

Ford vs Ferrari

The true story of the
film's Le Mans star

**F1 TRACK TEST
SPECIAL ISSUE**

World Endurance

Toyota defeated,
Ferrari disqualified

AUTOSPORT

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14 NOVEMBER 2019

We drive Hamilton's F1 title winner

**Karun Chandhok tests the
remarkable 2019 Mercedes**



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The chance to take a walk in Hamilton's (very rapid) shoes

Opportunities to drive current Formula 1 machinery don't come around very often, so Karun Chandhok and Autosport jumped at the chance to drive one of Lewis Hamilton's 2019 Mercedes W10s. The fact that the car has taken another constructors' and drivers' double for Mercedes this season underlines its quality and, as Chandhok points out on page 16, it doesn't disappoint.

Thanks to McLaren, 2018 McLaren Autosport BRDC Award winner Tom Gamble also got a taste of F1 recently with his prize drive in a 2013 MP4-28 (see p24). The Award test is always a great reminder of how special the cars are – and what a great moment it is for young drivers to get their first experience of F1.

Alexander Albon was beaten to the 2014 Award by George Russell, but has battled to F1 against the odds. As Edd Straw points out on p11, Albon has made the most of his chances and has earned his place at Red Bull for 2020. The big test now will be how close he can come to team leader Max Verstappen.

Another former Award winner was in action last weekend. Dario Franchitti took the accolade back in 1992 before going on to become an IndyCar legend. It's great to see him back competing – for fun – following his horrible Houston crash in 2013. Graham Keilloh caught up with the Scot at Anglesey during the Race of Remembrance (p64).

• One area we have received some feedback on recently is the desire to see more club and national coverage. We are looking at expanding into certain areas, both in the magazine and on autosport.com. So, if you are a grassroots fan, please be sure to keep an eye on developments over the next few weeks and months.



Kevin Turner

Kevin Turner
Editor

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**NEXT WEEK
21 NOVEMBER**

Brazilian GP and Macau reports, plus a look ahead to the new Formula E season



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Motorsport Images/Ferraro

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Hyundai wins the
constructors' title
now Rally Australia
has been called off

AUSTRALIA WRC FINALE CANCELLED AMID FIRES

WORLD RALLY CHAMPIONSHIP

With ash continuing to fall on Coffs Harbour from the bushfires, it became obvious that the final round of the World Rally Championship was a non-starter.

At 1250 New South Wales time on Tuesday, word came from clerk of the course Wayne Kenny.

He said: "The clerk of the course, after having considered the information from the fire authorities and other government agencies and after further consultation with the FIA, decides to cancel Rally Australia 2019."

For many, that decision had been glaringly obvious for hours – possibly even days. With every house that burned and, tragically, every life lost in the state, running a WRC round seemed simply preposterous.

When the local fire department started talking of a "catastrophic" situation with the flames closing in on the event's Coffs Harbour base, the teams became restless and anger grew in the service park.

Kenny and his team had already prepared a heavily revised schedule, which relied on one gravel stage and the two asphalt superspecials, providing 50 competitive miles across three days; that would ensure one-third points could be offered. That plan was due to be cemented at a 1600 meeting on Tuesday. It never stood a chance. Cancellation was confirmed three hours earlier.

The priority was the New South Wales community:

the prospect of requesting rescue services to redirect their efforts away from the fires to a sporting event where they may or may not be needed was nonsensical.

Event chairman Andrew Papadopoulos said: "Considering the best interests and safety of everyone involved in the rally and the wider community, it is not appropriate to conduct the rally. We love this community. Every time we come to Coffs Harbour we become part of this community."

"Our thoughts are with the NSW community, especially the people who have lost loved ones, livelihoods and homes as a result of the fires in northern NSW. We'll be back and we'll do what we can do really, really well in Australia and [that is to] run the best WRC round in the world."

Teams will distribute unused food to the local Coffs Harbour community before returning to Europe.

Rally Australia will not return next season, having been replaced by Rally New Zealand.

Hyundai Motorsport director Andrea Adamo admitted his team's celebrations at a first world title were tinged by the sadness and tragedy of events.

He said: "The cancellation of Rally Australia is the right decision. Our thoughts are with the ones affected. From a sporting point of view, it is amazing to win our maiden title. This is the result of many years of hard work from everyone at Hyundai Motorsport."

DAVID EVANS

US GP venue to shut to repair surface bumps

FORMULA 1

The Circuit of the Americas will close this winter for major work to address the bumps that Formula 1 drivers complained about during the US Grand Prix weekend.

There was a mixed reaction to the bumps. Daniel Ricciardo said the track was better for its undulations instead of being like a video game. Most drivers criticised it and said it could even lead to injuries.

Major work is to begin next month, including excavations to remove pipes.

Circuit boss Bobby Epstein told Autosport: "We're actually closing the track for most of December and half of January to fix the problems. Certainly, it will involve the entire back straight, the pit out and part of Turn 1, there's a part of a hump before Turn 9, Turns 18-19. So, it's pretty extensive."

The undulations also caused problems



Ricciardo enjoyed the unsmooth track

for MotoGP riders back in April.

Epstein explained that the problems can be traced to a flood when the track was being laid in 2015, which consequently led to a number of issues.

• As for a second US race, the planned 2021 Miami Grand Prix has been thrown a lifeline after the mayor of Miami-Dade County vetoed a resolution that would have blocked the use of public roads.

ADAM COOPER

ALONSO SNARES FIRST RALLY-RAID PODIUM FINISH

DAKAR RALLY

Double Formula 1 champion Fernando Alonso achieved his first podium finish in cross-country rallying in the third of his Dakar Rally preparatory outings with Toyota.

Alonso and his co-driver Marc Coma contested the Al Ula-Neom Cross-Country Rally in Saudi Arabia, where the Dakar is being held for the first time next year.

They were fourth on the opening stage, having taken a cautious approach, then suffered a puncture on the second day.

But they recovered to third place by the end of the event, despite navigation difficulties on Saturday's final stage.

Alonso was 16 minutes behind winner Yazeed Al-Rajhi, a World Rally and Dakar regular.

"The final stage was a difficult one, full of rocks and difficult navigation," said Alonso. "But we had no real issues, and we finished third on the stage and third overall, which is quite a good result for us."

Team principal Glyn Hall pointed out that the strategy for the event was influenced by the fact that Alonso was giving the chassis he will use for the Dakar itself its debut.

"Fernando and Marc showed great pace," he said. "They raced a brand-new car here, which is earmarked for the Dakar Rally, so they had to balance their pace with the need to preserve it."

"In the end, they achieved a maiden podium against local crews who know the terrain very well, which bodes well for January's Dakar Rally."

Alonso will now run private testing to prepare for the Dakar.

MATT BEER



Button undertook a part-time WEC campaign in 2018

Button eyes Le Mans in a hypercar

WORLD ENDURANCE CHAMPIONSHIP

Jenson Button could return to the Le Mans 24 Hours as soon as next year in the LMP2 class after setting his sights on a hypercar seat in the World Endurance Championship.

Since departing Super GT, the 2009 Formula 1 world champion is yet to finalise any racing plans for 2020, but says a second Le Mans outing is "definitely" on his radar as he sets his sights on WEC's new flagship class, which will come into force in the 2020-21 season.

Button said: "In the future, I will definitely race in Le Mans again. I'm very excited about the new regulations and in the future it will be

a great series. If I did it next year, it would be to get used to Le Mans again and just gain more experience. Probably in LMP2, because that's the pace the hypercar is supposed to be. For me, the direction I'd like to go is WEC in 2020-21."

Button took on a dual programme in 2018, racing in the WEC with the SMP LMP1 squad as well as his Super GT commitments.

He competed at Le Mans in 2018 but retired with engine issues.

Button did not see out the 2018-19 superseason, pulling out of the final three races of the campaign, as he was finding it difficult to juggle that and his commitments in Japan.

JAMIE KLEIN AND RACHIT THUKRAL

2019 BTCC
newcomer Excelr8
Motorsport to build
its own cars for
2020 season



Hyundai to make BTCC debut with i30 Fastback

BTCC

Hyundai will be represented on the British Touring Car Championship grid for the first time in the series' history in 2020 as the Excelr8 Motorsport team enters two brand new i30 Fastback N Performance models.

The team has started work on two examples of the coupe-style car, which it aims to have ready for a testing programme in mid-February next year.

It is the first time that Excelr8, which only joined the BTCC in 2019, has built its own BTCC car – although it does have a background in building machines for the Mini Challenge UK and it has also exported several examples of the Mini.

Although no drivers have been announced, Excelr8 entered the BTCC this term with a

brace of MG6 GTs, driven by Sam Osborne and Rob Smith. They scored two points each and took Excelr8 to 10th out of 14 entries in the Independents Teams points.

Team principal Rob Shepherd said that the dynamics of the Hyundai, particularly its aerodynamics, make it an ideal proposition as a tin-top racer.

Shepherd said: "Technically the car has some properties which suit the [current-spec] NGTC design very well, such as the overhangs and the wheelbase. It's very similar in size and dimension to the new-spec Honda Civics that we've seen were so successful across the course of this year. And the aerodynamic properties of the base car are pretty good as well. That will allow us to build a front-wheel-drive platform that's more progressive than

what we had this year with the MGs."

The team will be able to use some of the underpinnings from the MGs, including the raft of controlled parts such as the subframes, suspension and engine.

"We got some good base data for the MGs when we took over the running of them from previous teams," added Shepherd. "We'll have a combination of using that and what we've learned from this year to create our baseline for set-ups and performance goals for the start of this programme. A lot of the NGTC cars are very similar in essence and it's those small areas and changes that make the big differences. We'll be looking to get 80% of the way there with what we have already, and fine-tune the rest as we go."

MATT JAMES

AUTOSPORT PLUS

Smart insight published daily.

IN THE HEADLINES

PIQUET JR JOINS EXTREME E

Inaugural Formula E champion Nelson Piquet Jr has signed up to compete in Extreme E, which is set to begin in 2021. Now 34, the World Wide Fund for Nature ambassador joins, most notably, six-time World Rally champion Sebastien Ogier and double DTM title winner Timo Scheider on the drivers' programme.

WEC BRAZIL RACE IN DOUBT

The Interlagos round of the 2019-20 World Endurance Championship in Brazil next February is in doubt, with series boss Gerard Neveu warning teams that the promoter of the event, N/Duduch Motorsports, was contractually "late in different parameters" with under three months to go before the revival of the Sao Paulo 6 Hours – last held in 2014.

ART SIGNS UP TO EURO CUP

ART Grand Prix will expand its single-seater roster when it joins the Formula Renault Eurocup field next year. The series is expanding to an eight-team grid in time for the category's 50th season in 2020. ART, which most notably operates in Formula 2, returns 18 years after running Alexandre Premat to the French Formula Renault title.

SUPERCARS TEAM AT RISK

Australian Supercars will review plans for a new Sydney-based team to join the championship now that backer Rod Salmon is unlikely to have a heavy involvement, casting uncertainty into how the team, which has confirmed James Courtney as its lead drive, will be structured.

BRIT INGRAM WINS ERC

Chris Ingram has become the first British driver to win the European Rally Championship since Vic Elford in 1967 after finishing fourth on the season-closing Rally Hungary. He and co-driver Ross Whittock overcame two punctures and a spin on a final day affected by heavy rain.



Robots would change
tyres and the battery/
hydrogen tank in-race

DTM unveils futuristic support series vision with robo pitstops

DTM

The DTM has presented a futuristic vision for a "revolutionary" touring car series that could run in support of the category.

While the DTM is currently evaluating hybrid technology that is expected to be a spec component for the 2022 season, it has now unveiled a concept for cars "powered by battery or hydrogen fuel cell technology" that could result in a "1000bhp car capable of speeds of 200mph" – a 400bhp increase on 2019.

The DTM currently has a mandatory

pitstop in its racing format for tyre changes, but the DTM's vision for the new series is that the 40-minute race would have a pitstop to recharge.

This would be completed by "large industrial robots" that would change tyres and remove and replace the battery or hydrogen tank.

The DTM believes this series would provide a manufacturer "with an unprecedented opportunity to design and develop its own high-performance electric vehicles of the future".

TOM ERRINGTON

F1's plan to cut 250k tonnes of CO2

FORMULA 1

Formula 1 has announced its plan to become carbon-neutral by 2030 and revealed the first details of how it hopes to offset its 256,551-tonne carbon footprint.

As well as "sustainable" grands prix by 2025, F1 hopes to achieve carbon neutrality by reducing its emissions and developing environmentally friendly technology.

The proposal follows a year of "intense work with the FIA,

sustainability experts, F1 teams, promoters, and partners".

Its "ambitious, yet achievable" plan will begin immediately in the form of "carbon reduction projects", while the hybrid engine and sustainable fuels will be a core part of its longer-term goals.

However, F1's efforts will not be restricted to the technology of the cars on-track, as the championship has targeted moving to "ultra-efficient logistics and travel and 100% renewably powered offices,

facilities and factories".

F1 claims its collective 2019 carbon footprint was 256,551 tonnes of CO2 emissions.

Emissions from the V6 turbo-hybrid engines, which boast a world-leading 50% thermal efficiency, accounted for just 0.7% of that total.

Road, air and sea logistics are the biggest contributors at 45%, followed by air and ground transportation and accommodation at 27.7%.

**SCOTT MITCHELL
AND ADAM COOPER**





Ticktum took second Macau victory with a dominant 2018 drive

ALL PHOTOGRAPHY
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Can Ticktum make history in new-look Macau GP?

MACAU GRAND PRIX

Dan Ticktum has the opportunity to score an unparalleled Macau Grand Prix treble this week, but the Carlin driver must overcome the challenge that will be provided by the new FIA Formula 3 cars.

The big change for 2019 is the machinery, as the generation of Dallara that Ticktum won with over the past two years with the Motopark squad has been replaced. Macau will now feature the new FIA F3 car, born out of a new championship formed by merging the GP3 Series and European F3, the latter using the same cars as Macau previously. Only 10 teams were admitted to the new series, and Motopark missed out.

Ticktum's strongest opposition will likely come from the top two in this year's F3 season. Ferrari juniors Robert Shwartzman – who won the title – and Marcus Armstrong headed a dominant Prema 1-2-3.

Red Bull junior Juri Vips has a point to prove after a poor end to the season and will lead Hitech's attack, as the best non-Prema driver in the standings this year.

Both Jake Hughes and Callum Hogg will look to make up for the inexperience of their squads as two of the veteran drivers in the field. Hughes leads HWA's first Macau foray – he'll drive alongside the returning Sophia Florschütz, who had a shocking crash at the event last year – while Hogg temporarily drops down from Formula 2 to lead the Charouz-run Sauber Junior Team effort.

FIA GT WORLD CUP

The FIA GT World Cup field features a strong backbone of four manufacturers – Mercedes, Porsche, Audi and BMW.

Augusto Farfus will defend the crown he won with a faultless performance in an otherwise processionary 2018 event, racing for the Schnitzer BMW squad that heads to Macau for the first time without the late Charly Lamm, while Joel Eriksson is the other BMW representative for race regular FIST-Team AAL.

Mercedes race winners Edoardo Mortara and Maro Engel, Porsche pair Earl Bamber and Laurens Vanthoor, plus his brother Dries (Audi), are among the other names on an 11-strong factory driver list.

WORLD TOURING CAR CUP

While the Guia race is likely to be one of the defining moments in the season-long World Touring Car Cup title fight between Esteban Guerrieri and Norbert Michelisz, Volkswagen driver Rob Huff is the main attraction in his search for a record 10th Macau win.

In addition to six wildcards, there are two driver changes for Macau. Farfus's GT ties mean his BRC Hyundai place is taken by Luca Engstler, while former Volvo factory driver Robert Dahlgren makes his first World Touring Car appearance in three years in place of Cupra driver Daniel Haglof.

JACK BENYON AND JACK COZENS



Farfus (r) and the late Lamm (l) won 2018 Macau GT contest



Huff chases 10th Macau win. He first triumphed in 2008

**NEXT WEEK
FULL MACAU REPORT**

F1 BRAZILIAN GRAND PRIX PREVIEW



LENGTH 2.677 miles NUMBER OF LAPS 71

Brazilian Grand Prix
Autódromo José Carlos Pace
17th November 2019



2018 POLE POSITION
Lewis Hamilton 1m07.281s

POLE LAP RECORD
Lewis Hamilton 1m07.281s (2018)

RACE LAP RECORD
Valtteri Bottas 1m10.540s (2018)

UK START TIMES

Friday 15 November

FP1 1400

FP2 1800

Saturday 16 November

FP3 1500

QUALIFYING 1800

Sunday 17 November

RACE 1710

CATCH THE RACE LIVE

SKY SPORTS F1 1530

5 LIVE SPORTS EXTRA 1700

HIGHLIGHTS

CHANNEL 4 2230

TYRE ALLOCATION



CHAMPIONSHIP

Drivers

1	Hamilton	381
2	Bottas	314
3	Leclerc	249
4	Verstappen	235
5	Vettel	230

Constructors

1	Mercedes	695
2	Ferrari	479
3	Red Bull	366
4	McLaren	121
5	Renault	83



RACE STATS

Previous winners

2018	Lewis Hamilton	Mercedes
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



Interlagos masters

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

Vettel	14.00
Hamilton	11.92
Verstappen	11.25
Raikkonen	10.73
Bottas	6.50
Kubica	6.40
Leclerc	6.00
Hulkenberg	4.71
Ricciardo	3.13
Perez	2.88

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Albon deserves his 2020 shot

Tenacity, commitment, technical nous and the consistent delivery of decent points finishes make Alex Albon's continued tenure at Red Bull a no-brainer

EDD STRAW

Unusually for a press release, Red Bull's announcement on Tuesday morning that Alex Albon will continue as Max Verstappen's team-mate in 2020 hit the nail on the head.

Team principal Christian Horner's quote included the phrase "tenacious, fiercely committed racer" to describe the 23-year-old.

Both qualities have been on display over the past year or so. Remember, Albon is a driver who, 14 months ago, appeared to be on the F1 scrapheap before he even had the chance to test a car and had signed up to drive for the e.dams Nissan squad in Formula E. What's happened to him since is a reminder of the role luck can play – and the need for any driver to be ready to capitalise on it.

Albon has not been fortunate in the sense that he's somehow fluked his way not only into F1, but into a top seat. But a confluence of factors conspired to give him an opportunity he has capitalised on brilliantly. Albon wouldn't be here had Red Bull's driver cupboard not been bare, had Daniel Ricciardo not defected to Renault, had Brendon Hartley aced his big F1 chance, had Pierre Gasly not lost the plot in the first half of the season. But all of these did happen and Albon did his bit.

By his own admission, Albon's career lost a little momentum when he graduated to single-seaters as a karting megastar. It wasn't really until GP3 (now FIA Formula 3) in 2016, when he

“What he's done is look absolutely at home in F1 even when things were going wrong”

ran ART team-mate Charles Leclerc close for the title, that he started to make good on that promise. But after an up-and-down first Formula 2 season the following year, he had a strong run to third in 2018 up against George Russell and Lando Norris. That helped ensure he was in the right place at the right time for Red Bull to recall him after previously dropping him.

His tenacity showed immediately. Albon responded well to a potentially confidence-denting shunt in FP1 in Melbourne, then climbed from a pitlane start after a big impact in FP3 in China to finish 10th. This set the pattern for the season; too many accidents but some impressive recoveries and battling race drives.

Since moving to Red Bull, he has permanently resided in the bottom half of the top six in terms of race results and actually outscored Max Verstappen 68-54. That comparison does not

reflect Albon doing a better job than Verstappen because he clearly isn't, but he's doing exactly what Red Bull needs him to do.

Unlike Gasly in the first half of the year, Albon avoids getting mired among midfielders. There have been a few slices of luck – the timing of the safety car at Sochi and getting away with thumping into Norris at Suzuka – but Albon is the kind of driver who ensures he's there to capitalise on any good fortune.

He's also impressed the team with his attitude technically, which is an area where Gasly caused frustrations with his endless, often fruitless set-up tinkering and struggles to adapt to the demands of the car. Albon has been easier to deal with and the fact that he's delivering good, solid points week-in, week-out made continuing with Red Bull inevitable.

But now the hard work starts as there is still huge room for improvement, as you'd expect for a driver who hasn't even finished his first full season in F1 and who is up against a great in the making in Verstappen. The crashes need to be cut back on, because even after his move to Red Bull he's found the wall too often. While it's to his credit that he bounced back from a costly shunt in Mexico to qualify and race well, it won't be long before he can no longer play the impressive recovery card.

He also needs to close the gap to Verstappen because, while closer than Gasly, the gap is too big to be sustained indefinitely. Using an adjusted average to ensure the comparison is most representative, Gasly was 0.529s down on Verstappen over the first half of the year whereas Albon's deficit is 0.407s – the highlight being setting the same time as his team-mate to the thousandth on his first visit to Suzuka.

That gap is perfectly acceptable in the circumstances, but Red Bull will be looking for that deficit to reduce over the course of next season. It doesn't need Albon to be outqualifying Verstappen or even going toe-to-toe with him every Saturday afternoon, but he needs to be there with him, especially if Red Bull is consistently in among the Mercedes and Ferrari drivers.

All of this makes the decision to keep Albon on and leave the two Red Bull A-team rejects – Kvyat and Gasly – at Toro Rosso an obvious one. All three drivers are doing some of their best work where they are, and Gasly deserves praise for the quality of his performances since being demoted, putting Red Bull's F1 driver arrangements in good order for now. And they need to be, given the next cab off the rank – currently Juri Vips – isn't yet ready.

Albon's tenacity gives confidence that he will make progress. Above all, what he's done is look absolutely at home in F1 even when things were going wrong. That intangible quality is the result of a combination of factors, based on his physical skill and mental fortitude. It's this that has convinced Red Bull that there really is more to come. *✎*

GRAND PRIX GUIDE



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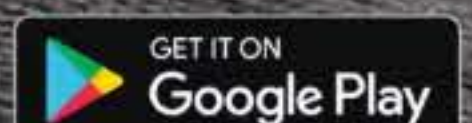
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Bring back the racing

The Shanghai WEC race saw a welcome win for a team other than Toyota, but it also highlighted the problems of the series' move to success handicaps in the LMP1 class

GARY WATKINS

At last, a victory by someone other than Toyota in the World Endurance Championship! But was Rebellion Racing's win in Shanghai last weekend really what the series needed? Yes and no.

Yes, because an unbroken run of victories for the Japanese manufacturer has been sucking the life out of the WEC. No, because the series doesn't require a dominant win by one team simply being transposed with an equally dominant victory by another. That's what we got over four hours of racing around the Shanghai International Circuit on Sunday.

Rebellion had its only previous overall victory in the WEC, at Silverstone in August 2018, handed to it in post-race scrutineering. The latest win was as good as presented to the team on a plate, too.

The Shanghai race was Rebellion's to lose, courtesy of the new system of success handicaps introduced for the LMP1 class of the WEC this season. So heavily penalised were the Toyota TS050 HYBRIDs that they were unable to fight with the best of the privateers. Nor could they match the pace of the two Ginettas, at least when the British cars were at their best.

If you do the averages, the winning Rebellion-Gibson R-13 shared by Bruno Senna, Gustavo Menezes and Norman Nato was eight or nine tenths a lap faster than the second-placed Toyota shared by Sebastien Buemi, Brendon Hartley and Kazuki Nakajima. That was more than enough to ensure that Rebellion

“Shanghai was Rebellion's race to lose, courtesy of the new system of success handicaps”

pretty much dominated. The Team LNT Ginetta squad, as expected for a still-new operation, was unable to knit together a coherent challenge over the full distance.

Rebellion didn't make things easy for itself early on, but once Menezes took over on fresh, hot rubber, the R-13 was in a class of its own, and the result was a foregone conclusion.

Shanghai wasn't a great advert for success handicaps, even if Toyota Motorsport GmbH technical director Pascal Vasselon tried to argue to the contrary. “There has been some entertainment,” he said. “We have to be positive.”

Vasselon is also confident that it should be closer between his cars and the Rebellion in Bahrain next month. For a start, the Rebellion will edge towards the Toyotas in terms of penalties carried for the eight-hour race. My maths suggests that the

TS050s will be penalised to the tune of 2.72 seconds and the Rebellion by 2.00s per lap. That compares with 2.74s and 0.89s around a slightly longer lap last weekend.

Vasselon also suggests that the TS050 will be less sensitive to the reductions in the fuel it can use and hybrid energy it can deploy – the means by which it is penalised – around the Bahrain International Circuit than in Shanghai. The lack of power really took its toll on the two long straights of the Chinese circuit.

The above figures were calculated using the 0.01255s per kilometre co-efficient by which the cars are penalised for every point they lead the lowest championship scorer. The original figure was 0.008s, but it was revised upwards after the Toyotas proved quicker than expected at the Silverstone series opener in September. (It was confusingly rounded down to 0.012s when the increase was publicly confirmed.)

There's an argument that the increase went too far. Had the 0.008s figure remained in force, the Toyotas would have been pegged back by 1.74s a lap in Shanghai. Perhaps that would have allowed them to make a race of it. The lower coefficient also might have allowed Kamui Kobayashi, Mike Conway and Jose Maria Lopez to challenge their team-mates at Fuji. The Silverstone winners were penalised by 1.4s a lap for Toyota's home race and the sister car by exactly one second. The 0.4s differential meant there was no race between the two TS050s in Japan.

The success handicaps removed at a stroke the one highlight of the LMP1 class last season. That was the fight between the two Toyotas. They were always allowed to race each other, even if the team's strict rules of engagement meant that the actual deed of overtaking was usually something of an ‘after you, Claude’ routine.

We shouldn't forget that success handicaps are a modern – and clever, we are told – take on the success ballast concept. I concede that such systems can take a few races to shake themselves out and come good, but I'm not convinced that what we have right now is working for the WEC in its hour of need.

We are going to have the odd privateer victory, and fingers crossed for a Ginetta win. And the championship battle should also remain close – or at least closer than last season – before the slate is wiped clean and the cars run without handicaps at the Le Mans 24 Hours championship finale in June.

Sharing out the victories and keeping the points close is the idea of such systems, whether of the ballast or handicap kind, but I love and write about a sport called motor racing. There has, sadly, not been a lot of racing since the handicaps kicked in at Fuji last month.

Real racing is what the championship needs right now. Not more walk-over wins, even if they aren't by a Toyota. ❧

 P36 WEC SHANGHAI REPORT



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YOUR SAY

We have healthy, vibrant entries for each event, great racing and a championship fight that went down to the very last race of the year

LUKE CARLILE-STANTON

Who needs factory support?

Has a championship ever been more alive than the World Rallycross Championship? I say this because of the doom and gloom that surrounded the series last winter in the wake of VW, Audi and Peugeot all pulling factory support for their various teams, and worries about what that would mean in relation to car counts and overall quality for the 2019 season.

Twelve months on, we have healthy, vibrant entries for each event, great racing and a championship fight that went down to the very last race of the year, resulting in Kevin Hansen and Andreas Bakkerud only being able to be separated on countback.

Factory support? It's all overrated, mate.

Luke Carlile-Stanton
Shrewsbury

Favourite motorsport travel companion

Thanks for going back to the old price. I'd just like to tell you why I like the magazine in my hands. During all my years working in motorsport from FF1600/FF2000/Opel Lotus/FRenault and F3, from the 1970s into the 2000s, I was 75% of the time travelling to and from circuits and hotels – getting the magazine everywhere every week was perfect (I could not get home to get it). Many others in racing did the same. Still now I travel a lot and have to get it wherever I am.

So from me, and I'm sure many others, many, many thanks for putting the price back. Your news, race reports and stories are excellent.

Robert Potharst
By email

Hamilton and Silverstone – the best of British

This year has seen two significant events, with Lewis Hamilton becoming unquestionably the greatest British driver of all time and Silverstone getting a new deal to stage the grand prix.



I've spent many fabulous weekends at Silverstone, the home of British motor racing. Such visits are made possible by countless staff and volunteers who seek to provide enjoyment for all, and do so year in, year out without fail.

Lewis crowd-surfing above my head will live long in my memory, maybe even on a greater scale than the height of the Mansell-mania days. Lewis deserves all the plaudits he gets, he has humility, respect for tradition and is a true man of the people.

Well done Lewis and Silverstone, your country is proud of you both.

Michael Brierley
Stalybridge, Cheshire

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F1

TRACK TEST
SPECIAL

A TASTE OF LEWIS HAMILTON'S TITLE WINNER

*We jumped at the chance to drive the world-beating
Mercedes W10 Formula 1 machine*

KARUN CHANDHOK

PHOTOGRAPHY  **motorsport
IMAGES**





F1

TRACK TEST SPECIAL



Every racing driver in the world, in any category, watches Formula 1 and thinks, “I wonder what the car that’s winning the championship must be like to drive.” Drivers in IndyCar, NASCAR, sportscars, Formula E or even historic racing may be happy driving in whatever category they are in and may not yearn to be F1 drivers, but there’s no doubt that all of them would want to know just how good the best F1 car on the planet is. Recently NASCAR legend Jeff Gordon’s face lit up as he spoke about the time he got to experience a Williams-BMW — and that was 16 years ago!

F1 has been the pinnacle of our sport now for 70 years and the fact that only a handful of drivers today get to race a top car capable of winning races makes for a lot of jealous racing drivers around the world. So you can understand my utter surprise when the phone rang to ask if I’d be up for driving a current 2019 Mercedes. My reaction in total disbelief went along the lines of: “What — a current car? You mean this year’s car? Not some demo hack that’s been put together to do donuts in?” Yep, amazingly Mercedes was offering me the opportunity to drive the very W10 that would be competing in the final races of the season.

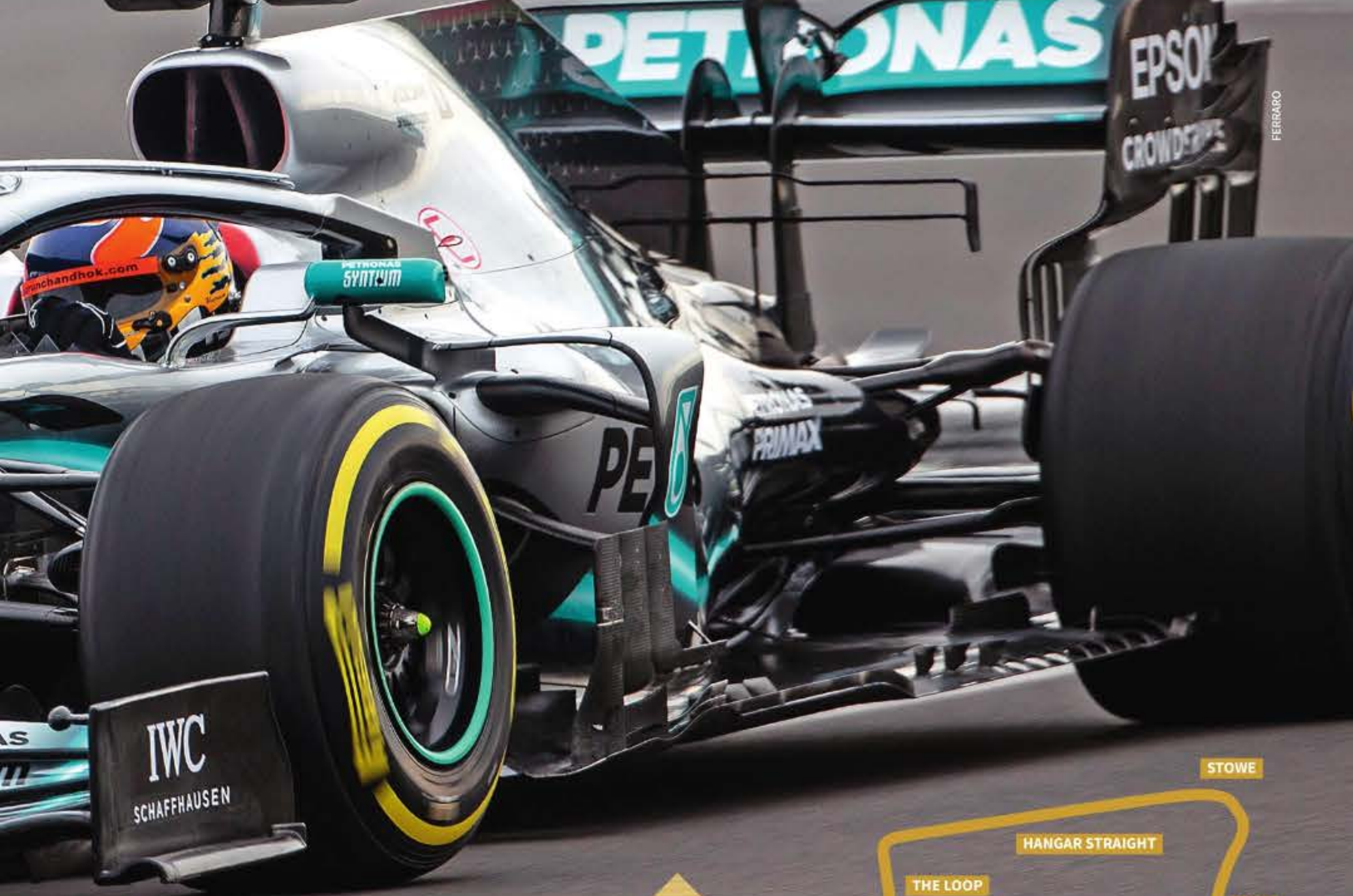
Now, I’ve got to give a lot of credit to the Mercedes F1 team. It is in the middle of an extraordinary run of success since 2014. It doesn’t really need the publicity of inviting someone other than their existing drivers into the cockpit. But amazingly, the team was completely open to the idea of letting me — someone who has never driven one of its cars before — have a go and experience what Lewis Hamilton and Valtteri Bottas have had at their disposal to deliver an amazing sixth consecutive constructors’ world championship for the team.

The W10 has been a very good car this season. The only weaknesses it’s shown have been some cooling issues in the hotter races and a shortage of top speed in qualifying against the rivals in red. In 2018, Ferrari arguably had a faster car for more races than Mercedes, but it’s safe to say that, across the 2019 season, the small army of people in Brackley and Brixworth delivered another gem. Sure, statistically Mercedes hasn’t been as dominant in 2019 compared to its early years of success in this V6 hybrid era, but the opposition weren’t as strong between 2014 and 2016. Mercedes had to bounce back from a tricky start at pre-season testing and did so in style with an unprecedented five consecutive 1-2 finishes at the beginning of the season. Victory in the constructors’ standings with four races to go showed that the W10 has certainly been the best car of the 2019 F1 season.

Considering this was one of the race cars, and not just an old one used for show runs, I felt a real sense of responsibility to drive it properly and fast enough to experience it, but also give it back in one piece. Having the Hamilton fan club hurling abuse at me for damaging his car was not something I looked forward to, let alone an awkward conversation with team boss Toto Wolff!

Fortunately for me, despite the fact that I don’t have a full driving programme this year, I’ve kept up a reasonable level of fitness. I did some panic-induced neck training for the three weeks between the phone call and the day at Silverstone because I learned early in my career that being unfit doesn’t only affect your performance, it also means you can’t really enjoy the experience of driving as much.

The team at Brackley was very good at preparing me. Despite the fact that for them it was a filming day and should essentially have been a bit



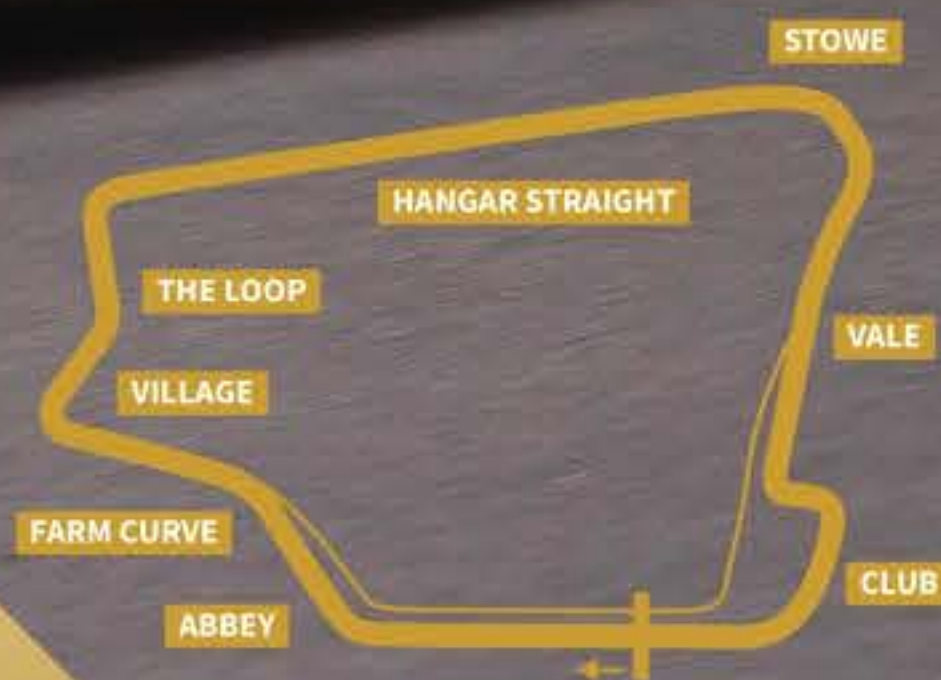
FERRARO

"I FELT A REAL SENSE OF RESPONSIBILITY TO DRIVE IT PROPERLY, BUT ALSO GIVE IT BACK IN ONE PIECE"

of a jolly, everyone took it very professionally. My seat fit turned out to be a fairly straightforward process thanks to a mix and match of Valtteri's seat, Lewis's steering wheel and steering column, and Esteban Ocon's pedals. Easy peasy! I then had a session with the engineers, running through the controls on the steering wheel and getting the chance to look through all the options in terms of the power unit, brakes and differential, as well as the reliability side in case we had an issue on track.

What came across was the attention to detail that they put in. Yes, the team has nearly 1000 full-time staff and therefore can throw people at problem-solving, but the reality is they have to still think of the possible areas to gain performance, think of a way to implement a tool to gain that performance and then execute it in a way so that the driver can actually gain that lap time on track.

It would not be right of me to divulge the exact details of what they get up to, but every phase of the weekend is studied and solutions offered to find a bit of performance. Things such as how to get the brakes and



tyres to the right temperature, how to find an extra couple of metres on the brakes when coming into a pitstop, how to get the pitlane limiter running as smoothly as possible without any oscillations, how to battle the dreaded tyre degradation by getting the electronic brake balance optimised for every phase of braking and also for every level of grip the tyre offers. The list is endless, but just a couple of hours spent talking to the engineers gives you an idea of how the mindset of the operation is tuned to search for these marginal gains.

It was off to the simulator next and a chance for me to get an idea of what the car would be like on track and also to practise some of the procedures and changing the settings on the steering wheel. After driving the sim, I found it hard to believe that the real car would be that quick, to be honest. I spoke with Anthony Davidson, who does a reasonable amount of sim work at Mercedes, and he said that he thought the same thing before the British Grand Prix, but in reality, when they looked at the data after the weekend, it pretty much matched up. >>

F1

TRACK TEST SPECIAL

Now I was properly excited!

The most recent F1 car I had driven was the 2017 Williams. It was a decent midfield machine that season, allowing the team to run regularly in the points and finish fifth in the championship. Crucially, it had the Mercedes hybrid power unit so at least I had some experience of that.

As dawn broke over Silverstone, I was totally relieved that the weather gods had been kind to me. It was cloudy, but there wasn't much wind and it was going to be dry. We were running on the International Circuit which, despite being about half the distance of the full GP circuit, would still give me a chance to experience the car in fast corners like Abbey and Stowe, as well as medium and slower-speed corners such as Club and Village. (Side note – I like corner names and hate saying corner numbers!)

Mercedes had put together a programme for me within the mileage limit that the rules allow, which would mean that I could do a couple of short runs just to dial myself in and then also experience a longer run with a full-race fuel load and a short run with low fuel at the end. This would give me a really good overall picture of what the car was like in different configurations as well as give me enough laps to have a play with some of the tools in the cockpit to help to tune the balance.

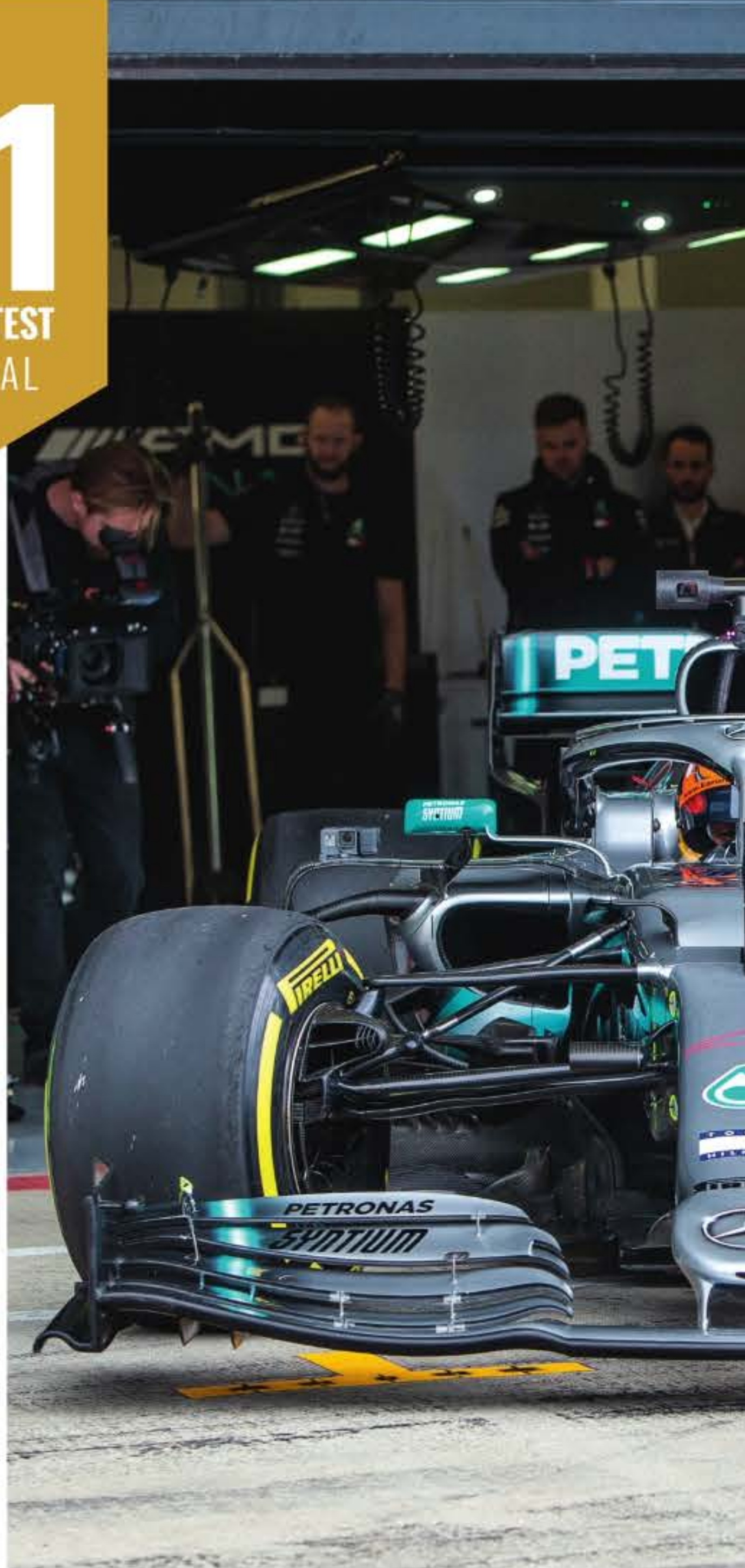
I was certainly a bit nervous before I got in the car but, as the call was made to take off the tyre blankets and release the car, the TV presenter part of my brain got turned off and the racing driver part got activated. The nervousness disappeared and was replaced by total curiosity and excitement because I knew that I was going to be driving something special.

As I got dialled in, the first thing that struck me was just how good the traction and power delivery was. With around 1000 horsepower on tap, you would imagine that controlling the wheelspin is one of the biggest challenges and I certainly treated the loud pedal with a degree of caution on the first couple of laps. But very quickly I realised that, actually, the rear of the car stays very planted when accelerating out of the corners and I could commit to the throttle much more than I had expected.

The amount of power itself doesn't feel like it's changed a great deal since 2017, but the driveability and user-friendliness of the torque curve, combined with the chassis ability to squat and deliver the power to the road without breaking traction, was very impressive. In this current era of F1, where managing the rear tyres during a GP is vitally important, this is particularly handy for the drivers.

The drivers both have different springs that adjust the level of stiffness of the throttle pedal but that's purely a driver comfort thing. What's crucial is to make sure that they have the right amount of control with that pedal to deliver the torque demand when coming out of the corner and balance the wheelspin. The car's suspension design and rear aero package clearly work well in terms of offering the grip needed and that is a really crucial aid for Mercedes on a Sunday.

I expected the car to be impressive in the high-speed corners and of course it was. As I started to lean on the car on the corner entries,



EVOLUTION OF THE SPECIES

There have been 10 Mercedes Formula 1 cars since the constructor returned to the world championship in 2010. Here they are...



MERCEDES MGP W01

Best result 3rd

Constructors' championship 4th

Drivers' championship

Nico Rosberg 7th | Michael Schumacher 9th

"EVERY LAP I CARRIED MORE AND MORE SPEED. THE ONLY LIMITING FACTOR SEEMED TO BE THE TYRES"

I soon realised that I was so far behind the limit it was almost laughable. With every lap, I started carrying more and more speed in and the only limiting factor seemed to be the tyres, which started to grain even within the first five laps. We had planned to swap back and forth between a couple of sets of tyres to try and eke out the mileage on them and that allowed me to build up speed in the faster corners.

The grip level was as staggering as I expected it to be, although experiencing it first hand was something very special. As one of my heroes Mario Andretti would say – "it feels like it's painted to the road". My 'emergency neck training' felt useless as the g-forces built up, but I was loving every second of it. With every lap I was charging through Stowe faster and faster.

What's interesting is how you can feel the downforce and resultant drag in the first two flat-out corners. As soon as you wind on the steering lock, the drag really kicks in and you can really feel the reduction in the rate of acceleration. Downforce really is a driver's best friend and at probably 80% of the circuits on the F1 calendar, you would gladly take the penalty of drag versus having more downforce.

As brilliant as the W10 was in the high-speed corners, it was the performance in the medium and slow-speed corners that surprised me. All season long rivals such as Ferrari have talked about how good the Mercedes seems to be on entry to these types of corners and now I can fully understand why.

As I got braver and braver on the brakes into Village, I was blown away by just how deep I could brake and also how much I could trail the brakes into the apex. One of the trickiest things in the Pirelli era since 2011 has been the ability to load the front tyre with both braking and steering load, but Mercedes seems to have nailed that with the W10. You can really >>



MERCEDES MGP W02

Best result 4th

Constructors' championship 4th

Drivers' championship

Nico Rosberg 7th | Michael Schumacher 8th



MERCEDES F1 W03

Wins 1

Constructors' championship 5th

Drivers' championship

Nico Rosberg 9th | Michael Schumacher 13th



MERCEDES F1 W04

Wins 3

Constructors' championship 2nd

Drivers' championship

Lewis Hamilton 4th | Nico Rosberg 6th

F1

TRACK TEST
SPECIAL

**“CONFIDENCE TO
ATTACK CORNER
ENTRY WITHIN A
HANDFUL OF LAPS IS A
SIGN OF A GREAT CAR”**

pitch the car and turn in to the apex of the corner on the nose and the most impressive part is that the rear of the car doesn't feel like it's going to lose any stability.

The combination of the level of downforce, aero balance, the brake migration maps (where the balance is adjusted between the front and rear through the entire braking phase) and the electronic differentials work in conjunction to give the drivers the ability to really attack those corner entries. That first phase, when you hit the brakes and start to turn the wheel, is so important. It sends the messages of how much grip the car's got to your brain and you then adjust the speed and steering lock accordingly until the apex before picking up the throttle.

Having a car that's confidence-inducing is very important in any

category of motorsport and the W10 is certainly that. The fact that even someone like me, who hasn't really driven a modern F1 car in two years, can feel confident to attack the entries at corners such as Stowe or on the brakes into Village within a handful of laps is a sign of a great car. It doesn't do anything unpredictable and that's one of the big reasons why, across the 21 races of the season, the Mercedes has been a competitive package.

It was really interesting to load the car with 110kg of fuel and see just what it would be like for the drivers at the start of a GP. The team did its usual adjustments in terms of aero balance for me to really experience it properly. Of course you can feel the extra weight of the fuel, but that's no different to when I raced in F1 or in any other category. The change of direction gets lazier and everything just happens slower – braking, accelerating and obviously cornering speeds.

What surprised me was how much the extra weight affected the tyres in terms of graining. All through this season we've heard drivers talking about having to manage and control their pace, particularly in the first



MERCEDES F1 W05 HYBRID

Wins 16

Constructors' championship 1st

Drivers' championship

Lewis Hamilton 1st | Nico Rosberg 2nd



MERCEDES F1 W06 HYBRID

Wins 16

Constructors' championship 1st

Drivers' championship

Lewis Hamilton 1st | Nico Rosberg 2nd



MERCEDES F1 W07 HYBRID

Wins 19

Constructors' championship 1st

Drivers' championship

Nico Rosberg 1st | Lewis Hamilton 2nd



stint of the race with a full tank of fuel. Singapore was perhaps the biggest example where, with 23 corners, the race pace was at times an astonishing 13 seconds slower than the qualifying pace.

It's a pretty frustrating way to drive a race car to be honest. As soon as you feel the front start to slide a little bit on the corner entries, you need to slow down because that graining is just going to get worse and worse and, similarly, as soon as you get a little bit of wheelspin on the rear, you know you're on a slippery slope. This is why the drivers all have to drive so far below their limits on a Sunday and also why we rarely see them look exhausted after a race. These supremely fit athletes are not being physically tested, but instead their minds and senses are on high alert for any form of extra energy being put into their tyres.

The weight is an interesting point because, if you consider that this year's cars weigh 743kg, that's 138kg more than in 2004. Yes, the W10 is unbelievably quick, but it has so much downforce and weight that you don't feel it as a brutal, violent beast in the way the V10 cars from the mid-2000s were. I've been lucky to test Juan Pablo Montoya's 2004 Williams-BMW and that was an incredibly brutal experience that had me on edge the entire time. The extra weight we have now not only adds about five seconds of lap time, but it also has a major effect on tyre wear and graining so I do have some sympathy for Pirelli in that respect.

What's good about the W10 is that, in whatever condition, the car is balanced and predictable. This means that the drivers can adjust their speed to the level of grip offered by the tyres and for the weight without it having any unusual shift in balance. The downforce, braking stability and amazing traction mean that they can often manage their tyres better than others on the grid, and this means that even on weekends where they may not have had the fastest car during qualifying, they can keep the pressure up on their rivals during the races and capitalise, such as at Sochi.

My day at Silverstone was a truly memorable one. I've been very lucky to drive some incredibly special pieces of F1 history over the years – the W10 is the seventh different championship-winning F1 car that I've been privileged enough to drive.

For me, the Nigel Mansell Williams FW14B from 1992 was emotionally the most special car I've driven, the 2004 Williams FW26 was the one that attacked my senses the most, and the 2011 Red Bull RB7 was the most responsive and sharp. But perhaps it's the very nature of the sport that, with evolution and knowledge gained, the cars get better and better: overall I've got to say that the 2019 Mercedes W10 is the best race car I've ever driven. *W*

WE WOULD LIKE TO THANK THE MERCEDES F1 TEAM AND SKY



MERCEDES F1 W08 EQ POWER+

Wins 12

Constructors' championship 1st

Drivers' championship

Lewis Hamilton 1st | Valtteri Bottas 3rd



MERCEDES F1 W09 EQ POWER+

Wins 11

Constructors' championship 1st

Drivers' championship

Lewis Hamilton 1st | Valtteri Bottas 5th



MERCEDES F1 W10 EQ POWER+

Wins 14 (with two races still to go)

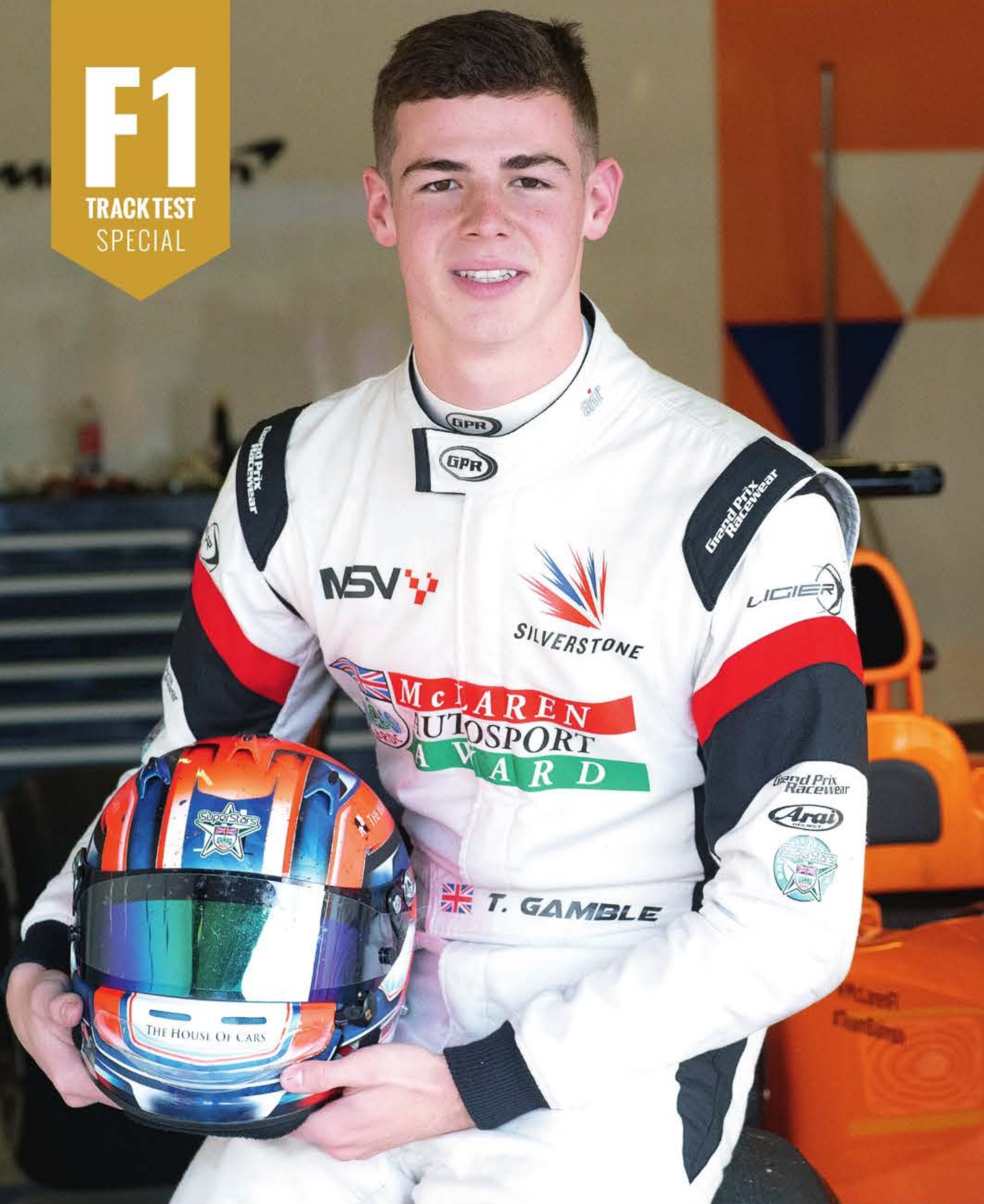
Constructors' championship 1st

Drivers' championship

Lewis Hamilton 1st | Valtteri Bottas 2nd

F1

TRACK TEST
SPECIAL



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GAMBLE PROVES HE'S WORTH A FLUTTER

After a season in GT machinery, Award winner Tom Gamble dived back in at the deep end of single-seaters with a maiden Formula 1 prize drive

MATT KEW

PHOTOGRAPHY FERRARO



motorsport
IMAGES

R

emember that motorsport social-media trend that popped up last month? You were meant to pick a handful of drivers and your followers had to guess what linked them all. Let's try that here: Jenson Button, Dan Ticktum, Fernando Alonso, Jimmie

Johnson and now Tom Gamble. Give up? They're all part of the increasingly diverse list of names to have driven the McLaren MP4-28 Formula 1 car from 2013 pictured on these pages.

Although Aston Martin has taken over for 2019 as a title sponsor of the Autosport BRDC Young Driver of the Year Awards, long-standing partner McLaren returned to Silverstone in October with its 2.4-litre V8-powered challenger to hand 2018 Award winner Gamble a life-affirming, first-ever taste of F1 machinery as part of his prize.

The last person to drive the McLaren before Gamble was indeed seven-time NASCAR Cup Series champion Johnson, enjoying a car swap with Alonso in Bahrain late last year. Heading into the test at Silverstone, Gamble and his transatlantic counterpart had more in common than might first be assumed.

Gamble made it as a 2018 Award finalist off the back of his run in the BRDC British Formula 3 Championship. His season with Fortec Motorsports included two wins and a further five podiums, no mean feat given it was his first season of single-seaters after stepping straight out of Ginetta Junior as the 2017 champion.

But faced with the perennial headache of a lack of funding, the then 17-year-old spent this season at the wheel of a WRT-run Audi R8 LMS in the Blancpain GT World Challenge Europe. That meant, like Johnson, that for his F1 drive he was going from racing with a roof over his head to diving in at the deep end of the single-seater pool. Everything would be exaggerated.

"It's got four wheels but other than that it's a completely different technique to the R8," Gamble says, having had a few moments to compose himself after his four stints in the McLaren. "It's a lot more physical. Through the high-speed stuff you can feel it on your neck, whereas in a GT3 car you can go quick for hours and not really feel anything.

"You also get the feeling of the wind on the straights, which is interesting. It's not been really windy today but the speed you get >>



F1

TRACK TEST SPECIAL

into Stowe, for example, it's blowing your head around and you've got to keep it still."

That manifested itself in another similarity between Gamble's and Johnson's experience, with both reporting that they hadn't tightened the strap on their helmet enough, meaning it began to lift over the face as they punched a hole in the air.

A year prior to his F1 run, Gamble stood at the exit of Club Corner watching double Macau Grand Prix victor Ticktum receive his prize drive. Over the following two days he was out to impress the Award judges in MotorSport Vision Formula 2 – his last experience of an open-wheel car – and McLaren GT3 machinery. But his most remarkable achievement was beating the benchmark time, set by a professional driver, in the Ligier LMP3 car. Now, for his reward, it is Gamble's turn to experience a naturally aspirated grand prix machine.

It comes as a surprise treat for the on-looking construction workers too. Opposite the Wing pit garages a new hotel is being built on the Silverstone start straight, but during Gamble's session tools are downed whenever the V8 howl pings off the surrounding architecture.

They have got to see the headline part of the Award prize: the F1 car test. But it's about so much more than just letting a young gun fulfil a long-held ambition. It's a fuller package that involves Gamble running in the McLaren simulator ahead of time to get up to speed. It also means that in between each run he is communicating with the engineers, with the ultimate aim for him to become a more rounded driver.

"You get out and you're in your own little world and do your first proper run in the actual car and get used to it all," Gamble says. "But



when you slow down you get a bit more of a feel for it and that's where the simulator helps quite a lot. For example, the braking and the speeds you can carry through the fast stuff. It definitely helps a lot and it's quite interesting how fairly similar it is. Obviously you're never going to get it identical but the sim definitely helps."

The speed with which Gamble acclimatises shows, as he requests a change to the final run. The white-striped Pirelli Driver Academy tyres drop off quickly, which means frequent slow laps to bring them back into range. Originally Gamble is tasked with setting a hot lap and then a cooldown, but he quickly reckons the tyres can manage two tours, and so he puts it to McLaren to adjust the plan accordingly. The team obliges, of course, but it reflects well on the teenager that he is comfortable to call the shots where appropriate.

After his last run, by which time Gamble has progressed from a brake and two downshifts into Abbey to just a slight lift, he is clearly wired. "The speed is phenomenal, the braking, the aerodynamics. It's awesome!" he says. "When I saw the [pit]-in board, I said, 'I might just keep going – see what they say!' I knew it'd be fast, but I didn't think it would be that fast!"

Testament to Gamble's professionalism, he seems to have regained all composure come the debrief with former Award judge Amelia Lewis and principal car performance engineer Mark Temple.

There is no immediate rush to post pictures on social media; instead Gamble wants to know his theoretical best lap time. He is straight in to studying the data to find out where he has left pace on the table and, in places, is quick to criticise his own traces.

But what the array of graphs does show is a steep and consistent improvement from Gamble from one run to another. He has been



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braking later and later – hitting the pedal with 75-bar of pressure and achieving a peak of 4.3G. As he runs deeper into the braking zones, however, he is still able to carry speed through the corner and retain strong exits. The upshot is simple: massive gains in lap time as his faith in the machinery has grown.

“Through the high-speed stuff I felt fairly comfortable but it’s the technique through the slow stuff that was tougher,” Gamble reflects. “With the braking it’s all about how hard you can hit the pedal initially – it’s crazy because you’ve got big brakes and a lot of aero so you can feel the whole car sit in to the ground almost and stick to the surface.

“It’s getting used to that, because what I’ve been doing this year in the R8 is a completely different braking technique so I’ve had to get back into the swing of that, which has been interesting.”

As ever with these runs, it’s all well and good keeping the car clean and wow-ing the family members in attendance, but it’s Temple who’s there to give the ultimate verdict on Gamble. “I was impressed with Tom’s approach,” he says. “He showed firstly that he was able to adapt his own driving very well, and think about what he was doing when he was driving and making improvements while he was driving.

“He was able to respond to our advice – we’d show him some data and where changing an area of his driving would help him find some lap time. He would go out and within a couple of laps he would be doing it and sorting it out. He has that quick adaptation.”

Over the years, Temple has been a race engineer for Alonso, Kevin Magnussen, Sergio Perez and Lewis Hamilton. That means he’s tough to please, but Gamble has made the grade. So much so, in fact, that Gamble has been touted for a potential McLaren simulator role – following the path of the team’s current F1 driver, 2016 McLaren Autosport BRDC Award winner Lando Norris.

“When I talked to McLaren, they are absolutely stunned by how quick he was on the sim,” says Award head judge Derek Warwick. “I’m not shocked by the way Tom drove the F1 car. Let’s not forget it’s his first time in a single-seater since the Awards last year. I don’t endorse every driver that wins our Award, but if anybody has got a spare drive that could put Tom in some sort of single-seater for next year, I think they’d be amazed how quick he is.”

With such a glowing endorsement from a former grand prix driver and 1992 Le Mans 24 Hours winner, perhaps, in a few years, we will be back on Twitter to complete a list of high-profile stars who will have driven an ex-Tom Gamble car. ✍

A NOTE OF THANKS FROM THE JUDGES

AWARD JUDGES Derek Warwick, Leena Gade, Andrew Kirkaldy, Jason Plato, Alexander Sims, Ian Titchmarsh, Darren Turner, Kevin Turner, Mark Williams

After a 30-year run as the Autosport BRDC Award title partner, McLaren’s final involvement in the programme was Tom Gamble’s Formula 1 test at Silverstone. Over those three decades, the team has placed David Coulthard, Dario Franchitti, George Russell, Lando Norris and now Gamble – plus many more – into a contemporary grand prix car.

With the partnership coming to an end as Aston Martin steps up to the mantle for the 2019 shootout and beyond, the Award judges were nervous ahead of Gamble’s test.

When we reminded McLaren earlier in the year that it still had a commitment to the prize from last year, we were expecting some sort of reluctance due to the crossover with Aston Martin. Absolutely not. McLaren stepped up to the plate and never batted an eyelid.

McLaren made Gamble a seat, put him in the simulator for a load of runs, got him used to the Silverstone Grand Prix circuit, and acclimatised him to the F1 car he was going to drive. McLaren never once kicked back or raised any question marks. That shows a depth of quality. It’s been expensive and a big commitment for McLaren over these past 30 years to run a grand prix car with 20 or so people tasked to make sure it goes smoothly. The team fulfilled it and gave us more once again with Gamble. And Amelia Lewis, who runs the prize drive test programme, even gave him extra track running.

There’s part of us that’s very sad to see McLaren go from the Award. This was its and Autosport’s baby from the very start. While we would expect it to follow up on the commitment, the fact that McLaren did it with so much honour and commitment was very special. You don’t get that in everyday life.

Head judge Derek Warwick personally went up and thanked McLaren CEO Zak Brown while he was stewarding at Austin for the United States Grand Prix.

We have been completely blown away by the team’s generosity and its desire to go out with a bang. McLaren did just that: a massive bang, a massive noise – literally – with the 2013 V8 F1 car. It was just magic. Thank you.



FORD vs FERRARI

STAT

£96.7M

Reported production
budget for movie

Ken Miles

LE MANS '66

THE DIRECTOR'S CUT

The story behind Ford's attack on Ferrari in the 1966 Le Mans 24 Hours is one that intrigued film director James Mangold. Here he explains why

MICHAEL RENOUF

For director James Mangold, *Le Mans '66* is about "excellence, risk, having skin in the game, and the courage to stay in when it looks hopeless. These are things that mean a lot to me." He says he was drawn to the story of the race because of the themes he saw within it – friendship, trust, desire and duty – and the parallels that this story of invention and risk has with film-making itself.

Rather than just being about racing, would you say this film is in some ways about the quest for perfection itself?

JAMES MANGOLD Yeah. I love cars, I love the gear, but I find the world, the pursuit of perfection, fascinating. I think it's a great allegory for almost anything in life and I love the sense of speed and the danger of it all. I mean, you could even say this film is about the struggle to make great films. You know, the studio, the public, the fight for originality and to break barriers and to move things further – [the fight against] committee-think and over-think and marketing-think. It's my hope that this film takes you back to a time – particularly in American life – when we were still figuring out who we are and how we can make excellent things. Now, we've become so corporate, liability-protected, averse to risk...

We have gotten so far from that kind of discovery and risk and having skin in the game and putting lives on the line and taking chances. The game is now so much more cautious and even sports themselves have become so much more corporate.

This was a moment where, 'Who could build the best car?' was a question. Now, perfection has been reached in many ways. But in the 1960s these cars were dawning-age beasts. It moves you to think about these daredevils and innovators at the edge of technology, before there were computers, even calculators. They would sketch and tinker and try it out, and learn just from trial and error. And that's a beautiful thing."



Director Mangold wants viewers to be reminded of a less corporate time

It's also about these two particular, unique characters of Carroll Shelby and Ken Miles, isn't it?

JM It's a parable. Carroll [Matt Damon] was more the salesman – he could talk out of both sides of his mouth. Ken Miles [Christian Bale] was more of a straight-shooter, who gets himself in a lot of trouble, who isn't capable of self-censoring, even when he knows he probably should. I mean, even Henry Ford, you can feel for him at a certain point – like, what an insulated life he lives. When he says, 'I wish my father could have seen this' [when Shelby takes him for a ride] he's rattled and terrified and intimidated, but also moved that he actually just lived through >>



LE MANS '66



something that took him by his core and shook him up inside. And that's exciting and moving and makes you feel something for someone you'd previously seen as nothing but a bellowing heavy."

What was it about this story that hooked you in?

JM What turned me on in this story was more the unique collection of characters. Like, I really didn't want *Le Mans '66* to be a ponderous epic, with pretensions. I wanted to really feel what it's like being in the pits with these guys and to be one of them. It's funnier, livelier, than I think some people might expect. Because I think everyone has this idea that if you're going to make a movie like this it's going to be a very sombre, self-important, pretentious history of whatever, and that's all well and good. But, to me, these characters, because I've studied them, their energy, their fearlessness and the fact that sometimes they didn't know what the f*** they were doing, they were just doing it, that was the most important thing to communicate, because it was the most interesting part to me. That's the most interesting part about making movies: that you don't know.

Matt Damon says that what Christian Bale does here as Ken Miles is extraordinary...

JM I think it's one of his best performances. I think it's the one closest to who he is, having known him for a decade now. He's really playing someone that is a really good, slightly exaggerated, version of Christian himself. Working class, not really caught up in the corporate game and the marketing game, really just about the craft – loves the craft – completely uninterested the second it becomes about selling or publicity or whatever. He just loves doing it. He's an idealist – not always the most diplomatic person, but insatiably kind, but who just doesn't know how to deal with bullshit, is almost allergic to it! And a really great father and a wonderful husband – all of these things were in this role.

The trust between him and Damon onscreen is incredible, isn't it?

JM Yes. You have to believe in people. I'm sunk if one of my lead actors sucks. I'm just done. There's nothing I can do. But that's the thrill of doing these things – if you can get the right people together and you trust and believe in each other then there's... It's not that you never have a bad day or that the scene doesn't work, it's 'Can you solve it together?' And that, I think, just comes from confidence, of everyone being good. And they certainly were, Ken Miles and Carroll Shelby, at doing what they did. They had a tremendous confidence of, 'If anyone's going to get me out of this ditch, it's these minds', and that's absolutely how I felt [on this] too.

The relationship between Miles and Shelby was a rare thing, wasn't it?

JM Absolutely. It makes you realise the true value of having friends like that. It really does. Because we're all so isolated. It's like how the Western informs so much of what I do. The Western is so much more than people in hats, giddy-up and all that. There's an essence of how we learn from this life when technology hadn't robbed us of our interdependence on each other.

How did Matt and Christian enjoy the driving scenes in the movie?

JM They loved it! Christian has been a mad biker – he loved motorcycle racing for years until he tore his arm up really bad and his family made him promise to not do it anymore. But it was a real seduction that he'd be behind the wheel of these rigs. He loves the speed. He loves the gear. He loves the whole thing. [On set] he went off racing with these cars and you can tell from the footage – he's hurtling through space in these things! And Matt too. He's driven more in his Bourne movies, but both of them are very stunt-aware, very good athletes. And I had a very good team – some of the greatest drivers in the world were on this show. Because a lot of what you need, when you have Christian hurtling down the road, is not what he's doing but what the other cars are doing, what the other guys are doing around him. Every day you're only shooting a couple of minutes of the movie, so you have to keep refocusing yourself on the day's work. When it gets all cut together so fast, that's the beauty of it. I can only conceive of, and deal with, what's in front of me. The key is to just focus on that. ✎



TOP FIVE

FORD GT DRIVERS

The key players who helped create a sportscar legend

MATT KEW



DRIVERS OF THE EARLY FORD GT40 HAD TO overcome chronic handling instability before the project finally delivered incredible Le Mans success. Then it became, for a time, the seat to have in sportscar racing. Backed by Ford's immense budget, many great names raced the GT, but who did it the best?



PHIL HILL

5 This was a driver who had to deal with the Ford GT40 at its worst. The waywardness of early cars meant hurried tests at MIRA, where a rear spoiler was fitted. Improved performance, however, meant Hill could shine alongside Bruce McLaren for the car's competitive debut in the 1964 Nurburgring 1000Km. Hill lost 22 minutes in the pits to a blocked carburettor jet, but fought back from 23rd to a staggering sixth until the clutch failed. Hill would move his focus on to Chaparral before the GT developed into a true titan.



DAN GURNEY

3 Gurney was exceptional throughout his career, but victory at Le Mans in 1967, aboard the MkIV, came in crushing fashion. Gurney and co-driver AJ Foyt led for all but 90 minutes and were four laps ahead of second place come the flag. Granted, his rivals had reliability woes, but Gurney consciously eased the load on the car during the night to consolidate the win. Standing atop the podium, Gurney started the now-iconic champagne-spraying celebration.



KEN MILES

2 Much like Hill, a great deal of the Ford GT's success can be attributed to the tireless testing of Ken Miles. But unlike Hill, he had the on-track results to show for his hard work. In quick succession Miles won the 1966 Daytona 24 Hours and then the 12 Hours of Sebring. Victory at Le Mans should have followed as he and co-driver Denny Hulme held a commanding lead, only for the staged finish and Bruce McLaren to deny him. Miles would die at the wheel of the lightweight Ford J-car only months later.



BRIAN REDMAN

4 If everyone thinks a driver is underrated, does that not make them rated? Anyway, the pairing of Brian Redman and Jacky Ickx was truly formidable – most notably winning at Kyalami (albeit in the very similar Mirage M1), Brands Hatch and Spa in the Ford. Redman's first – and only in the Ford – attempt at Le Mans ended in a severe fire for co-driver Mike Salmon after just an hour. Had it not been for a works call-up from Porsche, Redman might have won the French enduro in 1968 and alongside Ickx the following year.



JACKY ICKX

1 Miles and Hill had to deal with tricky cars, but at least they were contemporary. Ickx, on the other hand, walked – not ran – to his obsolete GT40 at Le Mans in 1969. He got away from the grid last but prevailed in a two-hour battle with Hans Herrmann, winning by only 100 metres or so (the last Le Mans win for the GT). Without a fractured leg, he would have driven the car that won the 1968 French enduro too. Anyway, add in the Mirage M1 and Ickx still scored 11 wins in Ford's most famous endurance racer.

LE MANS '66

WHEN MILES LOST BY INCHES

The 1966 Le Mans 24 Hours was famous for the failed staged finish between the Fords, but there was more to the British-born, American-based engineer-racer Ken Miles, who was reckoned as good as the F1 stars of the day

PAUL FEARNEY

PHOTOGRAPHY  **motorsport**
IMAGES



Whitmore's (8) and Miles's (1) MkIIs had a troubled start



McLaren/Amon and Miles/Hulme Fords in pits together



McLaren (l) celebrates 1966 win while Miles (in duffle coat) looks on

SCHLEGELMILCH

The start was almost the end. Grand Marshal Henry Ford II was surprisingly light on his feet in seeking safety after dropping a tassled *Tricolore*. Some of his heavyweight machines, however, were tardy. When finally John Whitmore's Ford lurched into the flow, a surging Ferrari sideswiped it into Ken Miles's, inches from an irreplaceable headlight. Both pitted at the lap's end: Miles to have a door ajar slammed shut; and Whitmore for a broken brake pipe.

Not for another 24 hours would the *(F)ordure* hit the *ventilateur*. Miles had been dreaming of Le Mans longer than most – he was a fell-runner-lean 47-year-old – and working harder at it, too. Since his triage of Ford's GT, which he reckoned unstable, he had coaxed it to health. He was the 'car guy' when the door shut around which the sport's most ambitious programme revolved. When he spoke – with a Brummie accent, and from the corner of his mouth (legacy of a stroke) – it was wise to listen. Not that everyone wanted to hear; a sharp tongue and dry wit were not to all tastes. Miles was hawkish, abrasive, decisive, with hints of General Montgomery about him. Detroit Iron men were neither attuned to *iron-ee* nor fond of lectures.

But Charlie Agapiou of North London had no such problems: "It was just his English manner. Ken wouldn't hesitate to tell you if he thought you were wrong, but there wasn't too much sarcasm in it. He was easy to talk to, eager to help and had a sense of humour. A proper boy."

An affable 21-year-old Gooner of Greek extraction, Agapiou had wandered into Miles's life in 1962: "I'd won some money on the horses and decided to go to America; my elder brother had been there a year. Walking down a North Hollywood street, I spotted a small garage, no more than six bays. Ken's. There was a sign:

"MILES WAS HAWKISH, ABRASIVE, DECISIVE, WITH HINTS OF GENERAL MONTGOMERY ABOUT HIM"

'English mechanic wanted'. I'd never worked on Astons and Jags – I'd apprenticed on Bedford trucks – but he said, 'Well, they're all about the same. When do you want to start?'"

Miles perhaps saw something of himself in his new employee. He too had arrived in California, 10 years earlier, with an apprenticeship at Wolseley Motors behind him, a glint in his eye and hope in his heart. There were differences too: already in his thirties at the time, Miles had been in tanks (their retrieval and repair) in the Western Desert; he had a Stateside job lined up by a friend; and he'd competed at club level in Austerity Britain. Inventive rather than privileged, his money had been swallowed by an aborted Formula 3 project.

He wasn't going to become rich as service manager for MG importer Gough Industries, but it did provide the facilities and parts to construct the specials that would make him a star of SoCal's sportscar scene. And when he could no longer beat the >>



Miles exceeded allotted average speed to make up for lost time

PHIPPS

LE MANS '66

imported 'exotics', Miles – quick, consistent, mechanically sympathetic – joined them, and won remorselessly in Porsches for John von Neumann and Bob Estes/Otto Zipper. Yet his shop was struggling by the 1960s.

"That's because he used to give too much stuff away," says Agapiou. Miles's role as factory driver for the Rootes Group kept things ticking: "They supplied an Alpine, which he prepared and maintained. He asked if I'd like to help. Then if I'd like to go to the races. I'd never been before. I learned so much. But when he closed the shop we were left looking for jobs."

Miles was renowned for small-car prowess – though he'd had success in big-banger Ferraris and Jaguar D-type – but that changed when Carroll Shelby invited him to become competitions manager for the AC Cobra programme. "I remember when he asked Ken if he wanted to test one," says Agapiou. "There were two factory drivers there and he stuck to them like chewing gum. He had a knack for sorting cars. For sure, he was better than the others we had. For instance, with Dan Gurney we were changing springs six times before the car had even left the pits."

Agapiou followed his mentor to Shelby American – "Listen, you bluffed me; you can bluff them" – as a mechanic in late 1962. By

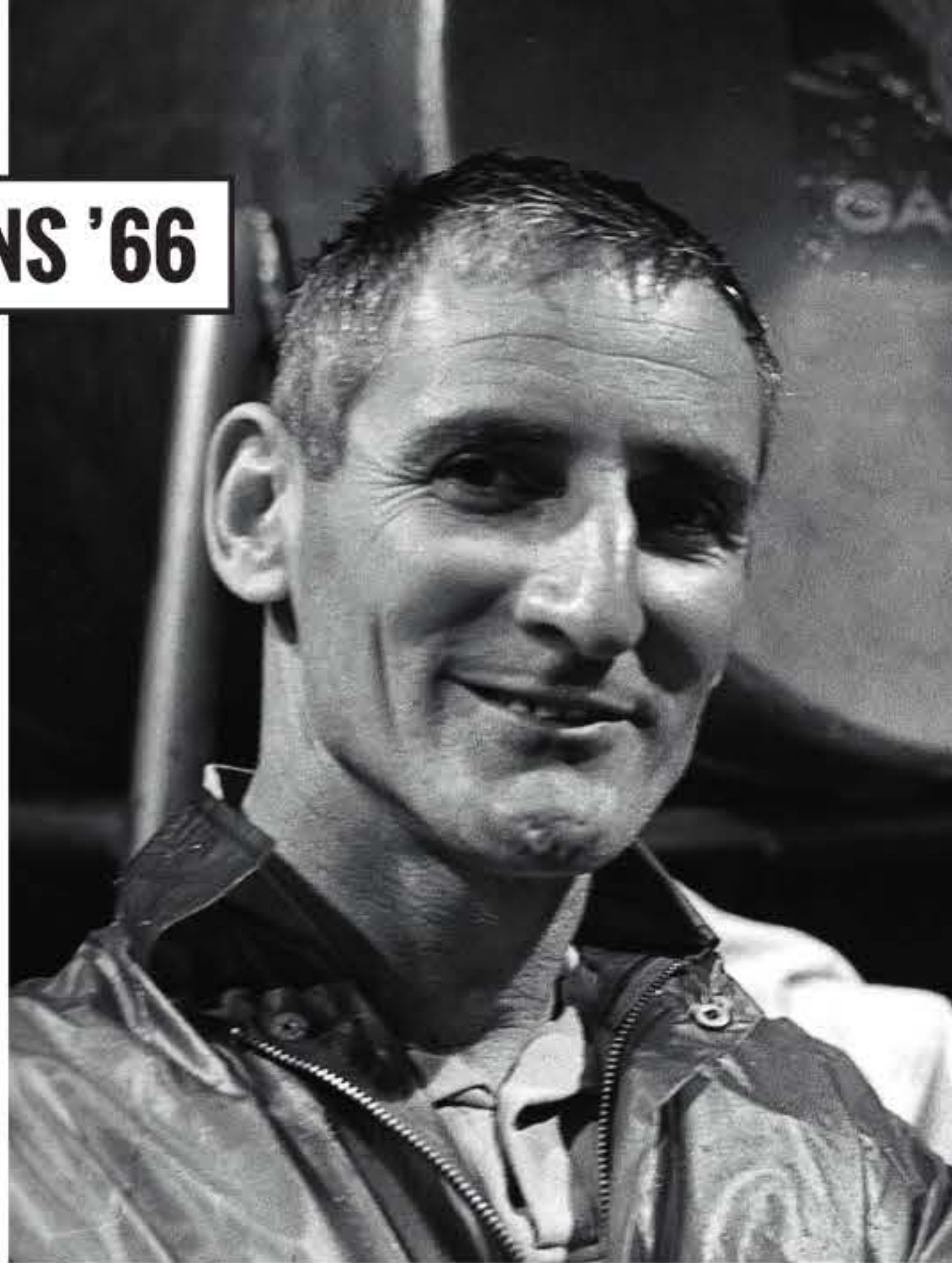
"THERE WERE TWO FACTORY DRIVERS THERE AND KEN STUCK TO THEM LIKE CHEWING GUM. HE WAS BETTER"

1964, he was a crew chief as this charismatic team swept all before it: Miles won eight United States Road Racing Championship GT rounds that season. "He was a brilliant racer," says Agapiou. "He gave up being competitions manager – Shelby hired a workshop foreman – and when we got the GT40s, we pushed the Cobras out the back. 'Get rid of that stuff! Now we're going racing.' A massive opportunity, especially for Ken."

Ford's 'Ferrari-beater' had suffered a wounding first season with John Wyer's Ford Advanced Vehicles of Slough, the nadir being an ill-judged appearance – at Ford's insistence – in November's Nassau T.T. Miles's seven-litre Cobra "on antique leaf-springs, ran rings around them. He was amazed by how bad they were."

He set about putting matters right via tests at Willow Springs and Riverside. Miles was fastidious, along with engineer/fabricator Phil Remington: aero, brakes, engine, suspension, tyres, weight. But time was tight and caution uppermost at the 1965 Daytona Continental 2000Km: co-driven by Champ Car star Lloyd Ruby, Miles won by five laps. But for the controversial inclusion of the Chaparral 2A, he would have repeated this result at Sebring, co-driven by Bruce McLaren.

But he knew more was needed. When finally he tested the seven-litre version – by British engineer Roy Lunn's Special



Vehicles at Dearborn – he proclaimed, 'That's the car I want at Le Mans', even though it was a 210mph handful and there was only a month to go. He and McLaren would lead before transmission failure in the fourth hour. In reality, Miles had been referring to 1966.

"That's when Shelby and Ford really started making changes with the Mark II," says Agapiou. "Huge differences. No comparison. And Ken was fundamental to that. But Ford was always looking for someone/something different. So many big names were hired, yet they were sitting on a 'world champion'. Those drivers were all great, but they got into a great car because of Ken. And they respected him for that. We had lots of engineers and help from Ford, but he made the difference."

There were five MkIIs at the inaugural Daytona 24 Hours – Ford's NASCAR arm Holman-Moody had been enlisted – and Miles put his on pole. Taking the lead on the second lap, he and Ruby won by eight. "I'd been told to take our car there as a spare," says Howden Ganley. "Each day I'd ask, 'Are we running?' Every time: 'No. Just wait, wait'. Then, at the end of the weekend, I saw it being rolled into the Shelby transporter. I guess Miles had said to Carroll, 'Hey, that car's terrific.' And the politics were such..."

Ganley was mechanicking to pay for a Formula 3 Brabham and had been seconded from McLaren Cars to Ford's auto-transmission programme with the alloy-tub, open-top MkII that McLaren had built for the Fall sprint races of 1965. He first met Miles while testing at Sebring, prior to Daytona: "He had the reputation. Eventually he comes along, 'I'm going to drive this car'. So rude. Obnoxious. I don't kowtow to anybody generally and so there was friction until Bob Negstad, the engineer in charge, negotiated a truce. Maybe it was a defence mechanism on Ken's part. He'd had a hardscrabble time on the way up and, like anyone who gets to the top, was no pussycat. But when he realised I knew how to give him what he wanted, his attitude changed. He kept getting quicker, which is why we became friends, I guess. Our car was much lighter and had better brake-cooling. They knew it'd be faster at Sebring."

Gurney, in a standard MkII, was the hare there, and the chasing Miles flicked a rude riposte at Shelby – waving a hammer in warning – before backing off. "Gurney was a bulldog," says Agapiou. "Hard to slow down. He was quicker – but Ken was adamant that



BERNARD CAHIER/GETTY IMAGES

Whatever was planned,
Miles (I) would finish
behind rival McLaren

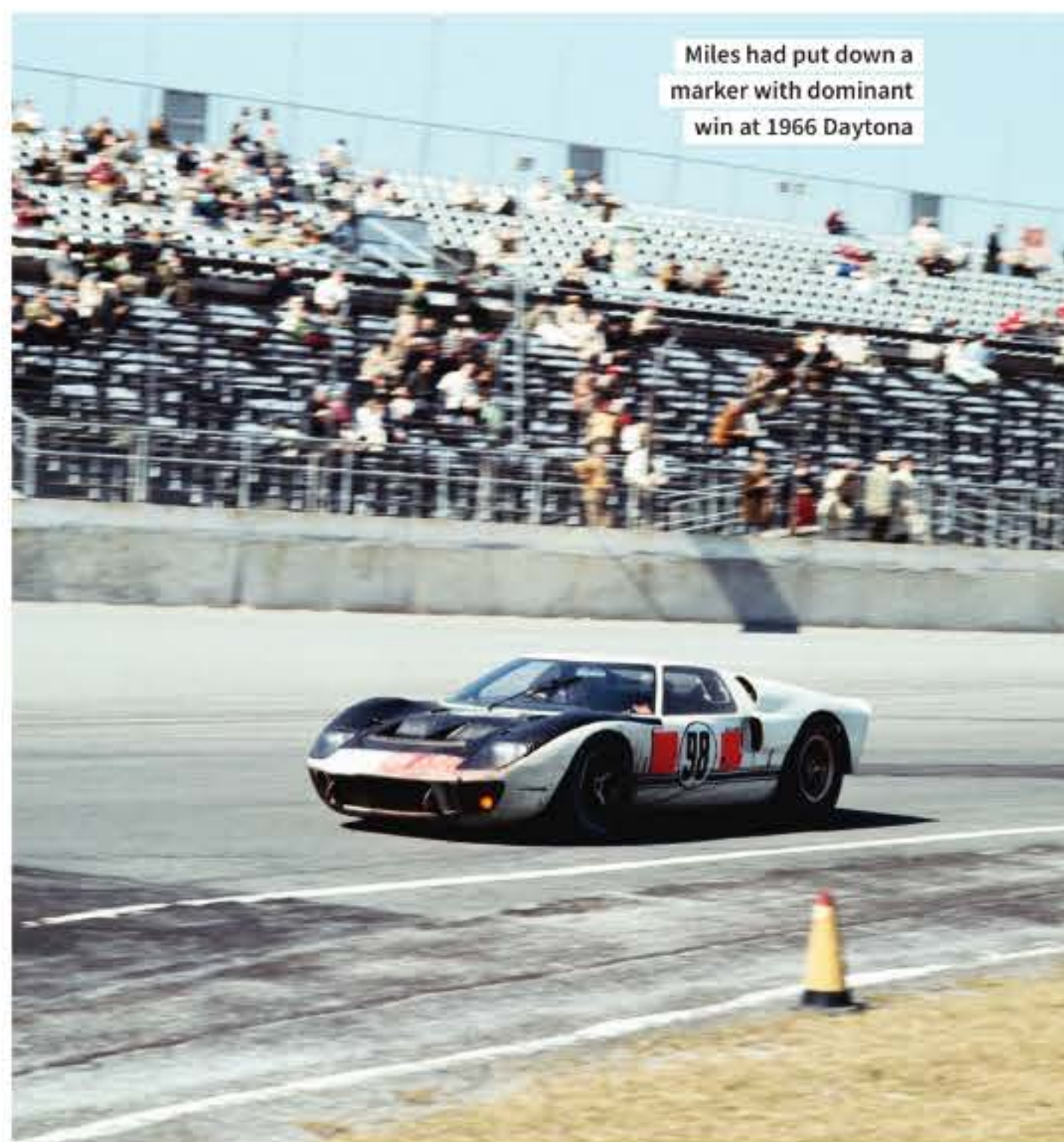
Dan's engine wasn't going to last like that. Well, it lasted for 12 hours, less about three minutes, because it puked at the end."

Thus Miles, largely unknown in Europe, would be the talk of Le Mans: the front man of a high-stakes battle – Enzo, *Il Drake*, versus *Hank the Deuce* – and on the verge of a historic Triple Crown. There came a glitch when easygoing Ruby, foil to fidgety Miles, was injured in a 'plane crash. Concerns that replacement Denny Hulme would fall short proved unfounded. "He was as fast as Ken within a couple of laps," says Agapiou. "Fitted straight in. Ford wanted to destroy Ferrari. The world was watching. And finishing second wasn't in Ken's gameplan. But there was plenty of politics. It was toxic between us and Holman-Moody."

Polesitter Gurney set the pace while Miles exceeded his specified average after that early delay. Approaching mid-distance they were three laps ahead of McLaren, co-driven by Chris Amon: a Shelby 1-2-3. "Things were normal for most of the race," says Agapiou. "If Dan hadn't retired [headgasket, 18th hour] the other stuff wouldn't have happened: Ken would have finished second because Dan was quicker. It wasn't until Ford told him they wanted him to finish second that it kicked off. Shelby didn't give a reason why, the reason being that everyone was focused on Ken. And Ford wanted the press on them. You can understand that."

"Ken came up, looking miserable: 'We just got f*****!' There were about six hours left and they let him take off for another stint with that going through his mind. Totally out of line. Most Ford people were great. But one or two were thorns in his side, especially the chap directly below Henry Ford II: Leo Beebe. He didn't like Ken, probably because Ken wasn't a kiss-arse. By the time he came back in and turned it over to Denny, they had another plan: a dead heat. If they hadn't told Ken that, I don't think he would have slowed down. It was the only way they could. By lying. I'm sure they did, yeah."

Beyond doubt is that a dead heat was dead in the water as Miles and McLaren toured round. The organisers insisted: McLaren had qualified fourth and so started 20 feet behind: the greater distance completed, therefore. The formation fragmented as they splashed past the chequer. Some said McLaren accelerated, just to be sure; others that Miles backed off, in a huff. It mattered not. The race had ended at 4pm, the counting portion of a car's final lap calculated



Miles had put down a
marker with dominant
win at 1966 Daytona

using its average over the penultimate lap – by which time the Fords were somewhere between Arnage and White House.

"Bruce was nice and friendly but had a backbone of steel," says fellow Kiwi Ganley. "He was going to win if there was a chance. Plus he was awake to Miles having exceeded set times to take advantage."

Agapiou: "There was no way they could have caught us. Gurney and Ken were told to go like hell to break the Ferraris, whereas, I think, Bruce and Chris had had a limit placed on them. Anyway, we all thought it was a dead heat. But they wouldn't let us in the winner's circle. Ken walked off in disgust. Then he calmed down, put his duffle on and went to congratulate everyone. A team player, he didn't hold a massive grudge."

He had, however, been denied the chance of a lifetime – a lifetime about to be cut cruelly short. Two months later, at the end of a day's testing of Ford's revolutionary 'honeycomb' J-Car at Riverside, Miles was killed in a violent accident. "I wasn't there," says Agapiou. "The FBI had come to the shop and wanted me to either join the US Army, get deported, or go to jail. I joined on August 10th. Ken died on my birthday: the 17th."

Ganley: "I was on the *Queen Mary*, going to New York to work for Peter Revson, and the ship's paper had the news. I'd been at Kar Kraft on the J-Car and was surprised at how much dependence was put on the glue; just enough little riveted strips to hold it all in place while the glue set in the oven. Though I'm not saying that was the cause."

Agapiou: "It was hushed up to an extent. They were preparing the car for Can-Am, which Ken was all for, and trying different-sized tyres. Where he lost it, it's as though the rear brakes locked. Maybe the [different] driveshaft angles... But I remember a test with Bruce [in the honeycomb MkIV of 1967] when he spun entering the infield at Daytona. The front bulkhead was real thick on those cars, and where the brake rods passed through, as the pads wore and the movement got longer, the mechanism, the balance bar, got stuck. That could have happened at Riverside because Ken had been thrashing around all day."

"When I left the army we had occasion to be at Holman-Moody, and the wreck was still there, in the rafters, in a crate: its brake master-cylinders were missing. It's hard to say what the cause was. But for sure it wasn't driver error." ❧

RACE CENTRE

WEC SHANGHAI • WORLD OF SPORT



Senna leads successful Rebellion

After a few initial problems, Rebellion made the most of the Toyota team's performance penalties and a full-course yellow to claim a commanding privateer victory in China

GARY WATKINS

PHOTOGRAPHY  **motorsport**
IMAGES

Another World Endurance Championship race, another walkover. Only this time it wasn't Toyota that dominated but Rebellion Racing. Bruno Senna, Gustavo Menezes and Norman Nato swept to a one-minute victory for the Swiss entrant over just four hours of racing in Shanghai on a day when the heavily penalised Japanese cars were unable to race with the best of the LMP1 privateers.

The system of success handicaps introduced in P1 at the start of the 2019-20 WEC did the job for which they were conceived – to offer a chance to the privateers. But last weekend it didn't so much as give the drivers of the Rebellion-Gibson R-13 a shot at victory as hand it to them on a plate.

The two Toyota TS050 HYBRIDs arrived in China with the maximum permissible level of penalties, reductions to the amount of fuel and hybrid energy available designed to add 2.74 seconds to the cars' lap times. Combined with the extra 28kg the TS050s are carrying compared to last year, the Toyota Motorsport GmbH squad reckoned it had lost four seconds around the 3.44-mile Shanghai International Circuit. The lack of power, conventional and electrical, took its toll on a circuit with two long straights.

The strange thing was that Rebellion bagged the pole despite getting nowhere near its 2018 qualifying mark. Andre Lotterer had set a 1m42.8s last year, whereas this time around Senna's qualifying best was a 1m45.7s. It couldn't be explained away by the 0.89s worth of success penalties – all in good old-fashioned ballast – the R-13 was carrying last weekend. In fact, both team and drivers were at a complete loss to explain it.

But the pace of the Rebellion was still good enough to make it a shoo-in for victory. The ORECA-run squad and its drivers conceded that this was their race to lose, and it looked for a while that they were making a good fist at doing just that.

Polesitter Nato looked to have a problem at the start and was fourth into the first corner and sixth, with an LMP2 car ahead of him, by the end of the first lap. In fact, he'd just chosen not to accelerate when the lights went green. The two Ginettas, started second and third by Charlie Robertson and Ben Hanley, did, along with Kamui Kobayashi in the fourth-placed TS050.

It was a bizarre incident and the drivers of the two British cars and the Toyota were subsequently penalised for jumping the start. Robertson, Hanley and Kobayashi deserved their drivethroughs if you took the law at its letter, because they had overtaken the Rebellion before the startline and it is the car on pole that sets the pace on the run to the flag. But Toyota Motorsport GmbH technical director Pascal Vasselon probably had a point when he suggested Nato's behaviour was dangerous because it backed up the P1 field into the P2 pack. "It's an issue we have to look at," he said. "It has safety implications."

Nato did actually have a problem in the early laps, but it was one that he knew was coming. The R-13 has always had an issue warming up its front tyres, a problem exacerbated by a prolonged



Ginettas of Robertson and Hanley sandwich Kobayashi at start

grid procedure ahead of the start of the race. It explains why he took four laps to get ahead of P2 leader Will Stevens in the Jackie Chan DC Racing ORECA-Gibson 07 and why he fell 30s off the lead in the space of little more than half an hour.

The Frenchman finally got some temperature in his Michelin tyres towards the end of his stint and passed Kobayashi shortly before the Toyota stopped for the first time. It was at the Rebellion's first stop that its race started to come alive.

Menezes resumed with fresh Michelins straight from the ovens and started to fly. The American moved up to fourth when the two Ginettas took their drivethroughs after 34 laps and he claimed the lead from Sebastien Buemi's Toyota four laps later, leaving the Japanese car for dead.

Buemi was on tyres that were two stints old at this stage, but even when Brendon Hartley got fresh rubber at the next stop the gap between the top two cars continued to go up. It stood at more than half a minute at the halfway mark.

A full-course yellow virtual safety car with almost exactly an hour to go as good as sealed the victory for Rebellion. It removed any chance that the Toyotas could have completed the race on one stop less than Rebellion.

"It might have looked easy from the outside," said Senna, who >>



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became the first driver to win in all four classes in the WEC (he won in GTE Am in an Aston Martin at Fuji in 2013, in case you were wondering), “but we were pushing 100% all the time. There was no tyre saving or fuel saving, because the target was to build a gap in case something happened.”

Buemi, Hartley and Kazuki Nakajima ended up 66s down at the chequered flag. Toyota could have no complaints, because it agreed to the success penalties and even helped write the rules.

“We knew it was going to be tough today, but I think we did the best with what we had,” said Buemi. “We operated well and were quicker than the other Toyota – it is always good to know that you can beat your sister car.”

The second Toyota went a lap down with six minutes left on the clock. Kobayashi, Jose Maria Lopez and Mike Conway weren’t a match for their team-mates and their cause wasn’t helped by the drivethrough or an issue with the belts when Lopez took over mid-race that cost them more precious seconds.

“Our team-mates just did the better job this weekend,” said Conway. “We were fighting the car all day, so it was quite a tough one for us.”

The two Ginetta-AER G60-LT-P1s run by the Team LNT works squad starred in the early stages, running 1-2 to the first round of stops. Hanley briefly led a few laps later on in the opening hour before he took his drivethrough, but the challenge of the British cars wilted over the course of the race. That said, Ginetta did get the two cars home to the finish without technical problems in fourth and fifth positions.

Hanley and team-mates Jordan King and Egor Orudzhev were over a minute behind the second Toyota in fourth aboard the #5 car that was running penalties worth 0.65s. The unpenalised second #6 Ginetta, which claimed fastest lap with Robertson at the wheel, was a further lap behind. The car, co-driven by Mike Simpson and Guy Smith, lost time when Robertson overshot his pit and when Simpson was penalised 10s in the pits for an FCY infraction.

Ginetta technical director Peter Smith wasn’t sure that the G60s had lost pace through the race and appeared happy with the improvement in pitstops, even if the team has got some way to go to match Rebellion, let alone Toyota.

“We need to analyse that,” said Smith, “but we definitely feel that we have made progress again. We had good pace, neither car came into the garage and we are getting there with our pitstops – you shouldn’t forget that every person on the crew has got a full-time job doing something else back at the factory.”

Another improvement for the Bahrain 8 Hours next month could just make Ginetta a dark horse for victory given the G60’s pace last weekend. Don’t forget that the Rebellion will be further penalised – by somewhere in the region of a two seconds a lap – at a circuit more favourable than Shanghai to a Toyota carrying the maximum penalties.

Rebellion might well have had its day in the sun in China. >>



ASTON, THEN FERRARI LOSE OUT IN GTE



Porsche of Christensen
and Estre (l) given win

Porsche was the official winner and Ferrari was the on-the-road winner, but the moral winner in GTE Pro in Shanghai was Aston Martin. The British marque lost the victory with a tad over an hour to go, handing Ferrari a class win that then passed over to Porsche drivers Kevin Estre and Michael Christensen in post-race scrutineering.

Danish duo Nicki Thiim and Marco Sorensen had victory snatched from their grasp when their Aston Martin Vantage GTE, 18 seconds in the clear at the time, sustained a puncture. Yet it wasn't the deflated tyre that cost them the win, rather the full-course yellow virtual safety car that followed.

Thiim was still ahead of the rest of the six-car field when he made it to the pits for what would be his final stop. By rights, Sorensen would have emerged in the lead when everyone else came in for fuel and tyres. The problem was that much of the carcass of the errant Michelin was lying just off the racing line ahead of the final corner. The yellow flags flew and the chasing pack stopped on the following lap with the 80km/h (50mph) speed limit in force.

Sorensen was fifth after the stops, and that's where he stayed, the Danish car only gaining a place with the

post-race shenanigans.

Thiim had led the early going before dropping to second behind Estre and then ducking straight into the pits as the tyres under him gave up. He'd started on the Michelins on which he and his team-mate had completed a pair of qualifying laps apiece. But once on fresh tyres, the Aston was in a class of its own.

The 'winning' AF Ferrari inherited the lead after the final stops. James Calado and Alessandro Pier Guidi came out on top in a battle with Estre and Christensen that raged for much of the race and included a clash at the exit of the pitlane at the opening stops.

That proved decisive. The Porsche had to take a 10s penalty for an unsafe release at its next stop. Estre got the gap down to less than that, just under seven seconds, after starting the final stint 15s down on Pier Guidi, but was never able to get close enough to make a bid for the lead.

The race went Porsche's way hours later when the Ferrari was thrown out after the rideheight was found to be under the 50mm minimum. That promoted Gianmaria Bruni and Richard Lietz to the runner-up spot in the second Porsche, while Maxime Martin and Alex Lynn took a consolation podium for Aston.

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Jota and Goodyear top LMP2

Jota Sport dominated LMP2 in China. The ORECA team running in Goodyear colours under its own name for Anthony Davidson, Antonio Felix da Costa and Roberto Gonzalez – together with the Jackie Chan DC Racing machine fielded for Will Stevens, Ho-Pin Tung and Gabriel Aubry – led all bar one lap of the race. The difference between them on the day was essentially former Peugeot and Toyota LMP1 driver Davidson.

The Jota-entered ORECA-Gibson 07 finished the four hours 17 seconds up the road from the Chan/DC example. That was about what Davidson put between himself and Stevens over the second half of the opening double stint of the race.

Stevens led from the start, briefly getting in among the LMP1s, and was 7s ahead of Davidson after the first stops. Yet by the time they climbed out of their respective mounts, the positions had been reversed and the gap had increased to the eventual margin of victory.

Stevens' Goodyear tyres had, he said, "fallen off the cliff" just a handful of laps into the second half of his stint. Davidson's Goodyears hung in there, he reckoned, because he babied them all the way through his run, the only time each of the Jota cars did a conventional double on the same four tyres.

"We knew that tyre wear was going to be critical here," said Davidson, who was driving a new chassis in Shanghai. "I turned the traction control up higher than ever before and I didn't lean on the tyres in the long corners. Maybe it was my Formula 1 punditry [on Sky Sports] and talking about how the drivers have to look after their tyres coming into play."

The two Jota-run ORECAs were pretty evenly matched over the remainder of the race, but the Goodyear-liveried car was always in the ascendancy, thanks to Davidson's early heroics.

Goodyear appeared to have the edge over Michelin on the way to its first victory since

its return to international motorsport in this year's World Endurance Championship. None of the Michelin runners truly threatened, although the United Autosports squad almost certainly would have done had its ORECA shared by Filipe Albuquerque, Paul di Resta and Phil Hanson not lost 40s in the opening laps.

A discarded visor tear-off blocked the engine air-intake at the end of the first lap, losing the car power and 20km/h (12mph) on the straights. The team opted to leave Albuquerque out on track until he'd completed nine laps. That was equal to the short stint the car was scheduled to undertake after a final fuel-only stop at the end of the race – United effectively brought its splash-and-dash forward by the better part of four hours.

Di Resta overhauled the Signatech Alpine with 19 laps left to seal the podium on another bad day for the team that claimed the title last season. Its Alpine-badged ORECA took fourth in the hands of Thomas Laurent, Andre Negrao and Pierre Ragues, but once again it didn't have the pace of the frontrunners. A late spin for Laurent wiped out any chance they had of standing on the podium, something they did every time out in the 2018-19 superseason.

Silverstone winner Cool Racing claimed pole position with Nicolas Lapierre and Antonin Borga, the former running second to Stevens to the first round of stops. The car was back in a handful of laps later after receiving the black-and-orange warning flag because it was no longer sending the required data to race control. Attempts to fix the telemetry issue failed and the car was retired. *W*



RESULTS ROUND 3/8, SHANGHAI (CHN), 10 NOVEMBER (125 LAPS – 423.387 MILES)

POS	DRIVERS	TEAM	CLASS	CAR	TIME
1	Norman Nato (FRA) Bruno Senna (BRA) Gustavo Menezes (USA)	Rebellion Racing	LMP1	Rebellion-Gibson R-13	4h00m59.195s
2	Sebastien Buemi (CHE) Kazuki Nakajima (JPN) Brendon Hartley (NZL)	Toyota Gazoo Racing	LMP1	Toyota TS050 HYBRID	+1m06.984s
3	Kamui Kobayashi (JPN) Mike Conway (GBR) Jose Maria Lopez (ARG)	Toyota Gazoo Racing	LMP1	Toyota TS050 HYBRID	-1 lap
4	Ben Hanley (GBR) Jordan King (GBR) Egor Orudzhev (RUS)	Team LNT	LMP1	Ginetta-AER G60-LT-P1	-1 lap
5	Charlie Robertson (GBR) Mike Simpson (GBR) Guy Smith (GBR)	Team LNT	LMP1	Ginetta-AER G60-LT-P1	-2 laps
6	Anthony Davidson (GBR) Roberto Gonzalez (MEX) Antonio Felix da Costa (PRT)	Jota Sport	LMP2	ORECA-Gibson 07	-4 laps
7	Will Stevens (GBR) Ho-Pin Tung (CHN) Gabriel Aubry (FRA)	Jackie Chan DC Racing (Jota)	LMP2	ORECA-Gibson 07	-4 laps
8	Filipe Albuquerque (PRT) Phil Hanson (GBR) Paul di Resta (GBR)	United Autosports	LMP2	ORECA-Gibson 07	-4 laps
9	Andre Negrao (BRA) Thomas Laurent (FRA) Pierre Ragues (FRA)	Signatech Alpine Elf	LMP2	Alpine-Gibson A470	-5 laps
10	Giedo van der Garde (NLD) Frits van Eerd (NLD) Nyck de Vries (NLD)	Racing Team Nederland (TDS)	LMP2	ORECA-Gibson 07	-5 laps
11	Kenta Yamashita (JPN) Mark Patterson (USA) Anders Fjordbach (DNK)	High Class Racing	LMP2	ORECA-Gibson 07	-5 laps
12	Giorgio Sernagiotto (ITA) Roberto Lacorte (ITA) Andrea Belicchi (ITA)	Cetilar Racing	LMP2	Dallara-Gibson P217	-6 laps
13	Kevin Estre (FRA) Michael Christensen (DNK)	Porsche GT Team (Manthey)	GTE Pro	Porsche 911 RSR	-10 laps
14	Richard Lietz (AUT) Gianmaria Bruni (ITA)	Porsche GT Team (Manthey)	GTE Pro	Porsche 911 RSR	-10 laps
15	Alex Lynn (GBR) Maxime Martin (BEL)	Aston Martin Racing (Prodrive)	GTE Pro	Aston Martin Vantage GTE	-10 laps
16	Nicki Thiim (DNK) Marco Sorensen (DNK)	Aston Martin Racing (Prodrive)	GTE Pro	Aston Martin Vantage GTE	-10 laps
17	Davide Rigon (ITA) Miguel Molina (ESP)	AF Corse	GTE Pro	Ferrari 488 GTE Evo	-10 laps
18	Salih Yoluc (TUR) Charlie Eastwood (GBR) Jonny Adam (GBR)	TF Sport	GTE Am	Aston Martin Vantage GTE	-12 laps
19	Ben Keating (USA) Larry ten Voorde (NLD) Jeroen Bleekemolen (NLD)	Team Project 1	GTE Am	Porsche 911 RSR	-12 laps
20	Paul Dalla Lana (CAN) Darren Turner (GBR) Ross Gunn (GBR)	Aston Martin Racing (Prodrive)	GTE Am	Aston Martin Vantage GTE	-12 laps
21	Francois Perrodo (FRA) Emmanuel Collard (FRA) Nicklas Nielsen (DNK)	AF Corse	GTE Am	Ferrari 488 GTE Evo	-12 laps
22	Egidio Perfetti (NOR) David Heinemeier Hansson (DNK) Matteo Cairoli (ITA)	Team Project 1	GTE Am	Porsche 911 RSR	-13 laps
23	Angelo Negro (ITA) William Bamber (NZL) Thomas Preining (AUT)	Dempsey-Proton Racing	GTE Am	Porsche 911 RSR	-13 laps
24	Motoaki Ishikawa (JPN) Olivier Beretta (MCO) Kei Cozzolino (ITA)	MR Racing (AF Corse)	GTE Am	Ferrari 488 GTE Evo	-13 laps
25	Thomas Flohr (CHE) Francesco Castellacci (ITA) Giancarlo Fisichella (ITA)	AF Corse	GTE Am	Ferrari 488 GTE Evo	-13 laps
26	Mike Wainwright (GBR) Andrew Watson (GBR) Ben Barker (GBR)	Gulf Racing	GTE Am	Porsche 911 RSR	-13 laps
27	Bonamy Grimes (GBR) Johnny Mowlem (GBR) Charlie Hollings (GBR)	Red River Sport (AF Corse)	GTE Am	Ferrari 488 GTE Evo	-13 laps
28	Christian Ried (DEU) Riccardo Pera (ITA) Matt Campbell (AUS)	Dempsey-Proton Racing	GTE Am	Porsche 911 RSR	-14 laps
29	Philippe Prette (MCO) Louis Prette Jr (MCO) Vincent Abril (FRA)	Proton Competition	GTE Am	Porsche 911 RSR	-18 laps
EX	James Calado (GBR) Alessandro Pier Guidi (ITA)	AF Corse	GTE Pro	Ferrari 488 GTE Evo	115 laps-rideheight
R	Antonin Borga (CHE) Nicolas Lapierre (FRA) Alexandre Coigny (CHE)	Cool Racing	LMP2	ORECA-Gibson 07	30 laps-telemetry/electrical

Winner's average speed 105.413mph. **Fastest lap** Robertson 1m48.428s, 112.457mph. In each car, first-named driver started the race.

LMP2 Stevens 1m52.213s, 108.664mph. **GTE Pro** Estre 2m00.948s, 100.816mph. **GTE Am** Prette 2m01.920s, 100.012mph.

QUALIFYING

1 Senna/Menezes 1m45.892s;	20 Gunn/Dalla Lana
2 Robertson/Simpson 1m47.092s;	2m01.528s; 21 Campbell/Ried 2m01.655s;
3 Hanley/Orudzhev 1m47.109s;	22 Eastwood/Yoluc 2m02.192s;
4 Kobayashi/Conway 1m47.235s;	23 Bleekemolen/Keating 2m02.228s;
5 Nakajima/Hartley 1m48.180s;	24 Fisichella/Flohr 2m02.404s;
6 Lapierre/Borga 1m48.649s; 7 Stevens/	25 Cozzolino/Ishikawa 2m02.602s;
Aubry 1m48.775s; 8 Albuquerque/	26 Preining/Negro 2m02.714s;
Hanson 1m48.972s; 9 Yamashita/	27 Barker/Wainwright 2m02.978s;
Fjordbach 1m49.245s; 10 da Costa/	28 Nielsen/Perrodo 2m03.001s; 29 Prette/
Gonzalez 1m49.739s; 11 Belicchi/	Prette 2m03.086s; 30 Mowlem/Grimes
Sernagiotto 1m50.496s; 12 Laurent/	2m03.239s; 31 de Vries/Eerd 1m48.431s.
Ragues 1m50.941s; 13 Estre/Christensen	
1m59.579s; 14 Sorensen/Thiim	Fastest in each class
1m59.597s; 15 Lynn/Martin 1m59.607s;	LMP1 Senna 1m45.778s;
16 Pier Guidi/Calado 1m59.687s;	LMP2 Lapierre 1m48.089s;
17 Rigon/Molina 2m00.067s; 18 Bruni/	GTE Pro Estre 1m59.024s;
Lietz 2m00.224s; 19 Cairoli/Perfetti	GTE Am Cairoli 2m00.031s.

CHAMPIONSHIP

LMP drivers	GTE manufacturers
1 Hartley/Nakajima/Buemi 62;	1 Porsche 114; 2 Aston Martin 92;
2 Lopez/Kobayashi/Conway 59;	3 Ferrari 55.
3 Senna/Menezes/Nato 43; 4 Hanley/	GTE Am drivers
Orudzhev 27.5; 5 Robertson 27;	1 Eastwood/Adam/Yoluc 58;
6 Aubry/Tung/Stevens 22.	2 Collard/Perrodo/Nielsen 55;
LMP1 manufacturers	3 Keating/Bleekemolen 34;
1 Toyota Gazoo Racing 70;	4 Turner/Dalla Lana/Gunn 33.5.
2 Rebellion Racing 43; 3 Team LNT 29.	
LMP2 drivers	
1 Eerd/van der Garde 51; 2 Aubry/Tung/	
Stevens 49; 3 Negrao/Ragues/Laurent 38;	
4 Borga/Lapierre 36.	
GTE drivers	
1 Estre/Christensen 62; 2 Bruni/Lietz 52;	
3 Sorensen/Thiim 47; 4 Lynn/Martin 45;	
5 Pier Guidi/Calado 25; 6 Rigon/Molina 20.	

NEXT REPORT

BAHRAIN 8 HOURS **19-26 DECEMBER ISSUE**

Will Toyota put the privateers in their place?



Triple Eight stars retain their enduro grip

AUSTRALIAN SUPERCARS
SANDOWN (AUS)
9-10 NOVEMBER
ROUND 14/15

Jamie Whincup and Craig Lowndes won a dramatic Sandown 500, on a weekend when Scott McLaughlin was crowned champion amid a fresh storm of controversy.

For the second year in a row, Triple Eight was untouchable at the Melbourne circuit, although it wasn't quite a repeat of the flawless performance that locked out the podium back in 2018.

This time there were a couple of blots in the copybook, starting when Garth Tander made a rookie error on the run to Turn 1 in his qualifying heat race.

Starting from row two in wet conditions, he was too focused on McLaughlin in his mirrors and misjudged his braking marker. The subsequent lock-up sent him clattering into the side of Anton De Pasquale, taking

a devastated Shane van Gisbergen (sharing the car with Tander) out of the race and leaving him and Tander on the back row of the grid for the main event.

Adding to the drama was a bizarre call from race control to ping De Pasquale with a drivethrough for the contact, driving standards advisor Craig Baird apologising for the mistake later.

With both Lowndes and Whincup winning their heats, the Holdens book-ended the field for Sunday's 161-lap race.

They weren't separated for long, though. Tander put in a blinding opening stint to swiftly climb into the top 10, before a well-timed safety car left him sitting fifth after his first stop.

Fifth turned into second within a handful of laps, the two Commodores playing cat and mouse across the next three stints until their strategies converged with 25 laps to go.

At that point it became clear van Gisbergen was in the box seat, emerging from his last

stop with eight seconds up his sleeve.

But just when it looked like van Gisbergen was going to romp to his first Sandown 500 win, the lower bolt holding his right-rear damper in place broke, sending him and Tander's hope up in tyre smoke.

That opened the door for Whincup and Lowndes to take a bittersweet win, ahead of Chaz Mostert/James Moffat and Lee Holdsworth/Thomas Randle.

McLaughlin and Alex Premat, meanwhile, finished ninth, good enough to put the title fight beyond reach in McLaughlin's favour.

Not that the Kiwi was in a celebratory mood after the race.

Just three hours before the start at Sandown, news broke that post-Bathurst 1000 checks had found a valve lift irregularity with the engine he'd used in qualifying at Mount Panorama. McLaughlin was belatedly stripped of his record-breaking Bathurst pole and his DJR Team Penske teamed fined \$30,000.

While he and Premat were allowed to keep their Bathurst win, they were dumped from fifth to last on the Sandown grid.

A quiet run to ninth was good enough to seal the title anyway, McLaughlin admitting afterwards that he was "keeping a lid" on celebrations, but adamant that the fresh controversy hadn't tarnished his season.

"I don't care what anyone else thinks," he said. "I'm proud of what we've done as a team. There's always conjecture and I think the majority of the people are upset about our year. And they have been from the start when we started winning. Whatever. We'll push on as a team."

ANDREW VAN LEEUWEN



Hamlin's title bid rises out of the ashes

NASCAR CUP
PHOENIX (USA)
10 NOVEMBER
ROUND 35/36

A needless spin in the previous race at Texas had left Denny Hamlin's title hopes in a precarious position heading to Phoenix, the final chance to book a 'Championship 4' spot in the Homestead finale.

Knowing it was win or bust in the 312-lap event, the Joe Gibbs Racing Toyota Camry driver proved untouchable, at times leading by over 10 seconds and lapping the field up to seventh place.

A late caution and restart threatened his stronghold, but he survived the three-lap shootout to take his sixth Cup win of 2019 and give himself a chance at Homestead.

He will be joined in the deciding Florida race on Sunday by team-mates Kyle Busch (who ended up second) and sixth-place finisher Martin Truex Jr. The only interloper on the JGR party is Stewart-Haas Racing's Kevin Harvick.

For a while during the second stage,



Hamlin was peerless as Logano (behind) failed to defend his crown

it seemed likely that reigning Cup champion Joey Logano would be able to advance and defend his 2018 crown.

Victory in the second stage teed him up nicely, but his race fell apart in the third. Describing his Team Penske Ford Mustang as "tight", he plummeted down the field, unable to find much-needed pace.

Logano ended up a disappointing ninth, meaning there will be no Penske representative in championship contention for the first time since 2015.

Ryan Blaney salvaged third for Penske, while Kyle Larson took fourth in his Hendrick Motorsports Chevrolet Camaro.

JAKE NICHOL

WEEKEND WINNERS

AUSTRALIAN SUPERCARS SANDOWN (AUS)

- Race 1** Craig Lowndes
Triple Eight (Holden Commodore ZB)
Race 2 Jamie Whincup
Triple Eight (Holden Commodore ZB)
Race 3 Jamie Whincup/Craig Lowndes
Triple Eight (Holden Commodore ZB)

NASCAR CUP PHOENIX (USA)

Denny Hamlin
Joe Gibbs Racing (Toyota Camry)

NASCAR XFINITY SERIES PHOENIX (USA)

Justin Allgaier
JR Motorsports (Chevrolet Camaro)

NASCAR TRUCK SERIES PHOENIX (USA)

Stewart Friesen
Halmar Friesen Racing (Chevrolet Camaro)

BRAZILIAN STOCK CARS VELO CITTA (BRA)

- Race 1** Thiago Camilo
Ipiranga Racing (Chevrolet Cruze)
Race 2 Bruno Baptista
RCM Motorsport (Chevrolet Cruze)

SUPER TC2000 BUENOS AIRES (ARG)

Leonel Pernia/Damian Fineschi
Renault Sport (Renault Fluence)

WORLD RALLYCROSS KILLARNEY (ZAF)

Niclas Gronholm
GRX Taneco (Hyundai i20)

EUROPEAN RALLY CHAMPIONSHIP RALLY HUNGARY (HUN)

Frigyes Turan/Laszlo Bagameri (below)
Turan Motorsport SE (Skoda Fabia R5)



FENETRE/DPII

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Hansen's controversial crown

WORLD RALLYCROSS
KILLARNEY (ZAF)
10 NOVEMBER
ROUND 10/10

Timmy Hansen and Andreas Bakkerud entered the final World Rallycross round in South Africa separated by a single point at the top of the championship.

Starting from the outside of the grid, Bakkerud made the best launch to take the lead of the final on lap one. With the pair split by just two points heading into the final six laps of the campaign, victory for Bakkerud would have been enough to seal the crown.



Brace for impact:
Hansens and Bakkerud
would come to blows

But the Norwegian ran wide at the Killarney circuit's long Turn 6 loose-surface right-hander and Hansen put the nose of his Peugeot 208 up the inside of the Audi S1. The cars touched, Bakkerud drifting into the wall before bouncing back into Hansen, who was spun around the front of the Audi. Bakkerud also ended up facing the barrier on the outside, as Kevin Hansen spun on the inside and Niclas Gronholm took the lead.

Bakkerud recovered to run second, and maintained the position ahead of Timur Timerzyanov after his lap five joker, finishing the race behind Gronholm and ahead of the Finn's GRX team-mate.

Timmy Hansen climbed back to fifth, which became fourth when Timo Scheider spun with an issue mid-race.

The pair of title protagonists finished level on points but, with four wins to Bakkerud's one, it was Timmy Hansen who claimed the title.

The lap one incident was investigated by the stewards for several hours after the race, before the decision was made to take no further action.

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King impressed in a range of on-track, fitness and media assessments to be selected

KING CHOSEN AS NEXT PORSCHE GB JUNIOR

PORSCHE CARRERA CUP GB

Ginetta GT4 Supercup champion Harry King has been selected as the new 2020-21 Porsche GB Junior after impressing in a shootout at Silverstone last month.

The 18-year-old took part in a range of driving, fitness and media assessments that formed part of the final shootout. He faced strong opposition from British Formula 4 race winners Luke Browning and Louis Foster, and Ginetta Junior frontrunner Lorcan Hanafin.

King now receives £85,000 towards his budget for each of the next two Porsche Carrera Cup GB seasons and a wealth of other support from Porsche.

"It's really not sunk in at all," admitted King. "It all came as a complete surprise – any one of us four finalists could've won it. I'm delighted to come out as the selected driver and I'm looking forward to proving them right."

"We all know each other and we're all quite friendly and it was a nice shootout to be a part of – there was a really nice atmosphere."

"When my name was read out, I looked around and thought I had misheard it. It was surreal."

"I still can't get used to just how big it is – I don't think I will until I arrive at the track on the Friday [of the first round next year]."

"I'm really looking forward to the next two years. It's a partnership where you can learn and improve – you've got to make sure you take it step by step."

Porsche GB motorsport manager James MacNaughton says that choosing a winner was not easy.

"The competition was incredibly close this year – Harry, Lorcan, Louis and Luke are all established talents with successful careers," he said. "It meant that the decision was an incredibly tough one, and came down to the smallest of margins."

"We are excited about assisting Harry in developing and finessing his skills as a world-class racing driver over the course of his two years with us."

King will follow in the footsteps of 2018-19 Junior Dan Harper, who dominated this year's championship.

"It [Harper's results] shows the hard work Porsche put in is really worthwhile," King added. "It was exciting to watch how much he progressed from Ginetta Junior to the first year and then dominated the second year."

STEPHEN LICKORISH

P59 OPINION

Stevenson wins new British F4 Scholarship

Ginetta Junior graduate will receive prize worth £35,000 for next season



BRITISH FORMULA 4

Ginetta Junior driver Casper Stevenson has won the inaugural British Formula 4 Scholarship after impressing in an assessment day at Silverstone last week.

Stevenson finished sixth in the Ginetta standings in his maiden season of car racing this year and will receive a prize package worth £35,000. This includes discounts and free items from series partners, such as engine tuner Neil Brown Engineering, tyre manufacturer Hankook, racewear company HRX and fuel supplier Carless.

As well as their on-track ability, the 12 drivers battling to win the scholarship were also assessed on their media skills.

"It means so much – when my name was called, I couldn't believe it," Stevenson said. "It's a really good accolade to say

I've won the inaugural F4 scholarship and maybe I'll get some more [sponsors] off the back of that.

"It makes all the difference – we could only do a small testing programme but we can do an extra 10 days now, which is amazing. I can't wait for the season – I'm going to go into Christmas a very happy boy with the best Christmas present ever."

Stevenson ran with the Double R squad on the scholarship day and says he would like to race for the team.

"I had a very good day today so I wouldn't be surprised if you see me in Double R colours, but we have a few other options out there so I can't sign anything just yet," he added. "But as far as first days with teams go, this was a very good one."

Newly announced Carlin driver Matias Zagazeta won the £2500 runner-up prize.

STEPHEN LICKORISH

SCOTTISH CLUB TO HOLD AWAY MEETING AT CROFT

SMRC

The Scottish Motor Racing Club has announced a seven-round calendar for next year that includes an all-championship away meeting at Croft for the first time.

Six rounds will be held at the club's traditional home Knockhill, with the reversed-layout configuration set to be used just once, having featured twice in 2019.

Plans for a two-day "best of Scottish motorsport" meeting in July are also on the cards, with the SMRC's Rory Bryant optimistic about the future.

"It's something we have been speaking about with competitors since the summer and the main thing they wanted was to do a proper away round for all the categories," Bryant said.

Scottish FF1600 champion Jordan Gronkowski, who took his maiden car win at Croft in 2012, is looking forward to the first full SMRC away meeting.

"I've always been a big supporter of away rounds and I think going back to Croft will be a great weekend for the whole club," Gronkowski said.

Bryant also confirmed that the club will work alongside the Super Lap Scotland sprint series at both the Croft and two-day Knockhill round in July.

"It's important that we cooperate to make it easier for all the marshals and scrutineers to get the most out of the season, while also varying racing for spectators," added Bryant.

In addition to the June Croft away round, the Scottish Mini Cooper Cup (below) will have a second away round at an as-yet-unconfirmed venue.

STEPHEN BRUNSDON



HILL TRIES A FORD KA With three-time Indy 500 winner Dario Franchitti racing a Mazda MX-5 in the Race of Remembrance last weekend and Le Mans 24 Hours winner Nick Tandy contesting the EnduroKa race at Brands Hatch this weekend, 1996 Formula 1 champion Damon Hill has also got in on the act. He got behind the wheel of Gray Motorsport's Ford Ka last week at Brands for a test. "This is going to be raced by a lot of hopeful new boys called Al Most racers, and they're raising a lot of money for my charity, which is very nice of them," said Hill. "The charity is called Halow, and they've got a JustGiving page." **Photographs by Gary Hawkins**



Brabham debut win 'a huge moment' for revived brand



BRITCAR ENDURANCE

David Brabham says a debut win for the new Brabham BT62 at Brands Hatch last weekend in the Britcar Endurance Championship was a "huge moment" for the revived brand.

The 2009 Le Mans 24 Hours winner and former Formula 1 driver teamed up with Will Powell and recorded an historic win in atrocious weather conditions in the

one-hour contest on Saturday, despite a misted-up windscreen making visibility difficult. Powell was also leading the early stages of a drier race two on Sunday until the car succumbed to alternator problems.

"This is a huge moment for Brabham Automotive, the Brabham name and the history," Brabham said after taking the win in Saturday's first race. "To win first time out is just fantastic and it demonstrates the car's capabilities."

"We had never tested the car in cold track conditions before and there was a real lack of grip in the wet [on Saturday]. The fogged up windscreen meant I couldn't see the flags either, but the car has shown it can handle the conditions really well."

Powell was also full of praise for the new car. "The lack of grip on the wet track meant it was a very busy first stint for me but it's an amazing car to drive," he said. "We've also had great advice on what tyres to use. It's an honour to be part of the Brabham name."

In order to conform to Britcar series regulations, Brabham also confirmed that the car had to be restricted in its performance, with 60% throttle being used throughout the weekend and the addition of weight ballast. The car is set to compete as a full season entry in the 2020 Britcar series.

"It's the first time a Brabham has raced a Brabham car here at Brands since dad [Sir Jack] ran out of the fuel on the last lap and was beaten by [Jochen] Rindt in 1970," Brabham added. "It's been a learning experience for everyone this weekend but I'm hugely proud of the effort Will and all the team have put in."

Brabham has previously said it is the aim for the car to compete in the 2022 World Endurance Championship season.

MARK LIBBETER

➔ P60 BRANDS REPORT

Enduro-spec MX-5 joins Race of Remembrance grid

CLUB ENDURO

MaX5 champion Paul Roddison raced a brand new endurance-spec Mk4 Mazda MX-5 at Anglesey's Race of Remembrance last weekend.

Roddison, who won 14 out of the 16 MaX5 races in 2019, has built the endurance-spec car to save work done previously in adapting his sprint MX-5 for the event.

"In previous years we've kept adapting the car to turn it into an endurance car and

back into a sprint car; to save that this year we've built an endurance car," Roddison said.

He built the car in the space of just "a manic two weeks" and the revisions include a larger fuel tank and illuminating numbers.

Race of Remembrance was the car's first time out, without testing, and it had no teething problems other than small suspension tweaks for handling.

"It was only very minor," Roddison explained.

"We've built many of these before so we've got a good base to start with."

He also intends to race the MX-5 in Club Enduro.

As with 12 months ago, Roddison had British Touring Car drivers Dan Welch and Rob Austin driving alongside him in the Race of Remembrance and they finished 10th overall and second in class.

"They've been looking forward to it all season, it's a good event," Roddison said.

GRAHAM KEILLOH



➔ P62 ANGLESEY REPORT

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IN THE HEADLINES

HSCC TO RETURN TO PEMBREY

The Historic Sports Car Club has unveiled a nine-event 2020 calendar, capped by the grand prix circuits at Silverstone and Brands Hatch and a return to Pembrey in South Wales. The Pembrey date comes as the venue celebrates the 30th anniversary of its first full season. Club CEO Andy Dee-Crowne said: "We've listened to our members and put together a calendar that reflects their wishes. We've made some changes to keep it fresh."

F4 RACERS TRY EURO CUP

British Formula 4 racers Sebastian Alvarez and Alex Connor both took part in the post-season Formula Renault Eurocup test in Abu Dhabi at the end of last month. F4 runner-up Alvarez competed with MP Motorsport while Connor was testing for his F4 team Arden. Alvarez said: "This car is totally different to the F4 with its superior performance and weight. However, I had a lot of fun even though it was not easy at all in the very hot conditions!"

FINAL AWARD NOMINATIONS

Charlie Linnane, James Roe Jr and Philip Sheane are the final drivers to be nominated for the Motorsport Ireland Young Racing Driver of the Year Award. Linnane was an Irish Supercars winner this season, while Roe Jr took fifth in the American F3 standings and Sheane has been a podium finisher in Irish Formula Vee. The trio join Lucca Allen, Max Hart and William Kellett as contenders for the Sexton Trophy and the winner will be announced next month.

CAINE MAKES C1 DEBUT

British Touring Car racer and 2012 British GT champion Michael Caine (below) made his C1 Challenge debut at Brands Hatch last weekend, sharing with Carey Lewis and Kevin O'Brien. "It took a bit of getting used to, but it was great once I had stopped stirring the gears like a pudding and learned the lines," he said after finishing 10th.



SCHERER

Team Parker Mercedes GT4 duo have tested GT3 Lambo



Malvern and Jones test GT3 machines as they target step up

BRITISH GT

Former British GT4 Pro-Am champions Scott Malvern and Nick Jones are targeting a step up to GT3 next season, having sampled Barwell's Lamborghini Huracan last week.

The test at Snetterton followed Jones's run in Balfe Motorsport's McLaren 720S at Silverstone, while both drivers have previously tested the original Mercedes-AMG GT3, which is set to be replaced by an updated model next year.

Malvern and Jones, who have raced together since 2014, endured a difficult GT4 Pro-Am title defence with a Team Parker Mercedes this season and lost potential wins at Oulton Park (brakes) and Snetterton (puncture), but came through

to win the GT4 class at Silverstone.

Malvern, the 2011 British Formula Ford champion, says Jones would make an "informed decision" and was in no rush to decide which car/team combination he would sign with next year.

"There are a lot of factors that come into choosing – it's not just the car, it's the team and the associated costs with it," Malvern said.

"In the Lamborghini he was not far away from me and he seemed to really enjoy the car. With whatever car he ends up driving, it's always going to be an adjustment from GT4 to GT3, but so far we're really pleased with how he's been going. I've seen nothing that gives me any concern."

JAMES NEWBOLD

Series Elite to run in GT Cup class

SERIES ELITE

The struggling Series Elite category will not run as a standalone series next year and will instead be incorporated into the GT Cup.

Series Elite's maiden season was beset with technical problems with the Jaguar XE SV Project 8 cars that it

features, which limited the campaign to just one British Automobile Racing Club weekend where four cars competed. The series was designed to be for drivers aged over 40.

It will now team up with the MotorSport Vision-run GT Cup and the Jaguars will form part of the GTA class.

"Having spoken to our drivers and potential clients it is clear that they are enthusiastic about GT Cup with longer races and larger grids," said Series Elite founder Graeme Glew.

"Our small fleet of Jaguars will fall into Group GTA of the GT Cup, which is great news."



Jackson bids for third Historic FF1600 title in third different car

HISTORIC FORMULA FORD

Historic Formula Ford 1600 ace Cameron Jackson will bid to win a third title in a row in 2020, using a third different chassis.

After winning the 2018 title in a Lola T200, Jackson took this year's crown in a Winkelmann but will now contest next season in an unfashionable March 709. In addition, he will double up in the Historic Sports Car Club Classic Formula Ford Championship in a Van Diemen RF80.

For his third pre-1972 title bid, Jackson will use the 1970 March of fellow racer Ross Drybrough. The 709 was the US version of the 708 design and only a few were built for export. It was based on the chassis of the 1969 693 prototype Formula 3 car from the fledgling March operation.

"It's a bit of a novelty and a self-imposed

idea to run in different cars for three seasons," said Jackson. "Potentially, this is the biggest challenge of the three. But we tested the March with the Winkelmann at Brands in September and in six laps it was on the pace of the Winkelmann. We were quite shocked that it produced a competitive lap time."

Jackson and preparer Neil Fowler will now develop the car. "It's got amazing turn-in and great mid-corner, but it is a bit of a brick in terms of aerodynamics," added Jackson.

Meanwhile, he will chase the Classic title in the Van Diemen he raced at the Walter Hayes Trophy. Jackson said: "I'm definitely planning to do a full season in both championships. I'll be getting my fix for my addiction to Formula Ford racing!"

PAUL LAWRENCE

BRIAN HAMPSHEIR 1939-2019

OBITUARY

The constructor of brother Peter's designs, Brian Hampsheir – who died of cancer on 1 November – built more than 200 Elden racing cars from 1968.

Put on the map by Tony Brise, Mike Catlow, Danny Sullivan, Andy Sutcliffe and other rising stars, the company (or companies, for Elden collapsed more than once) trod a precarious path between fleeting success and financial ruin from bases near Brands Hatch, including its pits!

Having built a few Briham Formula 4 cars after a crash ended his racing, Hampsheir made Eldens in quantity, 169 spanning the excellent short-wheelbase PRH8 and PRH10 Formula Fords. Brise's victories in a PRH8 presaged a controversial switch to Merlyn cars.

Only one other Elden, the PRH17 Formula Ford 2000, achieved double-figure sales in a fickle marketplace, with resources already diluted by F3 and Atlantic forays. Few were duds, indeed its FRenault 1700s showed flashes of speed in the 1990s, before one-make racing killed smaller manufacturers.

Some of the brothers' skills were masked by other brand names. Elden's F100 was rebadged by Clarke Sturdgess, and Brian built Saracen machines too. Despite constant setbacks and limited funds, Hampsheir never stopped believing. Automotive projects still occupied him and sons Tony and Graham in later years.

MARCUS PYE

MARTIN DOWN 1944-2019

OBITUARY

Martin Down, who died last Friday, built his first Formula Ford 1600 Getem in the 1970s with Alan Brunning and challenged the establishment for 40 years.

With Andy Best in the cockpit, the ultra-slim birch ply-bodied 1976 car – in which the driver's feet were behind the front axle line – moved forward.

Based near Brands Hatch since 1987, Down ran Rick Shortle, and sons Jason

and Nathan raced Getem Zetecs and Duratecs. He also re-engineered a Swift SC98 for Neil Tofts and a Mygale for Linton Stutely, who finished third in the 2007 Festival final. Getem achieved second in 2008 with Chris Maliepaard.

Martin subsequently refocused on Jason in the now-FF1600-spec Getem Mygale GD515. He finished fourth in July's Champion of Brands round, behind 2019 Festival winner Jonathan Browne.

MARCUS PYE



Scholarships' important lessons

The success of manufacturer-supported young-driver schemes spotlights the benefits they bring to British racing and the vital significance of ongoing big-money backing

STEPHEN LICKORISH

The 2019 racing season may not have finished yet, but attention is already well and truly turning to next year. And this has been exemplified in recent weeks by a number of scholarship shootouts taking place.

Most notable of these has to be the Porsche GB Junior programme. The winner receives £85,000 towards their Carrera Cup budget for each of the next two seasons, as well as a range of support, from fitness training at the Porsche Human Performance Centre to trackside help from Porsche's top engineers. Given what's at stake, it is no surprise that leading drivers from a wealth of different categories – from single-seater series such as British Formula 4, the junior racing world and sportscar divisions – applied. And this year's final shootout was the most competitive yet.

When it was announced that British Touring Car Championship support package stars Harry King, Louis Foster, Luke Browning and Lorcan Hanafin were the four finalists, it was near-impossible to pick a winner beforehand. And this talented foursome demonstrated the quality of the applications, particularly considering that other top names did not secure a place in the final. While 2018-19 Junior and this year's Carrera Cup champion Dan Harper dominated the opposition two years ago, the same was not likely to happen again. And it did not. Porsche had a very tough task separating the finalists, but eventually it

“That manufacturers are still willing to invest in supporting new drivers is a great boon”

was Ginetta GT4 Supercup champion Harry King who was chosen.

He becomes the latest addition to a programme that clearly delivers results in the Carrera Cup. Each of the past three Scholars/Juniors – Josh Webster, Charlie Eastwood and now Harper – has gone on to win the crown. The only slight criticism of the scheme has to be that no one has progressed from it to eventually become a Porsche factory driver – yet.

While the Porsche initiative is well-established, British F4 also introduced its own scholarship scheme this year. It may be on a far smaller scale than the prize on offer from Porsche, but discounts and free items from F4's backers totalling £35,000 still amounts to a decent prize pot. Again, there was substantial interest and nine-time Ginetta Junior podium finisher Casper Stevenson was a deserving winner.

And to complete the scholarship hat-trick from the past few weeks, Ginetta chose Tom Lebbon as its 2020 scholar, and he will receive a fully-funded season in the Junior series next year. Early indications from the Winter Series, where he stormed from 10th to the fifth in the opener as he beat drivers with significantly more experience than him, are promising.

But there are two very important points that these scholarship contests raise.

The first is that there are very encouraging signs for the quality of next year's grids. Although it's unlikely all three defeated Porsche finalists will be racing in the Carrera Cup next year without the financial support of the Junior programme, it is a very positive sign of the type of driver looking to enter the series in 2020. As for the British F4 scholarship shootout, there were a host of top names taking part, including Ginetta Junior champion James Hedley (running with JHR) and runner-up Zak O'Sullivan (Carlin), alongside the ever-improving Josh Rattican (JHR). There was also Australian F4 racer Christian Mansell (Carlin) as well as Ginetta GT5 Challenge driver Abbie Pulling (JHR) – and that's not to mention the four drivers already officially confirmed for next year. That all 12 drivers taking part were separated by 1.7 seconds at the end of the day was impressive. Yes, that was only around the short Silverstone National circuit but, with changeable conditions and a massive range of experience, it was still very promising. And there was the usual tremendous interest in the Ginetta Junior prize too, with 68 drivers participating in the three days of assessments at Blyton Park.

But it's more than just the quality and quantity of the applicants that's encouraging. The fact that these scholarships were even taking place is hugely positive. It goes without saying that these are uncertain economic times globally, and that's without mentioning the dreaded B-word. That manufacturers are still willing to invest significant sums of money in supporting new drivers is a great boon for British motorsport, particularly when this includes Ford putting up new cash for British F4. Add in Ford helping to develop a new hybrid engine for F4 and Porsche creating a whole new series for the Porsche 718 Cayman GT4 Clubsport and there is clearly still plenty of interest from manufacturers in the British market.

That even includes the Clio Cup. Although Renault UK has withdrawn its funding, French-based Renault Sport Racing has stepped in to ensure a category continues to feature in the still-important British motorsport world.

Keeping these car makers interested at a time when there are ever more demands on their cash is not going to get any easier. But it is vital that the manufacturers continue participating in British motorsport, otherwise scholarship schemes like these that play a vital role in assisting the next generation are unlikely to exist. *✍*

Brabham gets off to a flying start at Brands

BRANDS HATCH
BARC
9-10 NOVEMBER

The latest chapter in the distinguished history of Brabham got off to the perfect start as David Brabham and Will Powell steered the new Brabham BT62 to victory in the opening Britcar 'Into the Night' Endurance race.

Sodden conditions greeted the drivers for the one-hour encounter on Saturday as Powell led the field away from pole, chased by the BMW 1M E82 of Ollie Hancock (sharing with Mike Moss) and Tim Gray's Praga R1T.

A fuse problem and a damaged door dented Gray's hopes, leaving Hancock to take the fight to Powell, who was struggling with a misted up windscreen. Hancock took over the lead with a fine move at Druids before Powell handed over the BT62 to Brabham at the mandatory pitstops. Moss took over from Hancock a few laps later, but Brabham was quickly able to reel in the BMW. At two-thirds distance, the 2009 Le Mans winner was able to snatch back the lead approaching Surtees before pulling clear to record a memorable victory.

Lucky Khera, who had enjoyed a spell at the head of the field in his Ferrari 488 Challenge during the pitstop phase, worked his way up to second on the penultimate lap, while Moss was fortunate to hold on to third after spinning at Graham Hill Bend on the final tour.



It was a winning debut for the new Brabham BT62 before alternator woe struck in race two

Conditions were much improved for Sunday's two-hour contest, but hopes of a fairytale double for Brabham/Powell ended when alternator problems forced them into early retirement. Khera had initially been the beneficiary until Gray powered ahead at Paddock on lap 16.

A lengthy fuel stop dropped Khera and co-driver Lee Frost out of contention, while a 100-second stop and subsequent caution period cost Gray valuable time and swung the balance of the race in favour of Moss and Hancock.

Despite having to serve a late drivethrough penalty for a safety car infringement, Hancock reeled off the remaining laps to seal victory, much to the delight of co-driver Moss.

"We've finally managed to get the old girl on the podium after all the troubles we have had in the past two and half years!" Moss said post-race. "I have to thank Ollie for all his help in making

this win possible." Gray came home second after a strong solo performance, ahead of Kevin Clarke's BMW M3 E46.

A total of 41 cars formed the grid for the two-hour Citroen C1 Challenge race on Sunday. The focus of the event initially centred around the tactical battle that developed between the Renvale RT Hybrid Tune team of Stephen James and Sam Weller, and the Viking squad of Jonathan Hoggarth and former Pickup Truck racer Nic Grindrod.

Both teams tried to use caution periods in an attempt to gain the advantage over the other as they jostled for the lead, but neither would emerge triumphant. An incident involving three cars at Paddock during the final 30 minutes brought the contest to a premature end and handed the win to Callum Hutchings and Daniel Bruce of Old Hat Motorsport.

Colin Peacock dominated all three Mini Winter Challenge races in his Miglia,



Moss and Hancock finally took a first win for the BMW 1M E82 in second race

BRANDS HATCH WEEKEND WINNERS

BRITCAR ENDURANCE

Race 1 David Brabham/Will Powell
(Brabham BT62)

Race 2 Mike Moss/Ollie Hancock (BMW 1M E82)

CITROEN C1 CHALLENGE

Old Hat Motorsport
(Callum Hutchings/Daniel Bruce)

MINI WINTER CHALLENGE

Races 1, 2 & 3 Colin Peacock (Miglia)

TIN TOPS

Race 1 Niall Bradley (BMW E46 M3)

Race 2 Rod Birley (Ford Escort WRC)

GINETTA JUNIOR WINTER SERIES

Races 1, 2, 3 & 4 James Taylor

HYUNDAI COUPE CUP

Races 1 & 2 Wayne Rockett (below)



For full results visit: tsl-timing.com

despite being forced to start from the back of the grid in the first contest after a warm-up lap spin. With only two Miglias among the 14 starters, the excitement of the races was provided by the Se7ens that made up the rest of the shared grid.

In the first race, recently crowned Se7ens series champion Jeff Smith came out on top in a thrilling race-long duel with Dom Burger (who would later be penalised for a false start) to claim second overall. Burger hoped to reverse the result in race two, but a trip into the Clark Curve gravel following a sideways moment scuppered his chances.

Smith was given more breathing space in race three after Burger had to battle his way past the fast-starting Andrew Deviny. By the time Burger had got ahead of Deviny at Druids on lap five of 22, Smith had built an uncatchable cushion.

Niall Bradley took advantage of front brake problems for Rod Birley's Ford Escort WRC to claim the spoils in the opening Tin Tops contest in his BMW E46 M3.

Fortunes were reversed in race two when a wild opening-lap spin at Paddock wrote Bradley out of action and enabled Birley to claim the win, although the Peugeot 308 TCR of Steve Rothery came close to stealing the spoils in the closing stages.

MARK LIBBETER

TAYLOR TAKES A GINETTA JUNIOR WINTER SERIES CLEAN SWEEP



A familiar sight at Brands Hatch:
Taylor heading the Ginetta field away

Having claimed four race victories during the regular Ginetta Junior season en route to finishing fifth in the final standings, James Taylor was expected to be a strong contender in the Winter Series at Brands Hatch last weekend, and he did not disappoint.

After taking pole position for three of the weekend's four races, Taylor took a clean sweep of race wins to seal the Winter Series title and add his name to a roll of honour that includes Seb Morris, Jamie Caroline, Seb Priaux and recently crowned Ginetta Junior series champion James Hedley. Differing conditions threatened to provide variables and challenges over the weekend for all the drivers, but Taylor displayed confidence from the outset.

"The car has been set up really well this weekend, both in the dry and the wet," Taylor said. "So I knew if I made a good start and kept the car on track, I was in a good place to win."

Taylor took a lights-to-flag win by over four seconds from Daniel Gale in a dry race one, but not before Ben Kasperczak and Joel Pearson had tangled at Graham Hill Bend battling over the runner-up spot.

Further back, 2020 Ginetta Scholarship winner Tom Lebbon impressed with a fine drive to fifth from 10th on the grid. It was a performance that was to earn him the 'Hard Charger' award.

Track conditions changed for the worse in the second event, but Taylor repeated

his earlier performance with another faultless drive. Behind him, a cautious Gale claimed another second place finish ahead of Pearson, who had fought his way past Aston Millar at Graham Hill Bend on the fourth lap.

"It was difficult to match the pace of James in these conditions and I didn't want to throw it off," Gale said. "But I'm happy with the way things have gone today."

Millar denied Taylor pole for race three, but a pass around the outside of Paddock shortly after the start gave Taylor another lead he would never lose. Millar kept Taylor honest in the early stages but, as the race unfolded, Millar began to fall into the clutches of third-placed Bailey Voisin.

Voisin, who had endured a difficult day on Saturday following a tangle with Zak Taylor in race one, bounced back by powering his way past Millar at Paddock on lap 13 of 16.

Race four provided the best action of the weekend and also provided the dominant Taylor with his sternest test. After dropping to third on lap one, he fought back to depose Millar from the lead at Paddock before sealing the win and rounding off his season in perfect style, despite the close attentions of Pearson in the final stages.

"They've got closer and closer to me as the weekend has gone on," Taylor added. "I didn't want to do anything stupid [in that last race] but it was tough, Joel was all over me."

As for the future, Taylor is keeping his options open. "We're still undecided on what we are going to do next year, but winning the Winter Series has opened up chances for us to look at our options, whether that be in G55s or elsewhere," he said.

MARK LIBBETER





Rob Boston crew takes first Remembrance win

ANGLESEY

BARC RACE OF REMEMBRANCE 8-10 NOVEMBER

For much of the 12-hour Race of Remembrance, there looked – barring failures – only one winner. The Rob Boston Racing Lotus Elise, driven by Boston and Peter Mansfield, was on another level. From pole, it had a lead of 50 seconds over its next challenger, having done one mandatory pitstop more, after Saturday's six-hour first segment.

Then in the Sunday's second half – in bright sunshine – it streaked away further. Even the Lotus unreliability bugbear was absent – the car's only problems were a slow puncture at the end of Saturday and a small and temporary handling deficiency after contact with a Honda Civic.

That was until 20 minutes to go, when Mansfield – supposed to be bringing the car home – appeared in the pits.

"We'd done everything, crossed the Ts,

dotted the Is, raced pretty much exactly to plan," Boston explained. "Then we had a radio call from Peter saying he'd lost the brakes!

"The car was fine and safe [after inspection in the pits] so we just said, 'Manage it to the end'. It wouldn't be all the fun without all the drama..."

Mansfield rejoined with his hobbled car and had two laps over second place and four on the next car competing for the Heroes Trophy. And late heartache was averted as Mansfield was still a lap clear come the end.

It was a turnaround from last year's event, when the same pairing, then with John Munro, started from pole but the Elise expired after just nine laps. "It was just a 50p oil seal that popped itself out," Boston added. "This year we'd changed a couple of key parts to make sure we didn't have any issues, and it went swimmingly."

Victory in the race organised by armed forces' charity Mission Motorsport was especially poignant for serving soldier

Mansfield. "It's his main event of the year, it has a lot of meaning to him," Boston said.

The Elise has been racing since 2002 and this was its first win in this event after several tries. "It's been everywhere, done everything, been in all the paddocks," Boston said. "This will be the pinnacle of its life – in race car age terms, it's a bit of a grandad!"

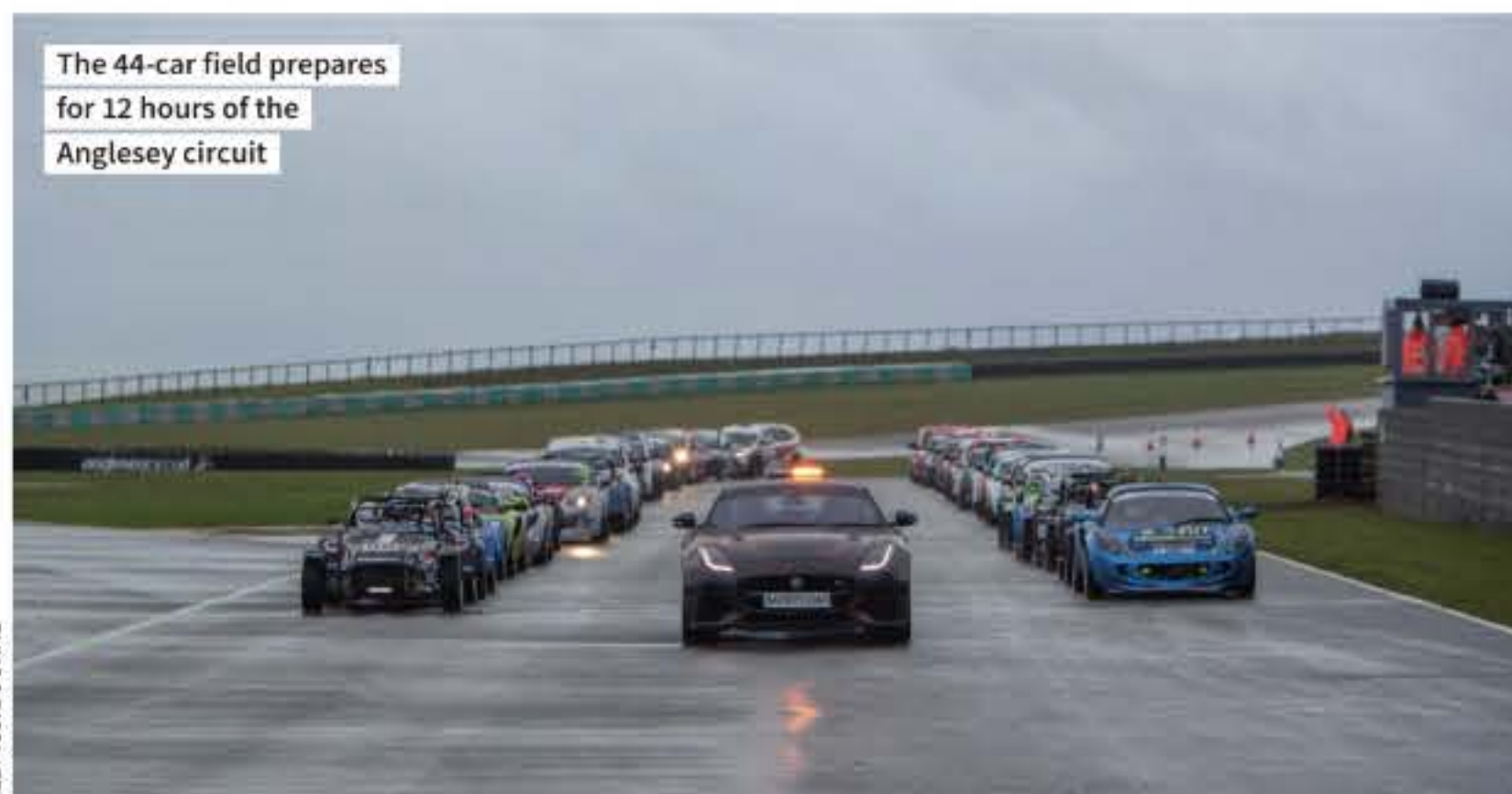
GPW Racing – Pete Walters, Geoff Price and Lee Bristow in Caterham 310Rs – finished second as the first relay team home. Though, unlike last year, it didn't get the relay win as this is now based on a handicap. Solo64's Caterham 270R trio of Ryan Hooker, Will Rossetti and Giuseppe Felet won on that basis.

The Elise's most tangible threat was the unlikely TWP Racing Mazda MX-5, from a team of Wrexham Glyndwr University students, with Nick Dougill, Munro and Brad Philpot driving. The MX-5 had amazing pace in Saturday's wet; Philpot jumped nine places on the first lap and the car led for a time.

"That was a little bit unexpected," Philpot admitted. "I was looking around at some of the drivers next to me on the grid and some of the cars, and expecting a bit more of a fight. But our car worked very, very well in those soaking wet conditions and I felt extremely comfortable."

Philpot's involvement was 11th hour. "I was just about to get a haircut on Wednesday after work and got a message from Jon [Earp, organiser] asking if I was available," he said. "I finished work on Friday morning and rushed straight here to arrive in time for qualifying – I just about did!"

"It's my first time at this event, first time at this track, first time in this car. It's nine



ANGLESEY RACE RESULTS

RACE OF REMEMBRANCE (351 LAPS)

1 Rob Boston Racing (Peter Mansfield/Rob Boston – Lotus Elise); 2 GPW Racing (Pete Walters/Geoff Price/Lee Bristow – Caterham 310R x3) – 1 lap; 3 OptiNeck Racing (Michael O'Reilly/Mark Roberts/ Paul Vernon – Caterham 310R x3); 4 DSP Racing (Steven McCulley/Donald Henshall/ Paul Aram – Caterham 310R); 5 TWP Racing: MX5parts.com & MRF Tyres (Nick Dougill/John Munro/Brad Philpot – Mazda MX-5); 6 Piston Emotional (John Shiveral/ Gary Smith/Tim Child – Caterham 310R x3). **Class winners** TWP Racing; TrackScotland with Full Circle Cooling 2 (William Robson/Gordon Long/Adam Morrison/Sandy Bonner – Mini Cooper R50); RABsport Racing (Richard Barnard/Gary Mitchell/Mark Layton/ Josh Potter – Citroen C1); Solo64/one2one (Ryan Hooker/Will Rossetti/Giuseppe Felet – Caterham 270R x3). **Fastest lap** Rob Boston Racing 1m37.840s (77.26mph). **Pole** Rob Boston Racing. **Starters** 44.

One marshal came from Canada to be at Anglesey event



For full results visit: tsl-timing.com

P64 FRANCHITTI AT ANGLESEY

wins out of nine races this season," Philpot concluded, referencing his VLN clean sweep.

And even with Sunday being dry, the MX-5 took a clear class victory, in fifth overall and third in the Heroes Trophy. There was no shortage of emotion in the garage, particularly from team manager and event founder Earp.

"For him to have been through it all in creating the event then starting this team with the university students," Munro outlined. "To have them build a car that is so fantastic to drive in wet and dry conditions that we can compete for overall victory and win the class by such a large margin is just a credit to him and all the students involved. You can see it in his eyes, he's got a lot of tears going on."

GRAHAM KEILLOH



JAFFACAKES BITTEN BY RACING BUG Demonstrating the range of Race of Remembrance participants, JaffaCake Racing 2's Mazda MX-5 was driven by two complete novices. Friends Stuart Humphrey and Tim Walsh attended this year's Autosport International as fans and, from talking at the 750 Motor Club stand, were convinced to start racing. "We kind of got sucked in!" Humphrey admitted. They brought the car home without dramas and want to do more endurance racing.



TALE OF THE ELISE DOOR The tale of TWP Racing's Lotus Elise – and its door – encapsulates Race of Remembrance's spirit. The car lost its left-hand door in a practice smash, as an after-effect of two Citroen C1s "in their own little battle", as the team's number one Mark Little described it. Fortunately, another Elise owner, who happened to be there for the Supercar Drivers session the following day, was happy to let the team borrow their door for Friday's qualifying.



COMPACT CUP CREW GOES SLOWA Team Slowa competed in the Citroen C1 battle, yet had strong BMW representation. Compact Cup coordinator Greg Graham, assistant coordinator Clive Brookson and 750MC Hot Hatch title winner, in a Compact, David Drinkwater were among its drivers. "We thought we'd have a change, try the small cars against the big cars!" said manager Garry Sullivan. "We'd seen the C1s flying around, and thought it looked fun. And next thing, we'd bought a couple."



WHY AN INDYCAR LEGEND JUST RACED AN MX-5

Four-time IndyCar champion Dario Franchitti explains why he leapt at the chance to take part in the Race of Remembrance weekend

GRAHAM KEILLOH

“I don’t even know how it came up in conversation,” admits Dario Franchitti. “We were talking during the Goodwood Revival about what would be fun to do next. “I think it was [journalist] Nick Trott who said, ‘What about Race of Remembrance?’ Marino [Franchitti] had been here before and said it’s a fantastic event.”

Like a lot of things that come up by chance, it turned out to be a very good idea. Franchitti was on the grid for this year’s edition of the unique race last weekend. The Scot notes his knowledge of Race of Remembrance wasn’t absolute in advance but the four-time IndyCar champion and triple Indianapolis 500 winner was charmed immediately by the endurance event run by military personnel charity Mission Motorsport.

“It was absolutely fabulous,” Franchitti says of his experience at Anglesey. “On track it’s been fantastic, it’s been great battles, action every lap, but just massive respect between the different drivers on track at any time. I’ve really enjoyed it. It’s just a wonderful event, I’m so delighted to be here.”

He took part in a five-driver team, including his sportscar racer brother Marino, journalist Dickie Meaden and newly crowned Ferrari Challenge UK champion Jamie Clarke, whom Marino mentored this year. They competed in a Mazda MX-5 run by a team from the charity.

There are no other UK events quite like the Race of Remembrance — it’s described as a Remembrance Service with a race attached.



Come Sunday morning Franchitti could see what they meant. “This morning with the Remembrance Service, that’s really what it’s about,” he continues. “I now understand having gone through that and participated it’s like, OK, there’s a race either side of it but that’s the main focus. And it’s a great concept, absolutely fantastic.”

“The first couple of laps afterwards it was definitely in my mind, the service. I was thinking about what an incredible thing I’d just seen.”



“THE FIRST COUPLE OF LAPS AFTER THE SERVICE, I WAS THINKING ABOUT WHAT AN INCREDIBLE THING I’D SEEN”



Further underlining Race of Remembrance’s distinction, Franchitti’s co-driver complement also included Mission Motorsport beneficiary Sophie Burt. Burt fulfilled various military roles and was promoted to corporal in 2013 aged just 23, but was signed off with health problems in 2016. She approached Mission Motorsport early the following year and has been involved in every race since, including as a pitcrew member in 2017.

“Bottom line is that it saved my life,” Burt says of Mission

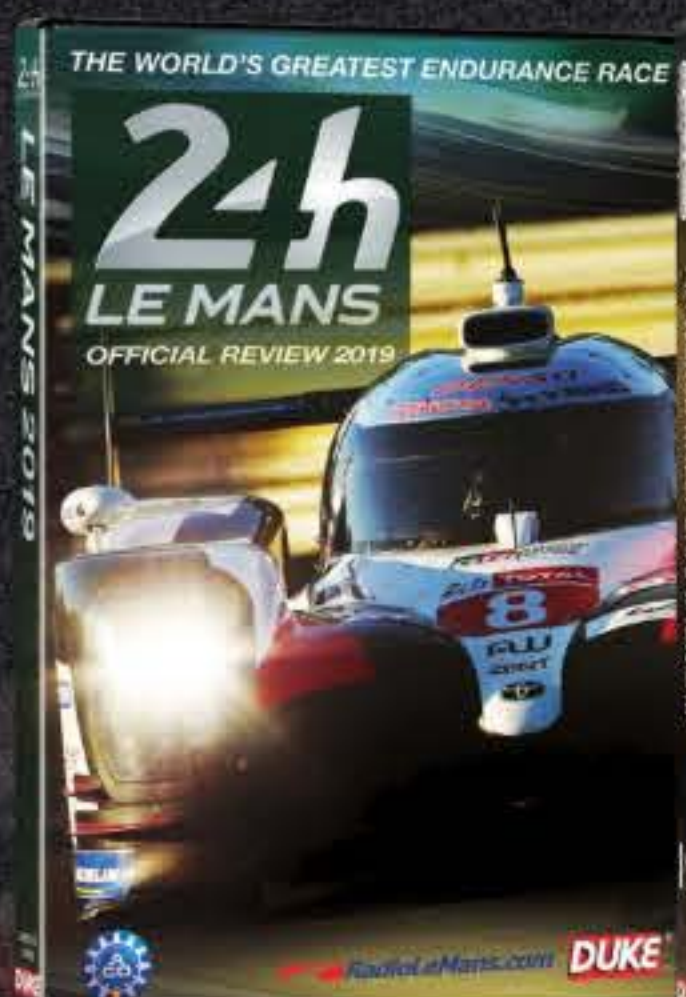
Motorsport. “Without them I wouldn’t be here today, they’ve been such a supportive role to me.” As for having star team-mates? “They’re only human just like me! It’s amazing, when I got told, I was just like, ‘Wow.’”

Burt only received her racing licence on the morning of qualifying, after it had to be posted direct to the track rather than her home. And come her racing bow she, almost literally, was thrown in the deep end.

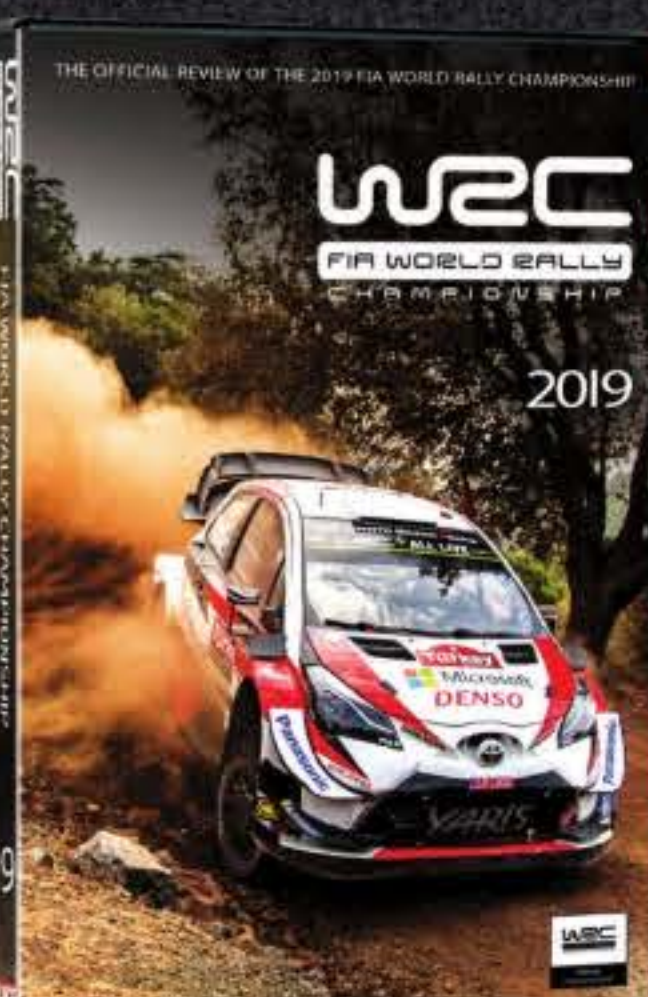
“She jumped in the car last night, it was dark, it was raining,” >>



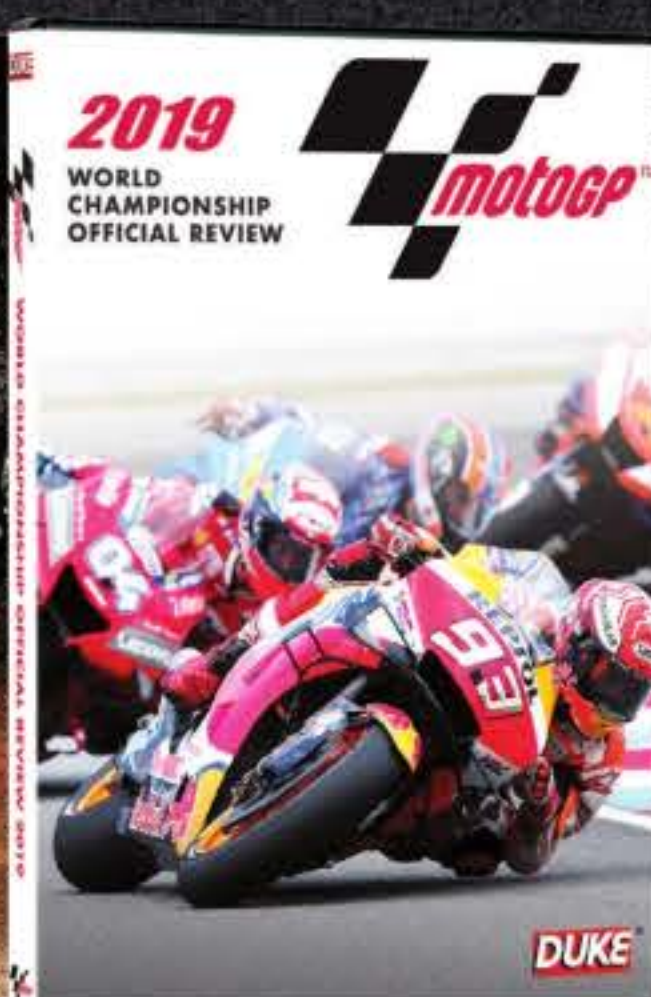
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Franchitti explains. “That requires full focus because of all the different reasons, the lack of visibility, all that. She was a bit nervous getting in and she did brilliantly. She had a spin, it didn’t faze her, she’s quite something! I’m very impressed with what she’s done.”

Competing in an MX-5 was a personal bonus for Franchitti. “The little MX-5, they’re so much fun,” he smiles. “I’ve watched them for years racing – they race in America alongside the IndyCars on some races, and there’s 50, 60 of them on a grid, so you know that they put on good racing. It’s as much fun to drive as you would think watching them from the outside.”

In the end, the crew finished 21st overall and sixth in their class. But the outing had more specific significance for Franchitti, as it was only the third race of his comeback after a near six-year retirement following injuries in an IndyCar accident at Houston. His first race back was in a Ferrari 250 GT SWB/C he shared with Hans Hugenholtz in the Kinrara Trophy at September’s Goodwood Revival, swiftly followed by a sixth place in Gregor Fisken’s AC Cobra in the RAC Tourist Trophy Celebration at the same meeting.

“[The Revival was] so much fun – I love Goodwood,” Franchitti says. “I demonstrated a lot of cars when I wasn’t allowed to race. But to actually get back in and race something, with no pressure and just do it for the pure joy, was fantastic. I didn’t realise how much I missed it until I got to do that.”

“I love driving old cars; it’s lovely to drive cars that you dream



Franchitti competed as one of five-driver team



Competitors faced challenging conditions

about. I got to drive a [Ferrari] 250 short wheelbase and an AC Cobra. And the Revival to me is the best event in the world, it’s just the best historic event, one of, if not the best, motor races in the world.

“[I] probably actually enjoyed it more because I could just enjoy it and I wasn’t so focused and so intense, so it was just driving for the pure love of driving a car. So I’m feeling quite fortunate at the moment I get to go back and do some fun racing with friends and drive great cars.”

Franchitti got his green light with doctors and insurance before the Revival and racing for fun was crucial to this. “It’s pure enjoyment so I don’t push it maybe as hard as I would have in years past,” he adds. “I went and did my medical, got my licence and off to Goodwood we went.”

He’s now keen to do more racing in 2020, between his other commitments – which include Formula E TV commentary and coaching the Ganassi IndyCar drivers – and his focus again is on historics. “We’ll see what the future holds and what other things I can get behind the wheel of,” he adds.

Franchitti is also not ruling out modern cars, and particularly not – given what he experienced – a Race of Remembrance return.

“It’s been a fantastic event and I’ll be back,” Franchitti concludes. “All my friends, I’ll be saying get a car, get a team together, come on over next year, the more the merrier because it’s brilliant!”

INGRAM’S ANGLESEY DEBUT

Demonstrating the growth of Race of Remembrance’s reputation, Dario Franchitti was not the only notable name to make their driving debut at the event last weekend. He was joined in the cast by British Touring Car Championship frontrunner Tom Ingram.

Ingram, as someone with friends and family in the

military, had long eyed the weekend. And, this year, event founder and CEO James Cameron, in Ingram’s words, “collared” him. The Speedworks Toyota driver took part in a Toyota GT86 run by Mission Motorsport, with Speedworks support. It was Ingram’s first time driving at Anglesey in anger.

And, like Franchitti, Ingram was mindful of the event’s real focus. “As a racing driver you want to win, but the bigger picture is we’ve got [team-mate] Matt [Stringer] as a beneficiary of Mission Motorsport,” Ingram explains. “It’s the greater good of what we’re doing this weekend that’s very special. I’d rather give the opportunity to these guys than just let me keep pounding round.”

“They’ve done very well,” adds Ingram of the beneficiaries competing. “They’ve all improved over the course of the last couple of days. They’ve all



Ingram: ‘It’s been a brilliant event’



Ingram competed in a Toyota GT86

been very sensible, as has everyone on the circuit. Full credit to everyone, they’ve done a fantastic job. No one’s made any stupid mistakes, nobody’s done anything too daft.

“It’s been a brilliant event. I’ve managed to meet some really cool

people and been allowed to share some stories with them so it’s been very enjoyable.”

Ingram is keen to return: “I’m sure if the opportunity comes up we can have a chat about doing it again, definitely – we’ll see if they’ll have me back first!”



TAKE A PINCH OF SALT TO ENSURE



FILM REVIEW LE MANS '66

UK RELEASE DATE:
15 NOVEMBER

For the people who emerged angry after preview screenings of *Le Mans '66*, the Hollywood blockbuster starring Matt Damon as Carroll Shelby and Christian

Bale as Ken Miles, there needs to be a reality check.

Motorsport is a niche, falling out of favour more and more each day as it becomes harder for the public to justify alongside environmental concerns. Anything that brings racing into the mainstream – let alone gives Miles the limelight – for a positive reason needs to be celebrated, up to a point.

Yes, *Le Mans '66* features dialogue that's hammy and unsubtle at times, it makes liberal use of poetic licence and there are even shots of Bale finding another six inches of throttle travel on the Mulsanne Straight. But what else were people expecting? This is a big-budget production that exists in a post-*Fast and Furious* world where there's no such thing as too many gear changes.



The truth is, if you want an accurate retelling of the 1966 Le Mans 24 Hours, go and watch the race itself on the internet or read any one of the books on the battle between the Ford MkII and Ferrari 330 P3.

In just the same way, *Rush* wasn't utterly loyal to the Niki Lauda and James Hunt rivalry, while the *Senna* documentary felt compelled to cast Alain Prost as a villain. Cinema and pinpoint precision rarely go together.

So, let's focus on *Le Mans '66*. Well, good news, there's a lot to like. Liberal use of big-block American V8s as a soundtrack is an instant win. Whether they're found nestled in an AC Cobra, a Chevrolet Corvette or in the Ford GT, treat yourself to the IMAX experience to make the most of the excellent audio.

Visually, what strikes you is there's a pleasing lack of CGI. Don't let the overly airbrushed movie poster fool you. The sun-kissed tint to Willow Springs or the rain-soaked Le Mans night stints are beautiful but, crucially, the cars look as if they're really there.

Whereas audiences of *Rush* can pick out Brands Hatch masquerading as Paul Ricard or Fiorano, the depiction of the Circuit de la Sarthe in *Le Mans '66* is a lot more convincing. Equally, the Fords and Ferraris look as though they are genuinely racing one another. Although there is some editing trickery and sped-up footage, it doesn't fall into the trap as often as *Rush*. That film tended to plead with the audience to find the action thrilling even though it was obviously filmed at 30mph. *Le Mans '66* is rather more visceral.

If you are among the motorsport fans willing to overlook the inaccuracies, then the film also pleases both types of racing enthusiast: the ones who derive most pleasure from the cars and those who are more interested in the people.

Damon has a warmth as Shelby, while Bale's portrayal of Miles is better still. Any criticism of Bale's performance is probably down to director James Mangold. It's most likely that he has asked Bale to



TWENTIETH CENTURY FOX

A SWEET TREAT

chunter and sing away to himself in the car as though there's a need to kill any dead air. Similarly, given the high stakes of racing at 210mph, Miles seems to have plenty in reserve to give Ferrari rival and token Italian Ludovico Scarfiotti scathing looks as he draws alongside. But, alas, this is Hollywood after all.

There's much made of Miles's unpolished demeanour but he remains the right side of arrogant and so it's left to Leo Beebe, Henry Ford II's second in command, to play the main villain of the film as he orchestrates the idea of a dead heat at Le Mans, which ultimately costs Miles his victory.

Perhaps, however, it's Tracy Letts who provides the greatest performance as Ford II. His dry delivery brings in genuine laugh-out-loud moments throughout.

In the same way that this review won't cut much mustard with Mark Kermode, *Le Mans '66* probably doesn't fulfil hardcore motorsport fans and their idea of the perfect racing film. But this Autosport writer isn't a full-time film reviewer in the same way that Mangold isn't competing in club meetings at Snetterton.

So enter the cinema with a pinch of salt, enjoy the beautiful images on screen and be grateful that the story of Ford versus Ferrari and the career of Ken Miles are getting some deserved high-profile recognition.

MATT KEW



youtube.com/AUTOSPORTdotcom



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For three decades, it's the drive in a Formula 1 car that has been the standout part of the prize for winning the McLaren Autosport BRDC Young Driver Award. We spent the day with 2018 winner Tom Gamble as he made his debut in a grand prix car. Go to bit.ly/GambleF1

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INTERNATIONAL MOTORSPORT

Brazilian Grand Prix
Formula 1 World
Championship
Round 20/21

Interlagos, Brazil
17 November

TV Live Sky Sports F1,
Sun 1530

TV Highlights Sky
Sports F1, Sun 2030,
Channel 4, 2230

**World Touring
Car Cup**

Round 9/10

Macau, China

16-17 November

TV Live Eurosport 1,

Sat 0650,

Sun 0040, 0310

TV Livestream

[Motorsport.tv](https://motorsport.tv),

Fri 0050, 0535, Sat 0630,

Sun 0020, 0300

Macau Grand Prix

Macau, China

16-17 November

Livestream FIA.com

FIA GT World Cup

Macau, China

16-17 November

Livestream FIA.com

NASCAR Cup

Round 36/36

Homestead,

Florida, USA

17 November

TV Premier Sports 1,

Sun 1900

S5000 Series

Round 2/2

The Bend, South

Australia, Australia

16-17 November

TV Livestream

Motorsport.tv,

Fri 2335, Sat 0350,

Sun 0010, 0315

**24 Hour Series
Continents**

Round 4/4

CoTA 24 Hours, Austin,
Texas, USA

16-17 November

MotoGP

Round 19/19

Valencia, Spain

17 November

TV Live BT Sport 1,

Sun 1230

UK MOTORSPORT

Brands Hatch MSVR

16-17 November

Trackday Championship,

SuperCup, EnduroKa,

FF1600, Trackday Trophy

Anglesey BRSCC

17 November

FF1600, Monoposto,

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WHAT COULD HAVE BEEN

WHEN PLANS FALL THROUGH AT THE 11TH HOUR



A

drian Newey is perhaps the best-known engineer in Formula 1, credited with world championship-winning designs for Williams,

McLaren and Red Bull over a 20-year period. But the history books might have looked very different if his plans to form an Indycar design consultancy with fellow March engineer Alan Mertens had come to fruition in the mid-1980s.

Newey joined March from the Fittipaldi F1 team in 1982 to engineer Johnny Cecotto in Formula 2. He soon set about impressing with his heavily revised 83G sportscar, winning back-to-back IMSA titles in 1983 and 1984. For 1985, March boss Robin Herd appointed him as the

chief designer on the Indycar project.

"When he walked into the place, straight off the bat the guy pretty much knew what he was doing," recalls Mertens, who was in charge of the drawing office in Bicester. "He had so much talent that he was pretty laid back about whatever he did."

Newey's 85C won both the 1985 IndyCar championship and Indianapolis 500, and March was still in the ascendancy in 1986. But after the company was floated on the stock exchange and became a publicly listed company, Mertens could see the writing on the wall.

Having held ambitions to build a car of his own, he and Newey hatched a plan to form a breakaway company. They approached several Indycar team bosses, including Pat Patrick, but word soon got back to a furious Herd.

"I think Robin realised that Adrian was a shooting star and, as much as he tried, he knew he would never keep him indefinitely, so he might as well break up the clique between me and Adrian," says Mertens. "He let Adrian go and he kept me because of my experience with the company."

After a short spell at the Beatrice F1 team in 1986, Newey returned to Indycar for 1987 to engineer Mario Andretti at Newman-Haas, before being lured back to F1 as Leyton House technical director.

Mertens stayed at March until 1988,

"ADRIAN WAS A SHOOTING STAR AND AS MUCH AS ROBIN HERD TRIED, HE KNEW HE WOULD NEVER KEEP HIM INDEFINITELY"

when he joined Galles Racing to engineer Al Unser Jr. When Rick Galles' team merged with Kraco Racing, Mertens was at last able, given the backing, to design his own car, the Galmer G92 (above), which won the Indy 500 in 1992. But when Galles decided to withdraw funding, Mertens was forced to sell his 1993 design to keep the Galmer concern afloat. It was bought by Reynard, which became a winning force when it entered the championship in 1994.

Mertens accepts that Newey's ambition would have taken him back to F1 eventually, but had the two March colleagues carried out their plan, the US open-wheel racing landscape would certainly have looked very different.

"For one, Reynard would never have happened," he says. "It's mind-boggling what could have gone down if Adrian and I had done something. Especially with Adrian's talent." ❧





FROM THE ARCHIVE

Jacky Ickx (Brabham-Ford BT26), Jackie Stewart (Matra-Ford MS80) and Jochen Rindt (Lotus-Ford 49B) line up on the front row of the Nurburgring grid, moments

before the start of the 1969 German Grand Prix. Polesitter Ickx failed to maintain his initial momentum when the flag fell and dropped to eighth place, but he fought back to take the lead from Stewart, set

fastest lap and eventually finish almost a minute ahead after the Matra developed gearshift problems. Bruce McLaren (McLaren-Ford M7C) was third, a further two and a half minutes adrift.

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1) Who, what, where, when?

2) Who is this?

Although diminutive in stature, this legend's standing remains immense.

From sporty stock, racing's gain was football's loss, and the trophies came right away. The diamond was discovered and the winning ways continued. After success home and abroad he was hot property and, although he starred, a fading giant was no place for a future great just yet.

A return to his roots would be just the ticket, although he would have to fight the team and his stablemate to get his way. When this all became too much he found himself in the right place at the right time only for a wily old-timer to deny him. He responded in style and ruled the roost until a rivalry for the ages was formed.

A change of stables was a dead end, but there was still a final flourish. The same cannot be said for a stint on the other side of the pitwall.

3) On this day...

A It's Eliseo Salazar's birthday. In which grand prix did he net his last points finish?

B Happy birthday to Brett Lunger. Who was his team-mate when he made his Formula 1 debut in 1975?

C On this day in 2010, Vitaly Petrov famously held off Fernando Alonso's Ferrari, but for which final position?

D Which Australian rally driver took a career-best seventh on his home event held on this day in 2004?

E Barrie 'Whizzo' Williams was born on this day in 1938. He claimed one BTCC win, where and when?



4) Name the helmet

LAST WEEK'S ANSWERS **Who, what, where, when?** Hector Rebaque, Rebaque HR100, car's only Formula 1 start, Montreal, Canadian Grand Prix, September 1979. **Who is this?** Marc Surer. **On this day** A) Nico Hulkenberg. B) Fourth. C) Hesketh, March, Fittipaldi. D) Richard Burns. E) Lamborghini. **Name the helmet** Ricardo Zunino.

IN NEXT WEEK'S ISSUE

BRAZILIAN GP

Can Verstappen make amends at Interlagos?



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