson is a perfect illustration of where F1 is going wrong; in the October 11 issue it was an explanation of the new floor for Ferrari, which involved huge sums of money and resource for a minimal return. Do they do it because they can due to the budgets they have available? If Ferrari et al had the restricted resources of the smaller teams, this type of nonsense would be severely curtailed.

I have written in the past about this, but it does make the heart sink when you consider where such resource could be used effectively without detriment to grand prix 'racing'. I have also stated in the past that the designers/technicians are not building racing cars, just high-speed projectiles.

Neil Davey

Newport, South Wales

Formula 1's predictable predictability

A little perspective is overdue among the usual hyperbole on the Formula 1 World Drivers' Championship. This skewed competition is structured akin to the top four seeded Wimbledon players playing with the latest graphite racquets, the next four with aluminium racquets from the 1990s, and the remainder with wooden racquets from the '60s!

Regardless of talent, the outcome is predictable – barring the occasional mishap. Almost without exception, since the inaugural championship in 1950, the lead driver in the best car has won the title, often with monotonous regularity.

Moreover, the technically superb aerodynamics of F1, regrettably, make for very dull racing, with overtaking by similarly matched cars all but impossible. Previous occasions when a 'champion' calibre driver won a grand prix driving inferior cars were, arguably, Stirling Moss in the late 1950s, and Tazio Nuvolari in the pre-war era.

William Pender

Salisbury



Looking back(wards) at a remarkable race

Your 'From the Archive' photo of the Mini race before the 1960 British Grand Prix (November 1) takes me back. What you cannot know is that Innes Ireland (above, centre) could be seen before the start having a quiet word with all the other drivers. When the Union Jack fell, the whole grid set off in reverse! Those were the days.

Andy Ritchie

Loxwood, West Sussex

F1's new source of energy

Red Bull; Monster Energy; Coca-Cola; and now Rich Energy. At last F1 has found a replacement for nicotine: it's caffeine.

Graeme Innes-Johnstone

Elland, West Yorks

Correction

Porsche Supercup ace Nick Yelloly continues to act as simulator driver for the Racing Point Force India F1 team. In Autosport last week he was erroneously described as the squad's 'former' simulator driver.

HAVE YOUR SAY, GET IN TOUCH

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

@
E-mail
autosport@
autosport.com


Visit our website
autosport.com


Twitter
twitter.com/
autosport


Facebook
facebook.com/
autosport


Instagram
instagram.com/
autosportdotcom


YouTube
youtube.com/
AUTOSPORTdotcom

INSIGHT

WHY LEWIS HAMILTON WON'T REST • YANN EHRLACHER: WTCR YOUNG GUN •
DARREN TURNER'S WIN IN A CLASSIC ASTON • VOTE FOR YOUR STARS OF 2018





THE BEST DRIVER OF HIS ERA GETS BETTER

You'd think that Lewis Hamilton would be kicking back after a relentless season that culminated in his fifth F1 title.

Not so — he's already preparing for his sixth

JONATHAN NOBLE

Y

ou would think that Lewis Hamilton, after the intense season he's endured, would have an overriding feeling of relief to have that fifth world title in the bag with two races to spare. After all, this season has given Mercedes its biggest

challenge – and therefore put it through its biggest stress points – since it became Formula 1's dominant force from the start of the turbo-hybrid era in 2014.

It was Ferrari that had the fastest car for much of 2018, and there were times when all the indications were that Mercedes was broken and it was Maranello that was going to come out on top. But a combination of some brilliance from Hamilton and car progress from Mercedes, allied with a run of errors by Sebastian Vettel and Ferrari, turned things around dramatically.

And rather than exhaustion in wake of a campaign in which Mercedes came close to seeing it slip away, Hamilton actually seems inspired and enthralled by the competition. "It's amazing – I love it," he enthuses about the Ferrari threat as he sits down to reflect on a historic fifth world championship title. "I always felt they [Ferrari] were not too far away from arm's length. But I love it when it's that scenario."

Hamilton has certainly been able to make the difference this year. After a campaign in which the performance edge swung frequently between Mercedes and Ferrari, many of the significant moments where the big points were won were all down to the man in the cockpit.

It wasn't the days like the Spanish or French grands prix, where Hamilton reeled off wins with the weekend's fastest car, that mattered. Instead, think of the Hungarian, German or Italian races, where he was on the back foot yet pulled off victories that should not have been his. Think too of that magic qualifying lap in Singapore that acted as a killer blow to Vettel and Ferrari.

It's those afternoons, where Hamilton ripped up the formbook and helped Mercedes triumph when it was not supposed to, that are key to understanding how, by embracing the challenge, he was able to hit new highs. "The best parts of the season have been when we've been on the back foot," he agrees. "There were those times when we ended up further back for whatever reason, and then managed to claw our

"THE BEST PARTS OF THE SEASON HAVE BEEN WHEN WE'VE BEEN ON THE BACK FOOT, FOR WHATEVER REASON, AND THEN MANAGED TO CLAW OUR WAY BACK AND COLLECTIVELY DO A BETTER JOB OVERALL"



way back and collectively do a better job overall. They are team and they are driver. I think that's what's made the difference this year, which is something the whole team can be really proud of."

That proves Hamilton's belief that it's wrong to isolate his own success from that of the team's – he is clear that, without Mercedes having done its own job to get its car within touching distance of Ferrari, he would have been unable to play his part. "What you guys don't get to see is I have this large group of people to utilise, they are my tools, my soldiers, whatever you want to call them," he points out. "And it's how you get the best out of everyone. We all individually – driver and mechanics – think we're operating at the highest, but one of us can lean against another and pull more out of them."

"My job is to try to extract the most from every single person there. So, how you understand personally coming into a weekend, how you debrief after each session, how you engage with everyone when you have a shit weekend, how you lift everyone up even though it's probably, 'Damn, it's been a crap weekend'. How you nurture that and build upon it has been key this year."

"Just right now before you came, I was in here with my closest guys in terms of engine... on the electronics there are a couple of guys, who've



Mercedes' traditional
Singapore disadvantage
was turned on its head

been my... they are the guys I'm most connected to in terms of talking, to extract the most out of them. How I get the best out of each and every one of them is key. If I didn't get those guys in the right positions, I wouldn't be able to extract what I have in me. I have always had what I have in the way I'm driving, but if they mess up or slip or didn't do something right, I cannot unlock the potential in the car. That's why it's a collective group."

But for all Hamilton's talking-up of the team, it's his own contribution that led to the inspired moments that were decisive in shifting the title momentum his way. You get a sense that at these times when Hamilton's brilliance shines through, something clicks inside him at the very moment when things appear to be slipping away from him.

We've seen this before in his career: think of how he turned the negativity ahead of the 2008 British Grand Prix into the inspiration for one of his greatest wet weather drives. Or in '14, when he was so angry at missing out on pole position at Silverstone that he went home to his father's house the night before the race, regathered his thoughts and came back to pull off a brilliant win.

Those against-all-odds moments, where Hamilton knows he has to do something special — or more importantly knows that magic

will make the difference — are where he is at his best. And that's exactly what was needed at times in 2018. "It's all about seizing the moment," he says. "When it rains in Budapest, for example, I would imagine it's easy to look at it and think, 'Shoot, that makes it much harder for us all.' That's looking at the glass half-empty.

"I look at it the other way, like, 'This is an opportunity for me. Great. Today now I know I can make the difference in the wet if I put it together.' Now, knowing it initially and actually doing it are two different things. Then I go into the zone of how am I going to put this lap together collectively to make sure I'm ahead?"

There's a flipside to this too: just as Hamilton was able to take the glass-half-full approach when required, he also never wasted golden opportunities in the way Vettel did in Germany, when the win was there for the taking and Seb came away with nothing. Even when Mercedes was coming from behind, it was important for Hamilton not to overstretch things and make mistakes. "Usually what happens in those scenarios is you overdrive," he explains. "That comes with experience. So it's >>

TIPPING THE BALANCE

Wolff says his driver just keeps getting better



MOTORSPORT IMAGES/ETHERINGTON/LAT

HAMILTON THE DIFFERENTIATOR

FOR HALF OF THE 2018 SEASON, THE BATTLE FOR THE world championship swung back and forth between Lewis Hamilton and Sebastian Vettel. But from his victory in September at Monza, which Hamilton himself considers the key turning point that broke Ferrari's challenge, the Mercedes driver marched imperiously to the title.

Mercedes team boss Toto Wolff was in no doubt that Hamilton's continuous excellence made all the difference. "He has been the differentiator," said Wolff after Hamilton's title victory in Mexico. "Our car was the fastest at times, then not the fastest at other times.

"Keeping calm and holding his nerve [is a strength].

We had times when the car was good enough to win and times when the car was not good enough to win, and he was very stable. His racecraft is great and that is always one of his strengths. But this year that was definitely one of the key factors."

"HIS RACECRAFT HAS ALWAYS BEEN ONE OF HIS STRENGTHS. BUT THIS YEAR IT WAS A KEY FACTOR"

Wolff has Hamilton signed up until the end of the 2020 season after a new contract was finally completed mid-season. If he wins both of those titles, which is possible, he will match Michael Schumacher's record of seven crowns. Wolff is focused only on the now but, while Hamilton and the team continue to perform, he sees no reason why they shouldn't keep going.

"We said that one of his great character traits is that he concentrates on the today, and before matching Michael he has to get a sixth one," says Wolff. "We haven't scored a single point for that one. So I think one step at a time. As long as we provide a car that is competitive and can win championships and he continues to drive like he does, this can be a relationship forever."

Wolff certainly believes that Hamilton, who turns 34 in January, is still getting better. That's an ominous sign for anyone hoping to beat the reigning champion in the coming seasons. "This is the best Lewis Hamilton I've seen in the last six years," says Wolff. "He has driven better, he has been better out of the car. Very, very complete."

EDD STRAW

TEE/LAT
motorsport
IMAGES



not overdriving, letting it almost come to you a little bit in the car. There's only a certain amount you can do.

"One thing I'm good at is overdriving. I can overdrive, but not to the point where it's detrimental – it's controlled overdriving. I don't know if everyone thinks they can do controlled overdriving. We all overdrive at some points in our career and it's something I don't feel I've done much this year. Maybe at the beginning of the year there were times when I might have been overdriving, to compensate for issues I was having with the tyres or whatever."

The start to the campaign was definitely not straightforward, as the team experienced the kind of difficulties that manifested themselves in Mexico, the weekend Hamilton clinched the title. "Look at the beginning of the year – we lost the first grand prix where we should have won it," adds Hamilton. "Look back at China. That was a shocking weekend. Montreal was a shocking weekend. There have definitely been those in the first half of the season, and it wasn't great. We had that spice of magic in Melbourne and we were, 'OK, if we can hit this every time we should beat them,' but then we couldn't find it again."

After the against-form wins in Germany and Hungary, it was the breathing space of the summer that left Hamilton confident that the



"IT'S VERY DIFFICULT TO GAUGE HOW AGGRESSIVE YOU SHOULD BE. YOU GO TOO FAR, SPIN OFF, OR CRASH. OR DON'T DO ENOUGH AND YOU DON'T CAPITALISE ON THE WINDOW THAT WAS THERE"

Hamilton reckons
one of his strengths is
"controlled overdriving"

second part of the season would be better – especially with a big upgrade being unleashed for the following Belgian GP. "We were all pumped coming back in with this great upgrade coming," he says. "It was a big, big upgrade, the biggest I've had [at Mercedes]. The only time I've had a bigger upgrade than that was 2009 [at McLaren], when we had a really bad car and then we had a massive eight-tenths upgrade at the Nurburgring. I don't remember one since then or before then having a bigger package. And then they [Ferrari] came with one that was as big, if not slightly bigger!"

Vettel's success in Belgium was a blow. Yet the Spa defeat acted as a catalyst for both team and driver, with team principal Toto Wolff sending that famous email where he told his engineers: "We are not giving up. This is not a championship we are going to lose. We need to find the answers."

The next race at Monza proved to be a turning point, when Ferrari blew a weekend on which it should have finished one-two, and Hamilton pulled off a brilliant win against the odds: "We knew we were up against it coming into Monza. We were hopeful that we might be able to outperform. Probably with a perfect lap maybe I could have qualified second.

"Actually on my side I was frustrated... No, pissed off with myself basically. That's just how it is – I never hold back on it. I thought, 'I've done all that practicing, then you mess it up in qualifying'. I did do a good lap, it was just I still lost half a tenth here or there and that would've been the difference between second or third.

"Then, Saturday night it was difficult. I was thinking a lot about how aggressive I wanted to be on the Sunday. It's very difficult to gauge how aggressive you should be. You go too far, spin off, cause an accident and start from last. Or crash. Or don't do enough and you don't capitalise on the window that was there. That's always the unknown. You don't know what's going to happen until it's presented to you, and that's the great thing about motor racing, particularly races.

"Every Sunday has been different, every Turn 1 has been different, every Turn 2 has been different. You don't know where the cars are going to be. You can't predict what the other guy's going to do. It's the most exciting part. It's also nerve-wracking."

Hamilton's mental preparations that Saturday night proved a success. With Ferrari team-mates Kimi Raikkonen and Vettel racing each other, they allowed Hamilton to get within touching distance, and his move at the second chicane was decisive – not only for his win, but also in >>



HAMILTON THE DRIVER

LEWIS HAMILTON'S MARCH TO A FIFTH WORLD CHAMPIONSHIP has produced arguably his most complete season, in which he comfortably defeated a strong rival in Sebastian Vettel and clinched the title with two rounds to spare. But what really has been striking about his season is his lack of significant errors.

Vettel, meanwhile, has thrown away big points. And while the Ferrari star says that his German Grand Prix error – where he crashed out while leading – was a very small mistake that wouldn't have put him out of the race had he not done it at the one corner with an inescapable gravel trap, Hamilton has known exactly when he can and cannot get away with things.

His decisions in wheel-to-wheel battle have been

impeccable. His passes on Vettel at Monza and Sochi showed outstanding judgement, and at times he has backed out of dicey moves knowing you need to play the percentages to win the title.

Behind the wheel, he retains the ability to brake hard and late and rotate the rear aggressively if needed, but in recent years

"HAMILTON HAS KNOWN EXACTLY WHEN HE CAN AND CANNOT GET AWAY WITH THINGS"

he has become a driver who turns in that bit earlier, asking less of the car and achieving a great level of consistency because of it. He lets the car do the work, something doubly important in these V6 turbo-hybrid days of ever-heavier cars that would make the early-days Hamilton driving style more difficult. And with the need to set up cars with an understeer balance to protect the rear tyres, this is even more important.

Hamilton has made the odd error this season, for example his big lock-up in Baku that forced an early strategy-compromising pitstop. That should have eliminated any hope of him winning the race, but for Vettel's own error and Valtteri Bottas's late puncture. The mistakes he has made have not proved anywhere near as costly as Vettel's.

As Hamilton has evolved, his ability to get the most out of bad days has improved. He struggled at times during the first four races of the season, but emerged from that stretch with the championship lead. Knowing that Mercedes would hit its stride, the combination of maximising the hard times then bossing the good times made him unbeatable.

EDD STRAW

"SEB'S DIFFICULT TIME WAS WHEN HE MADE A PERSONAL MISTAKE. WHEN THE TEAM MAKES A MISTAKE IT'S PAINFUL, BUT A MISTAKE AS A DRIVER, WHEN IT'S IN YOUR CONTROL, THAT'S A HORRIBLE FEELING"



deflating Vettel and Ferrari. "I would say that day was probably the biggest psychological blow for them," says Hamilton. "They'd had a couple – Seb's psychologically difficult time was when he made a personal mistake. When the team makes a mistake it's painful, but when you personally make a mistake as a driver, when it's in your control, that's a horrible feeling. So he would have taken that [incident at Hockenheim] to heart. Then we had that fight at Monza. That would've been a team blow for them surely. But we still didn't get complacent after that great result for us. We knew that we still had to execute. We were going to places like Singapore where Ferrari again usually destroy us. And what a weekend it was.

"None of us predicted the things that were going to happen. We couldn't have predicted we were going to win in Hockenheim; no-one knew we were going to win in Monza or particularly Singapore. Collectively we've all done an amazing job in this team. How we manage our sessions, depending upon whether we go out first in qualifying or later on, which the Ferraris always do and get stuck in traffic... All these different things. We've really listened to each other and really executed."

There is no sense that Hamilton feels he has peaked, and the determination is there to be an even better driver in the future.



Vettel's error on home turf was a significant psychological blow



ETHERINGTON/LAT
motorsport
IMAGES

That meeting with the engineers he talked about earlier is all about raising his game even further in 2019. "Last year I was trying to figure out this amazing year and how can I improve on that," he says. "When you've won the championship, it's easy to just ride the wave and think it's great. But I'm always wanting to raise the bar. Even now, in this meeting, I was saying to them, 'For next year, we need to do this different, I need this analysis done better. So let's look into that when we get to the end of the race season and how we can improve that'."

"I'm always shooting things out and they make a note, and if they don't make a note I say, 'Why didn't you make a note of that? You're going to forget that and I'm going to forget to remind you again.'"

Age and experience are not diluting any of the natural talent that burst into F1 back in 2007. Instead, they bring Hamilton opportunities to race more freely. That means more ability to unlock the magical moments and fewer mistakes, something that has left his rivals knowing that only perfection will beat him.

Asked about how much better he has become at hitting the peaks and eradicating the troughs, Hamilton smiles: "I can't put a number to it. Far, far, far. The 2007 me wouldn't have a chance. And he was still very quick. That's a massive far..."



MOTORSport IMAGES/ETHERINGTON/LAT

FROM ZERO TO WTCR HERO

*Yann Ehrlacher never even raced in karts, and yet
he has become a World Touring Car Cup star
just five years into his racing career*

BY JACK COZENS





WTCC drive in a Honda came at the last minute

MARIA DPPI

It's now five years since Yvan Muller – arguably the greatest tin-top driver of all time – won the most recent of his four World Touring Car titles. In the time since, he's had to learn to play second fiddle to Jose Maria Lopez in Citroen's dominant WTCC programme, retired from racing, made a one-off comeback at the end of 2017 and, this year, reversed his retirement decision altogether with a sensational return in the World Touring Car Cup.

Muller's campaign has undoubtedly been a successful one, as his three victories and second place in the standings (with the caveat that there's still one round still to go) attest. But while there are mutterings that he could prolong his fruitful second coming into yet another season, the time will inevitably come when the godfather of World Touring Cars hangs up his helmet for good.

Thankfully, for the sake of Muller's legacy, the emergence of another driver during that spell means tin-top success may well stay in the family bloodline for years to come. At 22, Yann Ehrlacher – the son of Muller's sister Cathy, herself an accomplished Formula 3 driver in the 1980s – looks well-placed to pick up his uncle's mantle sooner rather than later.

“EHRLACHER HAS CLIMBED THE RANKS FROM COMPLETE NOVICE TO BE A STAR AT WORLD LEVEL”

“I didn't feel any pressure about being a sportsman,” says Ehrlacher, whose father Yves is a French league title-winning footballer. “I tried football when I was younger – I just played like all the kids – but it was not my proper passion. I was not dedicated to that enough to be a professional player.

“After football I tried tennis, I tried different kinds of sports and, after watching different kinds of racing, at family meals it was only speaking about racing, racing, racing, so I said, ‘Maybe I should try it.’”

But while the topic of conversation was rarely too far from the dinner table, Ehrlacher's way in wasn't as straightforward as you'd expect. It was only in the same year as Muller's most recent WTCC title, in 2013, that his nephew raced competitively for the first time, competing in the Volkswagen Scirocco R-Cup on the DTM support bill as a fresh-faced 16-year old.

“I've never done any kart races. Never in my life,” says Ehrlacher. “When I was 15, I was pushing, pushing, pushing to go in a race anywhere and we said, ‘OK, now I am 15 or 16 it's far too late to start in karts.’ So I started straight away in cars. I had watched so many of Yvan's races – WTCC, British Touring Cars and onboards and stuff, so I got it quite quickly, with all of Yvan's advice.”

Just as five years may seem long in the context of the time that has passed since Muller's last title, so the opposite applies to the >>

way Ehrlacher has climbed the ranks in that period, from complete novice to becoming a star at world level. Two wins, more than any other Honda driver in WTCR, plus a further podium in the early part of the 2018 season were hugely impressive in the most competitive World Touring Car field for years, even if his season with Munnich Motorsport has tailed off.

That success owes plenty to guidance from Muller, whose YMR team ran Ehrlacher in its LMP3 European Le Mans Series and Road to Le Mans line-ups in 2016 and '17 (plus its French GT attack this year), both in terms of driving style and career direction.

"Single-seaters was more dedicated for young guys coming out from karting," says Ehrlacher. "I was not there. I think it was also a clever move from Yvan to decide to get straight into touring cars, because he was thinking already about the future, but maybe there is more opportunity to be a professional driver in touring cars than in single-seaters."

Before his attention-grabbing 2018 exploits, Ehrlacher got his big break with the enigmatic RC Motorsport Lada squad in the beleaguered World Touring Car Championship that preceded WTCR. Securing a reversed-grid pole on his debut, until he was stripped of it for failing to visit the weighbridge in qualifying, was eye-catching, as was his breakthrough victory at Termas de Rio Hondo in Argentina (which he is quick to point out was a reversed-grid win) plus two other podiums.

Those moments contributed to a solid first campaign in which he belied his lack of experience for the majority of the year, even though his results tapered off towards the end.

But it was nevertheless the "good opportunity" to gain valuable experience he had been looking for, and put him firmly in the frame for bigger chances for 2018. A DTM rookie test opportunity with Audi came and went, while the most exciting plan – to link up with Muller's team and race a Hyundai i30 N in the World Touring Car Cup – also fell through. It was at this point in the early part of the year that Munnich came calling.



Uncle Yvan has guided Ehrlacher's burgeoning career

"The plan was, we were thinking about me driving in Yvan's team with a third Hyundai," says Ehrlacher. "At the beginning it was only two, but the sponsors said they wanted Yvan in one car. So I had to find a big part of the budget and I didn't have it, and we aborted this solution."

"Just when we decided this, I got a message from Dominik Greiner [Munnich Motorsport team principal], who said, 'What's your plan for next year? You cannot drive WTCR in a Hyundai with Yvan's team, please stop joking.' I told him, 'No, actually, honestly, I have no plans for next year.' He asked if I was maybe interested in them as a project, to do something with the Honda in WTCR and I said, 'Yes, for sure, I have nothing else!'"

It was a great fit from the off. Testing at Oschersleben in February provided little in the way of knowledge gained – "You can imagine the weather, the second day it was snowing like hell" – but

"EHRLACHER IS NOW A DRIVER WITH BELIEF, CAPABLE OF DEALING WITH THE PRESSURE"





Ehrlacher hasn't followed his father into pro football

Ehrlacher immediately felt at home at Rene Munnich's squad, which had also secured Esteban Guerrieri plus chief engineer Duncan Laycock from Honda's WTCC factory effort (and which would also sign James Thompson for a part-season programme before he handed over to Timo Scheider).

While Ehrlacher had found himself without much pressure in his rookie WTCC season, this was a whole different prospect, as part of a serious assault from Honda and the expanded Munnich squad to fight for the WTCR title. Ehrlacher enlisted the help of a motivational coach over the winter, admitting he "was always struggling a bit with a lack of confidence with myself", but says he still thought Munnich was taking a risk on hiring him.

"I have to say it was a bit of a gamble from Dominik and Rene to choose me as the driver," he says. "because they chose Esteban from Honda's official [pool of factory drivers], which was a good choice because he proved last year he was fast. Rene was there as well to enjoy, to take experience from us, which was very good. Everything is good when he is here, and doing the test day was very enjoyable."

"James was the perfect choice as well because he's so nice and has a lot of experience with the set-up of the car. But choosing me as another driver to contend for the championship was a bit of a gamble, because they were not sure I would be there."

But it didn't take long for Ehrlacher to prove his worth. Two fourth-place finishes at the Marrakech season opener was a solid start, but things got even better at the following round at the Hungaroring when Ehrlacher won the opening race, leading a Munnich one-two ahead of the highly rated Guerrieri.

Another victory two rounds later at Zandvoort left him in the points lead. Although Ehrlacher's campaign has subsequently unravelled to the extent that Guerrieri – who had been outperformed by his younger counterpart early in the season – is now the only Honda driver still in with a shot of winning the title, Ehrlacher is now a driver with belief, capable of dealing with the pressure on his shoulders.

"I feel confident," he says. "I know that I'm working enough to take out the best I can do. So as soon as I do my best, if something happens, if I have a crash because of another car, or a puncture or anything, if I know that my job is done, I'm clear in my mind. Like I said last year, the pressure is only in the tyres," he adds, conveying a mischievous slice of Gallic charm.

A Hyundai drive might perhaps have prolonged his title hopes, but as Ehrlacher accepts: "You have three world champions and one guy who finished P2 in the championship [driving Hyundais this season]; you can't say they are not good." And it's probably fair to say the success he's had this year might not have fostered as much appreciation of his promise had he been driving an i30 N.

Ehrlacher's plans for 2019 aren't yet known, though he is thought likely to stay in WTCR, but don't be surprised in the next five years – or perhaps even sooner – to see another member of the Muller dynasty being crowned champion. *W*

THE TITLE CONTENDERS

While Yann Ehrlacher has probably, over the balance of the season, ended up with the second-best package available after his YMR deal fell through, the Hyundai has unquestionably been the car to beat this year. Seven drivers remain in mathematical contention for the title heading to Macau next week – Ehrlacher, who is 11th, was knocked out of the fight after a dismal run of 10 points from nine races – but in reality it will require a lot to stop any of the leading three i30 N contenders from taking the crown.

Yvan Muller has led the drivers' standings this year and he and team-mate Thed Bjork (the 2017 World Touring Car champion) occupy second and third overall, but it's the venerable Gabriele Tarquini who heads the standings by a convincing margin.

Tarquini was employed by Hyundai as test driver for the development of the i30 N, so it's little surprise that he and the BRC Racing team that was charged with running the car on its initial wildcard entries in 2017 lead the way. A fifth win of the season for Tarquini at Suzuka last month, coupled with Muller scoring a solitary point in the final two races of the Japan weekend, mean the Italian holds a commanding 39-point lead over his main rival, with Bjork a further 14 back.

Ehrlacher has been rivalled for most impressive 'young' driver this season by Campos Racing's Pepe Oriola, remarkably in his eighth season racing at an international level despite still only being 24 years old. Oriola's ability to score points consistently means he is the leading non-Hyundai contender in the standings in fourth in his Cupra, albeit 64 points behind Tarquini.

Last year's TCR International Series champion Jean-Karl Vernay sits fifth in his WRT-run Audi RS3 LMS, having outclassed team-mate and three-time British Touring Car champion Gordon Shedden. In sixth is Esteban Guerrieri, who has fallen short of the heights he hit in the WTCC last year, which earned him a Honda shot.

A point further back is the fourth Hyundai of Norbert Michelisz, the final driver left in the hunt. But since he is 79 points behind team-mate Tarquini with 87 left on offer, it's highly unlikely that the Hungarian will take the crown.



It's Tarquini versus Muller yet again

GOODWOOD WIN COMES TO THOSE WHO WAIT

Darren Turner had missed out many times before getting behind the wheel of a rare Aston Martin that hadn't always had the luck...

KEVIN TURNER

Factory Aston Martin driver Darren Turner has been an enthusiastic Goodwood regular for many years, but until 2018 success had eluded him. That changed at September's Revival meeting when he scored an unlikely victory in a famous car that hadn't even made it to the most important event it had been built for.

As with many racing stories, the combination came together by chance. "I was on an event with the new Aston Martin DB4 GT Continuation car and after that one of the owners contacted me and said a friend had the DB2 at the Revival," explains Turner, who had owned a DB2 road car but had to sell it before ever getting to restore and drive it. "They asked if I'd like to drive. It was an easy decision to make.

"The DB2 has always been a favourite of mine. Everyone has periods of cars they like and I like the 1950s and '60s. They've got nice curves – more 'natural'. If I was to build a collection of older cars, it would definitely be in it."

Predictably for Goodwood, this was no 'ordinary' DB2. Registered and known as 'VMF 65', chassis LML/50/9 was one of three works cars built for the factory's 1950 campaign. But on his way to Le Mans, sportscar racer Jack Fairman crashed VMF 65 on the public road, damaging it beyond immediate repair and forcing a non-start. The car was subsequently raced and had some star drivers – including Stirling Moss, George Abecassis and Lance Macklin – and was bought by legendary privateer Rob Walker, but it couldn't quite match sister machine VMF 64, fifth at Le Mans in '50 and a remarkable third in '51. VMF 65 did, however, make Autosport's cover in March 1951, following a glowing road test by technical editor John Bolster. At some point around this time, its original 2.6-litre straight six was also upgraded to a three-litre engine.

After a stint in the Le Mans museum the car started >>



Turner always enjoys Goodwood weekends





J BLOXHAM/LAT
motorsport
 IMAGES

competing in historic events in the 1980s before long-term custodians the Leyba family put it up for sale. Current owner Justin Kennedy bought the car in 2010, though – perhaps surprisingly – he was initially less enthusiastic about DB2s than Turner.

“I wasn’t initially attracted to the DB2, but this one intrigued me because it had such an interesting history, with crashing on its way to Le Mans,” says Aston Martin enthusiast Kennedy. “I also wanted a car I could drive in the Mille Miglia and for it to be from the early 1950s.

“A sister car had come up for sale the year before and then VMF 65 came up so I went for it. It’s got a lovely colour scheme and I fell in love with it. Then I drove it and fell in love with it all over again. It’s such a fun car to drive – noisy, hot and it vibrates like crazy. You know you’re really *driving*.”

The car was pretty much race-ready and, aside from adding a new rollcage and fire extinguisher, Kennedy has left it alone. “I want to preserve it as it is,” confirms Kennedy, who has driven the car on the Mille Miglia and hopes to race it soon.

Pre-production DB2s were campaigned by Aston Martin in 1949, but this is as close to

Genesis as Turner has got when it comes to GT Astons. He tested the car before the Revival and was taken aback by the scale of the operation: “I asked which team ran the car and they said, ‘Tony [Green] will be looking after you at the test’, and it turned up on a trailer behind a Land Rover. That was perfect – much more like it was back in the day. Tony said he worked on Justin’s estate and looked after the lawnmowers! He has deep enthusiasm. I didn’t know if it would be competitive, but that wasn’t the point.”

But the DB2 was competitive. With regular driver Green and Mark Osland running VMF 65, Turner qualified second for the Fordwater Trophy for road-going sports and GT cars from the first half of the 1950s, just 0.123 seconds behind the well-developed Porsche 356 of British Touring Car race winner Sam Tordoff. That was despite

leaving the handbrake on, forcing a brake change.

Tordoff stalled at the start of the race and was swamped by the pack, and a brief off by David Franklin’s Ferrari left Turner chasing the bigger-engined Jaguar XK120 of Stuart Graham. On lap three Turner went to the outside of the first, right-handed part of St Mary’s, giving him the inside for the left-hander, and took the lead.

“Stuart had told me before the race how exposed he felt in the Jag, so I was very mindful not to get tangled up with him,” says the 44-year old. “I was very, very careful when I made the move. That car was quick on the straight so it took a while to get by, but the Aston was quicker everywhere else.

“It was easy to drive, with a good balance. One area that surprised me was how good it was on the brakes.” That’s something that

hasn’t changed – Bolster praised the brakes in 1951.

Once ahead, Turner looked comfortable, but he kept an eye on the recovering Tordoff, who was storming through the field in the diminutive Porsche, having dropped almost 20s off the lead. “I was watching the big screens around the track so I could see the progress Sam was making,” recalls Turner. “I knew if the race was another 10 minutes he’d have been on my tail.”



Sister car VMF 64 had more Le Mans success, but VMF 65 did make our cover (inset)



Turner had to work hard to overtake the powerful Jaguar of Stuart Graham



Turner celebrates his first Revival win

J BLOXHAM/LAT
motorsport
IMAGES

As it was, Turner crossed the line still 6.4s ahead of the second-placed Porsche to finally take his first Revival win – and a rare success in historic racing for a DB2.

“I’ve done the Revival for quite a few years so to take my first victory in one of my favourite Aston Martins was quite fitting,” says Turner. “I just wanted to get the [winner’s] cigar, though I haven’t smoked it yet. My only regret was I wanted to speak to Henry Hope-Frost [the late Goodwood interviewer who was killed in a road accident in March 2018] afterwards. There’s something magical about the Revival and the win makes that weekend even more special.”

It was also something of a surprise for Kennedy, who had missed practice stuck in traffic. “I had no expectation or ambitions, other than the car come home in one piece,” he says. “When Darren qualified second I was delighted. I was over the moon when he won.”

Turner now has considerable experience in older racing cars. He appreciates them, but believes they highlight how much the job of the driver has changed through the decades. “I’ve driven a lot of older Astons and you can tell they’re from the same generation, the same design philosophy,” says Turner, who has driven DB3S, DBR1 and Project 212 racers. “There’s nothing about the DB2 that’s like the GTE Vantage. Now the cars are so bulletproof you can push 100% every lap – it’s a sprint. Back then you had to drive in a way to make the cars last. It’s a different mindset.”

“The history of racing is ingrained at Aston Martin and as a current driver it’s really nice to experience cars from the start of the story.” And to finally end the long waits that he and VMF 65 had endured. *W*

TURNER'S ASTON CAREER HIGHLIGHTS



MOTORSPORT IMAGE/WOOD/LAT

2007 LE MANS 24 HOURS, GT1 VICTORY

After two near-misses and some epic battles with the Chevrolet Corvettes, Aston Martin won GT1 at Le Mans with Darren Turner, David Brabham and Rickard Rydell at the wheel of a DBR9. “Having been involved in the programme from the beginning and with us getting so close in 2005 and ’06, that win was special,” says Turner. “It was a tough race and the conditions were difficult too.”



MOTORSPORT IMAGE/GIBSON/LAT

2009 LE MANS SERIES

“We were never going to be knocking on the door of the diesels but, given how small the budget was, the LMP1 [Lola-Aston Martin] was a giantkiller,” reckons Turner. “At Spa I got a puncture on the first lap so I was behind. It cut through traffic – it was really like a game. The car did exactly what you wanted and was a joy to race.”



MOTORSPORT IMAGE/JEP/LAT

2017 LE MANS 24 HOURS, GTE PRO VICTORY

Turner, Jonny Adam and Daniel Serra finally gave the old Vantage GTE its first Le Mans win after a dramatic finish. “We’d been racing it for six years and it had won everywhere except Le Mans,” says Turner. “This was the last chance and there were a lot of youngsters in the team who’d heard about the ‘good old days’ in GT1, so it was a special moment.”

AUTOSPORT INTERNATIONAL



THE RACING CAR SHOW

NEC, BIRMINGHAM, UK

10-13 JANUARY 2019

10-11 STRICTLY TRADE-ONLY DAYS

BUY TICKETS NOW
AUTOSPORTINTERNATIONAL.COM

AUTOSPORT
INTERNATIONAL
IS PART OF:

motorsport
NETWORK

INCORPORATING

**PERFORMANCE & TUNING
CAR SHOW**

ERADICATING ASTON'S 2018 DISADVANTAGE

THERE WAS MUCH excitement surrounding Aston Martin Racing's 2018 Vantage GTE, the team's first new GT contender for a decade (the '12 Vantage GTE had its roots in the '08 GT2 car). But things didn't start well. The fastest Aston qualified more than two seconds off the pacesetting Fords at the Spa World Endurance Championship opener and the team was never in contention at Le Mans.

As is often the case with GTs, the category's Balance of Performance – designed to give every car a chance – came in for scrutiny. But Darren Turner, who has been involved in Aston's racing programme since 2005 and has been part of contests in GT1, GT2, GT3 and GTE, is philosophical about the situation.



Thiim, Sørensen and Turner joined forces at Spa and Le Mans

"It's part of the sport," says Turner, who drove with Marco Sørensen and Nicki Thiim at Spa and Le Mans, and will rejoin the team at Sebring in March. "Without it, you wouldn't have a mixed grid and manufacturers racing. The cars are designed for what

the road customers want and without BoP it would be hugely expensive for everyone to be competitive.

"Initially the BoP wasn't correct [for the 2018 Vantage], but it was a brand-new car – how are the organisers going to

work that out? Once there is more data the BoP gets changed and it gets closer. You've got to work with the organisers and show them where the deficiencies are.

"Sometimes it goes in your favour and sometimes it doesn't.

But if you make zero mistakes you can still pick up valuable points."

Things have improved dramatically in recent months, with the lurid-coloured Vantage taking its first WEC GTE pole at Fuji last month. "We're also getting to know the car and are improving too," reckons Turner. "We're developing and getting more competitive and I'm excited to get back in the car at Sebring, which is one of my favourite circuits. Where we are now is competitive."

A championship challenge is probably beyond the reach of the Vantage drivers, but the car could hit form next year in time to provide a fitting way to mark the 60th anniversary of Aston Martin's outright Le Mans success.

A consistent run at Le Mans was only good enough for eighth in GTE Pro





AUTOSPORT

AWARDS 2018

On Sunday December 2, many of motorsport's biggest stars will flock to the Grosvenor House Hotel in London for a glittering evening of prize-giving celebration. Autosport subscribers can vote for the winners online by simply clicking on your choices from the nominees. All votes will be counted to crown the Autosport Award winner for each of the eight categories, which is the ultimate accolade following an intense season of action. Alternatively, you can vote by post. See page 37.



With thanks to our evening sponsors



RICHARD MILLE

TATA COMMUNICATIONS





INTERNATIONAL RACING DRIVER

OF THE YEAR

Open to professional racing drivers competing at an international level



FERNANDO ALONSO

Another year, another list of Alonso superlatives. He has ended Stoffel Vandoorne's McLaren career with his relentless brilliance and also won Le Mans at the first attempt, ending Toyota's 24 Hours curse in the process.



SCOTT DIXON

Dixon quickly adapted to the 2018 IndyCar package and led a solo charge against Penske's and Andretti's bigger line-ups. His greatest asset was knowing when to push for a win and when to settle for points, allowing him to defeat Alexander Rossi.



LEWIS HAMILTON

Hamilton has defeated Sebastian Vettel in wheel-to-wheel combat and obliterated Mercedes team-mate Valtteri Bottas this season. The 2018 campaign has been Hamilton at his peak, and he duly notched up a sensational fifth title.



JEAN-ERIC VERGNE

Vergne capitalised on Audi's calamitous start to the 2017/18 Formula E season and refused to let go of the top spot once he seized the standings lead. He topped the win and pole tally with four each to score his first title since 2010 British F3.



MAX VERSTAPPEN

Verstappen has been largely faultless since the Canadian Grand Prix, putting early season errors behind him. He emerged from that spell as the most consistent driver behind Hamilton – just don't tell him that he changed his approach.



SEBASTIAN VETTEL

There have been mistakes, no question, but Vettel has carried the weight of Ferrari's title hopes for two seasons and that pressure is immeasurable. Still managed five wins and now has 13 to Kimi Raikkonen's one in their time together.



RACING CAR

OF THE YEAR

Open to cars competing in any class of circuit racing

AUDI E-TRON FE04

After a disastrous start to the 2017/18 Formula E season, the Abt-run Audi cars flew. Defending champion Lucas di Grassi ended up as series runner-up, and Audi won the teams' crown.



DALLARA IR18

The manufacturer aero kits were gone, and the revamped IndyCar Series contender proved a hit both visually and on the race track. Hell, they could even overtake on road courses this season.



FERRARI SF71H

It's only a few races ago that Mercedes was wondering how to stop Sebastian Vettel taking the world title. A match for the Merc as often as not, its recent form has let the Ferrari down.



MERCEDES F1 W09 HYBRID

The latest Silver Arrow was born a bit of a diva, like its predecessor. But a mid-season turnaround set Lewis Hamilton firmly on the road towards his fifth Formula 1 World Championship.



TOYOTA TS050 HYBRID

In truth, Toyota has only had itself to beat this year in the World Endurance Championship. Alonso, Buemi and Nakajima lead the points. Oh yes, and they ended Toyota's Le Mans jinx.



VOLKSWAGEN I.D. R Pikes Peak

Using the monocoque from the Norma prototype he drove last year, Romain Dumas won the 'Race to the Clouds' in VW's electric car – smashing the all-time record by 16 seconds.



INTERNATIONAL RALLY DRIVER

OF THE YEAR

Open to professional or semi-professional rally drivers in international events



JAN KOPECKY

Skoda's homegrown hero has waited a long time for a clear WRC2 shot. He hasn't wasted it. He's started six rounds and won five, including Sardinia and Turkey – which should finally nail any nonsense about him being an asphalt specialist.



JARI-MATTI LATVALA

Four podiums for the experienced Finn have helped keep his Toyota squad in the hunt for the WRC manufacturers' crown this year. What feels like a more sensible approach, without scrubbing off speed, has meant fewer driver errors and more strong results.



THIERRY NEUVILLE

A much-improved season has left Neuville vying closely for the WRC title that he missed out on last year. He hasn't won more events this season, but has shown similar consistency to his five-time title-winning rival Sebastien Ogier.



SEBASTIEN OGIER

Demonstrated the same speed, guile and bravery as ever to keep a fifth WRC title defence firmly on track, having started the season in fine fashion with three wins from the first four rounds. After Spain, he now leads the points.



CARLOS SAINZ

The two-time WRC champion backed up his 2010 Dakar win with another sublime victory in January. Driving Peugeot's 3008 DKR Maxi, Sainz tamed some of the toughest conditions imaginable through Peru, Argentina and Bolivia.



OTT TANAK

Showed signs of becoming a superstar last year with M-Sport, and a switch to Toyota has created a formidable force. Tanak has done his best to maximise every opportunity, winning on gravel and asphalt. A worthy title contender.



RALLY CAR

OF THE YEAR

Open to cars competing in rallying from international to national level

CITROEN C3 WRC

Citroen's C3 WRC came to the fore this season with a brace of second places in Sweden and Finland – and then took a sensational victory with returning legend Sebastien Loeb in Spain.



FORD FIESTA RS WRC

A car for all surfaces, as victories in Monte, Mexico, Corsica and Wales have shown through this season. Last year's title-winner has evolved into an even quicker car thanks to engine and aero upgrades.



FORD FIESTA R5

The Fiesta R5 continues to be a competitive package in almost every country. With 300 built, the car took a third consecutive British Rally title and a fourth European crown in a row.



HYUNDAI i20 COUPE WRC

Led the manufacturers' race for much of the season, courtesy of superb speed, durability and handling when the going gets rutted. The firm's first Rally Sweden victory remains a high point.



SKODA FABIA R5

The Fabia R5 continues to dominate WRC2 – where it has won every title since it was introduced in 2016. Since the start of the '17 season it has taken 20 out of 24 possible wins.



TOYOTA YARIS WRC

A much-improved Toyota Yaris has allowed Ott Tanak to fight for the title this year, the car producing rally-leading pace on events as diverse as Finland and Germany.



BRITISH COMPETITION DRIVER

OF THE YEAR

Open to British drivers competing in categories at international level



SAM BIRD

Kept himself in the Formula E title fight until the penultimate race of the season thanks to consistency and outright pace, despite the deficiencies of the Virgin/DS package. He scored two wins and a further four podiums.



JENSON BUTTON

In his first full-time programme since leaving Formula 1, Button leads the Super GT standings alongside team-mate Naoki Yamamoto. They have scored one race win and three podiums in 2018, alongside Button's World Endurance programme.



LEWIS HAMILTON

Still the gold standard when it comes to British success abroad. Another bumper season that, in the face of a bigger Ferrari threat, returned Hamilton his fifth Formula 1 title – drawing him level in the history books with Juan Manuel Fangio.



GARY PAFFETT

Claimed a second DTM title in Mercedes' final year in the series, one of the few drivers to take the dominant package and truly show off its potential. His stunning battle with Timo Glock in the season opener set the tone for the rest of his year.



PAUL DI RESTA

Di Resta may not have instantly matched Paffett's pace, but he grew over the season to become his team-mate's biggest title rival. He frequently showed the resolve of a champion, but ultimately fell just short this time around.



GEORGE RUSSELL

In what can be an unpredictable series, Russell has established himself as the driver to beat in Formula 2. With one round remaining, the 2019 Williams Formula 1 driver leads the standings and has taken the most wins and poles.



RIDER

OF THE YEAR

Open to riders competing in any of MotoGP's three racing categories or equivalent



CAL CRUTCHLOW

Victory in Argentina made Crutchlow the first British rider to lead the MotoGP standings since 1979, and consistent strong form over the course of the season has kept him in touching distance of the top five in the points.



ANDREA DOVIZIOSO

Three wins and strong pace all year backed up Dovizioso's frontrunning credentials that carried over from 2017. He once again emerged as Marquez's biggest threat and Ducati's leading light, but ultimately fell short of championship glory.



JORGE LORENZO

Fully adjusted to the Ducati after a difficult debut year, Lorenzo was able to unleash his full might to take three wins and leave the Italian marque questioning its decision to drop him for 2019. He was sidelined for the final races through injury.



MARC MARQUEZ

A fifth MotoGP title in six years and his seventh overall on bikes – a near-flawless campaign has netted Honda rider Marquez eight victories and only three races without a podium, despite having difficult machinery underneath him.



JONATHAN REA

Four straight titles, 71 wins and 134 podiums make Rea the most decorated World Superbike rider in history – those records made in 2018 despite regulation changes aimed at ending his and Kawasaki's dominance.



VALENTINO ROSSI

Consistency aboard a troubled Yamaha has ensured the MotoGP legend remained a top-three fixture in the standings, the 39-year-old's evergreen talent rewarding him with five podiums amid his team's struggles.



RICHARD MILLE ROOKIE

OF THE YEAR

Open to professional racing drivers in their first season in their respective categories



PIERRE GASLY

Has led the charge for the Honda-powered Toro Rosso team in his first full Formula 1 season. A few starring results, including fourth in Bahrain, made him the obvious driver to replace Daniel Ricciardo at Red Bull for 2019.



CHARLES LECLERC

Big things were expected after back-to-back GP3 and Formula 2 titles, but nobody could really have imagined Leclerc earning a Ferrari promotion in his first season. Sauber's on the up, and Leclerc has taken full advantage.



ANDRE LOTTERER

Triple Le Mans winner Lotterer entered the 2017/18 Formula E season as a category rookie and got off to a tough start in Hong Kong. But he pushed team-mate Jean-Eric Vergne and before long was in contention for victories as the year wore on.



LANDO NORRIS

Showed his class with a win on his Formula 2 debut. Although he's not been victorious since then, he almost went the distance in the championship fight – and earned his Formula 1 graduation with McLaren.



GEORGE RUSSELL

Williams 2019 Formula 1 recruit Russell is on his way to emulating Charles Leclerc with back-to-back GP3 and Formula 2 titles. Racing for ART Grand Prix, the British driver has claimed six wins and four poles so far in his first F2 season.



ROBERT WICKENS

Was the first rookie to take pole on his Indycar debut since a certain Nigel Mansell managed it in 1993. The Schmidt Peterson Motorsports driver came close to victory twice and ran with the series' best before his accident.



NATIONAL DRIVER

OF THE YEAR

Open to drivers racing in the BTCC, British GT or at FIA F3/GP3 level



JONNY ADAM

Statistically, Adam is now the most successful British GT driver after taking a third title with a third different team and co-driver this year. He further cemented his place as the driver with the most wins in the category this season.



TOM INGRAM

Showed incredible speed in the British Touring Car Championship this season, producing a number of stunning recovery drives from the back of the grid. Continued to improve and ended the year as Colin Turkington's closest rival.



PHIL KEEN

Yet another year where the unfortunate Keen ended the season as British GT runner-up, the third time in a row. But it was an impressive campaign regardless, for which he has been rewarded with a factory Lamborghini contract.



ASH SUTTON

The 2017 British Touring Car champion showed remarkable form again this year, taking the most wins of anyone (six). Ultimately finished fourth in the points despite having a very difficult start to the year with his troublesome Subaru Levorg.



DAN TICKTUM

The 2017 McLaren Autosport BRDC Award winner has hugely impressed in his first full season in the Formula 3 European Championship, and took the title fight with Mick Schumacher down to the final round before missing out.



COLIN TURKINGTON

Claimed a third British Touring Car Championship title, admitting that this was his toughest yet. He only took one victory all season, but it was his remarkable consistency that told, rewarding him with an emotional triumph.

HOW TO VOTE

TO VOTE ONLINE

Please visit:

awardsvoting.autosport.com

TO VOTE BY POST

Mail your nominations to:

AUTOSPORT AWARDS
AUTOSPORT MEDIA UK LTD
1 ETON STREET
RICHMOND
TW9 1AG

CLOSING DATE

Wednesday, November 21



RACE CENTRE

MOTOGP SEPANG • SUPERCARS PUKEKOHE • NASCAR CUP TEXAS MOTOR SPEEDWAY

WORLD OF SPORT



Rossi fall hands Marquez ninth victory of the year

MOTOGP
SEPANG (MAL)
NOVEMBER 4
ROUND 18/19

The record books will show Marc Marquez as claiming a straightforward ninth victory of the 2018 season in the Malaysian Grand Prix last weekend, but it was his old arch-rival Valentino Rossi who dominated the headlines at Sepang.

Rossi controlled the race beautifully until a crash with four laps to go. Not only was the 39-year old robbed of the chance to register his first win since the 2017 Dutch TT, but also fans were denied a mouthwatering showdown between the Yamaha man and Marquez.

Immediately before Rossi's fall – a low-speed loss of the rear at Sepang's tight Turn 1 right-hander – Marquez had been gaining by about a tenth per lap. But it was clear that the Honda rider was having to give it his all just to chip away at the gap by that much.



After the race Marquez admitted that, had his adversary stayed upright, the race would have been too close to call. As it was, the already-crowned five-time MotoGP champion cruised home for a win that wrapped up the manufacturers' title for Honda and put the factory Repsol squad within an ace of the teams' title too.

Marquez didn't make life easy for himself in a rain-soaked qualifying session. He set the quickest time by more than half a second, but impeded the Suzuki of Andrea Iannone at Turn 9. Because it was his second offence of the year, he was demoted six places on the grid, which meant Tech3 Yamaha man Johann Zarco inherited the prime spot.

The penalty made precious little difference come the race. Marquez was fourth by the end of the opening lap, and third by the conclusion of the following tour. Then, when Zarco ran wide on lap five, he was gifted second place.

Rossi stretched his lead over Marquez to a little over a second before Marquez began to apply the pressure, closing the gap to six tenths before Rossi's race-deciding crash.

That promoted Zarco to second, but the Frenchman was unable to stave off the advances of Suzuki's Alex Rins, who shadowed Zarco closely until passing him for second on the last lap.

Fourth was Phillip Island winner Maverick Vinales, whose chances were ruined by a poor qualifying performance in the wet that left his Yamaha 11th on the grid. Early in the race he was stuck behind Alvaro Bautista, leaving



ALL PICS: GOLD AND GOOSE / LIT
motorsport
IMAGES

Vinales too far back to mount a podium challenge. Next up was the second works Honda of Dani Pedrosa, followed by a strangely subdued Andrea Dovizioso.

This was the first race since the summer break in which the Ducati rider hadn't been on the podium (or crashed fighting at the front), and Dovizioso was either reluctant or unable to give a specific reason for his lack of pace. Still, sixth was enough for Dovizioso – who led home a quartet of Ducatis ahead of Bautista, Jack Miller and Danilo Petrucci – to clinch second in the points.

Dovizioso also found himself engaged in a slightly bizarre war of words with team-mate Jorge Lorenzo, who was forced on to the sidelines for a fourth race in a row. Lorenzo, having skipped Phillip Island altogether, was back in the paddock in Malaysia, and took part in both Friday practice sessions. But he was woefully off the pace, and ended up handing over his bike to Ducati tester Michele Pirro for Saturday onwards.

Dovizioso told Italian TV that he found the Lorenzo situation “strange” and something that happens to “certain riders”, prompting a series of irate tweets from Lorenzo, the most cutting of which was his description of Dovizioso as “a world champion... in 125cc”.

Finally, home hero Hafizh Syahrin enjoyed perhaps the finest hour of what has been a solid but unspectacular rookie MotoGP campaign with the Tech3 Yamaha team. The Malaysian, in tears during the pre-race national anthem ceremony, managed to channel his emotions into making the perfect launch – one that took him from 23rd and last on the grid to 12th on the opening lap. He held on after that for 10th, two places clear of Rookie of the Year rival Franco Morbidelli, although the Honda rider still holds a 10-point buffer over Syahrin.

JAMIE KLEIN

RESULTS ROUND 18/19, SEPANG (MAL), NOVEMBER 4 (20 LAPS – 68.885 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (E)	Honda	40m32.372s
2	Alex Rins (E)	Suzuki	+1.898s
3	Johann Zarco (F)	Tech3 Yamaha	+2.474s
4	Maverick Vinales (E)	Yamaha	+4.667s
5	Dani Pedrosa (E)	Honda	+6.190s
6	Andrea Dovizioso (I)	Ducati	+11.248s
7	Alvaro Bautista (E)	Aspar Ducati	+15.611s
8	Jack Miller (AUS)	Pramac Ducati	+19.009s
9	Danilo Petrucci (I)	Pramac Ducati	+22.921s
10	Hafizh Syahrin (MAL)	Tech3 Yamaha	+26.919s
11	Aleix Espargaro (E)	Aprilia	+29.503s
12	Franco Morbidelli (I)	Marc VDS Honda	+30.933s
13	Stefan Bradl (D)	LCR Honda	+35.322s
14	Takaaki Nakagami (J)	LCR Honda	+37.912s
15	Bradley Smith (GB)	KTM	+39.675s
16	Thomas Luthi (CH)	Marc VDS Honda	+41.820s
17	Xavier Simeon (B)	Avintia Ducati	+43.978s
18	Valentino Rossi (I)	Yamaha	+58.288s
19	Scott Redding (GB)	Aprilia	+1m00.191s
R	Pol Espargaro (E)	KTM	16 laps-power loss
R	Michele Pirro (I)	Ducati	5 laps-accident
R	Karel Abraham (CZ)	Aspar Ducati	3 laps-electronics
R	Andrea Iannone (I)	Suzuki	0 laps-accident
NS	Jordi Torres (E)	Avintia Ducati	physical
NS	Jorge Lorenzo (E)	Ducati	physical

WEEKEND WINNERS

**MOTO2
SEPANG**

- 1 Luca Marini (below)
Kalex
- 2 Miguel Oliveira
KTM
- 3 Francesco Bagnaia
Kalex

**MOTO3
SEPANG**

- 1 Jorge Martin
Honda
- 2 Lorenzo Dalla Porta
Honda
- 3 Enea Bastianini
Honda



Winner's average speed 101.952mph. **Fastest lap** Rins 2m00.762s, 102.675mph.

QUALIFYING 2 1 Marquez 2m12.161s*; 2 Zarco 2m12.709s; 3 Rossi 2m13.009s; 4 Iannone 2m13.097s; 5 Dovizioso 2m13.183s; 6 Miller 2m13.274s; 7 Petrucci 2m13.413s; 8 Rins 2m13.463s; 9 Bautista 2m14.185s; 10 Pedrosa 2m14.443s; 11 Vinales 2m14.856s; 12 A Espargaro 2m15.340s.

* Demoted to seventh on the grid for impeding Iannone.

QUALIFYING 1 1 Bautista 2m13.311s; 2 A Espargaro 2m13.335s; 3 Redding 2m13.786s; 4 Pirro 2m13.823s; 5 Simeon 2m13.971s; 6 P Espargaro 2m14.132s; 7 Smith 2m14.332s; 8 Luthi 2m14.843s; 9 Morbidelli 2m14.994s; 10 Bradl 2m15.364s; 11 Abraham 2m15.679s; 12 Nakagami 2m16.558s; 13 Syahrin 2m16.825s.

RIDERS' CHAMPIONSHIP 1 Marquez 321; 2 Dovizioso 220; 3 Rossi 195; 4 Vinales 193; 5 Rins 149; 6 Zarco 149; 7 Cal Crutchlow 148; 8 Petrucci 144; 9 Iannone 133; 10 Lorenzo 130; 11 Pedrosa 106; 12 Bautista 105; 13 Miller 91; 14 Morbidelli 50; 15 A Espargaro 44; 16 Syahrin 40; 17 Tito Rabat 35; 18 P Espargaro 35; 19 Smith 30; 20 Nakagami 23; 21 Redding 15; 22 Abraham 10; 23 Mika Kallio 6; 24 Bradl 3; 25 Katsuyuki Nakasuga 2; 26 Simeon 1; 27 Pirro 1; 28 Luthi 0; 29 Torres 0; 30 Mike Jones 0; 31 Sylvain Guintoli 0; 32 Christophe Ponsson 0.

MANUFACTURERS' CHAMPIONSHIP 1 Honda 364; 2 Ducati 310; 3 Yamaha 272; 4 Suzuki 213; 5 KTM 56; 6 Aprilia 54.



Rossi (46) led the pack for much of the race

STANDINGS

1	Scott McLaughlin (DJR Team Penske)	3656
2	Shane van Gisbergen (Triple Eight)	3642
3	Jamie Whincup (Triple Eight)	3175

For more info: autosport.com/supercars

McLaughlin (l) and van Gisbergen (r) came to blows at the hairpin



(Dis)honours even after messy title bout

AUSTRALIAN SUPERCARS PUKEKOHE (NZ) NOVEMBER 3-4 ROUND 15/16

A tense weekend both on and off the Pukekohe track ended with a win apiece for Supercars title rivals Shane van Gisbergen and Scott McLaughlin.

The New Zealand circuit provided the perfect setting for a dramatic all-Kiwi clash — mid-race penalties, post-race investigations, protests and parc ferme mind games all adding to the intrigue.

Saturday's race was a classic case of speed versus a potentially superior strategy. Van Gisbergen had the pace advantage, which he demonstrated perfectly by passing McLaughlin on lap 22. But DJR Team Penske played the undercut game well, looking to

give McLaughlin clear air while van Gisbergen battled away with either lapped traffic or cars off-kilter in terms of strategy.

That meant van Gisbergen had to go 14 laps deeper in his second stint. Triple Eight knew that hopes of track advantage were gone, but car speed and better tyre condition could still decide the race.

He emerged from his late second stop with a four-second deficit to leader McLaughlin, but it didn't take long for that to erode. With 10 laps to go the pair were engaged in a heated exchange for the lead, which came to a head at the hairpin. McLaughlin went narrow to try to hold van Gisbergen off, the Triple Eight Holden driver responding to the early blocking by shoving the Penske Ford out of the way.

They then went side-by-side into the flowing final series of corners as van Gisbergen swept into the lead.

But it wasn't done yet. Stewards deemed van Gisbergen's passing tactics too robust and hit him with a five-second penalty. Having quickly built a 3s lead, van Gisbergen had already backed off, but suddenly he was being told to do qualifying laps.

In the end he crossed the line 5.5s clear of McLaughlin, which meant a 0.5s win. To add to the drama, van Gisbergen brought some gamesmanship to parc ferme, pulling up so tight to McLaughlin's driver's side door that he couldn't get out of the car.

Before the race was even over there were doubts as to whether the result would stand. During van Gisbergen's second stop, TV crews had clocked his wheels

spinning twice while on the jacks — once when he engaged first gear, which is allowed, and again as the car was lowered, which is generally a no-no.

Curiously, the matter was delayed to a post-race investigation rather than just being punished with an on-the-spot drivethrough. The investigation went late into the night, deputy race director Michael Masi eventually deeming that the wheel hadn't turned a full rotation and as such there was no need to refer it to the stewards.

DJR Team Penske immediately protested the decision, which meant a hearing on Sunday morning. The argument to strip van Gisbergen of his win was based on the fact that the 'full rotation' theory doesn't feature in the wording of the rule.

Had it been successful, it would have gone a long way towards deciding the title in McLaughlin's favour. Without knowing what the exact penalty would have been, it's likely that the Ford driver's lead would have been close to 100 points.

After a long deliberation on Sunday, enough precedent was established to stick with the original decision. It raised eyebrows up and down pitlane, and added plenty of spice to Sunday's race.

Once again the flashpoint happened during a van Gisbergen stop. Having shadowed McLaughlin across the first stint, the Holden driver came in on lap 15 for his first service. It couldn't have gone much worse, a safety stand going under the car to make a rideheight change and not coming back out. That meant jacking



AUSTRALIAN SUPERCARS
PUKEKOHERace 1 Shane van Gisbergen
Triple Eight Holden Commodore ZBRace 2 Scott McLaughlin
DJR Team Penske Ford Falcon FG/XNASCAR CUP
TEXAS MOTOR SPEEDWAYKevin Harvick
Stewart-Haas Racing Ford FusionNASCAR XFINITY SERIES
TEXAS MOTOR SPEEDWAYCole Custer
Stewart-Haas Racing Ford MustangNASCAR TRUCK SERIES
TEXAS MOTOR SPEEDWAYJustin Haley
GMS Racing Chevrolet SilveradoSUPER TC2000
BUENOS AIRESFacundo Ardusso/Mariano Altuna
Renault Sport Renault FluenceBRAZILIAN STOCK CARS
GOIANIARace 1 Ricardo Zonta
Shell Racing Chevrolet CruzeRace 2 Max Wilson
Eurofarma RC Chevrolet CruzeFor full results visit:
motorsportstats.com

MOTORSPORT IMAGES/KLYNSMITH/LAT

the car back up to retrieve it before van Gisbergen could leave the bay, the delay dropping him to eighth.

The race at the front was then between McLaughlin and Jamie Whincup, who had pitted from the lead on the fifth lap and then come back into the game thanks to the undercut. Van Gisbergen, meanwhile, had to fight his way back into contention, again using a long second stint to give himself plenty of pace for the short burst home.

With 10 laps remaining, the race reached a critical point – McLaughlin leading Whincup by less than a second, while van Gisbergen was a further 11s down the road in third. Swapping the Triple Eight Holdens over would yield a nine-point benefit for van Gisbergen. But Whincup passing McLaughlin for the lead was a 12-point swing.

Whincup got very close, even showing the nose of his Commodore up the inside of McLaughlin's Falcon in the closing laps. But he just couldn't quite get the job done, Triple Eight giving the reigning champion a none-too-subtle radio instruction to 'save fuel' on the final lap.

That meant van Gisbergen could streak into second, resetting to the same 14-point margin in McLaughlin's favour that they started the weekend with. The title will be decided on the streets of Newcastle later this month in the season finale.

ANDREW VAN LEEUWEN

Harvick celebrates
final-four place amid
Victory Lane razzamatazLEVITT/LAT
motorsport
IMAGES

Harvick holds off Blaney to secure final-four spot

NASCAR CUP
TEXAS (USA)
NOVEMBER 4
ROUND 34/36

Victory in Texas ensured Stewart-Haas Racing's Kevin Harvick of his spot among the final four playoff drivers who will fight it out for the NASCAR Cup title at the Homestead finale later this month.

After he had swept the first two stages and carried a four-second lead into the final 40 laps of the 337-lap race, Harvick's comfortable run to the finish was interrupted by three late-race cautions to prompt a challenge from Ryan Blaney.

The two exchanged the lead after the second restart but, heading into the final green flag, Harvick emphatically stormed around the outside of the #12 Penske Ford to seize the win by 0.447s.

After bumping Martin Truex Jr at the

final corner to win at Martinsville, and in turn book a 'championship four' place in the process, third-placed Joey Logano was at the centre of controversy for the second week in a row.

Playoff contender Aric Almirola accused the Penske driver of crowding him at Turn 3 as the two battled over the final podium spot. The turbulence sent Almirola into a slide and cost him several positions. After finishing in eighth, he remains outside of the points cutoff and now enters the final 'round of eight' race 57 points adrift of the top four with only 60 available.

"[Logano] continues to make it hard on himself," said Almirola. "If that's the way he wants to race me when he's already locked in to Homestead, when [that race] comes around – if I'm not in – he'll know it. I'll make it really difficult on him."

Finishing the race in seventh, Kurt Busch enters the final 'round of eight' race 25 points adrift of securing a 'championship four' place, while Chase Elliott – who crossed the line sixth – is 39 points behind qualification.

Clint Bowyer collided with Denny Hamlin on the first lap and struggled to 26th. Now 73 points behind, he can only reach the 'championship four' by winning at Phoenix.

Truex and Kyle Busch remain on course to qualify on points. Both endured a tricky race mired by pitlane penalties, but finishing in ninth and 17th respectively means they retain a points cushion entering next weekend, 25 and 28 points clear of the cutoff.

KYRAN GIBBONS

A mere 0.4s decided
race victory, Harvick
(l) beating Blaney (r)

MOTORSPORT IMAGES/LEVITT/LAT

AWNINGS



No1 for Inflatable Structures.
With you from the Paddock to the Podium.
www.aireshelta.com

EXHAUSTS

Inconel & Stainless Steel Specialists
SIMPSON
Race Exhausts
Tel: 01753 532222
www.simpsonraceexhausts.com

GEARBOXES

Gearboxman.com
COMPETITION TRANSMISSION SERVICES
Gearboxes & Axles for Road, Race, Rally and more
Telephone: 01582 840008 Fax: 01582 840007

HELMET GRAPHICS

Mike Fairholme Designs
Sole approved painter of Arai helmets.
Silver Birches, Corby Birkholme, Nr Grantham, Lincs NG33 4LE.
Tel: 01476 550630. Fax: 01476 550029.
email: fairholmedesigns@btconnect.com
www.fairholmedesigns.co.uk

MEMORABILIA

FINAL LAP
For Everything Formula One
www.finallap.net **WE BUY AND SELL**
+44 (0) 1245 287588 / 07771 920345

MOTORSPORT LEGAL ADVICE

Motor Sport Legal Advice
Tudor Alexander, LL.B Solicitor
07887 713512

MOTORSPORT LEGAL ADVICE

MOTORSPORT CONTRACTS AND LEGAL ADVICE
(NATIONAL AND INTERNATIONAL)

CALL JAMIE CHAMPKIN
07880 965001

info@champkin.uk.com - www.champkin.uk.com

RACE PARTS

JJC race and rally
PASSIONATE ABOUT MOTORSPORT
www.jjcraceandrally.com

ARE DRY SUMP SYSTEMS
ARMSTRONG RACE ENGINEERING INC.
WWW.DRYSUMP.COM (916) 652-5282

RACE RADIO

Pit to Car **Autotel**
Radio solutions **Digital Race Radio**
0044(0)1508 528837
www.raceradio.co.uk

RACING

MARDI GRAS MOTORSPORT
www.mardigras.co.uk

www.mcrracecars.co.uk
phone: 07771 762145
MCR's for sale
arrive & drive packages

RACING

PORSCHESHOP
10% off with website
voucher code AUTOTEN
Or Call: 0121 585 6088

demon tweeks
www.demon-tweeks.com

AUTHORISED DISTRIBUTOR
OMP **YBRACING**
MOTORSPORT & PERFORMANCE
WWW.YBRACING.COM

RACING

CARTEK
MOTORSPORT ELECTRONICS
info@cartekmotorsport.com
0133 40 407747
www.CARTERMOTORSPORT.COM

RACEWEAR

GPR Grand Prix Racewear
Silverstone
The best of racewear & kartwear
www.gprdirect.com

TRAILERS & TRANSPORTERS

HUSLIG
COLLECTIVE
Luxury designs for custom vehicles
sales@husligcollective.com

TRAILERS & TRANSPORTERS

Signature RV.co.uk
RV SALES AND SERVICE

BRIAN JAMES TRAILERS
» Connected to you
www.brianjames.co.uk

www.EMPIRE RV.co.uk
Living the high life
Tel: +44 (0) 1761 300 489
www.EmpireRV.co.uk ■ Info@EmpireRV.co.uk



TO ADVERTISE IN THE WEB DIRECTORY
PLEASE CALL 0203 405 8109
OR EMAIL ads@autosport.com

BRIAN JAMES TRAILERS

» Connected to you

www.brianjames.co.uk

TRAILERS & TRANSPORTERS

Style and Substance

Introducing the new Race Transporter 6 by Brian James Trailers. An even more stylish and capable enclosed trailer specifically suited to car transportation.

New features include a standard automatic tilt-operation, invaluable for all professional motorsport or transport operations. An extra side access hatch door provides the ability to easily reach in for securing the standard equipment 'over wheel' strap system.

In addition, many new optional features are now available, all designed to offer the latest technology and improved convenience to all operators.

Race Transporter trailers are available from £ 7,699 + vat

Race Transporters are available ex-stock at many UK dealers. Please visit our website or call us for further details.

**RACE TRANSPORTER 6****T +44 (0)1327 308 833**

For more information and details on the Brian James Trailers range, please contact our head office

QUALITY THAT WE ARE PROUD OF

Woodford GRP covered trailers - Value for money. Superior in design, quality and finish



DEALERS WANTED - All Woodford Trailers have full European Type Approval



Dealers who hold stock

PORTSMOUTH
BLENDWORTH TRAILER CENTRE
T: +44(0)2392 412731
E: sales@blendworthtrailers.co.uk
www.blendworthtrailers.co.uk

LONDON
VINTAGE & PRESTIGE FINE MOTORCARS
T: +44 (0) 1442 236711
Mob: +44 (0) 7967 260673
E: richard@vandp.net
www.vandp.net

WINCHESTER
TRAILERTEK LTD
Warren Farm
Micheldever Station
Winchester,
Hampshire
SO21 3AS
T: 01962 774988
Fax 01962 795 093
E: info@trailertek.co.uk
E: sales@trailertek.com
www.trailertek.com

NOTTINGHAM
GREGG MOTORSPORT
T: 07977975173
E: ian.gregg@gregg-motorsport.com
www.gregg-motorsport.com

LONDON-KENT
SOUTHEAST TRAILERS
498 London Road, Ditton, Kent
ME20 6BZ
T: 07933842719

NORTH SCOTLAND
GLENBURGIE CARS
WOODFORD TRAILERS SCOTLAND
Easter Lawrenceton Steading
Forres IV36 2RL
T: +44 (0)1309 676787
E: sales@glenburgiecars.co.uk
www.woodfortrailersscotland.com

BOSTON
BLUE LINE TRAILERS
Main Road
Sutton
Boston
Lincs
PE20 2BE
T: 01205 460346
E: accounts@blueline-trailers.co.uk

BRIDGEWATER
Bridgwater Trailer Centre
The Wireworks Estate, Bristol Road,
Bridgwater TA6 4AP
T: 01278 445000
www.bridgwatertrailers.co.uk

SOUTH LONDON
SOUTH LONDON TRAILER CENTRE
Hackbridge Station Depot
London Road, Wallington, Surrey
SM6 7BJ
T: 0208 647 0110
Mob: 07836 224250
E: steve@sltc.co.uk
ellisviner@btinternet.com

SLOUGH
BERKSHIRE COUNTY TRAILERS
Mobile: 07853263484
T: 01628 559782
E: sales@berkshirecountytrailers.co.uk
www.berkshirecountytrailers.co.uk

ESSEX
1 STOP TRAILERS
T: +44 (0)1787 249737
T: +44 (0)7850 554776
E: 1stoptrailers@mail.com
www.1stoptrailers.co.uk

BRIGHTON
HALF MOON BAY (LEISURE) LTD
Smart-Trailers.co.uk
Monastery Lane
Storrington
West Sussex
RH20 4LR
T: 07950 968348
E: Alan@Smart-Tow.com
www.smart-tow.com

LEICESTER
MARSDEN BARN TRAILERS
Unit 1 Marsden Barn,
Huncote Road
Stoney Stanton,
Leicester
LE9 4DJ
T: 01455641367
Mob: 07968 888624
marsdenbarntrailers@gmail.com

NOTTINGHAM
APPLEYARD TRAILERS
The Kennels, Main St, Strelley,
Nottingham
NG8 6PD
T: 01159293901
Mob: 0785075014

MID WALES
HUMPHREYS & FOULKES
Unit 6, Lion Works, Pool Rd,
Newtown, Powys SY16 3AG
T: 01686 628144

LEEDS
ROTHWELL TRAILERS
126 Wakefield Road
Rothwell, Leeds
LS26 0SB
T: 01132887179
E: sales@rothwelltrailers.co.uk
rothwelltrailers.co.uk

READING
LOVELL TRAILERS
James Farm
James Lane
Grazeley Green
Reading, RG7 1NB
E: sales@lovelltrailers.co.uk
www.lovelltrailers.co.uk
T: 01183240403

NORTHERN IRELAND
MONTGOMERY MOTORSPORT
T: 0044(0)2885549851
www.montgomery-motorsport.co.uk

www.WOODFORDTRAILERS.com

HIGH QUALITY TRAILERS FOR CLUB, PRIVATE AND PRO MOTORSPORTS

Woodford Trailers Limited • 14 Great Central Way • Daventry • Woodford Halse • Northants • NN11 3PZ

Telephone: 01327 263384



WORLD'S FIRST **ONLINE** Motorsport Engineering Degrees

BSc (Hons) Motorsport Engineering*

NEW - MSc Advanced Motorsport Engineering*

*Degrees awarded by our Academic partner De Montfort University.



Accelerate **YOUR** Motorsport Career!

The only **TRULY FLEXIBLE** route to gaining your motorsport engineering degree

- ✓ APPLY ONLINE, choose your own start date & study from anywhere in the world
- ✓ Earn while you learn, study flexibly around your work & family commitments
- ✓ 40% lower fees than other universities
- ✓ Access to student loans for UK students
- ✓ Latest industry CAD & Simulation software FREE



“The National Motorsport Academy Online Degree course is a very useful tool for somebody that maybe went straight into work from school & missed university. It gives them a second chance to get that incredible qualification, online, whilst working & develop their career.”

Rupert Manwaring.

**NMA has students from Formula 1,
The World Endurance Championship & The World Rally Championship!**

<https://motorsport.nda.ac.uk>



+44 (0)1159 123456

MEMORABILIA

F1 COLLECTORS .COM



#1 FOR F1 MEMORABILIA & AUTOGRAPHS

We buy and sell F1 items
AYRTON SENNA specialists

Call CHRIS GRINT

01763 274448

email:- sales@f1collectors.com

AUTOSPORT

If you wish to advertise your products and services with Autosport in print and online please contact

Ben.kavanagh@
motorsport.com

or call

020 3405 8109

RACE PRODUCTS

demon tweeks

EXPERT ADVICE • MASSIVE STOCK • RAPID DELIVERY

**0844 375 2196****demon-tweeks.com**

CALLS MAY BE RECORDED FOR TRAINING PURPOSES Media Code: KZ252A

FOR SALE

FOR SALE Duratec 2.5 318 bhp engine

Built from new block, steel rods and crank,
Omega pistons, Cosworth roller barrels,
Pace dry sump system, Omex ignition,
Big Valve Cosworth head.

Four races from new, won all four.
Engine still in car and can be heard running.
Comes complete and ready to bolt into car.

£11,500 ovno Contact Jeff 01661 821879 / 07733 137309

RACE PREPARATION

London Motorsport Showroom
www.msar.co.uk



Order Hotline: 020 8655 7877

UK agent for SCHRICK

Visit Us At Our New Larger Showroom

RACE PREPARATION

MARDI GRAS
MOTORSPORT

Saloon Car Preparation

2A Brunel Close,
Drayton Fields Ind Estate,
Daventry, NN11 8RB

tel: 01327 858006

email: info@mardigras.co.uk

web: www.performanceclutch.co.uk

Distributors and agents for:



FIRE SERVICES
Extinguisher Refills on Site

VARLEY RED TOP™
THE ORIGINAL RACING BATTERIES

FERODO RACING

lifeline
Fire & Safety Systems Ltd.

**SCHRICK**

RACE PREPARATION

Elite Carbon Fibre

Carbon fibre race car component manufacturer

EliteCarbonFibre Ltd.
Units 20-22 Norwich Road Ind. Est.
Watton, Thetford, Norfolk IP25 6DR

Contact – Dave Greenwood 07809390316
Email – davecarbonelite@googlemail.com
Website – elitecarbonfibre.co.uk



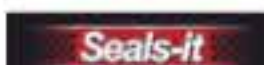
Carbon Composite Wings, Bodywork & Repairs

RACE PREPARATION

THINK Automotive



Think Automotive are specialists in oil cooling systems and all aspects of vehicle plumbing. We are the manufacturer and distributor of Mocal® products.



We stock and distribute the finest automobile products, such as oil coolers, hosing, hose fittings, filler caps, water pumps, oil pumps, heaters, gauges and more.

Tel: 020 8568 1172

Web: www.thinkauto.com

Email: info@thinkauto.com



auto classics

AutoClassics launches digital UK storage locator for classic and premium vehicles

Check out the professional options at www.autoclassics.com/storage-companies

WANTED

WANTED

RACE USE
FORMULA 1
SINGLE HELMETS
OR COMPLETE
COLLECTIONS

CONTACT ROB:
077771 920 345
ROB@FINALLAP.NET



GTECHNIQ
SMART SURFACE SCIENCE

LEADING THE WAY IN
**AUTOMOTIVE
DETAILING
TECHNOLOGY**

THREE WISHES
FOR YOUR CAR:



1
APPLIED BY A MASTER
GTECHNIQ
ACCREDITED
DETAILER



2
THE BEST AVAILABLE
PRODUCT
PERFORMANCE
& FINISH



3
7 YEAR
GUARANTEE

Crystal Serum is the only ceramic coating that comes with its own Gtechniq Accredited Detailer.

The unique service ensures your car is detailed to unrivalled levels of perfection, with a product that offers the ultimate durability, scratch and chemical resistance. Plus, the same slick finish and candy-like gloss you can expect from the world's finest carnauba waxes.



Meet Adam

One of our Gtechniq Accredited Detailers.

GENIE
WITH A BOTTLE

service.gtechniq.com



EVENTS

THE DAYTONA 24 HOURS 2019

37 TEAMS SOLD - ONLY 8 SPACES LEFT!

» THE DAYTONA 24 HOURS 2019 WILL ONCE AGAIN BE HELD OVER THE MAY DAY BANK HOLIDAY WEEKEND (4TH/5TH MAY 2019) AT DAYTONA MILTON KEYNES, THE UK'S PREMIER KART RACING VENUE. DON'T MISS THE EVENT OF THE YEAR, WHICH SEES 45 TEAMS RACING NON-STOP OVER 24 HOURS IN RACE-PREPARED DMAX AND SODI RT8 KARTS.

DMAX CLASS

- DMAX 125cc Rotax Evo Two-Stroke Karts
- Minimum Weight equivalent to 85Kgs per driver
- Team Entry costs £2450 inc VAT

SODI CLASS

- Sodi RT8 390cc Four Stroke Karts
- No Minimum Driver Weight Limit
- Team Entry costs £1800 inc VAT

THE DAYTONA 24 HOURS 2019 WILL BE HELD AT DAYTONA MILTON KEYNES OVER 4TH AND 5TH MAY 2019

- Just 45 spaces on the grid
- £300 deposit secures your entry. Next payment due by end of January. Final payment due by end of March
- Complimentary trackside pitches for first 32 teams

birel
ROTAX
KART PRODUCTS

SWE
SWEETMAN

BOOK NOW TO GET THE BEST PITLANE PITCH, CALL MARK WIMBLETT NOW ON +44 (0)33 033 27870 TO BOOK YOUR TEAM

DAYTONA

STORAGE



SYSTEM
STORE
SOLUTIONS LTD

SETTING THE STANDARD IN MOTORSPORT WORKSHOP DESIGN & STORAGE

Fami
FAMILY SYSTEMS



Working with teams and companies in classic/historic racing right through to Formula One.

We provide everything from single cabinets to a total design, layout and installation service, including project management, consultation, technical advice and no obligation site surveys.



- ✓ Race bays
- ✓ Machine shops
- ✓ Stand-alone workstations
- ✓ Transporters
- ✓ Mobile storage units



DK Engineering

Lanzante

CKL

JOTA Sport

URT

carlin

ROBSON

STANLEY

01622 859522 | SALES@SYSTEMSTORESOLUTIONS.COM | SYSTEM-STORE.COM



Car Physics Programmer

Are you a software engineer or simulation specialist? Do you have a passion for vehicle dynamics and physics? If you're in motorsports, why not think about a career move to making world-class racing games!

Highlights include but are not limited to:

- Develop cutting edge vehicle simulation technology for cross-platform AAA racing titles
- Identify opportunities for R&D to develop and improve systems
- Plan and deliver features and tools for the game and its development
- Collaborate with the design and gameplay teams to ensure that we deliver a first-class player experience.
- Collaborate with technical experts across our studios to ensure quality across the company
- Work with the art team to ensure the quality of assets and workflows
- Deliver technical designs, overviews and presentations
- Coach and/or mentor staff in good engineering practices.
- Act on feedback on your designs from your line-manager and others. Review the designs of others across multiple areas.
- Work closely with production to ensure solutions are within budget and on time.

To apply now visit www.motorsportjobs.com



Inside Sales - Motorcycling

Alpinestars' is currently seeking an enthusiastic, energetic, sports-minded person to fill an Inside Sales position. The Inside Sales person will work with Alpinestars dealers across the US and will work with the Dealer Development team in the field.

The ideal candidate will be a motivated self-starter with ability to connect with dealers via telephone. Additionally, the ideal candidate must be organized and resourceful with the motivation to achieve sales results.

Job activities include:

- Managing all accounts in designated territory
- Daily communication with account base
- Calling prospective dealers
- Administrative tasks: order entry and shipping/invoicing
- Sales tracking / reporting
- Line sheets
- Calendar updates
- RA's & reorders
- Sample collection management/coordination
- Extensive sales reports: booking, shipping, selling, etc.
- Product launch and tradeshow preparation & coordination.

This is full-time position with benefits.

To apply now visit www.motorsportjobs.com



We have a number of exciting permanent and fixed term opportunities at our purpose-built Milton Keynes facility.

Electrical and Test Engineer

This role works within the Energy Storage System (ESS) development and production teams and is responsible for prove-out design concept, testing components of the ESS pack, cooling system, HV system and battery monitoring system, etc.

Control System Engineers (multiple opportunities available)

Experienced embedded software or control engineers required to develop on-board control software for the ESS battery and other systems supporting Honda's Formula 1 programme, meeting performance and reliability targets.

Battery System Engineer

This role will ensure the conceptual cell specification is defined, developed and tested under specified conditions, from a chemical and electrical point of view.

Power Electronics Engineer

Based within the ESS development project, you will work on system-level development of the primary power electronics units including inverter, converter and other subsystems including contactor, fuse etc.

Energy Storage System Engineer

You will be responsible for the system-level development of the primary high voltage circuit including battery system, battery management system and other subsystems, as well as fault investigation and setting countermeasures during ESS pack production stage or sign-off process.

ERS Test Engineer

Working within the Energy Recovery System team, you will define test procedures, test equipment and carry out analysis of test data to identify issues before they could occur at the track.

HONDA FORMULA 1 IS HIRING



Our Associates enjoy: Competitive Salaries & Pension Scheme, Private Medical Insurance, Free On Site Gym Facilities, 30 Days Holiday, Free On Site Parking, Access to Honda Product Discounts.

All positions will be based in Milton Keynes. Overseas travel and weekend working is expected as part of normal business operation.

The successful candidate must have a valid proof of right to work in the UK upon starting their employment.

To apply please send your CV to:
Nick Gerrell (Gerrell & Hard Ltd) - nickg@gahl.co.uk



Technical Sales & Account Manager - Motorsport

Vacancy Reference: 1833

Salary: Depends on experience

Hours: 36.5 hours per week. Potential for regular weekend working and foreign travel.

As one of the world's top ten tyre manufacturers, Cooper Tires (Avon Tyres Motorsport) continually produces results as a forward thinking company that demands the best performance from both its products and its people. An excellent opportunity has become available for a **Technical Sales & Account Manager** to join the highly successful **Motorsport** Department.

Based in the Sales Offices at the Motorsport headquarters in Melksham, England, this exciting position is required to support the continued growth of the business. This is a challenging role working in an extremely high paced and ever changing business environment and will suit a very focused, dedicated and adaptable candidate who is able to work alone and as part of a diverse team.

Responsibilities:

- Key account management for several larger international Motorsport dealers.
- Potential to manage one or more race championships, this will involve overseeing the trackside service and completing all relevant sales, administration and liaison with championship organisers and governing bodies.
- Using your extensive knowledge of the motorsport industry and being very aware of current and future trends and movements.
- Building an intimate knowledge of the varied and extensive Motorsport product range.
- Developing your knowledge and understanding of racing cars and bikes and using this to be able to apply the most appropriate product for each specific application.

Requirements:

- Educated to degree level or have equivalent qualifications or extensive relevant tyre technical and or sales experience.
- Proven track record in a competitive sales environment desirable.
- Knowledge of the Motorsport industry and racing vehicles essential.
- Willingness for national and international travel to include several weekends working trackside is essential.

If you are interested in this vacancy then, please send your CV with a covering letter to:
Sarah Knight, HR Department, Cooper Tire and Rubber Company Europe Ltd,
Bath Rd, Melksham, SN12 8AA or e-mail euerecruitment@cooper-tire.com

Closing Date: 23rd November 2018



RADICAL

**WE'RE CURRENTLY
LOOKING FOR A**

**HEAD OF
MOTORSPORTS**

**You will lead and direct all
motorsports activities conducted by
Radical Sportscars across the world.**

Candidates must have in-depth experience of both racing and the commercial aspects of racing with the ability and willingness to travel extensively both in the UK and abroad, often working on numerous weekends to cover races.

A second European language is desirable.

**For full job role details and to apply
please visit:**

radicalsportscars.com/careers/head-of-motorsports

Closing Date:

30th NOVEMBER 2018



**motorsport
JOBS**

Want to advertise a motorsport job?
If you are recruiting in motorsport and wish to
advertise with Autosport in print and online please
contact

James.robinson@motorsport.com

or call

020 3405 8105

For all current vacancies advertised please visit
our website

Motorsportjobs.com



GENERAL SECRETARY

**Do you want to help deliver a bold
new vision for UK motorsport?**

**An exciting opportunity has arisen for a General Secretary to
join the national governing body, the MSA.**

The MSA represents over 45,000 competitors and volunteers and over 720 clubs at the heart of motorsport. Now, under the leadership of the Chairman David Richards CBE, we are investing in an exciting period of change to drive growth and create a sustainable future for motorsport in the UK.

The holder of the role of General Secretary will report to the Chief Executive and will assume prime responsibility for all the company's legal, secretariat and corporate governance functions of the MSA.

As a member of the Senior Management Team the successful applicant will also have general management responsibilities, including related budgetary controls.

Applications are invited from lawyers with a current practising certificate. Ideally applicants will have particular experience in both the management and practice of company/commercial and litigation/advocacy matters.

A working knowledge of sports governance and/or motorsport would be a distinct advantage. Occasional weekend work at motorsports events.

Please apply to hr@msauk.org enclosing your CV and contact details.
A copy of the full job specification is available at msauk.org.



SAFETY DIRECTOR

**Do you want to help deliver a bold
new vision for UK motorsport?**

**An exciting opportunity has arisen for a Safety Director to join
the national governing body, the Motor Sports Association (MSA).**

The MSA represents over 45,000 competitors and volunteers and over 720 clubs at the heart of motorsport. Now, under the leadership of the Chairman David Richards CBE, we are investing in an exciting period of change to drive growth and create a sustainable future for motorsport in the UK.

Reporting to the Chief Executive, the Safety Director will provide strategic direction to the organisation, its Board and Executive on all Safety and Risk Management policies and matters. The Safety Director is also nominated as the first point of contact in any serious incident in the sport.

As a member of the Senior Management Team, the successful applicant will have general management responsibilities, including related budgetary controls.

Applications are invited from candidates with a current Safety Practitioner qualification with the professional status of CMIOH. Ideally applicants will have evidence of operating at senior management level and be able to demonstrate a comprehensive understanding of Health & Safety legislation within the work place and interpret and adapt it to the needs and requirements of the MSA.

A knowledge of motorsport would be a distinct advantage. Occasional weekend work at motorsports events.

Please apply to hr@msauk.org enclosing your CV and contact details.
A copy of the full job specification
is available at msauk.org.

NATIONAL RACING • HISTORICS • TRACK TESTS • FEATURES

[@AS_National](#) [f @AutosportNational](#)



DAVIDSON JOINS ADAM AT TF SPORT FOR BRITISH GT

BRITISH GT

British GT race winner Graham Davidson has targeted the 2019 title after switching to TF Sport alongside three-time champion Jonny Adam, billing it as an “all-or-nothing year”.

The 2017 GT Cup champion stepped up to the category with a Jetstream Motorsport Aston Martin Vantage this year, and took a first win at Spa alongside Maxime Martin, but suffered bad luck and only finished seventh in the points.

After moving to partner defending champion Adam, who switches from Optimum Motorsport back to the team he won the 2016 title with, Davidson is determined to make the step to championship contender with Aston’s new Vantage GT3.

“The aim is to do a lot of simulator work, a lot of testing and to get pole positions and win races – it’s an all-or-nothing year for me,” said Davidson.

“I want to give myself the best

possible chance – I don’t want to increase the budget a little bit to find out that we were runner-up, and if I had just put in a bit more testing or a bit more simulator time then we might have won.

“I don’t want to leave anything to chance, so I will employ the approach that Flick [Haigh, 2018 champion with Adam] did this year and give it everything I can to give me the best chance.

“I’d like to think we’re starting on the front foot with the strongest package. I’m ready for it, I just wish the season could continue on from the last one!”

Davidson and Adam will pilot one of Aston Martin’s latest, up-to-date GT3 cars next year. It will be raced in customer hands

“I’D LIKE TO THINK WE’RE STARTING WITH THE STRONGEST 2019 PACKAGE”

STAT

4

Adam is aiming for a fourth British GT title with a fourth different co-driver



for the first time at the Gulf 12 Hours in Abu Dhabi next month by TF, along with fellow British GT outfit Beechdean AMR and the Swiss R-Motorsport squad that will field the Aston Martin-badged DTM effort next year.

Adam and Ahmad Al Harthy will reprise the combination that sealed the 2017 Blancpain Endurance Pro-Am title at TF Sport, along with Aston stalwart Darren Turner, while Beechdean AMR patron Andrew Howard will share with '16 BGT team-mate Ross Gunn, '11 American Le Mans Series champion Chris Dyson and Emirati driver Humaid Al Masood.

Team regular Jake Dennis will share the R-Motorsport car with Marvin Kirchhofer and an unconfirmed third driver. The car debuted at the Nurburgring Nordschleife in October, with the entry for Turner/Martin taking pole position in VLN.

JAMES NEWBOLD

UK Clio aces succeed abroad

CLIO CUP INTERNATIONAL

Renault UK Clio Cup racers topped the inaugural Clio Cup International Final at Paul Ricard last weekend, with Jack Young beating Max Coates.

Northern Irishman Young, last year's Renault UK Clio Cup Junior champion, has impressed since switching to senior car racing in the middle of this term but had struggled to translate his strong pace into results.

But that changed in France as he qualified on pole and led throughout, successfully maintaining his advantage over UK runner-up Coates after a late-race safety car, caused by the other Briton in the race, Brett Lidsey, tangling with Frenchman David Pouget.

Young will receive a 280bhp Renault Megane RS road car as a prize for winning the race.

"It's amazing, Max pushed me throughout the race, as he had done earlier in the weekend," said MRM driver Young, who topped the 37 cars that started the race.

"Gradually, he regained ground but I managed to pull away as soon as the safety car was cleared. Therefore, I only had to manage it to the finish. It's great and a bit surreal, but I hope to defend my crown next year!"

Coates said he was "both delighted and disappointed with this result", having earlier shared the Central European spoils with Young.

STEPHEN LICKORISH

Ginettas to Thruxton, Knockhill

GT4 SUPERCUP

The Ginetta GT4 Supercup plans to return to Thruxton and Knockhill next year after not visiting those venues in recent seasons.

The series will continue to feature on the support bill at eight of the British Touring Car Championship's meetings in 2019, with the GT5 Challenge again taking its place at the other two.

This year the Supercup skipped the Thruxton and Knockhill rounds. Next season the first of the two Thruxton meetings and Snetterton won't feature on the calendar. But, as the series will make the second trip to Thruxton in August, it will be the first time the Hampshire venue has been included since 2015. Knockhill last featured in '16.

"It's a few different tracks [for the drivers] – they haven't been to Thruxton or Knockhill for a few years," explained Ginetta motorsport manager Ash Gallagher. "There are three clashes between TOCA and British GT so it's been difficult to sort [as GT5 runs with British GT]."



GT4 champ Ladell is eyeing Porsche switch

• Newly crowned GT4 Supercup champion Charlie Ladell is considering a move into the Porsche Carrera Cup GB next year after sampling the 911 GT3 Cup car in last week's taster day at Silverstone. A number of drivers have made the progression from the Ginetta series to the Carrera Cup in recent years, including Ladell's fellow champions Tom Oliphant and Tom Wrigley. "It's definitely an option for us," said former Renault UK Clio Cup driver Ladell. "We want to move on from Supercup, so this is the next step up for us on the ladder. Obviously, it all comes down to budget, but it would be nice to do it."

STEPHEN LICKORISH AND DAN MASON



GT4 Supercup last visited Knockhill in 2016

JEP/LAT
motorsport
IMAGES



Drivers slam 'dangerous' live snatch recovery

WALTER HAYES TROPHY

Leading Formula Ford drivers and teams slammed Walter Hayes Trophy officials over the use of a telehandler to conduct a live snatch recovery during the second semi-final at Silverstone last Sunday.

Scottish driver Logan Hannah's car was stranded at the side of the circuit after contact with Stephane Lemeret before the first corner. The clerk of the course

deployed the telehandler to retrieve the car under yellow-flag conditions, with the process taking a number of laps to complete.

Three-time Hayes winner Joey Foster said: "It was the most dangerous situation I have ever seen one of those used. It was very slippery into Copse, you could easily lock up on the downshift, even when you're not pushing.

"A safety car would have been absolutely fine in those conditions. They have to understand that it can't happen. If a car

is off two thirds of the way around Luffield, right in the gravel at the back, fair enough. But not when you are approaching at 120mph, with marshals and the snatch vehicle just off the track."

Hannah's Graham Brunton Racing team was also unhappy with how the incident was handled. "The track is licensed to do it, but any MSVR-administered championship doesn't use live snatches; no BRSCC open-wheel series uses them," said team manager Craig Brunton. "Here we're told it's a trophy event [and they're allowed]. A group of us spoke to the clerk of the course and he said he would take it to the stewards."

The remainder of the event passed without the need for further live snatches in exposed positions.

A spokesperson for the organising Historic Sports Car Club said: "The clerks in conjunction with the circuit safety team will ultimately decide what is the most appropriate way to deal with an incident, and, on this occasion, live snatch was employed. Silverstone is licensed for live snatch and all teams were briefed this would be in operation. We as a club will use live snatch where it is licensed.

"The stewards and the clerks of the course confirmed that the safety team conducted the recovery promptly and efficiently within the licence requirements."

IAN SOWMAN AND STEPHEN LICKORISH

Irish Supercars star eyes FFord switch

NATIONAL FF1600

Irish Supercars race winner Cameron Fenton is targeting a campaign in the British Racing & Sports Car Club's National Formula Ford 1600 Championship after making his Walter Hayes Trophy debut last weekend.

The 2017 Ginetta Junior Ireland runner-up received a late call to compete in the Hayes in Niall Murray's regular Van Diemen LA10, with '16 Hayes winner

Murray busy with the Mondello Park Fiesta race.

Fenton is a contender for the Sexton Trophy prize in Ireland, with the winner receiving €50,000. Should he win the prize, Fenton would put it towards a season in National FF1600.

"I got a phone call last week saying would I want to race," he said. "Thursday testing was wet so really it [Saturday] is my second day and I think I did well. This is completely different

to Irish Supercars!

"If I get that €50,000 I want to do a full season next year with Team Dolan, and that money would help make it happen."

Fenton, who had previously contested a couple of FF1600 races at Kirkistown, was delighted to finish sixth in his heat and was 17th in the final.

"That feels like a win as it's my first Walter Hayes Trophy," he added.

STEPHEN LICKORISH



Comprehensive motorsport insurance products to keep you on track;

- ✓ Accident damage On Track
- ✓ Rally damage On Event
- ✓ Storage and Transit
- ✓ Liability
- ✓ Personal Accident
- ✓ Track day

Log on to www.ryanmi.com to obtain your online quote

Email – info@ryanmi.com Tel – +44 (0)1799 524202

Ryan Motorsport Insurance Limited is an appointed representative (557405) of Independent Broking Solutions Limited who are authorised and regulated by the Financial Conduct Authority. Its Financial Services Register number is 312026

RYAN
MOTORSPORT INSURANCE



Brown escapes injury in roll

WALTER HAYES TROPHY

Tom Brown competed in two different cars during the course of the Walter Hayes Trophy, either side of a hospital visit necessitated by rolling the first of them on the final lap of his heat at Becketts.

The former Ginetta racer had spun his Van Diemen RF79 after contact at Maggotts on the opening lap of heat two, but had recovered to eighth.

"I went to overtake Paul Mason around the outside of Becketts, and we just sort of wanted the same piece of Tarmac," he said. "My right-rear hit his left-front and I went barrel-rolling."

Mason, who suffered a bent wishbone on his Swift SC94, added: "He turned and tried to make the apex, but I was still there. If he had left one car width on the

inside he would have still got me but we would have both got around the corner."

As Brown's car rolled over twice, the rollhoop partially collapsed. He was taken to Northampton General Hospital, but was discharged with only bruising to his knee.

Brown was able to get back out into the Sunday morning Progression race in his father Dave's second car, a Van Diemen RF91. "We brought the '91 just to test it and in case anything happened to the '79, and it did happen, so it's a good job we brought it," he said.

Brown recorded an eighth-place finish in the Progression race but retired from the Last Chance contest after damaged wing mirrors left him with no rear visibility. He then took ninth position in the Janet Cesar Trophy for Pre-1993 machinery.

IAN SOWMAN

Send-off event reduced

ROCKINGHAM

Rockingham's farewell meeting – the last race event to be held at the venue before it closes to motorsport – has been reduced to a single day after receiving a lower-than-anticipated entry.

The event will now run on November 24 only, with races for single-seaters, Ginettas, Caterhams, Sports/Saloons and a one-hour enduro. Organisers are asking for entries sooner rather than later for the one-off event.

"The entries weren't quite what

we'd hoped, or certainly not what the expressions of interest led us to believe, and rather than stringing it out we wanted to put on one big day for everybody," said Rockingham head of sales and marketing Michael Galjaardt.

"It should still be a good party for all and we're hoping once some of the other races are out of the way – with the Walter Hayes at the weekend, and we have Race of Remembrance next weekend – hopefully we'll pick up some more entries."

JACK BENYON

IN THE HEADLINES

KEN FILDES 1944-2018

Irish motorsport has lost a hero with the recent passing of Clonsilla garagiste Ken Fildes. Fildes, son of racer Jack, and Damien Magee were the 'Duffy Demons', mentored by Fildes Sr's great pal Luke Duffy, in FLibre events of the late 1960s. Ken was propelled into F2 by Duffy, competing in a Crossle 19F and 22F, then raced an FAtlantic-spec Lotus 69, March 74B and Chevron B29 and B48 with success. Having competed in a Fiat 128 coupe and Peugeot 205 for fun in the interim, Fildes returned to racing with a Ralt RT4, winning as recently as 2009. His son Jonathan maintains the family's speed tradition.

O'BRIEN STEPS UP TO GT4

Connor O'Brien will step up from the Ginetta GT5 Challenge to make his British GT debut in GT4 next year with 2016 class champion Optimum Motorsport. The 18-year old will race one of the squad's two new Aston Martin Vantage GT4s and join the revamped AMR Young Driver Academy. He is the second GT5 graduate confirmed as driving an Aston, following Alex Toth-Jones (with TF Sport).

F5000 ASI CELEBRATION

The 50th anniversary of Formula 5000 will be celebrated in a feature display at the Autosport International show in January. The Historic Sports Car Club will honour the spectacular single-seater category with a six-car display of the mighty five-litre monsters, which arrived in the UK for the 1969 season. Cars from Lola, McLaren, Surtees, Eagle and McRae will be on show from the club's Derek Bell Trophy race series, and former F5000 drivers will be invited to attend on the Friday of the show.

SMITH'S PUKEKOHE TREBLE

Starting his 61st successive season in style, Ken Smith, 77, won all three legs of New Zealand's F5000 Tasman Cup Revival Series opener at Pukekohe last weekend in his Lola T332 (below). Alastair Hey's cars, entrusted to youngsters Michael Collins (ex-Graham McRae Leda LT27) and impressive class debutant LeRoy Stevenson (McRae GM1), pressed Smith hardest.





Pickup chief's extra series

BARC

The organisers of the Pickup Truck Racing Championship are planning to create a mini-package of three series to run at the popular British Truck meetings next year.

In addition to its successful Pickup series, SHP Engineering will also run a Super Silhouettes category and a series for American-style sprint cars at truck meetings, with the focus on providing entertaining racing for spectators.

SHP will take over organising the British Automobile Racing Club-run Intermarque series and will rename it to reflect the category's original title, although existing Intermarque organisers still intend to have their own separate series too.

"We had a meeting with the Intermarque drivers and they seemed on board for it," explained SHP founder Sonny Howard. "We have rewritten the rules so it will be for spaceframe

chassis, front-engined, rear-wheel-drive cars. I think it relates it back to what it was in the first place [when the series was founded off the back of short-oval racing]. We've also changed the name to Super Silhouettes and it's now what it says on the tin."

Richard Smith, a long-standing Intermarque racer, along with his brother Simon and sons Lewis and Daniel, welcomed the change. He believes it will help attract new entries and added: "We want it to be run professionally and to race at some bigger meetings so we have to be prepared to travel a bit more."

Howard is also planning a "quirky" third series for American-style sprint racers.

"It's a new concept with entertainment value," he added. "We've got six in build and they will be at the Autosport show."

"There's lots of kids and families that go to the big truck events and I think these cars will appeal to these people."

STEPHEN LICKORISH
AND BRIAN PHILLIPS

Ex-F1 drivers race in Irish Fiesta enduro

MONDELLO FIESTAS

The annual Mondello Park Fiesta 6 Hour Endurance race attracted some high-profile names to take on the regular pacesetters last weekend, with ex-Formula 1 drivers Tommy Byrne and David Kennedy competing.

The pair teamed up with Kevin McGarrity and Niall McFadden in a Murray Motorsport car, with their main opposition expected to come from team-mates Michael Cullen, Dave Maguire, John Denning and Rod McGovern – all former saloon champions.

At the end of qualifying, though, it was the local MTR team of Lloyd Murphy, Damien Murphy and former team owner Brendan Travers who claimed pole position. Unfortunately for them, they were late leaving their garage and the pitlane had closed, meaning they, among others, had to start the race from the pitlane.

In the closing stages, the Barrable team of father Michael and sons Peter and Robert were in the lead with the Murray car of Cullen/Maguire/Denning/McGovern on the same lap, and closing. Robert Barrable responded and, when Cullen tangled with a backmarker, the safety car was dispatched, followed by the chequered flag a few laps later.

A great comeback meant the MTR equipe took second, just ahead of the SPCF team of Alan Auerbach, Mark Meenaghan, Mark O'Donoghue and Shane Murphy, who were in contention throughout.

Byrne/Kennedy/McGarrity/McFadden finished sixth in their Team Bristol Mallory car.

LEO NULTY

Flux last raced the Formula Atlantic Ehrlich in 1982



Flux reunited with Ehrlich

FORMULA ATLANTIC

Ian Flux was reunited with his Formula Atlantic Ehrlich RP5B at Silverstone last week, 36 years after he last raced it.

The car's current owner John Hayes-Harlow arranged for Flux to test the car he last raced at Mondello Park in October 1982.

"It was a proper memory-jerker, which took me back 36 years to when I last raced for Dr Josef Ehrlich," said Flux. "I'd not gone as many years between drives in a car before."

"A really nice touch was that Paul Crosby who built the chassis came along to the test day and got his hands dirty. We had a few issues with fuel pressure initially, but when it sort of cleared it was better than I remembered."

"The experience transported me back to the end of '79 when the Doc – a mad Austrian inventor, a really clever bloke – paid me 40 quid a week, put Paul and me up in a flat in a 17-storey hi-block in Bletchley and gave me an old Renault 16 as my road car. Happy days!"

MARCUS PYE



TROPHY TALES

News of possible guest star drivers for the Walter Hayes Trophy may make headlines, but there are plenty of real stories among the racers taking part

MATT BEER

Fernando Alonso did not contest the Walter Hayes Trophy. Neither did Mark Webber. Nor did Tony Stewart. Skier Lindsey Vonn skipped it too. Former prime minister David Cameron's recently mooted return to the public eye did not take place at the wheel of a Souley Motorsport Van Diemen RF89 at the Hayes.

WHT mastermind James Beckett's playful social-media chasing of superstar guests is endearing (in fairness, he hasn't really been tweeting #HayesFever in the direction of @David_Cameron). And the Hayes has a very strong track record for bringing intriguing names into – or back to – Formula Ford 1600 over the years.

My only misgiving is that too much focus on potential superstar Hayes ringers may leave the general motorsport fan underwhelmed when an entry list appears without any.

There were no active Formula 1 drivers in the 2018 field at Silverstone. But the heats were won by a past National FF1600 and Formula Renault BARC champion, an electrician doing the event on a shoestring, a South African fresh from a USF2000 rookie season, last year's Hayes victor, a 2018 National series

"HOW MUCH THE HAYES MEANS TO FF1600 BELIEVERS WAS APPARENT AT SILVERSTONE"

frontrunner who's made brilliant progress this year, and a double regional FF1600 champion who was once a BMW junior in single-seaters. That seems an ideal balance of people for 2018-spec FF1600.

A worry with guest drivers is that they may not 'get' the Hayes and properly appreciate it or Fford. Close racing and cost-effectiveness aside, the main reason FF1600 is defying all pragmatic logic and thriving into a sixth decade in a world of not just slicks and wings (its original existential threats) but hybrids, electricity and automation is the fervent group of FF1600-besotted drivers, team owners, event/championship organisers, car/engine builders and journalists over whose bodies you'd have to crawl if you wanted to eradicate it. FF1600 believers *really* believe in it, and how much its big events mean to them was viscerally apparent at Silverstone. "I'm still speechless, my eyes are stinging because I've got so much champagne in them, I'm

absolutely soaked, but I'm having the best time of my life," declared now-double winner Michael Moyers. His face showed he wasn't exaggerating.

Moyers's team boss Kevin Mills, who finds failure to win even more personally offensive than most team owners, assembled a six-car Spectrum superteam and – as KMR's only full-time staffer – worked 16-hour days to prepare them. He definitely wasn't the only Fford person doing those hours in the Festival/Hayes fortnight. Mills suspects he lost money on the programme behind his team's fourth Hayes win, but has no regrets because "it's a good advert for the future" and the WHT "has a place in my heart".

The heat-winning electrician was TM Racing's Felix Fisher, a man who last won a race in 2012, last did a full season in '15, was getting through the event on just one set of tyres and only had a half-day test in a Ray he's driven barely a handful of times. Never slow, but very much in "turn-up-and-have-a-go" mode in recent years, Fisher raised his game and "felt like a frontrunner again". His win was the first big underdog feel-good story of an event always full of them, and it wasn't diminished by the broken distributor that stranded him on the semi-final restart grid.

It wasn't just the delighted drivers showing how much the Hayes means. At the other end of the emotional scale, James Clarke stood lost and disconsolate in the middle of the Cliff Dempsey Racing garage after spinning to the back in the final. Having starred in a National one-off at Croft after switching to the multiple title-winning team, Clarke admitted he'd let representing CDR at such a big event and racing alongside the hand-picked future stars of the Team USA Scholarship overawe him and affect his driving. His tears showed how much he understood the value of Hayes success in the FF1600 world; the speed and racecraft behind his semi-final podium showed why Dempsey rates him so highly and why he could be a future winner.

FF1600 is adjusting and resettling again right now, with regional grids shaky and Road to Indy/TCR-package question marks floating. But teams are bullish and signing up promising numbers of drivers for 2019 championships and next year's Festival and Hayes. This year, 330 people have raced an FF1600 in the UK, and 99 of them competed last weekend in a Hayes that may have lacked the triple-figure entries and strength in depth of its greatest ever years but was still one of the best and most emotional weekends of the 2018 motorsport season.

The temporary added attention that guest stars bring certainly isn't unwelcome (I'm particularly fascinated by the idea of NASCAR's Stewart turning up), but it's stories like Moyers's, Fisher's and Clarke's that get me to Silverstone. *W*

Dominant Moyers retains Walter Hayes crown



SILVERSTONE WALTER HAYES TROPHY NOVEMBER 3-4

Until halfway through the 2018 Walter Hayes Trophy final, '17 winner Michael Moyers looked like a man with serenity to spare. A dominant heat poleman and winner on Saturday, a relatively comfortable semi-final winner once Kevin Mills Racing team-mate Michael Eastwell had misfired his way backwards, and then swiftly past yet another KMR Spectrum team-mate – Julian van der Watt – to lead the final from second on the grid.

The potential mishap of a too-dry set-up for the quite-wet track was averted with a

last-gasp change completed just as the whistle blew in the assembly area. Moyers had the lead and the pace. Back-to-back wins looked predestined.

Then, coming into a fiendishly slippery Brooklands just before half-distance, Moyers had his only blip of the weekend.

"I screwed up," he admitted. "I probably braked five feet too late. Literally *just* too late. The fronts locked and I had a bit of a wobble and I knew I had to go straight on. And my heart just sank."

Even as Moyers was slithering over the run-off area, good news for him was unfolding behind. Jordan Dempsey, another member of Kevin Mills's WHT superteam, had been a huge threat early on, quickly

recovering from a poor start to hack through into second by the end of the first lap and then hounding Moyers. Dempsey's overtaking ambitions were only stymied by yellows at the complex after team-mate Roger Orgee was sent spinning into Team USA Scholarship winner Jake Craig's Cliff Dempsey Racing Ray.

Once that was cleared with a safety car, two thirds of the race remained and Dempsey's "Yes, I can have a go at him now!" intentions were made very clear with a big look down the inside at Brooklands.

But next time around, Dempsey was attacked for second by a charging Joey Foster, just as Moyers went off in front of them. "He just understeered into me and biffed me off," said Chinese Formula 4 champion Dempsey. "But it's the Walter Hayes final – I can excuse it."

With Dempsey following Moyers across the run-off, and others losing momentum behind the incident, Moyers rejoined the track to a pleasant surprise: rather than having tumbled down into the midfield, "it was just Joey in front of me."

Moyers also had time to think "Where's Joey come from? That's typical Joey..." when he remembered the new leader had started way down in 11th, before quickly deciding he had to immediately attack to avoid getting drawn into a battle that would allow the pack to swamp them.

Foster thought he had Moyers covered



Dempsey (53) rued
contact with Foster



Moyers (left) grabs the lead from van der Watt into Copse at the start of the final

“for a fraction of a second”, but “knew I had a fight on my hands” when he saw how much the Spectrum gained on him through Copse. Onto the back straight, Foster thought “He’s not going to go for it straight away, surely?” but that was exactly what Moyers did, diving to the inside at Brooklands and reclaiming first place precisely where he had lost it just one lap earlier.

Still learning about the quick but set-up-sensitive Firman he has recently taken on, Foster’s pace would fade as the race went on. He also fell down the order when taken wide at Brooklands by Festival winner Josh Smith, who had charged through from ninth while grappling with tricky brake bias on his Oldfield Van Diemen that led to the brush with Foster and his own eventual exit backwards into the Copse gravel.

Foster and Smith going off-course together opened the door for Matt Cowley to appear in second. Back from the States to lead the charge of the Dolan team that had dominated the National Championship with the absent Niall Murray, Cowley had already made epic progress from the Last Chance race, and was benefiting from a Van Diemen with a dry-leaning set-up on an improving track.

But Moyers had things in hand. Giving himself “Take a deep breath every lap, keep calm, I’ve got it under control” >>

HEATS THROW UP SURPRISES



Felix Fisher (left) and Cooper slip by as Cowley (spinning) and Dempsey collide in lead scrap

If you were going to pick possible heat winners before the weekend, Felix Fisher, Julian van der Watt and Rory Smith were perhaps not at the top of the list. But all three triumphed as the Saturday races produced some surprising results.

Fisher did benefit from a huge slice of luck to win heat two. Jordan Dempsey and Matt Cowley had a close battle for the lead, and Dempsey held the advantage into lap seven of the eight. But then into Brooklands the pair collided and spun.

Dempsey described Cowley’s move as “stupid”, saying: “Matt just went for a gap that wasn’t there. An experienced driver would know that it’s going to close. I don’t know what he was thinking.”

Cowley countered: “I darted right and then back on the inside and I think he thought I was on the outside still and didn’t leave me enough room.”

Cowley and Dempsey weren’t the only ones in the wars, as Sebastian Job spun at Becketts on the opening lap while Tom Brown rolled his Van Diemen RF79 (see news) on the final tour at the same corner after clashing with Paul Mason’s Swift SC94.

Heat three didn’t look the most exciting on paper, with a lack of major contenders, but it ended up being one of the most entertaining. South African van der Watt, Tom McArthur, Scottish champion Ross Martin and Carter Williams were close

throughout, with van der Watt eventually prevailing after Martin led initially.

“What a heat!” enthused Martin. “That was the first proper race I’ve had since I raced here last year. In Scotland you don’t get races like that.”

Smith also had to work hard for his win in heat five, just keeping Team USA driver Jake Craig and three-time Hayes winner Joey Foster at bay.

There was another slightly surprising victor in the final heat. Festival winner Josh Smith was on a charge on the opening lap, passing Nico Gruber around the outside of Copse and Oliver White at Brooklands. But his lead only lasted until lap three when a missed gear on the pitstraight cost him dear and allowed Roger Orgee, who has had little competitive action this year, through to win narrowly from White.

A less unexpected winner was Chris Middlehurst in the opening heat. Michael Eastwell led the early stages but – just two weeks after his Festival heartbreak – a missed gear on lap four damaged his engine and allowed Middlehurst to get ahead, although the Team Dolan racer reckoned he had the pace to win anyway.

But in a worse position was Josh Fisher. Having already qualified at the back after an oil leak in qualifying, he then spun off at Becketts on the final lap after just passing the ailing Eastwell.

The most predictable heat winner of them all, however, came in the fourth contest, as last year’s victor Michael Moyers was dominant, with Ivor McCullough snatching second from Stuart Gough with two laps remaining.

While Moyers was looking ominously untroubled, Josh Fisher, Job and Cowley all had plenty to do to reach the final.

STEPHEN LICKORISH



Middlehurst won opening heat

instructions in the cockpit, he inched into a small advantage as Cowley found himself very busy with the recovering Dempsey.

"I was so close to the dream weekend," said Cowley, having fallen 0.978 seconds shy of victory. "But considering we weren't even in the semi-finals at the start of today, to be battling for the lead in the final and coming second was great."

Third-placed Dempsey was left "a bit annoyed" as he – rightly – felt he had the pace to win, but readily conceded that Moyers had been "top class all weekend".

While Mills's crew celebrated a fourth WHT win in eight years, it was quiet next door at Cliff Dempsey Racing – so often KMR's main rival at this event. With Craig taken out, Nico Gruber retiring with damage, and the very rapid James Clarke a disconsolate last after spinning, CDR's best finisher was Team USA's Colin Mullan in 12th.

Two of the three drivers with the best victory shots had scooted straight on at Brooklands on lap one – final polesitter van der Watt and the ever-combative Oliver White. Van der Watt's weekend eventually ended in the pit-straight gravel after a tap on the rear through Woodcote, but the South African was still ecstatic about his performance. Promising but low-key on his UK FF1600 debut in last year's Festival, van der Watt returned emboldened from a rookie season in USF2000 and shone. White's Souley Motorsport Medina was in the thick of things up front all weekend but was beached at Luffield after a collision with Luke Cooper.



Moyers leads Cowley as Foster (red car) and Josh Smith run wide at Brooklands in final

Foster made it back to fourth ahead of Cowley's Dolan team-mate Chris Middlehurst and Cooper, who was stymied all event by an engine generously loaned by Swift Cooper team-mate Alan Slater, but originally prepared for recent racing returnee Slater's Historic Nike and not up to challenging for a WHT win.

Scottish champion Ross Martin, last year's runner-up Josh Fisher, Eastwell and lead B-M driver Tom McArthur completed the top 10. McArthur had spent the early laps as Moyers's and Dempsey's main chaser before "a rush of blood to the head" after losing ground

at the safety-car restart sent him wide and down the order. He also had a slowing-down lap brush with Middlehurst that was investigated by the stewards, but over which no action was taken.

Fisher was "over the moon" with eighth, given that he had started the day near the back of the Progression race grid, but Eastwell couldn't decide how he felt about ninth. That was understandable, his team boss Mills reckoning Eastwell was potentially the fastest of all his drivers in the Sunday afternoon conditions had he been able to start up front.

MATT BEER

GRANT BEATS TARLING TO CLAIM PRE-'93 HONOURS

As well as finishing a strong 15th in the overall final, Callum Grant also won the Pre-'93 final in his Van Diemen RF91.

Grant, who normally races a Merlyn Mk20, finished 12 seconds ahead of Richard Tarling, despite only having driven the car a handful of times before the race. Tarling, in his recently acquired Jamun M92, made a superb recovery drive after dropping to the back of the pack from second on the grid. He had struggled for grip off the startline and had contact at the first corner.

Further back, Pirelli

engineer Doug Crosbie's Van Diemen RF89 followed Tarling past a scrapping Jaap Blijleven (Reynard 89FF) and Nicolas Belouou (Van Diemen RF91). Crosbie had qualified fourth but was initially passed by the flying Blijleven and Belouou.

The Pre-'82 final resulted in another dominant win, this time for Ed Thurston – it was Thurston's first time out in a Merlyn Mk20A, run by Classic Team Merlyn. He was followed closely by Mark Armstrong in a Van Diemen RF80 but the Irishman was unable to get

within passing range. Rick Morris was third, 7s behind, having not quite kept in touch with the front two in his patched-up Royale RP29.

Vic Nutter won the HSCC Closed Wheel Allcomers race, capitalising on erstwhile leader David Wale missing a gear in his Mallock to sneak his Osella PA3 into the lead on the penultimate lap. Nathalie McGloin (Porsche Cayman) won the BWRDC Ladies' race on scratch after a spirited battle with Katie Milner's Ginetta. Milner won on handicap.

RACHEL HARRIS-GARDINER



SILVERSTONE WEEKEND WINNERS

WALTER HAYES TROPHY

Heat 1 Chris Middlehurst (Van Diemen LA10)

Heat 2 Felix Fisher (Ray GR08)

Heat 3 Julian van der Watt (Spectrum 011C)

Heat 4 Michael Moyers (Spectrum 011C)

Heat 5 Rory Smith (Medina Sport JL18)

Heat 6 Roger Orgee (Spectrum 011C)

Progression race Josh Fisher (Van Diemen JL14)

Last Chance race Matt Cowley
(Van Diemen JL13)

Semi-final 1 Michael Moyers (Spectrum 011C)

Semi-final 2 Julian van der Watt
(Spectrum 011C)

Pre-'93 Final for the Janet Cesar Trophy
Callum Grant (Van Diemen RF91)

Pre-'82 Final for the Carl Hamer Trophy
Ed Thurston (Merlyn Mk20A)

Final Michael Moyers (Spectrum 011C)

HSCC CLOSED WHEEL ALLCOMERS

Vic Nutter (Osella PA3) (Below in red)

BWRDC LADIES' CLOSED WHEEL

Scratch Nathalie McGloin (Porsche Cayman S)

Handicap Katie Milner (Ginetta G40 GT5)

HSCC OPEN WHEEL ALLCOMERS

David Thorburn (Ralt RT3)

SILVERSTONE CLOSED WHEEL ALLCOMERS

Richard Wise (Chiron LMP)



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

SEMI-FINALS HURT CONTENDERS' CHANCES



Craig spun while scrapping with
semi-final 2 leader van der Watt

For those who falter on the first day of the Walter Hayes Trophy, Sunday morning provides an opportunity for redemption. Unusually, only three drivers of note needed the get-out-of-jail card afforded by the repechage system.

Josh Fisher and Sebastian Job made short work of getting to the front of the Progression race, and were making serene progress to the next stage until contact at Brooklands on the final lap caused Job to spin, but he retained second.

Job tracked Fisher through the Last Chance race too, but this time behind Matt Cowley, who had earlier outbraked Jack Kemp at Becketts to take the lead.

The trio safely moved into the semi-finals, but Job's progress – and his first season of racing – ended in the opening last-72 race, with an early off at Becketts causing gearbox damage.

One of the heat winners was also eliminated in that contest. A distributor issue prevented Felix Fisher from taking the restart of a race halted when Vincent Jay became stranded at Maggotts. Before the red flag Fisher had survived a collision with Stuart Gough, who in turn had been touched by Luke Cooper on the approach to Becketts. Gough was also ruled out.

In the first part of the race Michael Eastwell made rapid progress from row three to be second by the end of the

opening lap, but he was stymied by a breakage inside a spark plug and he could ultimately salvage only 12th.

Meanwhile, Michael Moyers continued his strong campaign with a clear win over Jordan Dempsey – who started from row six and did most of the hard work before the stoppage – and James Clarke, who was only one place ahead of the Irishman on the original grid. Most impressive of all though was Cowley, up from 28th to take fourth position on the third of four laps in part two of the race, demoting heat one winner Chris Middlehurst, who was struggling for grip as the rain fell.

The second semi-final didn't result in any high-profile departures, but two of the three heat winners were left dissatisfied. The one who wasn't was Julian van der Watt, who sealed the lead at Becketts on the opening lap and held it until he lost out to Jake Craig there on the final lap, only for the American to spin down to 11th position at Brooklands, handing the South African victory.

Oliver White was runner-up from Tom McArthur, Nico Gruber and Josh Smith, but fifth-heat winner Rory Smith had looked set to take second for much of the race. On lap seven of 12 he edged Joey Foster onto the grass at Copse, causing Foster's Firman to jump out of gear and the Cornishman to drop back to seventh. Two laps later, Smith himself spun there, eventually recovering to 10th.

Two places ahead of him was Roger Orgee, who earlier made "the worst start of my career" to drop into the frantic scrap for the minor placings, from which he never emerged. Josh Fisher's progress stuttered, but he survived a bash from a remorseful Colin Mullan to take 14th.

IAN SOWMAN



Heat winner Rory
Smith spun in semi



Grant made successful switch
from Merlyn to Van Diemen

"...this is a game worth checking out."

Operation Sports

"...more than enough to please any racing fan."

MyGamer.com

"NASCAR Heat 3 is easily the best stock car racer we've seen in years."

SportsGamersOnline.com



NASCAR HEAT 3

FREE TRIAL OUT NOW!



NASCAR® is a registered trademark of the National Association for Stock Car Racing, Inc. and used under license. All other car, team and driver images, track names, trademarks and other intellectual property are used under license from their respective owner. © 2018 704Games. 704Games is a trademark of 704 Games Company. All rights reserved.

BRITISH TRUCK RACING CHAMPIONSHIP
DIVISION 1

- Race 1 Ryan Smith (MAN TGA)
 Race 2 Jamie Anderson (MAN TGX)
 Race 3 Stuart Oliver (Volvo VNL)
 Race 4 John Newell (MAN TGS)

DIVISION 2

- Race 1 Brad Smith (DAF CF)
 Race 2 Luke Garrett (MAN TGX)
 Race 3 Erik Forsstrom (Sisu RSM)
 Race 4 Luke Garrett (MAN TGX)

LEGENDS NATIONAL CHAMPIONSHIP

- Saturday Heat 1 Miles Rudman
 Saturday Heat 2 Marcus Pett
 Saturday Final Miles Rudman
 Sunday Heat 1 Miles Rudman
 Sunday Heat 2 Marcus Pett
 Sunday Final Will Gibson

PICKUP CHAMPIONSHIP

- Race 1 Lea Wood
 Race 2 Michael Smith
 Race 3 Scott Bourne

JUNIOR SALOONS WINTER CUP

- Race 1 Steven Chandler
 Race 2 Lewis Saunders

For full results visit:
tsl-timing.com

Smith and Garrett clinch truck titles amid fireworks

BRANDS HATCH
 BARC
 NOVEMBER 3-4

Championships were up for grabs for heavyweight trucks, nimble Legends and jousting Pickups at what is one of Brands Hatch's most popular meetings – not only because of the racing action but for MotorSport Vision's fireworks display and entertainment programme.

On the track, Ryan Smith wasted no time confirming his third British Truck Racing Association championship by dominating Saturday's Division 1 race. The only driver who could have challenged for the title, David Jenkins, finished second and paid tribute to Smith. He was echoed by multiple champion Stuart Oliver, who joined them

on the podium and said Smith had raised the competitive bar and it was up to the rest to catch up.

Smith chased from last on a reversed grid to finish second on Sunday morning, a length behind Jamie Anderson. Smith was later handed a 10-second penalty for being out of position at the start, but retained his position. Jenkins and Martin Gibson were even closer in third and fourth, but all eyes were on Richard Collett and Oliver, who completed the final lap with their trucks locked together before Collett was excluded.

Smith's luck ran out when his MAN had suspected clutch failure in race three, helping Oliver to only his second win of 2018. Anderson was next, with Jenkins third after being elbowed off the road early on.

The truck let Smith down again in the final, and other incidents helped former Division 2 champion John Newell to record his first Division 1 win under pressure from Simon Reid.

Luke Garrett arrived as favourite for the Division 2 crown, but didn't do quite enough on day one to be sure. Brad Smith kept the contest alive by winning their first race with Garrett eighth, but a meteoric getaway gave Garrett race two.

Garrett needed a single point on Sunday and duly clinched a championship earned in the past by his late father, although it happened by default when both he and Smith were excluded for yellow-flag offences, meaning Smith couldn't score. The race was won by Finnish champion

Erik Forsstrom. Garrett won race four.

John Mickel's fourth Legends national title was confirmed with a day to spare with fourth, fifth and sixth-place finishes on Saturday. Miles Rudman won the first heat and the final. A mishap in the second heat, won by Marcus Pett, gave Rudman a favourable starting position for the final.

Rudman and Pett were again heat winners on Sunday, but the final went to Will Gibson in the tightest of finishes with Sean Smith and cross-Channel visitor Sebastien Kluyskens. Rudman was fourth.

Another championship to be settled brought 23 Pickups to Brands, and Lea Wood kept the pressure on Scott Bourne in the first of three races. Wood battled with David O'Regan before winning, while Michael Smith, George Turiccki and Bourne contested third.

Smith enjoyed his first win of the year in race two, while Bourne secured back-to-back titles by finishing third, right behind Wood. All the pressure gone, Bourne drove to an impressive race-three victory over O'Regan and Smith. Wood was involved in a first-corner incident and recovered to eighth.

Steven Chandler achieved his first Junior Saloons win in front of what must have been the category's biggest audience of the year on Saturday in the Winter Cup, but crashed before the first corner in race two. This came down to a tense contest that fell to 2018 champion Lewis Saunders after several changes of lead on the final lap.

BRIAN PHILLIPS



RADICAL'S NEW DAWN

It's under new ownership, but there's no reason for a success story to get too, erm, radical with its product, as we find out on track at Donington Park

BEN ANDERSON

PHOTOGRAPHY: OLIVER READ/RADICAL



You'd struggle to think of any other modern make of racing car, built in the UK for amateur drivers and trackday enthusiasts, as fast or as capable as Radical Sportscars. They have always been brilliant bits of kit, clearly designed and built by people who understand the importance of function over form. They are not showy, but they are easy to show off in, because they are so quick.

Outside of motorsport's professional ranks, you're unlikely to be able to lap a UK circuit quicker than you could in a Radical SR8 – unless you're in the best historic Formula 1 or F5000 cars around, and extremely good at driving them. The SR3 – still Radical's most popular design – is only a handful

of seconds slower; the entry-level SR1 (launched in 2013) not too far behind that. In short, you're unlikely to find somewhere in the UK to go motor racing as quickly as you could with Radical Sportscars.

The marriage of high-revving superbike engines to lightweight spaceframe cars, running on slick tyres, speaks loudly to someone like me, who began single-seater racing in Formula Jedi, which was founded on a similar philosophy of mating motorcycle engines to racing cars.

Radical now claims to have sold over 2000 cars since its inception in 1997, and is probably the most successful British racing car constructor of the past 20 years. It's also evolving, under new management and with grand plans to build on the foundations laid down so well by marque founder Phil Abbott.

Under the stewardship of new racing director Alex Mortimer, himself an ex-Radical racer who has also competed at Le Mans, Radical is seeking to make its motorsport activities more professional and more profitable. Today, Mortimer has invited Autosport to Donington Park to drive Radical's range of racing cars – the entry-level SR1, hugely popular SR3 and flagship SR8 – all of which have been revamped too, as Radical looks to evolve further from its club-racing roots.

"RADICAL NOW CLAIMS TO HAVE SOLD OVER 2000 CARS SINCE ITS INCEPTION IN 1997"



"THE SR1 IS A PERFECTLY CAPABLE CAR, BUT FEELS LIKE A WORK IN PROGRESS COMPARED TO OTHERS"

ENGINE 1340cc RPE SUZUKI
POWER 175BHP AT FLYWHEEL
COST £44,500+VAT (Includes race suit, race licence and entry fees)

SR1 NOT JUST FOR NOVICES

Radical's SR1 Cup was launched in 2013, principally to ape the ultra-successful Caterham Academy method of introducing new drivers to motorsport. Chris Hoy began his motorsport career in the SR1 Cup, but the series has not achieved anything approaching the levels of success Caterham has enjoyed with its own entry-level concept, so Radical has recently decided to change tack.

"The big thing we've done has been opening that up so it's not just a novice championship," explains Mortimer, who also runs a shootout for a full-season scholarship into the series for a £500 entry fee. "We still do that package – the big difference now is if you've got five or 10 years of racing experience, you're welcome to join the SR1 Cup. There are 'generation-one' cars on the market for around £15,000 that a lad and dad will run for £10-12,000 a year. It's so accessible at that end, but also with the [Radical] infrastructure around it, so you don't have to spend £50,000 a year.

"I'm really proud of what everyone has done, because we've gone from a grid of six last year to 17 today. There's no reason why we can't have 20-plus for the first race next year."

The SR1 is a perfectly capable car, but feels like a work in progress compared to Radical's other models, although it retains that archetypal effortless ability to lap a track obscenely quickly.

The Hankook tyres are excellent considering they are not slicks, offering unexpected poise and stability through the corners but naturally not requiring the insane levels of cornering commitment demanded by the SR1's bigger brothers.

At 490kg the car is light and agile; what holds the SR1 back is its smaller engine (approximately 50bhp down on the SR3) and particularly a lack of stability under braking. The car features a single-plane rear wing and no diffuser, and the lack of downforce means the car tends to snap sideways if you lean heavily on the brake pedal.

I find this out with a major moment at Redgate and a smaller one at McLeans during my session. This is quite unsettling for drivers

unfamiliar with the car's traits, but Mortimer suggests it is merely a foible that needs to be learned, and says it encourages drivers to build up to the limit rather than try too hard too soon.

There is some logic to this, but it will not help build confidence in new drivers, so I would respectfully suggest it's a weakness that could do with being eliminated. For now, drivers make do by winding the brake bias as far forward as they can.

This characteristic aside, the SR1 otherwise feels like a fine introduction to the Radical driving experience. "The car offers performance that not much else does at that value, and now I feel we've opened it up so it is so accessible," says Mortimer. "There is a way in here for people who are doing club karting.

"And where this really wins over club racing, for me, is it's spec racing and it's enforced. There are no 'chequebook wins'. The tyres are limited to three sets for the year, or 12 tyres drawn as you want. There's lots of cost control in it to stop people going crazy." >>



Smaller 182bhp,
1340cc Suzuki RPE
mill powers the SR1

ENGINE 1340/1500cc RPE SUZUKI

POWER 225BHP

COST £65,000+VAT (with 1340cc engine)

“WE’VE BOXED OFF THAT GENT MARKET, BUT THIS CAR IS ALSO GOOD FOR YOUNGER PEOPLE”



SR3 ‘IF IT AIN’T BROKE DON’T FIX IT’

The SR3 is Radical’s most popular racing model. Mortimer reckons “over 1200” have been produced now, “still the same chassis, the same base of engine, as 2002”. There is very much a mantra of ‘if it ain’t broke, don’t fix it’ at play with the SR3.

It’s always been the real driver’s car among the group, the one with a surfeit of grip over power, which – very much like Formula 3 – requires high levels of commitment, skill and accuracy to extract decent lap time from. You do not get away with mistakes in this car, which can be enormously frustrating to non-professional drivers, but immensely rewarding when you get things right.

“The SR3 has been a good recipe from the off,” agrees Mortimer. “The thing that’s not been lacking with the SR3 is the product – the driving experience. We’ve focused our efforts on some cosmetic things: a bodywork change, before my time, in 2015, and since I’ve been here durability, engine reliability – all those sorts of things. Just fine-tuning. There’s been a few bits of work around shift strategy with the gearbox, but it’s been what I would call the last 1%. What

we’ve deployed more effort into is bringing the championship up to a better standard. We have a good pool of drivers and we generally seem to attract between 20 and 30 cars at most events.”

Previously, the SR3s competed alongside the more-powerful SR8s in the Radical UK Cup, but now the Radical Challenge Championship is run purely for SR3s. “What we’ve done is purge it of random cars, and now it’s all SR3 RS and SRX,” adds Mortimer. “We’ve had events here [Donington] where the top 20 have been covered by two seconds. That’s a proper championship. The SR3 doesn’t get the credit broadly in the motorsport environment for how good it is. We had a top British GT guy and girl in it the other day and the feedback I received was positive. They came out of the car going ‘wow!’. It’s a car that not enough people know about. It’s underrated.

“This is an attractive route for young pros. This is great training for LMP3; this is great training for LMP2. We’ve boxed off that gent market of successful 45-year-old-chap racing, but this car is also good for younger people, and it’s how we balance those two worlds and take the grid to a sustainable 30, which I think is achievable.

“We have a plan. There is no reason SR3 can’t be 25-30 cars every time. The car is good enough. I don’t see it becoming a professional series, but I want to achieve a gold standard of amateur racing.”

Lapping swiftly in an SR3 certainly requires a gold standard of driving. You must use the brakes correctly and be super-committed on corner entry, but those high cornering speeds mean you need to be super-accurate with your racing lines and use as much of the circuit as you can. Come off the brakes too soon and you will induce understeer; too late and the car will try to swap ends.

The comforting thing, this being a spaceframe car rather than one of carbonfibre construction, is that it is reasonably forgiving on the limit, so if you do run out of grip there is a brief chance for your talent to mop up before the car will spit you at the scenery. But you need your wits about you at all times. This car is not the most powerful, but it commands utmost respect.



Anderson gets ready to focus: SR3 requires skill and accuracy

SR8 TAMING A BEAST WITHOUT CLIPPING ITS CLAWS

The SR8 is Radical's flagship design – one you would show off in to your mates if they cared that you owned a Radical. Nevertheless, it's always seemed slightly eccentric – with its twin Hayabusa engines stuck together at a 72-degree angle – and deficient to the SR3 in the corners, owing to the extra weight hanging over the back.

They have always been phenomenally quick, but how to achieve SR3-level handling to match that awesome power output? "The SR8 has been completely revised," explains Mortimer. "Complete new set of bodywork, splitter, bonnets, sidepods, tail section. We've moved to different aero set-up at the front, different set-ups for the rear wing – it's now hard-mounted to the chassis, which increases downforce.

"The V8 gives you LMP3 performance for half the money. It's the most incredible, visceral experience in a racing car you're going to find. It has the noise, it has the speed – it's approachable, but it's got a 2.7-litre V8 that's doing 10,500rpm, which is just epic. It's a thoroughbred racing car. I think you'll come in grinning, because it is just infectious. It pulls so hard!"

Unfortunately, 'soaked to the skin' is how Autosport emerges from its original run in the SR8, which is thoroughly spoiled by a monumental dump of rain during our test day's lunchbreak. But Radical is generous enough to let us have another go – this time on a crisp, dry autumnal day. But things don't begin well. Misjudging the conditions and the time it takes to build sufficient heat into what are ostensibly endurance-racing slicks, I foolishly attempt to brake hard and late into Redgate on my first flying lap. I don't feel the brake snatch – the indication that something is not right comes only as I sail serenely past the turn-in point and towards the gravel. Luckily I manage to keep the car on the black stuff, but the huge plume of white smoke I spot in my mirrors suggests significant drama.

An eye-rattling run through the Craner Curves tells me I have a flat-spot and a further moment at the chicane forces me to cut my run short. I'm angry with myself, but Radical's generosity extends to fitting a brand-new set of slicks, so I'm quickly back on my way.

Once I've spent some time carefully building tyre temperature, Radical has to basically drag me out of this car to get me to stop driving it. The SR8 is incredibly fast. I hit 64.7s (with what I will concede is some pretty scruffy driving) without too much effort, and we are pulling 147mph flat-out through the Craner Curves.

With a bit of work to dial the safety understeer out of the set-up, plus some tidying of my driving (too early on the brakes, not using enough road at Old Hairpin), Mortimer reckons 62s laps are possible. That is *seriously* quick. The work done to refine the handling, coupled with extra support from the stiffer sidewalls of the Hankook rubber, has really paid off. Now the SR8 feels more like an SR3 with a bigger engine, rather than a peculiar breed of its own.

That's perhaps the surest sign of this new era ushered in at Radical – not trying to reinvent the wheel, but building carefully on a sound concept and pure driving experience that is tough to match outside of motorsport's professional ranks. To build more momentum, perhaps it's now time for Radical to start showing off a bit more. ✎



ENGINE 2.7-LITRE RPE V8 (10,500rpm)

POWER 405BHP

COST £100,000+VAT

"THE SR8 IS INCREDIBLY FAST – WE ARE PULLING 147MPH FLAT-OUT THROUGH THE CRANER CURVES"



FINISHING STRAIGHT

IN THE MEDIA • MOTORSPORT MEMORY • ARCHIVE • QUIZ

No brakes in speedway means wheel-to-wheel action requires unique skillset



MAKING A PLAY FOR MO

The brakeless bikes accelerate as fast as a Formula 1 car and one of the main events – the British Grand Prix – attracts 40,000 spectators. It's surprising, then, that speedway remains a minority sport, especially after recent achievements.

In October, Tai Woffinden became the first British three-time world champion, while he and Robert Lambert took GB to second in the nations' cup. At home, the top domestic league is benefiting from regular BT Sport coverage where it rubs shoulders with the World Rally Championship and IndyCar. This led Autosport to the Premiership playoff final at the Norfolk Arena to see why speedway is nipping at the heels of leading motorsport series.

Much like top fuel drag racing or a forest rally stage, speedway is something you need to see live to fully appreciate. The compact arena setting amplifies the waspish buzz of the 500cc bikes along with the inimitable whiff of methanol. Speedway is easy to follow and has kept the same basic format since its 1930s naissance. Four riders – two from each team – race over four laps (taking roughly a minute) with three, two and one-point scores awarded to the top three finishers. A typical league fixture is made up of 15 races and the team with the most accumulated points wins.

Because all points count, races are always thrilling. Late-braking lunges in F1 are exciting enough but overtaking in speedway without brakes warrants a totally different

level of commitment. Riders need to be powerful, courageous and balletic to master the shale, and as such their skillset is unique.

"One of the reasons I admire them even more than F1 drivers is that speedway riders don't have the ability of simulation," says Robin Brundle, Kings Lynn Stars co-promoter and brother of Le Mans winner

**"OVERTAKING IN
SPEEDWAY WARRANTS
A TOTALLY DIFFERENT
LEVEL OF COMMITMENT"**

Martin. "It takes a certain skill to do it. They do 70 mph on a matchstick with no brakes, and to be a millimetre apart from each other is incredible."

To take this rawness to the next level, speedway is pushing to be more specialised. This year, Kings Lynn partnered with the University of East Anglia to inject an element of sports science into its seven-person squad. The goal is to help condition the riders, most of whom are on the road all week representing multiple clubs in the UK, Poland, Sweden and elsewhere. The physical strains, which Brundle likens to a 400m sprinter running seven Olympic



youtube.com/AUTOSPORTdotcom



Dan Ticktum tests a McLaren Formula 1 car at Silverstone

Autosport spent the day with 2017 McLaren Autosport BRDC Award winner Dan Ticktum as the Formula 3 European Championship runner-up enjoyed his first taste of Formula 1 machinery. Jump on board as he takes Abbey (Turn 1) on Silverstone's Grand Prix circuit flat out in McLaren's V8-powered MP4-28 challenger, as used by Jenson Button and Sergio Perez during the '13 F1 season. Go to <http://bit.ly/ticktumMABA>

MOTORSPORT'S LIMELIGHT

finals in one night, are enormous.

"Coming from an F1 background, there's a lot of sports science there, and speedway was just begging to have some," says the former Lola director. "There was nothing written [for speedway] on the dynamics of the bodies, the muscle groups and nutrition. We've introduced those elements and it's one of many ingredients that's gone into helping the guys have performance and stay as fit as they can."

In the Premiership final, the Stars were edged 92-88 on aggregate by the Poole Pirates after coming agonisingly close to upending a 16-point first-leg deficit.

All that drama unfolded live on BT Sport and such exposure is vital for speedway's broader reach. Kings Lynn, for example, had

its average attendance triple to 1600 this year. Social media is also being noticed by clubs and proper engagement strategies are being set up.

"It's about sharing and communicating across all media platforms," says Brundle. "A contact of mine has educated us on how to leverage social media, what types of message to send and when. It's paid dividends because we've got all sorts of generations hooked in."

Speedway has always delivered the on-track goods, but it's now also developing an off-track blueprint so it can really flourish. And with clubs up and down the country competing in three national leagues, this quirky yet exhilarating form of motorsport couldn't be more accessible.

DAN LLOYD

BT Sport will be showing 18 British Premiership Speedway meetings again in 2019. For more details go to bt.com/sport



WHAT'S ON

INTERNATIONAL MOTORSPORT

Brazilian Grand Prix

Formula 1 World Championship

Rd 20/21

Interlagos, Brazil

November 11

TV Live Sky Sports F1, Sunday 1630

TV Highlights Channel 4, Sunday 2230

Super GT

Rd 8/8

Motegi, Japan

November 11

NASCAR Cup

Rd 35/36

Phoenix, Arizona, USA

November 11

TV Live Premier Sports, Sunday 1900

UK MOTORSPORT

Brands Hatch MSVR

November 10-11

Formula Vee, FF1600, Victor Meldrew Saloons, Trackday Trophy, Trackday Championship, Radical SR1s, Allcomers

Anglesey BARC

November 10-11

Race of Remembrance

McLaren

kimoa®



kimoa.com



#NEVERSURRENDER





MY FIRST MOTORSPORT MEMORY

SUTTON
motorsport
IMAGES

TYRRELL P34

Six-wheeled surprise inspires an enduring love affair with motorsport

GARY WATKINS

Dad passed the newspaper across the kitchen table. "Look," he said, "there's a story 'ere about a racing car with six wheels!"

My eight-year-old, car-mad self didn't know much about motor racing save that it existed and there was a place up the road called Brands Hatch where said activity took place. I hadn't even been given my first set of motorsport-themed Top Trumps at this point – I'd find them under the Christmas tree a few months later. But what I did know was that racing cars should have four wheels, just like the family Austin 1100 and grandad's Ford Popular.

That probably explains why I was so taken by the grainy black-and-white images before me. The date was September 23, 1975 and the photographs' subject referred to something as a Tyrrell. It is properly

called the P34, of course, but to me it will always be the six-wheeled Tyrrell.

The story from the launch of the six-wheeler the day before was the starting point of my love affair with motorsport.

I can't tell you that I was on tenterhooks awaiting the start of the 1976 Formula 1 season and I also admit that Jody Scheckter's victory at Anderstorp in the P34 in June of that year passed me by. My first glimpse of the P34 was the spark for a smouldering interest, which would be fanned by a world title battle between James Hunt and Niki Lauda that was barely out of the papers later on during the blazing summer of '76.

Motor racing rarely seemed to make the nationals before Hunt, F1's first pop star, became big news that year. It needed something special for our sport to be deemed worthy of more

than the odd column inch. Something as out-there as a six-wheel racing car was just the shot in the arm required.

It helped that the P34 had a proper launch, a rarity for the day, at a posh Heathrow hotel. Its impact was maximised because the futuristic Tyrrell's design and build had taken place in near-total secrecy.

Tyrrell maintained the cloak of secrecy on the day – quite literally. Sitting underneath the covers and atop each pair of the P34's tiny 10-inch front wheels was a cardboard cut-out mimicking a conventionally-sized rim.

I can only imagine the gasps of surprise from the press pack when those covers came off. My imagination will also have to do when it comes to remembering my own reaction on seeing those pictures. All I know is that you're reading this now thanks to the Tyrrell P34. *W*



"CARS SHOULD HAVE FOUR WHEELS, JUST LIKE GRANDAD'S FORD POPULAR"







FROM THE ARCHIVE

Nino Vaccarella (Alfa Romeo T33/3) receives the approbation of Sicilian fans – always getting as close to the action as possible – en route to a resounding victory in the 1971 Targa Florio, breaking Porsche's five-year domination of the event. Vaccarella's co-driver Toine Hezemans took the flag ahead of the similar car shared by Gijs van Lennep and Andrea de Adamich. The Jo Bonnier/Richard Attwood Lola-Ford T212 was third.



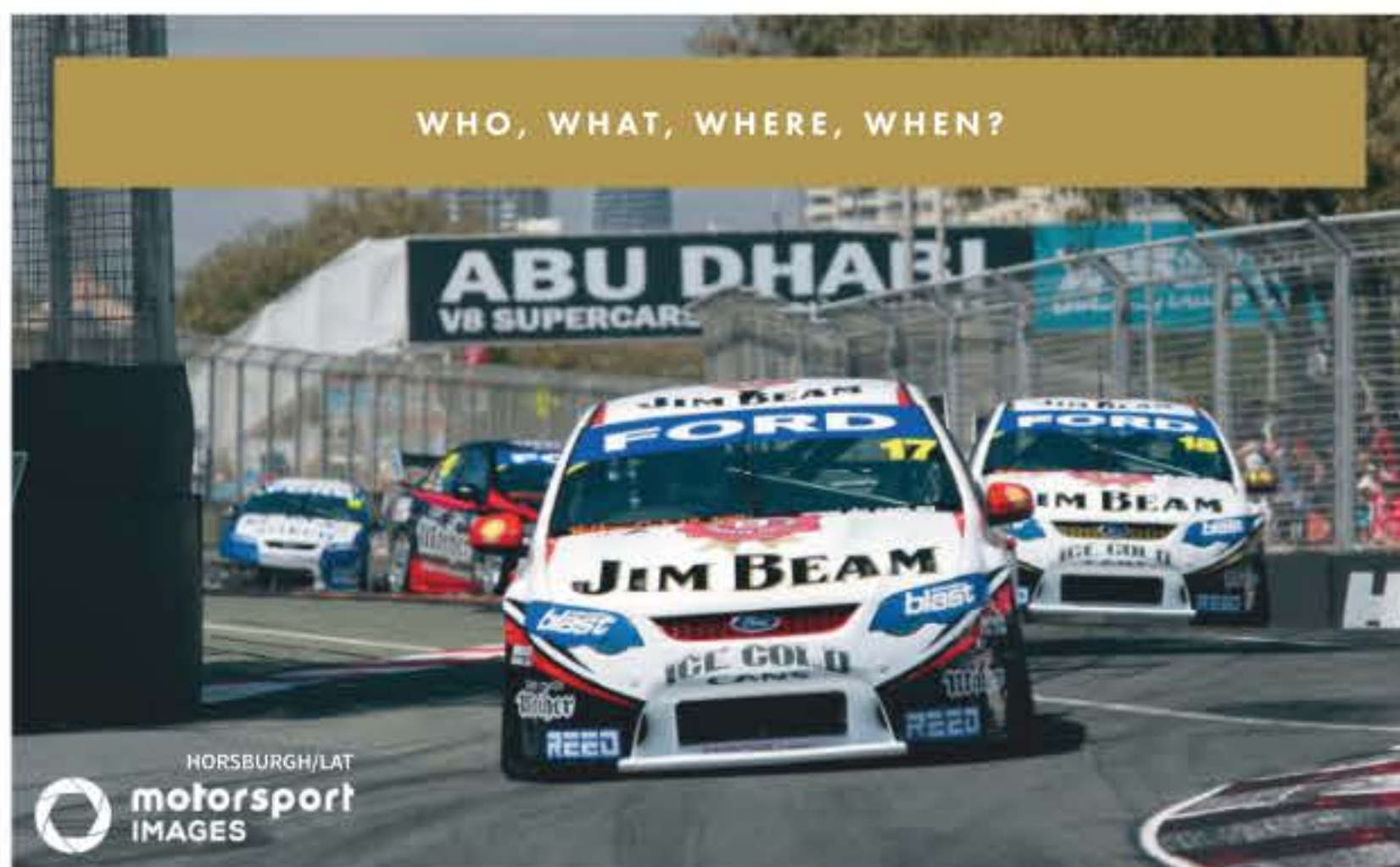
motorsport
IMAGES

FOR MORE GREAT
PHOTOGRAPHS, VISIT
MOTORSPORTIMAGES.COM

TEST YOUR KNOWLEDGE

QUIZ

WHO, WHAT, WHERE, WHEN?



WHO IS THIS?

From between the river banks to a long stint at the top, this local hero retains a key presence to this day.

He started in the traditional way and caught the eye of a countryman who helped many of his clan. This led to a move south of the border and onto the first rung of the ladder. The good book of motorsport clocked his talent and he became the first to receive its ultimate accolade.

Through the son of a superstar he caught a big break that carried him into the ocean of talent lapping on the shores of the promised land.

But it took the ultimate tragedy to fulfil his destiny. Two titans fought over him and, although the flightless birds won, he would ultimately get his wings in the end.

Following a short stint with the three-pointed star, he became a central figure in a stellar cast.

ON THIS DAY

1 Today is Giorgio Francia's birthday. For which two Formula 1 teams did he drive?

2 Peter Arundell was born on this day in 1933. In which years did he win the Formula Junior support race at the Monaco GP?

3 How many cars finished on the lead lap of the Australian GP on this day in 1992?

4 Which ex-F1 points scorer took fastest lap in the Super Formula finale at Suzuka on this day in 2015?

5 Masten Gregory died on this day in 1985. With whom did he officially win the '65 Le Mans 24 Hours?

NAME THE HELMET



LAST WEEK'S ANSWERS

Who, what, where, when Johnny Servoz-Gavin, Matra-Ford MS84, Mosport, September 20 1969.

Who is this? Ricardo Rodriguez. **On this day** 1) AGS. 2) Kamui Kobayashi. 3) Red Bull Ring. 4) Suzuka. 5) Singapore.

Name the helmet Anthony Davidson.

IN NEXT WEEK'S ISSUE

BRAZILIAN GP: STILL PLENTY TO PLAY FOR



AUTOSPORT

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

EDITORIAL

Editor **Kevin Turner**
 Deputy Editor **Marcus Simmons**
 Grand Prix Editor **Edd Straw**
 F1 Editor **Ben Anderson**
 F1 Correspondent **Scott Mitchell**
 Chief Sub-Editor **Peter Hodges**
 Executive Editor **Stuart Codling**
 Group National Editor **Jack Benyon**
 Performance and Engineering Editor **James Newbold**
 Rallies Editor **David Evans**
 BTCC Correspondent **Matt James**
 Editorial Assistant **Matt Kew**
 Art Editor **Lynsey Elliott**
 Senior Designer **Michael Cavalli**
 Origination/Repro **David Sternberg**
 Office Manager **Joanne Grove**



Photography

Steven Tee
 Glenn Dunbar
 Sam Bloxham
 Zack Mauger
 Jakob Ebrey
 Mark Sutton

Special Contributors

Gary Anderson
 Alan Eldridge
 Tom Errington
 Stephen Lickorish
 Stefan Mackley
 David Malsher
 Jonathan Noble
 Marcus Pye
 Nigel Roebuck
 Jim Utter
 Gary Watkins

AUTOSPORT.COM

Editor **Glenn Freeman**
 Deputy Editor **Matt Beer**
 Autosport Plus Editor **Alex Kalinauckas**
 International Editor **Jack Cozens**
 Social Media Editor **Joshua Folks**
 Technical Team Leader **Geoff Creighton**
 Head of UX and Digital Design **Amar Vijay**

CORRESPONDENTS

Argentina Tony Watson **Australia** Andrew van Leeuwen **Austria** Gerhard Kuntschik **Belgium** Gordon McKay **Brazil** Lito Cavalcanti
Finland Esa Illoinen **Germany** Rene de Boer **Greece** Dimitris Papadopoulos **Italy** Roberto Chinchero **Japan** Jiro Takahashi
New Zealand Bernard Carpinter **Russia** Gregory Golyshev
Spain Raimon Duran **Sweden** Tege Tornvall **USA** Jeremy Shaw
UK & Ireland Stephen Brunson, Dom D'Angelillo, Kerry Dunlop, Graham Keillor, Mark Libbeter, Dan Mason, Lucy Morson, Jason Noble, Mark Paulson, Brian Phillips, Hal Ridge, Peter Scherer, Ian Sowman, Chris Stevens, Ian Titchmarsh, Richard Young

ADVERTISING

Tel +44 (0) 20 3405 8106 **Email** autosport.ads@motorsport.com
 Sales Director **James Robinson**
 Display Advertising **Jamie Brooker, Karen Reilly, Don Rupal**
 Classified Advertising **Ben Kavanagh, Joel Marcus, Edward Sanderson**
 Online and Agency Sales **Chris Hermitage**

ADVERTISING PRODUCTION

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

SUBSCRIPTIONS

UK +44 (0) 344 848 8817 **Overseas** +44 (0) 1604 251451
Email help@asm.secureorder.co.uk **Back issues** 0344 8488817
Main office +44 (0) 20 3405 8100

Autosport, ISSN number 0269-946X, is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG, United Kingdom. Airfreight and mailing in the USA by agent named Air Business Ltd, c/o Worldnet Shipping Inc., 156-15, 146th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. Subscription records are maintained at Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG. Air Business Ltd is acting as our mailing agent.



CIRCULATION/TRADE ENQUIRIES

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT.
Tel: +44 (0) 20 7429 4000.
 Printed by William Gibbons & Sons Ltd, 28 Planetary Road, Willenhall, Wolverhampton WV13 3XT.
 ISSN 0269-946X; Autosport is published weekly by Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG.

MANAGEMENT

President, Motorsport Network
James Allen
 Editor-in-Chief, Autosport Media UK
Andrew van de Burgt
 Group Publishing Manager **Sunita Davies**
 Special Events Manager **Laura Coppin**
 Digital Product Manager **Simon Grayson**

We abide by the Editors' Code of Practice and are committed to upholding the highest standards of journalism. If you think we haven't met those standards and want to make a complaint, contact 0203 405 8100.



© 2018, AUTOSPORT MEDIA UK LTD

Trading as Autosport Media UK. Publishing, trade and further subscription details on www.autosport.com. While due care is taken to ensure the contents of Autosport are accurate, the publishers and printers cannot accept liability for errors and omissions. Advertisements are accepted for publication in Autosport only upon Autosport Media UK's Standard Terms of Acceptance of Advertising, which are available from the Advertising Department.



LIMITED-TIME OFFER!



GET AHEAD OF THE CHRISTMAS RUSH

Treat the motorsport fan in your life to an Autosport subscription for only £39.99
Plus receive **FREE** *F1 How It Was* DVD worth £19.99



SUBSCRIBE ONLINE

autosportmedia.com/offer/AS1118

OR CALL
0344 848 8817

QUOTE PROMO CODE
PAS1118

FOR OVERSEAS RATES CALL
+44 (0) 1604 251 451

WHY SUBSCRIBE?

SAVE UP TO 64%
off the cover price

ACCESS UNRIVALLED
motorsport content every week

FREE
welcome gift worth £19.99

Terms and conditions: Offer valid for UK subscriptions only. For Direct Debit offers, your subscription will continue every 13 or 26 issues depending on the package selected. Direct Debit rates are valid for one year, after which they are subject to change. Should you wish to cancel your subscription, it will be cancelled on expiry of the current term. If your subscription contains access to the Digital magazine you will be emailed instructions of how to gain access. Your free welcome gift will be sent separately from the magazine and will not be dispatched until your first payment has cleared. Should we run out of gifts, you will be offered an alternative gift. Savings based on the standard UK cover price. Offer ends December 5 2018.

SCHROTH RACING CHAMPIONS CHOICE

SCHROTH[®]
RACING



NEW FIA Standard 8853-2016
available right now



**XLT
CARBON**

Wide Range of HANS Devices, Harness Belts & Racing Nets

Visit www.schroth.com/racing to learn
more about our products.



Follow us on Facebook
www.facebook.com/schrothracing