

**MotoGP** Marquez  
storms to fifth  
world title

**Formula E** BMW fires  
first warning shot  
with new car



# AUTOSPORT

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OCTOBER 25 2018 £3.99

## RAIKKONEN 'FINALLY' DOES IT

First Kimi victory for  
**112** races helps deny  
Hamilton his crown

'I just proved  
some people  
wrong'



**PLUS**

Vettel spins  
*again* after clash

Albon's bid for  
Toro Rosso drive

Ocon and Magnussen  
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# RAIKKONEN TAKES A FEEL-GOOD WIN FOR FORMULA 1

Even he probably wasn't sure if it would ever happen, but Kimi Raikkonen finally scored the first Formula 1 win of his second Ferrari career at Austin. And what a fine drive it was, too.

With two of the best overtakers in the business – Max Verstappen and Lewis Hamilton – chasing him hard, Raikkonen held firm to add to the nine Ferrari victories he scored in his 'first' F1 career.

Some were quick to argue that the success proved the doubters wrong, but what it really did was to underline the frustration many have had with the 2007 world champion. Raikkonen is capable of great things, but hasn't produced that form often enough since his return to F1. There can be no doubt that he has been outperformed by Fernando Alonso and Sebastian Vettel at Ferrari.

With an eye on the future, the Italian team is right to have signed Charles Leclerc for 2019, but Raikkonen's victory in the United States certainly provided a feel-good factor to the weekend. There are just three races to go to see if the Finn can add to his new tally of 21 wins and match Damon Hill (22) or Nelson Piquet and Nico Rosberg (23 apiece), before he moves to Sauber. If he's motivated there, Kimi will be a good benchmark for Antonio Giovinazzi.

While one Ferrari driver celebrated(ish!) last weekend, another kept the title 'chase' going, but that will be little solace to Vettel. The SF71H was more competitive than it had been for some time, but another clash left Vettel trailing – and eradicated the possibility of team orders spoiling Raikkonen's day. As Edd Straw argues on page 15, that could indicate there is a lot more going on behind the scenes at Ferrari. Vettel will need something close to a miracle to stop Hamilton clinching a fifth crown in Mexico this weekend.



*Kevin Turner*  
**KEVIN TURNER**  
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 WAYS TO READ



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 Staley/LAT

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# ALBON CLOSING ON TORO ROSSO F1 DEAL

## FORMULA 1

Nissan Formula E driver Alexander Albon has emerged as favourite to partner Daniil Kvyat at Toro Rosso for the 2019 season, which would force Brendon Hartley out of Formula 1.

It emerged last week that Red Bull motorsport boss Helmut Marko was negotiating with Nissan for the release of the 22-year-old, and a decision was expected as Autosport went to press.

Nissan is understood to be extremely frustrated with potentially losing a driver to whom it had made an early commitment (see right). It signed Albon, a former McLaren Autosport BRDC Award finalist, to a three-year deal in July.

Albon was scheduled to test for Nissan in Valencia last week, alongside team-mate Sebastien Buemi, but he did not appear on track. He had opted for the Formula E route around the time of the Hungarian Grand Prix when it appeared that no F1 opportunities would be forthcoming and signed his multi-year deal with Nissan,

### “NISSAN IS REALLY UNHAPPY BECAUSE WE HAD SIGNED HIM FOR THREE YEARS”

whose team is run by DAMS, with which he has won four F2 races in 2018.

However, subsequent movements in the driver market – such as Daniel Ricciardo’s decision to join Renault, which led to Pierre Gasly’s promotion from Toro Rosso to Red Bull Racing – left the Faenza team short of options.

“We took him for a three-year contract [in FE] and suddenly out of the blue – because we helped him a lot to brush and to shine his image – Toro Rosso came with Dr [Helmut] Marko to say that he wanted to have Albon in a car,” said an unhappy e.dams boss Jean-Paul Driot.

“When you ask a blind man if he wants to see, you know the answer. When he talked about Formula 1 to a driver who was always dreaming to do so, you know the answer as well.

“So we are negotiating with Toro Rosso, Nissan have top management who were not really happy, as you can imagine. [They are] very unhappy because we had signed him for three years. But we’re trying to find a solution.”

Albon was backed by Red Bull in karting and Formula Renault, but was dropped after 2012. However, since then he has been rehabilitated in the eyes of Marko, who has shown he’s prepared to change his mind by rehiring Kvyat, and giving Hartley his F1 chance late last year.

Hartley has repeatedly said he has a contract for next season, but Gasly has 28 points and has scored Toro Rosso’s big results while Hartley has four points, having enjoyed fewer peaks. He did qualify sixth for engine supplier Honda’s home race in Japan earlier this month and defeating Gasly in the United States last weekend was the first time Hartley has finished ahead of his team-mate since the German Grand Prix in mid-July.

Hartley started last but ended up ninth in last weekend’s United States Grand Prix after post-race disqualifications for Kevin Magnussen and Esteban Ocon.

He said: “Every weekend I am answering questions about my future or reading about it or read in the press I need to beat my team-mate.

“But in fact Singapore, I was ahead in the race before I had team orders and I was boxed again. I was ahead in Russia before the car broke, I was ahead in qualifying in Suzuka and I was ahead again [in the US]. So, let’s see what happens.”

Hartley’s two-point haul in the US doubled his tally for the season but he is still 19th in the championship having only outscored Williams rookie Sergey Sirotkin.

He added: “It’s obviously been annoying to answer questions about my future all the time, I’ve said it a few times already. I feel like I’m doing the job and deserve to stay here.”

Earlier in the US GP weekend, after the Albon news first broke, Hartley suggested he was lacking “full support” in F1.

“From my point of view I have a contract for next year and anything else is better to discuss with someone from Red Bull,” he said. “Obviously my position in the team was already in question after three races into the start of the season, which is a pretty shitty position to be in.

“But I feel like I’m stronger because of it, and for the rest I don’t know. Definitely I’ve changed my attitude a bit, [become] more focused in a selfish way, managing my time and just keeping my mind on points that move the stopwatch.

“In an ideal world, you’d have full support, from a contractual point of view, and you’d just be able to focus on doing your job, but it’s Formula 1, it’s not always like that.”

SCOTT MITCHELL





# Nissan left short for crucial test

## FORMULA E

Likely losing half of a confirmed driver line-up and two-thirds of a crucial pre-season test as a result is probably not how Nissan imagined its first public week as the manufacturer partner of e.dams going in Formula E.

Alexander Albon was in the Valencia paddock last Tuesday morning ready to drive – and then he wasn't. Shortly before the news broke that he was closing on a 2019 Toro Rosso Formula 1 drive, his car was shaken down by team-mate Sebastien Buemi and then wasn't touched on the second day of the test. DAMS 'supersub' Oliver Rowland (below) arrived on Wednesday, but didn't drive until the final day.

"It was a big shock," said Nissan e.dams team principal Jean-Paul Driot, "because we were so cool and ready to go and we had made our choice – he was signed [for three years] since July.

"When you have everything in line, you are very optimistic and all the parameters that you can think of are fulfilled, then one of the biggest ones [comes] crashing down – it's quite destabilising."

After the news of Albon's potential non-FE season emerged, Driot claimed "15-20" drivers got in contact by phone or email. "Incredible," he added.

The fallout from the situation meant Nissan completed just 247 laps at Valencia last week – comfortably the least of any team. It is also likely to need a new season-five partner for Buemi, although negotiations with Red Bull over Albon's potential switch rumble on.

"We are trying to find a solution because when you have a driver who doesn't want to drive anymore, what do you do?" asked Driot. "But we have a contract and that is clear."

ALEX KALINAUCKAS



STALEY/LAT  
motorsport  
IMAGES





WTCC

## Title-winning tin-top team to make return with new project

### WTCC

Sweden's crack tin-top outfit will again attempt to conquer World Touring Cars in 2019 when the Cyan Racing squad that ran Volvo's title-winning WTCC effort joins the World Touring Car Cup in collaboration with Geely automotive brand Lynk & Co.

Cyan operated the Volvo entry that claimed the 2017 WTCC manufacturers' crown and ran Thed Bjork to drivers' championship honours, and revealed last month it was working on a new touring car project with Lynk & Co, which is owned by the same group as Volvo. It disclosed no

further details about the nature of its programme, although this was expected to be based on TCR framework.

The squad unveiled its TCR challenger, based on Lynk & Co's 03 saloon model, last Friday and revealed the car will be campaigned in the world cup in 2019. Bjork, who has raced for Yvan Muller's YMR Racing outfit this season, is the squad's first announced driver.

Development has been carried out by the Geely Group Motorsport, which succeeded Polestar – the Volvo brand through which the WTCC project was co-ordinated – in leading the group's motorsport activities.

### ELECTRIC SERIES FOR 2020

The E TCR concept will have its own standalone series in 2020.

The idea was first revealed in March by WSC Technology, a subsidiary of the WSC Group that founded TCR, and was formally launched at last weekend's TCR Europe season finale in Spain.

Cupra's e-Racer, which completed a demonstration run at Barcelona, is currently the only car developed to E TCR regulations, but TCR supremo Marcello Lotti said the identity of other interested brands would be revealed soon.

**JACK COZENS**

## Bautista to deputise for hurt Lorenzo

### MOTOGP

Ducati's Jorge Lorenzo will skip his third consecutive MotoGP race this weekend at Phillip Island, as a result of lingering injuries from his heavy crash at Buriram in Thailand earlier this month.

Alvaro Bautista will step up from the satellite Angel Nieto team to make his factory debut, partnering Andrea Dovizioso.

Lorenzo travelled to

Motegi last weekend hoping to race, but told the media before the start of track action that his fractured left wrist had not yet healed.

In first practice, he completed just two laps before returning to the pits and withdrawing from the rest of the weekend.

Ducati is understood to have been unhappy at the situation, as it left Dovizioso to fight for second place in the teams'

championship alone for the second race in a row.

As such, it has lined up Bautista (right) – who will leave MotoGP after 2018 to join Ducati in World Superbikes – to race in Phillip Island, while Lorenzo is targeting a comeback at Sepang the following week.

Australian rider Mike Jones will replace Bautista at the Nieto squad for his third MotoGP start.

**JAMIE KLEIN**



MOTORSPORTIMAGES/GOLDANDGOOSE/LAT





## Q &amp; A

KRIS MEEKE  
NEW TOYOTA WRC DRIVER**How does it feel to be back in the World Rally Championship?**

It's been a difficult few months, but I knew deep down that I wanted to come back and drive a rally car. My first experience of the [Toyota] Yaris

has given me so much pleasure to drive a car again. I've given my life to rallying and rallying has given me so much, but certainly I didn't feel it was time to stop. I still think I can achieve a lot more in the sport. Hopefully with this exciting new adventure we can achieve good things together.

**How were the negotiations with team principal Tommi Makinen?**

When I lifted the phone to Tommi it all seemed to click and when I came over to Jyväskylä to meet with him I could sit and talk for hours about the car and the technical aspect, and it's all forward thinking. It was refreshing, something I wasn't used to for quite a period of time.

**What are your first impressions of Toyota Gazoo Racing?**

It truly does feel like a family atmosphere. The base in Puuppola, just outside Jyväskylä... it feels a natural environment, you know you're in the heart of Rally Finland. And just dealing with everybody – they're good, decent guys and everybody's pulling in the same way and this is refreshing for me.

**What's the objective for you?**

Solely to make Toyota Gazoo Racing as successful as possible both for the drivers' championship and the manufacturers'. Who would have thought Ott Tanak, Jari-Matti Latvala and Kris Meeke would end up in the same team? Honestly I believe a character like Tommi Makinen, who understands the sport so well, he's been there and done it – he's not just a businessman looking to create a business, he wants to create a motivated team to have success. That's the number-one priority. Tommi can manage that very well.

My main target is for success; I want to be champion and I still believe I can be. This environment feels very nice, it's something completely different than I've had before in my career. Let's see if we can capitalise on that and become world champion.

# Peugeot quits rallycross

## WORLD RALLYCROSS

Peugeot has withdrawn its works World Rallycross Championship programme with almost immediate effect.

The French marque will leave the series after the final round of the season in South Africa next month. The announcement came alongside news of a range of 'electrified sports vehicles' from 2020 for the brand.

In a statement, Peugeot cited uncertainty surrounding WRX's switch to electric cars, which was postponed from a 2020 to a '21 start date earlier this year, as the reason for departing the sport it entered as a full works operation for the first time this season, having previously partnered Hansen Motorsport since '14.

"Peugeot will concentrate its resources on developing these new vehicles and has therefore decided to withdraw from the WRX championship at the end of the 2018 season, whose evolution towards electrification is uncertain," said Peugeot CEO Jean-Philippe Imparato. "The decision to stop WRX appears as very brutal, but

my mission is to make decisions at the right moment to ensure the sustainability of the company and the employees.

"Last October, during the Paris Motor Show, the European institutions decided to tighten up the regulation in Europe with a 40% reduction in CO2 emissions in 2030, on the basis of the 95g already fixed for '20. We have no other choice to be compliant with the new thresholds if we don't want to disappear by inertia.

"The uncertainty of a future EWRX championship is not compatible with the calendar of our electrified offensive, which is starting now."

Drivers Timmy and Kevin Hansen and rally legend Sebastien Loeb (below) have been left without a WRX seat for next year by the decision.

The news comes less than two months after Audi withdrew its support of the EKS team in the series, instead deciding to focus on Formula E and DTM.

HAL RIDGE

➔ P58 INSIGHT: WHY AUDI IS LEAVING





# McLaren boss rules out IndyCar entry in time for next year

## INDYCAR

The prospect of Fernando Alonso racing on some of America's most iconic road courses next season has diminished after Zak Brown confirmed that his McLaren team will not compete full-time in IndyCar in 2019.

Speculation mounted that double Formula 1 world champion Alonso would find either part or full-time refuge in IndyCar, after he announced in mid-August that he would not race in F1 next year.

Alonso made positive comments after testing IndyCar's 2018 aerokit car for the first time with Andretti Autosport in September at Barber Motorsports Park. But issues surrounding a McLaren entry's engine-supply deal put the possibility on ice.

The tentative plan was for McLaren to run a Chevrolet-powered car using Andretti Autosport engineers from Harding Racing's headquarters, in order to prevent an exchange of intellectual property between Chevrolet and Honda engineers.

There were also suggestions team owner Michael Andretti could then have switched his four-car team from Honda to Chevrolet at the end of 2019 to simplify the process of running a fifth car with McLaren.

This could still occur in line with a full-time McLaren entry for 2020 but, with time running

out to adequately prepare for a season that begins in mid-March, Brown has now ruled out an immediate move.

"For the IndyCar Series, we have taken a decision to not compete on a full-time basis in 2019," said Brown.

"We are simply not ready yet and we are very focused on F1. So we won't be doing that in 2019. We do have a desire to do it, as I have mentioned before, in the near future."

But Brown added that Alonso could still return for the Indianapolis 500, having acquitted himself well on his 2017 debut.

In pursuit of racing's unofficial 'triple crown', two-time Monaco Grand Prix winner Alonso has since won Le Mans with Toyota and has hinted several times that he wishes to have another shot at the Indy 500.

"And as far as the Indy 500 is concerned it remains of interest to us," Brown continued.

"That will be a decision that ultimately we will take in the off-season, and I think it is something that Fernando would like to do as well, but right now we are focused on F1. Until we get a little bit of fresh air we will remain focused on that."

Alonso has insisted that McLaren's decision not to compete full-time in IndyCar next year changes nothing for him, since he never wanted to complete the whole season.

DAVID MALSHER



MOTORSPORT IMAGES/LEVITT/LAT

## Trident set to sue Ferrucci

### FORMULA 2

Ex-Formula 2 driver Santino Ferrucci, who moved to IndyCar after being dropped by the Trident F2 team following a number of misdemeanours during the British Grand Prix weekend last summer, now faces legal action from Trident over alleged unpaid fees.

Ferrucci hit team-mate Arjun Maini on multiple occasions during the Silverstone round while driving for Trident, and was subsequently banned for two rounds, equating to four races. He was also fined €66,000 for a separate offence in which he was observed driving between paddocks without wearing gloves – which is stipulated by the regulations – and while carrying a mobile phone.

Trident dropped the American from its line-up, replacing him with GP3 racer Alessio Lorandi, but the Haas Formula 1 team retained Ferrucci on its books as development driver. Having already raced in IndyCar with Dale Coyne Racing at the Detroit round this year, Ferrucci returned to that team for the last two rounds of the IndyCar season, finishing 20th at Portland and 11th at Sonoma.

A statement from Trident read: "Trident Motorsport informs to have obtained by the Court of Milan an order of payment for an amount of €502,000, plus interest and legal fees, against Mr Santino Ferrucci and its guarantor, an American company represented by Mr Michael Ferrucci, in relation to the driver's failure to pay the amounts due under the contract."

"Trident Motorsport confirms its intention to proceed with any legal action in order to obtain compensation for all damages suffered, well above the amount so far retained, as interim measure, by the Court."

Ferrucci was unavailable for comment when contacted by Autosport.

• Long-term Mercedes affiliate HWA has obtained an FIA Formula 3 entry. The Organiser confirmed the entry list for 2019 last week, which is as predicted by Autosport.com earlier this month.

JACK BENYON



LaBOUNTY/LAT  
motorsport  
IMAGES



# AmD buys Eurotech Civics

## BTCC

The AmD Tuning team has bought two British Touring Car Championship Honda Civic Type R FK2s from Eurotech Racing and will field the hatchbacks next year.

AmD will also work alongside new team Trade Price Cars, which has taken over the Audi S3s AmD ran last year. The two MG6s AmD entered in 2018 will now move on to new owners along with their TOCA BTCC Licences (TBL) – the permits needed to take part.

AmD bought the two Hondas (below) and the associated TBLs from former Eurotech team principal Jeff Smith. No drivers have been confirmed yet and the squad is in discussion with sponsors.

AmD team principal Shaun Hollamby said: “It was a big move for us to expand to a four-car team and, after a successful 2018, we are again seeking to move forwards to the next level. The opportunity to purchase the ex-Eurotech Hondas was one that was too good to turn down.

“Acquiring these cars provides us with a fantastic platform to really raise our game and fight consistently towards the sharp end of the grid.”

Trade Price Cars Racing managing director Dan Kirby said of buying the S3s: “We dipped our toe in the water in 2018 as a sponsor, but we feel the time is right to take our involvement in the BTCC to the next level.”

MATT JAMES



# Monteiro to make return

## WTCR

Tiago Monteiro will make his long-anticipated racing comeback when he contests the penultimate round of the World Touring Car Cup season at Suzuka, more than 13 months after his devastating testing crash in Barcelona.

Monteiro was injured in a high-speed incident at the Spanish Grand Prix venue while driving for the Honda World Touring Car Championship squad when his Civic TC1 car's brakes failed on the run to the first corner. He was knocked out in the impact.

He missed the conclusion of the 2017 WTCC season, and earlier this year postponed his comeback indefinitely – despite originally being announced as part of the Boutsen Ginion Honda squad's WTCR line-up and testing the TCR-spec



Civic. He revealed in June that he had been advised to recuperate for 11–12 months.

Monteiro will finally make his return this weekend at Suzuka. It will be his only race participation of 2018, since he has been advised not to contest the Macau finale.

“I’m not setting any targets; I just want to have fun, get comfortable and play myself in at my own pace before I come back full-time in 2019, and that – along with the advice of the doctors – is why I won’t do Macau,” said Monteiro.

JACK COZENS

## IN THE HEADLINES

### F1'S BIG-NAME BRANDS

McLaren has agreed a partnership with Coca-Cola until the end of the season, meaning the soft drink giant's logo will appear on a Formula 1 car for the very first time. Coca-Cola has entered F1 previously, albeit through the guise of its Burn energy drink, on the Lotus team's cars from 2013–14. There are likely to be options to extend the deal if the tie-up proves a success. Toro Rosso ran with fast food company KFC's branding in the United States GP.

### RAINBOW TYRES ARE OUT

Pirelli has refined the way it will present its tyre line-up for 2019. Although there will still be a range of between five and six different dry compounds for use over the season, the three that are actually selected for each weekend will be referred to as hard, medium and soft. They will be identified by white, yellow and red markings.

### BLANCPAIN'S CALENDAR

The SRO Motorsports Group has revealed changes to its 2019 Blancpain GT Series calendar, aimed at relieving logistical pressure. A draft calendar had been released in late July but, owing to clashes with the World Endurance Championship, the plan for the Nurburgring race to morph from a Sprint round into an Endurance fixture has been shelved. Zandvoort will return for the first time since 2015 with a July date, to replace May's meeting at the Red Bull Ring, which has been dropped.

### ENGINEERING SUCCESS

A 24-year-old mechanical engineering student has won the opportunity of a lifetime with the Infiniti Engineering Academy to pursue a career in Formula 1. Sabre Cook from Colorado School of Mines was announced as the Infiniti Engineering Academy 2018 USA winner by Renault's Nico Hulkenberg in the Austin pitlane at the United States Grand Prix. Her prize is a six-month work placement at the Renault F1 team in Enstone and a further six months at Infiniti's Technical Centre Europe in Cranfield.

### SUTTON TO TCR EUROPE

2017 British Touring Car champion Ash Sutton made a successful TCR Europe debut at last weekend's Barcelona season finale, clinching a podium. Sutton, who made his first appearance in TCR's flagship regional series with the WestCoast Racing squad that ran Dan Lloyd to the TCR UK title, qualified sixth and finished fourth in Saturday's first race, before taking third in his Volkswagen Golf in race two. Cupra racer Mikel Azcona sealed the title, while Honda drivers Attila Tassi and Mike Halder won the two races.



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## F1 MEXICAN GRAND PRIX PREVIEW



## UK START TIMES

## FRIDAY

FP1 1600 FP2 2000

## SATURDAY

FP3 1600 QUALIFYING 1900

## SUNDAY

RACE 1910

LIVE ON SKY SPORTS 1730

BBC RADIO 5 LIVE 1830

HIGHLIGHTS ON CHANNEL 4 2300

## DRIVERS' CHAMPIONSHIP AND CONSTRUCTORS' CHAMPIONSHIP SO FAR

1	Lewis Hamilton	346
2	Sebastian Vettel	276
3	Kimi Raikkonen	221
4	Valtteri Bottas	217
5	Max Verstappen	191

1	Mercedes	563
2	Ferrari	497
3	Red Bull	337
4	Renault	106
5	Haas	84

## TYRE ALLOCATION

SUPERHARD

HARD

MEDIUM

SOFT

SUPERSOFT

ULTRASOFT

HYPERSOFT

INTERMEDIATE

WET

▲  
AVAILABLE▲  
AVAILABLE▲  
AVAILABLE▲  
AVAILABLE▲  
AVAILABLE

## TRACK STATS

LENGTH 2.674 miles

NUMBER OF LAPS 71

2017 POLE POSITION

Sebastian Vettel 1m16.488s

POLE LAP RECORD

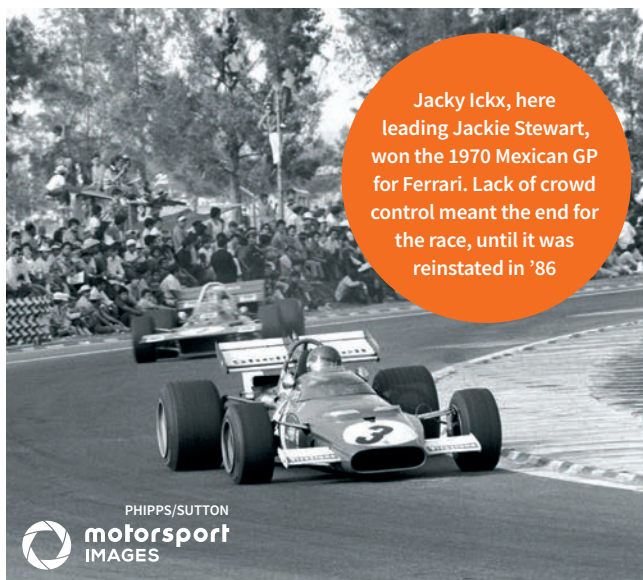
Sebastian Vettel 1m16.488s (2017)

RACE LAP RECORD

Sebastian Vettel 1m18.785s (2017)

## PREVIOUS WINNERS

2017	Max Verstappen	Red Bull
2016	Lewis Hamilton	Mercedes
2015	Nico Rosberg	Mercedes
1992	Nigel Mansell	Williams
1991	Riccardo Patrese	Williams
1990	Alain Prost	Ferrari
1989	Ayrton Senna	McLaren
1988	Alain Prost	McLaren
1987	Nigel Mansell	Williams
1986	Gerhard Berger	Benetton



## THEMES TO WATCH

## HAMILTON'S TITLE SHOT PART TWO

Lewis Hamilton didn't manage to seal his fifth world title in Austin, but has every chance of doing so in Mexico City. He needs to score just five more points, even if Vettel wins, to be sure of the crown. If he's 50 points or more ahead at the end, he's done it.

## RED BULL'S CHALLENGE

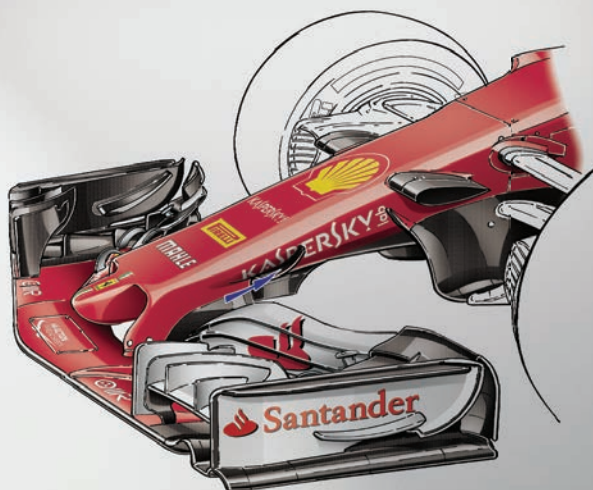
Max Verstappen has enjoyed a very strong run of form since his early season mishaps. Having won in Mexico City last year, and also coming close in Austin, he could be a factor this weekend as well. But of course last year's dominant victory was helped by a first-lap collision between Vettel and Hamilton...

## ALTITUDE SICKNESS

Mexico City is at an altitude of around 2250 metres, which means less air density. In turn, the V6 engines produce less power, so the turbo has to work harder. The thin air also results in maximum downforce configurations only delivering Monza-esque levels of downforce.



# THE ART OF RACING



  
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| Water Resistant up to 100m | Swiss Automatic Chronograph Movement



# DRAWING BOARD

GIORGIO PIOLA

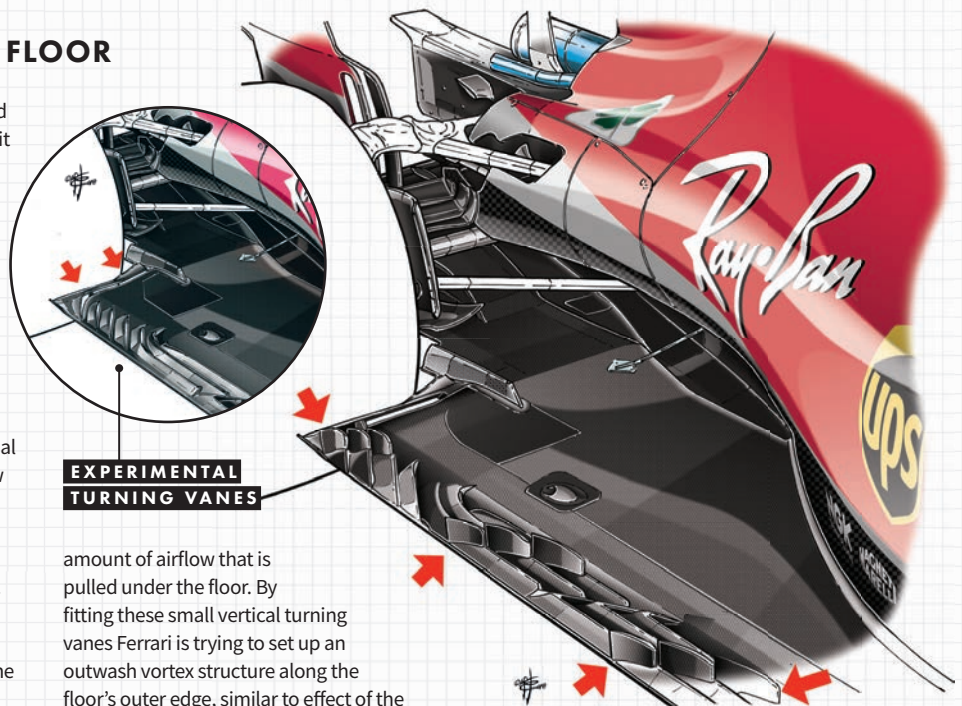
## ANOTHER NEW FERRARI FLOOR

Over the past two races, Ferrari has introduced two new floors but neither of them has made it to race day. So either Ferrari isn't getting what it predicted from them or the development direction has reached a crossroads.

I wasn't sure what it expected to get with the detail changes it had made to the slots around the tyre contact patch from the Suzuka development (right, inset). In Austin that area was modified again – with a few more of the dreaded turning vanes added.

The idea of this Coke-bottle area and the underfloor is to get as big a pressure differential as possible across the floor structure, with low pressure underneath and a higher pressure above. But you need to maintain good high-speed airflow inside the rear tyre to help the performance of the rear wing and diffuser.

The longitudinal slots allow airflow to be pulled from the floor's upper surface through these slots, which act like a skirt and reduce the



**EXPERIMENTAL TURNING VANES**

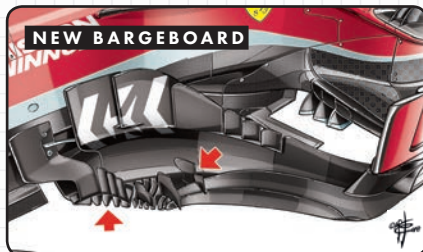
amount of airflow that is pulled under the floor. By fitting these small vertical turning vanes Ferrari is trying to set up an outwash vortex structure along the floor's outer edge, similar to effect of the trailing edge of the bargeboards and front wing endplates, which aims to improve the performance of those slots and in turn the performance of the underfloor.

Ferrari's also trialled a bargeboard upgrade during practice in Austin which is an example of just that. These tiny detail changes influence how the turning vanes set up vortices that improve performance. This requires many

personnel hours, windtunnel hours and CFD calculations for what is, at best, a couple of kilograms more downforce that's impossible to feel on the circuit.

One thing is for certain – it will make the car worse in turbulent airflow and will increase the turbulence generated by these parts.

**GARY ANDERSON**



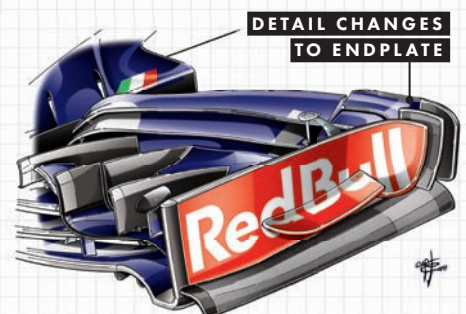
**NEW BARGEBOARD**

## TORO ROSSO ENDPLATE DEVELOPMENTS

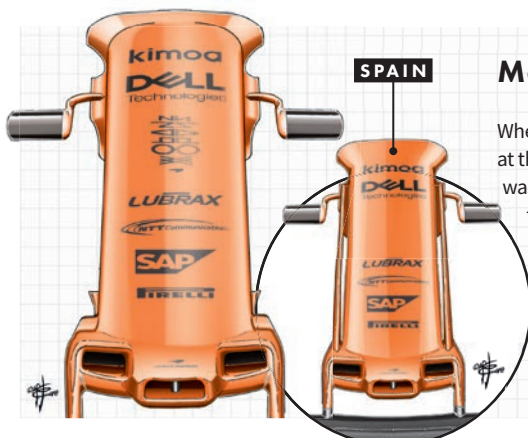
It seems that every development we see is now all about a curved piece of carbonfibre – long gone are the days of introducing a new wing profile or something exciting like brake ducting that is actually developed to cool the brakes better. It's all about flow management and increasing the dreaded outwash from the front wing endplates and bargeboards.

Toro Rosso tested a new front wing in Austria but didn't get the results expected from it. This small front wing endplate modification is a development of what was tried there. If it improves the overall downforce by more than 2kg then that would be a miracle and, having trialled it on Pierre Gasly's car, Toro Rosso removed it for qualifying.

**GARY ANDERSON**



**DETAIL CHANGES TO ENDPLATE**



**SPAIN**

## McLAREN HAS A LATE-SEASON NOSE JOB

When McLaren introduced its new narrow nose at the Spanish GP, one of its unique features was the fins on the side. At the time, I said that these would help turn the airflow and keep it attached to the sides of the nose as it was displaced by the top surface. In Austin, these fins were gone.

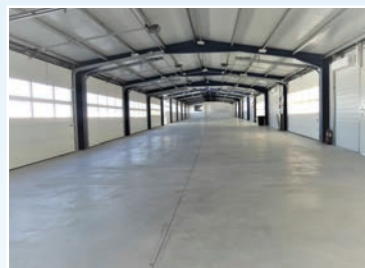
It also looks from the two small triangular sections just behind the wing mounts that McLaren is trying to pull more

airflow in underneath the nose, which is a slight change in the philosophy of the airflow. If you are taking it off the top surface of the nose and drawing it around the sides to fill the void underneath the nose, you are creating lift on the nose's upper surface. If you are able to fill that void underneath by pulling more airflow from between the wing pillars, then you are improving the overall downforce level by decreasing that lift.

**GARY ANDERSON**



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**SITUATED IN SOUTHERN SPAIN NEXT TO GRANADA**



# ROOT AND BRANCH

*Sebastian Vettel's mistakes are only part of the reason he has slipped away from title contention. It's time for him and Ferrari to take a long, hard look at themselves*

EDD STRAW

**A**nother race, another Sebastian Vettel error. For the third time in five races, the number five Ferrari ended up facing the wrong way early after contact with a rival. The lost points tally rises ever higher.

It's simple to point to the mistakes and discuss how they impacted the championship. Nobody can deny there has been a very significant swing in Lewis Hamilton's favour thanks to Vettel's mishaps. But while the mistakes are part of the story, there's far more to this, as amply demonstrated during the United States Grand Prix weekend, and it's about whether or not Ferrari is a team ready to take the final half-step towards beating a Mercedes squad that must now rank as one of grand prix racing's truly great teams.

Alternative histories are fraught with danger, but run through the various errors and points lost this year and the logical conclusion is that Vettel should not just still be firmly in the title fight, but maybe even ahead. And yet, while Vettel has indeed shipped points needlessly, a rigorous examination suggests a deeper malaise not of his making. In Singapore, Russia and Japan, Ferrari was decisively slower than Mercedes both on qualifying and race pace. The lack of Saturday speed is particularly important, since this proved to be a strength for Ferrari for much of the season.

## "FERRARI HAS PRESSED ON WITH DEVELOPMENTS IT DOESN'T ENTIRELY UNDERSTAND"

The rate of car development is never linear and all teams have periods where the aerodynamic returns level off before building again as new avenues are exploited. Ferrari seems to have hit one of those and pressed on with introducing developments it doesn't entirely understand and which haven't worked. Then, when it removed those developments, the pace returned.

So you could simply say that Vettel's errors are secondary to the fact Ferrari has lost the development war. Car pace is king, after all, and he would have lost ground in those three poor weekends anyway.

But why were those developments signed off, sending Ferrari down a developmental cul-de-sac that not only prevented it from making gains, but even seems to have made the car slower? Well, sometimes people talk about aggressive developments, and often that can mean committing to higher-risk parts.

Perhaps you unleash a new concept of aero component, or trial one that you don't entirely understand. Or you haven't had the

chance to understand fully its impact on the rest of the car. The aero map of an F1 car is a constantly shifting and hugely complex one influenced by myriad factors, so even with the resources of Ferrari it's possible to send yourself in the wrong direction.

Now let's say Vettel hadn't lost so many points. Could that have changed the decision-making process? Had he been level-pegging with Hamilton but still very much in the hunt, might that have prevented Ferrari from making these mistakes? It's possible.

You can also reverse this argument and ask whether it's something within the team culture that has created instability and contributed to Vettel's mistakes. A team isn't a one-dimensional entity, it's a reciprocal system where one aspect boosts another – or potentially drags another down.

We can reasonably conclude that Ferrari is not yet ready to win a championship... or at least not quite. It's so close – for the first half of the season was able to convert what was often a very slender qualifying-pace advantage into victories. Having done that part of the job well, it has contrived to let its performance slip away.

We know Vettel is capable of thriving in a close championship contest: two of his four titles came in last-round deciders. He is making more errors than usual, and there has to be a reason for that.

Ferrari team principal Maurizio Arrivabene said at Suzuka earlier this month that Ferrari is still a 'new' team. This was a somewhat fatuous comment given that it's the oldest team of all, but there's a kernel of truth there. What he revealed with that description was that he doesn't quite see Ferrari as ready to win titles.

Vettel is still the same man who was a title-winning force at Red Bull. While a few years older, he's still stunningly fast and capable of great victories. So what both he and Ferrari have to ask is what has changed? All the indicators are that the team environment is not quite right, and perhaps scrutiny is required of the team Vettel had around him at Red Bull in the glory days to understand what is missing. Perhaps there should be a long, hard look at the way Vettel interacts with those on his side of the garage, and how they interact with him. We know he's an emotional character, particularly in the car, so could there be a way to bring back the calm all great champions require in the high-stress moments?

Heading into the fifth year of their alliance next season (the point at which Michael Schumacher took his first drivers' title for the team), it's time for Vettel and Ferrari to make it work. So far, driver and team have been good for each other but not yet great.

Next year is the crossroads that could decide if a team that has grown into a formidable competitor, going toe-to-toe with an outstanding Mercedes team and only just losing out, can take the final step with its own aspiring five-time world champion.

And to do that, there needs to be some serious soul-searching to get to the root of a problem that cannot be ignored. ❧



# CONGRATULATIONS!

to Benn Tilley on a fantastic end to the Classic Formula Ford season at Brands Hatch last weekend, taking a pair of wins.

A scorching performance resulted in two dramatic and close finishes for the Lincolnshire driver, who has driven brilliantly all year. He had already sealed the Classic Formula Ford title at Cadwell during the previous round.

Benn would like to thank Simon, Mandie and James Hadfield, who loan him the Merlyn he used to win the title. Without them, Benn would likely be unable to race.

He would also like to thank PG and C Nottingham, Peterborough Motor Club, Dave Lowe, Ian, Margaret, Trudy, Brian and everyone at Classic Formula Ford for their support on a title winning season. Thanks also go to Stuart and Ann Tilley for their ongoing support.



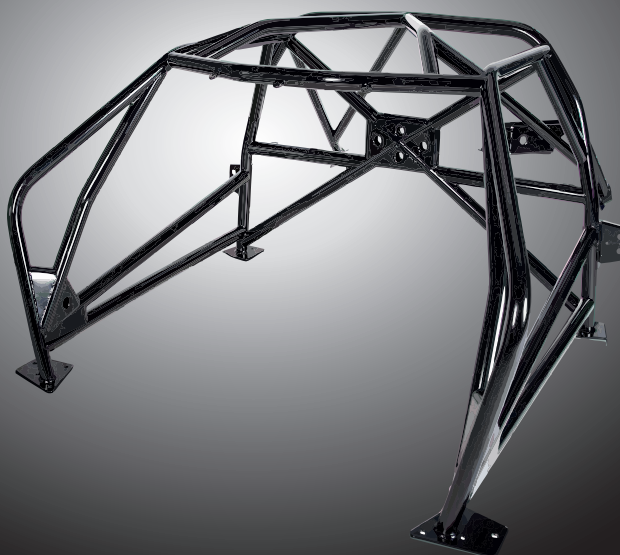
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# YOUR SAY

*Arguably the world's most popular grand prix driver, dignified in victory or defeat, devoid of podium posturing and above all, at 39, still a match for anyone on his day*

MARTIN CRASS

## Raikkonen proves he's still got it

Some eyebrows may have risen in the Ferrari boardroom after Kimi Raikkonen's stunning win at Austin. Arguably the world's most popular grand prix driver, dignified in victory or defeat, devoid of any embarrassing podium posturing and above all, at 39, still a brilliant driver and match for anyone on his day.

Throw in the obvious good relationship he has with Sebastian Vettel, his willingness to be a team player and the post-race outpouring of emotion from the Ferrari team joining in with the Italian national anthem, one wonders whether replacing him with the unproven Charles Leclerc is premature.

Hopefully, as he did on his F1 comeback with Lotus in 2012, Kimi will embarrass some of his fellow drivers and better resourced teams next year. The real winners here can only be Sauber. Roll on '19.

**Martin Crass**

**By email**

## Lessons from IndyCar

Please copy the second paragraph of the IndyCar season review (October 18) and send it to the FIA and the rest of the Powers That Be in Formula 1, with the heading 'HINT, HINT!'

**Gordon Jaynes**

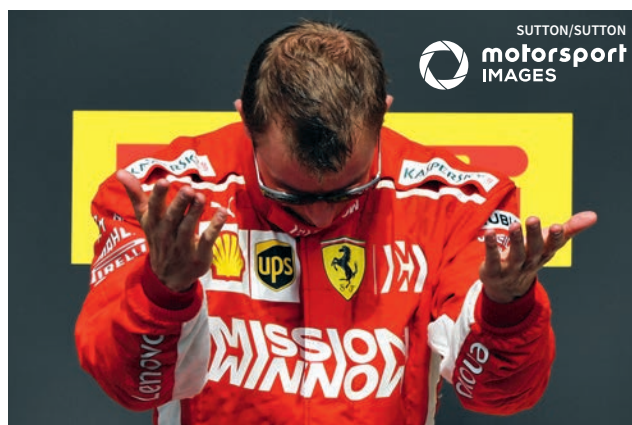
**Surrey**

## The plight of the humble F1 fan

Lewis not quite there in the US GP, but a black day for the humble fan as that may well be the last time we can watch with excitement whether a British driver will win the world championship live on terrestrial TV unless it goes to the wire in Abu Dhabi or next year's championship is sealed at Silverstone.

I applaud Channel 4 for securing a deal to keep highlights on terrestrial, but we now face 20 weekends of communication blackout in 2019 before the highlights are shown in case a radio show or news reader delivers the result earlier, not to mention the info streamed unwanted to your mobile, tablet or PC.

I thought the new ringmasters were all about enhancing the fan experience, but this new broadcasting arrangement



is a liberty that does nothing to keep me watching.

As for Sky, I like other correspondents have no interest in paying an extortionate monthly sum. My idea of pay to view has always been and will always be spending one's hard earned shekels on a race-day ticket to one of the year's events. Liberty Media needs to listen to the fans because without an outlet to watch our chosen sport live for a good percentage of the year, we'll vote with our feet and F1 is nothing without an audience.

**Steve Cameron**

**Crowle, Worcestershire**

## Saddened by museum's closure

So sorry to hear about the closure of the Donington museum. I made several visits over the years and enjoyed the memories and nostalgia that it brought. During one visit I was lucky enough to meet Tom Wheatcroft in the cafe and he was quite happy to discuss anything to do with the cars and his relationship with people such as Bernie Ecclestone and Ayrton Senna.

It's so sad that cars had to be sold. But the family must be pleased with the success that the circuit now enjoys once again.

**Chris Davis**

**By email**

## HAVE YOUR SAY, GET IN TOUCH


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# FIFTH COLUMN

## CONTRASTING TIMES

*The juxtaposition of jejune Sochi with peerless Suzuka, just one week apart in the calendar, highlights a problem with identikit modern circuit design*

NIGEL ROEBUCK

**A**ll seemed very right with the world as we stood around, chatting, in the Österreichring paddock that glorious Friday morning in August 1986. “Good to be back at a proper circuit, isn’t it?” said Bernie Ecclestone.

He spoke for all of us.

The weekend before, Formula 1 had ventured for the first time to the Hungaroring, and if these days it is apparently regarded by many drivers as something of a classic, its tortuous turns and chicanes did not sit well with that generation. “I should have brought a bloody go-kart,” growled Alan Jones.

Now, though, we were back to the swooping Österreichring, a place savoured – and feared – by all who ever raced there. In Hungary the fastest race lap, set by Nelson Piquet, had been a little over 98mph; in Austria Gerhard Berger’s mark was almost 149, and in qualifying – turbo boost off the clock – he and Benetton-BMW team-mate Teo Fabi had lapped at 160.

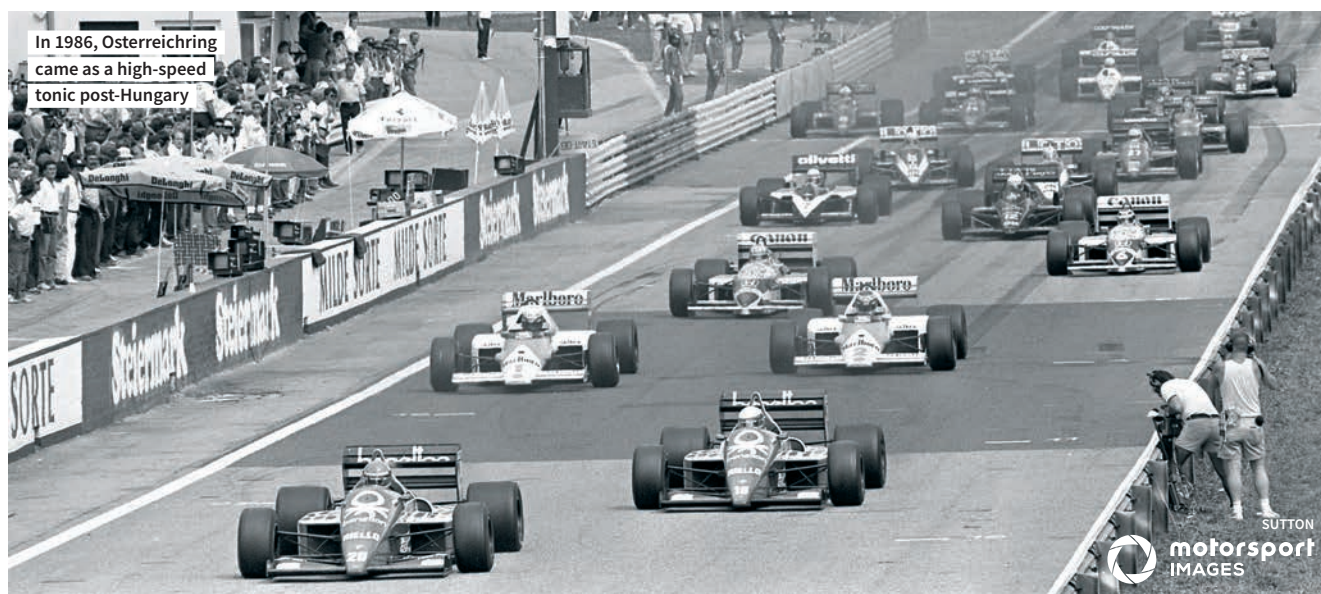
Given that there were but seven days between the two grands prix, the contrast could hardly have been more

stark, and it was just so recently, with lamentable Sochi back to back with sublime Suzuka. Lewis Hamilton, continuing his unhindered march to a fifth world championship, won both races, but if the first victory – handed to him, on team orders, by Valtteri Bottas – brought little pleasure, the second left him exultant.

“Suzuka,” Hamilton said, “is the best track in the world,” and none can take issue. With Spa now reduced, by today’s ludicrous cars, to something close to a drag strip, the classic Japanese circuit, designed in the early 1960s by John Hugenholtz (of Zandvoort fame), stands alone.

“I don’t know why they don’t make tracks like this any more,” Lewis went on. “I love the fact that they haven’t ruined it with too many runoff areas – that’s how all race tracks should be. It’s easy for young kids to come in nowadays – at Pouhon they go in flat-out, and they say, ‘Ooh, it didn’t work’ – and they go wide, and come back on...”

I hope Liberty Media people will forgive me for such heresy, but ‘old school’ is not entirely without its merits. Hamilton’s remarks resonated with me – and, I would guess, any purist – and put me in mind of a





Hamilton described  
Suzuka as “the best  
track in the world”

ETHERINGTON/LAT  
motorsport  
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conversation with Mark Webber.

“Even Spa has been softened off, and it’s not what it was,” Webber said, “so these days Suzuka is unchallenged as the best — Jesus, you earn your money round there! It’s quick, it’s narrow, it’s got grass on the edge of the track — and if you make a mistake, generally you don’t get away with it,

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## “WITH SPA NOW REDUCED TO SOMETHING CLOSE TO A DRAG STRIP, SUZUKA STANDS ALONE”

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which is how racing used to be.

“Of course we don’t want people getting hurt — but we do want the guys who can’t operate on that knife-edge, lap after lap, to be found out. The good guys will still do the winning, but in my opinion they need to be tested more.

“Nowadays a lot of the tracks are ‘copy and paste’, aren’t they? I used to love the individual character of circuits — the kerbs at Interlagos, for example, were different from anywhere else. It’s like golf courses — you need characteristics that are different at every circuit, and Suzuka has them in spades.”

Webber then moved on to another dismaying aspect of

contemporary Formula 1 — its ever-increasing complexity.

“Cricket, tennis, boxing, motorbike racing, speedway... the rules haven’t been changed, have they? They’re still recognisably the sports they always were, but Formula 1 has changed out of sight — it’s got so bloody *complicated*!

“Because of the crazy cost of these hybrids, there are tight restrictions not only on how many actual engines you can have in a season, but also on all the bits and pieces that go with them — go over the limit, and you lose grid positions, and it’s the same with gearboxes! None of this is the driver’s fault, but he’s the one who takes the punishment — and so does the fan robbed of seeing his hero start from where he should.

“Something else that gets me is this constant ‘investigation by the stewards’. Modern Formula 1 is hard enough to follow as it is, in terms of understanding what’s going on, and now you’ve got all this, ‘Oh, you touched another car — that’s a five-second penalty or a grid penalty at the next race or whatever...’

“If someone does something really dangerous, fine, hammer him, but too often it happens after a straightforward ‘racing incident’, and another thing is that — inevitably — there’s no consistency in the response of the stewards, because they change from race to race, and some are more ‘old school’, like me, than others.

“This is the way society is these days, isn’t it?

Everything has to have an answer, and someone must be at fault. It’s the ‘blame culture’ — people can’t accept ‘human error’ any more, and there’s this constant push >>





Stopping to pick up flags on the in-lap is now frowned upon

MOTORSPORT IMAGES/LAT



At Ferrari, Binotto (left) and Arrivabene are rumoured to be at loggerheads

MOTORSPORT IMAGES/SUTTON

to protect people from themselves. Everyone's got to be perfect... keep your emotions in check, do your job, no more, no less – and don't even *think* about something like stopping on your in-lap to pick up a flag.

"Look at how it was in the time of Prost and Senna, and the things they did... as a young lad growing up, those were my best memories. It was my dream to win a grand prix, and wave my own flag on the slowing-down lap; things like that are still fine in MotoGP, but not in Formula 1 – can't have anything spontaneous or emotional, mate!"

As usual, the Russian Grand Prix was an anodyne 'straight to video' affair, but Japan was a different matter, and if Hamilton's victory was never in doubt, behind him an unusual amount of *racing* was going on, dispelling the traditional belief that Suzuka, while a litmus paper for driving ability, is not a place for overtaking.

None of this was of any concern to Lewis, who was in charge from the start. It seems an age now since Spa, where Sebastian Vettel powered past him with what seemed like contemptuous ease; while Mercedes has predictably responded in the last couple of months, Ferrari has regressed into yet another late-season collapse. On the one hand, the power advantage has mysteriously evaporated; on the other, there have been way too many mistakes, by both team and driver.

Enzo's team is in a very jittery state just now, and at Suzuka Maurizio Arrivabene came out with an extraordinary



Rule changes favour the resource-rich; Mercedes has dominated since 2014

outburst about its shortcomings. Created quite an impression, this did, for the barely audible Arrivabene is normally one to avoid saying anything controversial. Or interesting, come to that.

In the era of Stefano Domenicali, there was a good-natured openness about Ferrari, but since his departure in 2014 the regime has been very different, operating what amounts to a lock-down policy towards the press. This has infuriated one and all, and just may have added vinegar to the odd journalist's pen: in recent days the Scuderia, not least its number-one driver, has been savaged in the Italian papers, their gist that – yet again – when the pressure's on, Ferrari falters. With Sergio Marchionne gone, rumours abound of a debilitating power struggle between Arrivabene and technical director Martino Binotto.

Through the four years since he left the team, Fernando Alonso has continued resolutely to put a brave face on it, to insist that he has no regrets: "Ferrari never won a world championship while I was there, and it's still the same now..." True enough, but many will agree with Martin Brundle's contention that Alonso in a Ferrari would have won the title in 2017: "Sebastian's a great driver," a team insider murmured at Monza, "but he's not Fernando..."

Perhaps Ecclestone was right – perhaps, if Ferrari had been *really* serious about taking on Mercedes, they would have got Alonso back. As it is, at season's end Fernando leaves Formula 1, and Ferrari people must look to Charles





## “BEST OF THE REST, SEVENTH PLACE, HAS BECOME A COVETED ACHIEVEMENT IN ITSELF”

Leclerc as the team’s potential saviour.

At Suzuka it was hardly Vettel’s fault that at the start of Q3 – when every other driver was on slicks, looking to set a time before the looming rain materialised – he and Kimi Raikkonen were sent out on intermediates. Instantly realising the team’s strategic error, they dashed in for slicks, but now time was short, and if Kimi did well in the circumstances to qualify fourth, Seb messed up his lap, and was only ninth.

That of course created additional pressure in the race, but he began it superbly, cleanly making up places – until he got to Verstappen, running third. Yes, on the approach to Spoon he was way quicker than Max – but why he risked putting a move on him at the ultra-quick left-hander only he knows. For one thing, the Ferrari was anyway going to stroll by the Red Bull in the next DRS zone; for another, he knew from team radio that Verstappen had incurred a five-second penalty. Yet again impatience cost Vettel dear.

Following their coming-together, both cars were able to continue and, even with damage to the Red Bull’s floor and the Ferrari’s bargeboard, their positions in the scheme of things were unaffected: yet again the top six finishers were two Mercedes, two Ferraris, two red Bulls.

For numbing predictability, I can remember nothing like this period of Formula 1. At different times teams have occasionally produced a discernibly faster car – Mercedes W196, Lotus 25 and 79, Williams FW14B, sundry Ferraris

in the early noughties – allowing one to predict with some confidence who would win a given race, but at present you can pretty much do that with the first six. “These days,” a friend recently remarked, “a grand prix is a bit like watching *Only Fools* – in a matter of seconds, you know you’ve seen it before...”

It has long been said, not without historical justification, that major rule changes – by definition costly – inevitably favour teams with financial muscle, that stability in the regulations leads over time to a closing up of the field. Not so in this benighted hybrid age: with every passing year the gulf between Mercedes, Ferrari, Red Bull and the rest only widens, to the point that best of the rest – seventh place – has become a coveted achievement in itself.

It is startling now to remember that in the opening race of 2014, the first hybrid season, McLarens finished second and third (positions the team has not approached since), and in the course of the year Williams drivers achieved nine podiums, Force India another.

The following year three teams – Williams, Force India, Lotus – outside the current Big Three had podium visits, but the number was down to six. In 2016 it was two teams and three podiums, in ’17 one team, and a single podium, and so far that’s been the way of it this year, too. Not good.

As I write, we are 97 grands prix into the hybrid era, with Mercedes taking 72 victories, Ferrari 14 and Red Bull 11. As the fifth season nears its end, only seven >>



## "IF SEB CONTINUES IN THIS VEIN, FERRARI MAY CONSIDER TERMINATING HIS CONTRACT"

drivers – Hamilton (49), Nico Rosberg (20), Bottas (3), Vettel (13), Daniel Ricciardo (7), Verstappen (4), Raikkonen (1) – have won races. All the rest are in Division Two – and another point worth making is that every other podium finisher has had a Mercedes engine at his back.

"For sure," Niki Lauda said to me in Canada, "it's boring if Mercedes wins every championship – when it's like that, you lose people, and that's normal. Now, though, with three teams fighting, we're back to a more competitive situation, and I hope people will start to come back..."

That, indeed, was how it looked back in June. Vettel duly won at Montreal, then at Silverstone, then at Spa, but six of the last eight grands prix have gone the way of Hamilton's Mercedes. As things stand, since the hybrids came to town one driver has won more than half the races, and his team three-quarters of them. Of course there have always been haves and have-nots in Formula 1, but never before to this degree. Mercedes can hardly be blamed for surpassing excellence, but as Ross Brawn doesn't need telling, whatever the wishes of Mercedes and Ferrari, come 2021 radical surgery is required: seven teams aspiring to seventh place is not how the sport should be.

**A**s I watched the early laps of the US Grand Prix, the impression was that no two cars were within a quarter of a mile of each other, but fortunately a somewhat sleepy race woke up in the closing stages, and Raikkonen – closely followed by Verstappen and Hamilton – came in for his first win since returning to Ferrari five years ago. In the spectator areas – and the press room – this went down extremely well, with Kimi as close to jovial as he can muster. At Austin Ferrari was back on the pace, while Mercedes, in Lewis's opinion, underperformed.

Still he was cheerful enough afterwards, having increased his points lead, but others had little cause to smile, including



Road Atlanta is an 'old school' US track, and rightly loved

Vettel, who made yet another unforced error, spinning his Ferrari in the early going. Given the gulf in performance between the top teams and the rest, he had no problem in working back to fourth place, but this latest slip will not have pleased his masters, and one report in Italy suggests that if Seb continues in this vein next year, Ferrari may consider terminating his contract ahead of time. Maranello, as we said, is a tense place at the moment.

Elsewhere, Alonso was anything but amused by being turfed off by Lance Stroll on the opening lap, and the same was true of Kevin Magnussen, whose fine race into the points for Haas ended in disqualification, after his car was found to have consumed more than the 105kg



Magnussen, a maverick, is an increasingly rare character in modern F1

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of fuel permitted by the regulations.

In the course of a chat earlier in the weekend, I asked Kev for his impressions of the Circuit of the Americas, a track about which many drivers rave. "It's OK," he said, "and I like the first part, with the quick swerves, but... there's too much runoff everywhere – it's a bit too safe for my liking..."

It has been said before, but let's say it again: Magnussen is not your typical 21st century Formula 1 driver; for one thing, like his hero Stirling Moss, he believes that the relentless quest for greater safety has fundamentally changed the nature of the sport. "It's very difficult for me," he said, "not to say what I think..."

"These days everyone is so politically correct – it's not popular to say you don't care about safety. Of course I'm not saying that I want us to get hurt – but the fact is that when it's dangerous it gets me going, and that's just my honest response.

"A while ago there was an article published about me, with a headline saying, 'Kevin wants to die in a racing car'. The actual story was fine – if maybe a bit aggressive – but someone else stuck that headline on it. What I meant was very different from how they made it look: of course I didn't say I wanted to die in the car – all I said was that I would risk that. If the sport was still as dangerous as it was in the '70s I would still do it, that was my point. It's not that I want to die, but I would risk it, because I love it."

Unsurprisingly, Magnussen was among the most vociferous critics of the halo, but admits he has now got used to it. "I still hate it, but I don't think about it anymore. Believe me, a lot of the drivers didn't want it, but no-one was interested in our opinions – some of the big names

wanted it, so that was the end of it. Some drivers didn't want to say, 'I don't like the halo', because they knew it wouldn't go down well with all those sensible people sitting on the sidelines."

Says what he thinks, our Kev, which is why conversation with him is always a pleasure: "I just try to be honest..."

"There's so much talk about what's wrong with Formula 1 these days, but for me the biggest problem is the tracks. Here in the States, for example, there are some fantastic circuits. I've just been to Road Atlanta to watch my dad, and that place is just amazing – put a wheel wrong, and you're off, and it's the same at Elkhart Lake, Watkins Glen, Laguna Seca..."

"I hope one day I can go and race on these tracks. When I was in Formula 3, I loved Brands Hatch and, most of all, Oulton Park, and I miss racing on 'old school' circuits. People talk about the safety aspect of all the runoff areas, but today we've been driving here in the wet, and they've painted the runoffs in some sponsor's colours – and it's so slippery that you might as well put the wall right next to the track! Hit that stuff, and you don't decelerate at all.

"In the drivers' briefings at every race you get people complaining that there's a bump somewhere – I mean, come on! Who gives a toss if it's bumpy? Think of all those pictures of cars off the ground at the Nurburgring, when they were nothing like as strong as they are today. We need to have quirks in the tracks – it just adds to the challenge."

A flavour of K Magnussen, whom many like to call the 'bad boy' of Formula 1. We'll return to him – and his racing philosophy – at a later date. Like the drivers of 30 and 40 years ago, I fancy he'd have adored the Osterreichring. *W*



# RACE CENTRE

US GRAND PRIX • MOTOGP • WORLD OF SPORT



DRIVERS'  
CHAMPIONSHIP

346

HAMILTON

276

VETTEL

Hamilton  
needs to score just  
five points in the next  
three races to seal  
his fifth title





# HOW RAIKKONEN TOOK HIS FIRST WIN SINCE 2013

*The Ferrari driver finally brought to an end his victory drought,  
confounding Mercedes with the drive of a champion*

EDD STRAW





“FINALLY,” SAID KIMI RAIKKONEN AFTER ENDING A RUN OF 111 STARTS WITHOUT A VICTORY by winning the United States Grand Prix. He prefaced that word with a much stronger one, revealing frustration over his long drought that matched those underwhelmed by his inability in recent years to string together race-winning performances when he had the pace and opportunity to do so. But in Austin, Raikkonen drove faultlessly and unexpectedly stole the thunder of Lewis Hamilton, whose coronation as a five-time champion was delayed for at least one more race.

And he needed to. Raikkonen held a decent, but not dominant, hand at the start of the race that he had to play to perfection in the critical moments to come out on top. This was a contest many drivers might have won – and not only Max Verstappen and Hamilton, who flashed across the line in his wake.

But this is Raikkonen, a driver with a habit of falling short in at least one critical moment on a race weekend. To win, he needed to roll back the years and nail it in every one – not just most of them.

The first critical moment was out of Raikkonen’s hands, namely Ferrari’s decision to split its starting tyre strategy by sending the

Finn out on ultrasofts in Q2 while the rest of the frontrunners used supersofts. This locked him in to starting on the softest tyre compound, which while not the ideal one for the race – start on supersofts then finish on softs was – it offered the tantalising opportunity of using the new-tyre bite to lead at the start.

This led to the next critical moment – the getaway. Thanks to Sebastian Vettel’s three-place grid penalty for speeding under red flags on Friday, Raikkonen started second and with the inside line. With that extra grip there was every chance of him jumping polesitter Hamilton. But this is Raikkonen, a driver who had not





SUTTON/SUTTON  
motorsport  
IMAGES

finished the opening lap having improved on his starting position for an astonishing 37 races.

He nailed it. The grip was there, and he had a small but decisive advantage over Hamilton on the run up the hill that the Mercedes driver could do nothing about. Raikkonen had the inside line to himself, and emerged from the first corner in clear air.

Another incident played in Raikkonen's favour on the first lap, with Vettel's slender title hopes taking another hit when he spun after contact with Red Bull driver Daniel Ricciardo. This latest Vettel mishap occurred while he was trying to hold on to the fourth place he had taken from Ricciardo earlier in the lap. After running wide out of Turn 12, he went into the Turn 13 right-hander with Ricciardo just ahead and on the outside. Vettel had a rear-end wobble as he tried to hold an inside line, sending him into the Red Bull.

"Initially, he had a better exit out of Turn 12 but then he came back," said Vettel. "I think he didn't see me so then we went side-by-side. He tried to go around the outside and we touched pretty much wheels on. After the touch, I spun."

Ricciardo did leave Vettel space, but it's always high risk to be on the outside, making this a textbook racing incident – not the first one the Ferrari driver has been involved in. This effectively put

Vettel out of contention in a race he was confident he had the pace to win, and crucially let Raikkonen have a clear run at victory without any risk of having to play the team game in a vainglorious attempt boost his team-mate's title hopes.

During the next phase of the race, there were two crucial requirements. The Ferrari pitwall tasked Raikkonen with establishing a 2.5-second lead over Hamilton, but more importantly he had to ensure that he didn't overdo it on his ultrasofts. Go too hard and he might be forced into an earlier stop, which raised the fear of having to switch to a two-stop strategy on a weekend where valuable data had been lost on Friday as a result of the wet conditions.

On the first objective, Raikkonen succeeded to a point. On the seventh lap, he did get the lead to a fraction over 2.6s, although Hamilton reeled him back in and got the gap back down to 1.5s by the time the virtual safety car was deployed just as the leaders completed the 10th lap. This was thanks to the elimination of one of the drivers who could have been in victory contention in the closing stages – Ricciardo.

He was running fourth in the Turn 11 hairpin when his Renault engine suddenly shut down due to a battery problem. He immediately pulled to the left, and his visible frustration on >>



"HE TRIED TO GO AROUND THE  
OUTSIDE AND WE TOUCHED.  
AFTER THE TOUCH, I SPUN"



Vettel's spin, after contact  
with Ricciardo, put him  
out of victory contention

getting out the car grew to the point that he punched a hole in the wall of his driver's room when back in the paddock.

This was the next critical moment – to stop, or not to stop, under the VSC? Mercedes ordered Hamilton to do the opposite to Raikkonen, and when the Ferrari jinked to the left on the run to the last corner as if he was heading to the pits, it seemed that would be to stay out. But it was a feint, and as Raikkonen headed into the final corner the chasing Mercedes dived into the pits to take on soft Pirellis at the end of lap 11.

"We were running second on the road and thought that by committing to a two-stop at that stage, we would only lose position to Valtteri," said Mercedes team boss Toto Wolff. "We would catch up Kimi and be on the same [strategy], with effectively one more stop to do, and on a better tyre."

It was a risky move, for while what Wolff said was correct, it also

guaranteed there would be a phase of the race when Raikkonen was on fresher rubber having pitted to take on softs and could close the gap. Given Kimi was already effectively on an alternative strategy thanks to starting on the ultras, it was a gamble to set Hamilton on that path. Perhaps the expectation was that Raikkonen would stop given the relatively short range of his ultrasofts and that Hamilton was far more likely to stay out as a result. But the strategy wasn't really the problem – that was yet to become apparent with the blistering of the rears on the softs that subsequently made Hamilton's life difficult. This in itself was a consequence of the lack of set-up time thanks to Friday's rain-hit practice. It set up a fascinating race.

While the Mercedes was out of sight, he wasn't out of mind for Raikkonen. Hamilton emerged from the pits with a gap of around 9.5s to the leader. Team-mate Bottas was between the pair, but over 5s behind Raikkonen and no threat, and was duly ordered to let Hamilton past on the run to Turn 1 on lap 14. By the end of the back straight on lap 18, Hamilton was within a second of Raikkonen and eager to get past.

This was the next critical moment for Raikkonen, who had been as much as two seconds per lap slower than Hamilton during this period on his ageing ultrasofts. Keeping Hamilton behind would accelerate the thermal degradation of his rival's tyres, and stop him using his pace to build up a bigger lead. Hamilton came close to passing, but Raikkonen stood firm all the way to the end of lap 21. It was a brief, but crucial, stand from a driver who even in the bad times has proved adept at holding position when in a slower car.

"We had a pretty good battle," said Raikkonen. "I tried to stay as far [on those tyres] as I could. I could hold him back. Then once we did the pitstops, I needed to keep the gap. I caught up a little bit and kept the gap aiming for certain lap times and looking after the tyres."

Raikkonen emerged in fifth place, just under 20s behind leader Hamilton. This was another key phase of the race, as he needed to



Verstappen fought  
back from 18th place on  
the grid to finish second





ensure he kept his car firmly inside the pit window that meant he would get back ahead when Hamilton stopped. The radio communication with Hamilton indicated the figure Mercedes had in mind was 19.5s, and with fresh rubber Raikkonen soon hauled himself from the edge of that window to 2.5s inside it.

Raikkonen was then instructed to match Hamilton's lap times to avoid taking too much out of his tyres, which he did until lap 31 when the gap first dipped under 17s. Hamilton's tyres, approaching 20 laps old, were suffering from rear blisters that accelerated the degradation, meaning he was struggling for pace. But while Raikkonen was closing there was a far bigger problem emerging in the form of Verstappen.

The Red Bull driver started 18th as a result of a failure in Q1 when he struck a kerb at the exit of Turn 15 and the lower wishbone broke on the right-rear corner. The driveshaft was yanked out of the gearbox, forcing that to be changed, meaning a further grid drop. But just as at Sochi, Verstappen made short work of passing the 'Class B' cars, which as usual had no interest in squandering time battling with a car they had no hope of beating. Verstappen climbed to fifth on lap seven by passing Nico Hulkenberg, by which time he was within 17 seconds of leader Hamilton.

Verstappen made his one pitstop to switch from softs to supersofts on lap 22, undercutting his way past Bottas for what was effectively third place. At 23s down, he was out of the pitstop window of Hamilton when he emerged, but when Hamilton's pace faded he began to close. On lap 33, Verstappen moved into Hamilton's pitstop window, meaning the Mercedes driver now had two cars to pass in his final stint if he wanted to win. In the end, Hamilton went all the way to the end of lap 37 before stopping, by which time Raikkonen was only eight seconds behind. He had surely run too long?

"The thinking was that if we were to bite the bullet a little bit more [and extend the stint], we would have a larger tyre differential at the end," said Wolff. "But then we started to drop massive pace >>

## QUALIFYING

THE UNEXPECTEDLY CLOSELY FOUGHT QUALIFYING BATTLE between Mercedes and Ferrari almost produced another of modern Formula 1's most frustrating anomalies – a pole position that never was. Like Michael Schumacher at Monaco in 2012 and Juan Pablo Montoya at Monza seven years earlier, had Sebastian Vettel found the extra pace needed to overturn his 0.061-second deficit to Lewis Hamilton, a grid penalty would have denied him a legally won pole position.

Vettel effectively lost the qualifying battle a day earlier when he was done for speeding under red flags. But with just one hour of dry running on a chilly afternoon to prepare, the Ferrari was surprisingly competitive in qualifying.

Initially, Hamilton had the advantage and outpaced Vettel by 0.088s on the first runs, with Valtteri Bottas a further three hundredths back. But Hamilton knew he had to find more time.

"The first lap was good, but obviously quite close between us all," said Hamilton. "I knew, being less than a tenth ahead, that the next lap these guys would also improve. So there was no room for error. Considering there's been some Q3s in the past races where I've had to bail out of the second lap because it wasn't good enough, I was very, very strict with myself – 'Today, you have to make sure you pull through on that second lap', which I'm so grateful I did."

Despite giving away four tenths to Vettel on the straights, Hamilton nailed a lap good enough for his record-extending 81st pole position. Vettel's response when told how much he'd missed out by told you exactly what the Ferrari driver thought of losing out to such a slender margin even though he had to take a three-place grid position hit.

**"THERE WAS NO ROOM FOR ERROR. I WAS VERY, VERY STRICT WITH MYSELF"**

Kimi Raikkonen was just 0.009s slower than Vettel in third, ahead of a lacklustre Bottas, with Daniel Ricciardo securing himself a place on the second row of the grid with fifth. Red Bull team-mate Max Verstappen was only 15th after the lower wishbone broke at the right rear of the car when he ran a kerb at the exit of Turn 15 in Q1.

Racing Point Force India's Esteban Ocon took 'Class B' pole ahead of Nico Hulkenberg's Renault, with Romain Grosjean's Haas behind the pair. Sauber's Charles Leclerc looked a strong 'class' pole threat, but only completed one Q3 run because of a lack of fresh ultrasofts, which he believed led to an imbalance thanks to the lack of a sighting lap on a rapidly evolving track.

EDD STRAW







## TRACKSIDE VIEW

THINK OF THE ICONIC CORNERS OF grand prix racing and ask yourself, how many of them have names? Pretty much all of them, perhaps the big exception being the long-lost Turn 8 left-hander at Istanbul Park that grand prix cars haven't graced since 2011. Great corners should have an identity.

Sadly, it's only possible to describe what should be the iconic part of Austin's Circuit of the Americas as 'Turn 3 to Turn 9'. Romain Grosjean describes this part of the track as "amazing". And it's seriously fast, particularly through the first few turns of this section that snakes back and forth endlessly for around 15 seconds on a hot lap.

"I stay flat until Turn 6, halfway through, and I love it," says Grosjean. "With the speed you have going into the corner – initially you are doing 300km/h [186mph] – you have to be on the right line when you go in."

The Haas is a decent car in the high-speed stuff, particularly in comparison to its midfield rivals. And right from the start of Saturday morning's hour of practice – the only chance to prepare the car in dry conditions after Friday's rain – Grosjean catches the eye. The direction change from the exit of 3

into 4 then 5, which seem to follow each other in the blink of an eye, leaves you in no doubt as to how much grip these cars have and the speed they can carry.

"The g-force that you're pulling through there is incredible," says Hamilton later that day, after taking pole position. And from trackside you can really see the eternal battle that is waged between the laws of physics and the desire of the driver to carry that little bit more speed. When the cars change direction,

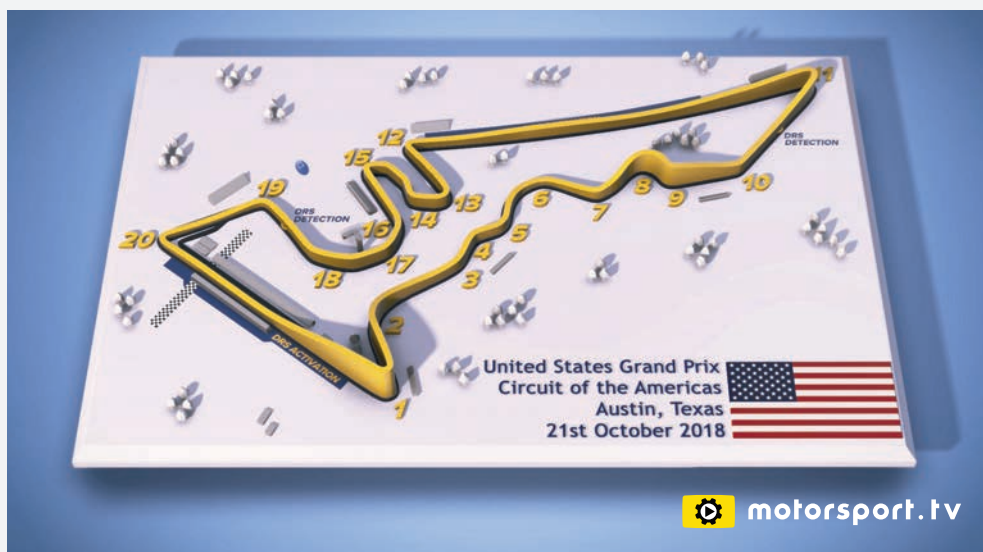
it defies belief that the tyres stand up to the load – you can see it just keeping its bite on the track in response to the assault of lateral load literally trying to push the rear of the car at 90 degrees to the direction of travel.

Both Grosjean and Hamilton manage to negotiate this section with remarkable smoothness. Valtteri Bottas, in the other Mercedes, has to be more aggressive with his inputs on the direction changes and

scrubs off a little more speed – showcasing a strength of Hamilton's in the fast corners. As the session progresses and the track grips up, the speeds carried only increase, and come the qualifying simulations in the final minutes the spectacle reaches its breathtaking peak.

Try watching that and saying modern F1 cars are boring, even if the unimaginative corner names – sorry, numbers – might be.

**EDD STRAW**



Numbers don't do justice to spectacular sequence of corners





Hamilton's third-place finish was not enough to clinch the title

and probably we were a lap or two late in pitting Lewis because the tyres really dropped off [and the pace too,] from mid-38s, to 41s.”

When Hamilton emerged from his stop, he was in fourth place and 13s behind Raikkonen, who had Verstappen chasing him. The odd man out was Bottas, who was inevitably told to let Hamilton past to facilitate his team-mate's charge. From lap 39 to 47, Hamilton was the fastest man on track and closing on Verstappen by an average of 0.9s per lap. He was around a second faster than Raikkonen, meaning the top three concertinaed together. At the end of lap 48, Raikkonen led from Verstappen by 1.320s and Hamilton by 2.567s.

This was Raikkonen's final, and most important, test. Could he keep Verstappen at bay? The answer was yes, he could. The Red Bull got close, which actually helped protect Raikkonen from Hamilton by giving Verstappen the benefit of the DRS. During a tense few laps, the trio inched ever-closer, but nobody was able to attempt a move – until lap 54.

Hamilton got close to Verstappen into Turn 12 with the help of the DRS. Verstappen ran a little deep, allowing Hamilton to attack around the outside into the Turn 13 right-hander. He couldn't make

it the long way round, but cut back to the inside. Again, no way through, but he forced Verstappen to defend into the Turn 15 left-hander and was able to attack on the run to the long Turn 16-18.

Again, he tried to make the outside line work and he briefly nosed ahead, but Verstappen had the inside and Hamilton ran wide off the track at the exit. Game over. Had Hamilton passed Verstappen, he would briefly have been in position to seal the championship, but the recovering Vettel passing Bottas, who was struggling badly with his soft tyres, on the run to Turn 12 on the penultimate lap would have denied Hamilton anyway. Lewis indicated after the race that his car was lacking a few tenths of pace to minor floor damage and another mystery problem, whatever happened.

All of this gave Raikkonen enough breathing space to enjoy the final two laps to the chequered flag. More than five years on, he was a winner again. He'd passed every test, delivered in every crunch moment and deservedly returned to the top of the podium.

“I wasn't sure if it was going to happen or not because sometimes it's been close and something happened,” he said. “With five laps to go, it was going to be OK because I knew my tyres were still OK and once they got close enough, it's so difficult to follow. It was a great day to prove some people wrong and have a good race, but it doesn't really change anything for me. It's just a number. Life goes on.”

Life at Ferrari will only go on three more races for Raikkonen. This might well be his last grand prix win, and certainly it's among his hardest-earned, but it's a reminder that on his day he's still capable of delivering the drive of a champion. ❧

**“IT DOESN'T REALLY CHANGE ANYTHING FOR ME. IT'S JUST A NUMBER. LIFE GOES ON”**



MOTORSPORT IMAGES/GORIA SUTTON



## Renault lands big blow in battle for fourth

Renault took a significant step towards achieving its objective of finishing fourth in the constructors' championship with a one-two in Formula 1's 'Class B'.

Nico Hulkenberg finished sixth after jumping Racing Point Force India's Esteban Ocon at the start then picking up a place when Daniel Ricciardo retired early on. Carlos Sainz Jr finished behind him despite a five-second penalty for gaining an advantage by exceeding track limits on the opening lap as he slotted in to run behind his team-mate.

The leniency of the penalty was criticised by some rival teams. This is not surprising given that Sainz carried extra speed into Turn 1 on the outside line that carried him onto the runoff but gained him track position.

"He braked really late, and the fact that he went off the track to overtake everybody, and he got a five-second penalty, isn't really commensurate with what he did," said Racing Point Force India team principal Otmar Szafnauer.

Renault now leads Haas by 22 points with three races remaining, although the appeal hearing for Romain Grosjean's exclusion from sixth place in the Italian Grand Prix has yet to be heard and would alter the picture were he to be reinstated.

"We demonstrated that the race pace of our car is very decent and we're still competitive," said Hulkenberg. "It also illustrated how important it is to have a strong qualifying position and a clean first lap."



Racing Point Force India's Esteban Ocon and Haas driver Kevin Magnussen were disqualified from the United States Grand Prix for fuel-related technical infringements.

Ocon, who finished eighth on the road, was thrown out for exceeding the fuel-flow limit of 100kg/hour on the opening lap of the race. Magnussen, who was a place behind Ocon, was excluded

for exceeding the maximum fuel allowance of 105kg. These exclusions promoted Brendon Hartley and Marcus Ericsson to ninth and 10th places respectively, as well as elevating the other Force India of Sergio Perez to eighth.

Force India team principal Otmar Szafnauer explained that his team's data showed Ocon's car had briefly experienced

a surge of fuel, but corrected itself before the lap was done.

"What happened was that there was a spike of flow and then a trough — so if you look at it over a lap it was neutral," he said. "If you look at it over the lap there is no infringement, but it depends how you chop up the lap. This is the first time it has happened."

The Haas team accepted that it had just gone over the allowance



### BIG NUMBER

# 111

#### AUSTRALIAN GRAND PRIX 2013

Kimi Raikkonen started 111 F1 races without winning between his previous victory in Melbourne and the United States Grand Prix. This is a new record.





GORIA/SUTTON  
motorsport  
IMAGES

permitted. Magnussen had spent much of the race battling to save fuel.

"In the end, that's our responsibility," said Haas team principal Gunther Steiner. "But I still disagree with Formula 1 having to run on these rules."

Ocon is the first driver to be excluded for exceeding the fuel-flow limit since Daniel Ricciardo lost second place in the 2014

Australian Grand Prix on the debut of the V6 turbo hybrid engines. Magnussen is the only driver ever to have fallen foul of the overall fuel limit.

Neither team has appealed the decision. The penalties have dealt Haas a blow in the battle for fourth in the constructors' championship, and also slowed Force India's progress in catching McLaren for sixth.

#### Q & A KIMI RAIKKONEN Ferrari driver

**Ending a wait of more than five years for a Formula 1 win brought out Kimi Raikkonen's conversational side in the United States as he reflected on ending a run of 111 starts without a victory and finally taking the first win of his second stint at Ferrari.**



happy. The kids probably fall asleep during the race but the wife probably looked at it. It's nice to win again, but it doesn't change my life. They

don't look at me differently.

**What was it like hearing the Finnish anthem again?**  
I wanted to win [again].

I wasn't sure if it was going to happen or not, because sometimes it's been close. With five laps to go I knew it was going to be OK, because I knew my tyres were OK and once they [Verstappen and Hamilton] got close enough, it's so difficult to follow. It was a great day to prove some people wrong.

**Proving people wrong – does it show that you should still be in a Ferrari next year?**

No. For sure I didn't mean on that side. I think people don't understand I'm very happy where I'm going. I had my time with Ferrari, I won the championship with them. I won many races with them and for me, as a driver, I want different challenges.

**What's more satisfying: winning, or not getting any more questions about winning again?**

It might be next weekend already. I don't know. I'm happy with how it went. I'm happy for the team. Obviously we had a pretty rough two races and I'm proving people certain things. I might be getting older but it's not too bad still. Maybe I'm OK to be [here] a few years more.

**A first win as a family man, how special is that?**

They [his children] have been asking for a while. They're more interested in the Pirelli cap than probably the win itself. I have a lovely wife and kids and I'm sure they're

## Ferrari rolls back new tech developments



MOTORSPIRITIMAGES/GORIA/SUTTON

Ferrari's renewed pace during the United States Grand Prix weekend has been attributed to the team's decision to revert to the older specifications of several key aerodynamic elements, including the floor.

Following three grand prix weekends on which Ferrari was decisively outpaced by Mercedes, both Sebastian Vettel and Kimi Raikkonen were within a tenth of a second of polesitter Lewis Hamilton in qualifying, while Raikkonen converted second on the grid into victory. During qualifying, the pattern of Ferrari having a significant advantage on the straights – a trend which had vanished in recent races – reappeared. Vettel gained over four-tenths on Hamilton on his lap.

"It took too long," said Vettel when asked about the return to form. "You can see it is good news but you can also see it is bad news. If we have to go back to a car that has been competitive three or four months ago, then surely it cannot be good news if you think about it. For us on the technical side it is important to understand what went wrong."

This could be a false dawn for Ferrari since the lack of dry running on Friday meant Mercedes was under-par at Austin.

"We normally get the car in a happier place than this, but with Friday being washed out we were blind to the problems we experienced," said Mercedes technical director James Allison.



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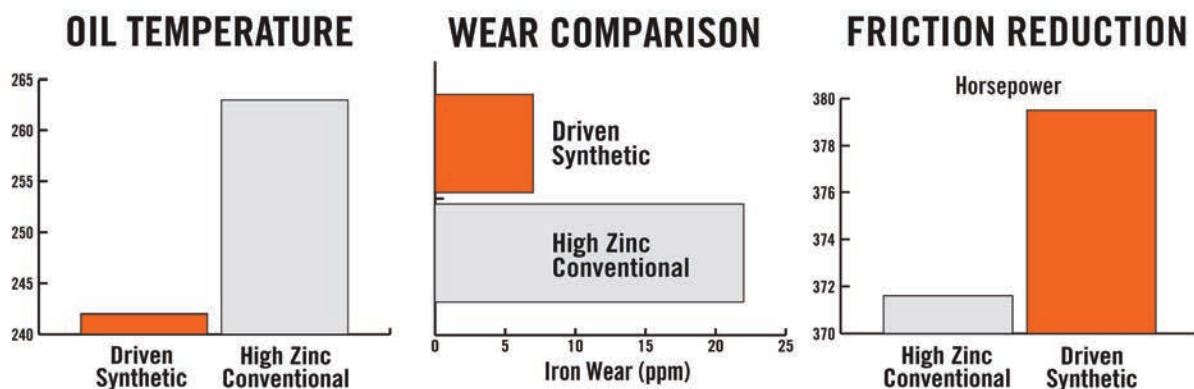
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# Vettel demands 'common sense' after controversial red-flag penalty



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Sebastian Vettel called for "common sense" on Formula 1's red flag regulations after being hit with a three-place grid penalty for speeding after a stoppage during FP1 in Austin.

The red flag was deployed because of gravel dragged onto the track by Charles Leclerc spinning and recovering. Vettel was coming through the Turn 6 right-hander at the time, and immediately reduced his pace. While the

onboard footage shows he clearly drove safely, he fell foul of the regulation demanding a driver be above the acceptable delta time at least once in each 'mini-sector' that makes up the lap.

"There should be common sense with the rules that we have," said Vettel, who was second fastest in qualifying but had to start fifth. "Lining out 27.7 seconds precisely as not complying with the rules I think is wrong.

"It is the first time we had this in the wet, where the target is a lot slower, so literally you have to stop to 40-50km/h."

The hands of the stewards were tied in this case because the regulations are clearly laid out, meaning that Vettel was a victim of the desire for absolute rules rather than allowing room for discretion – as well as his own failure to adhere to the clearly demarcated pace.

## Grosjean edges closer to ban after Leclerc clash

Romain Grosjean is now two penalty points from a one-race ban after being punished for hitting Charles Leclerc on the first lap of the race.

The clash occurred at the end of the back straight after Leclerc went side-by-side with the Force India of Esteban

Ocon into the braking zone for the Turn 12 tight left-hander. Grosjean, behind, locked up and hit the Sauber.

The stewards' report noted that Grosjean had "lifted and braked early because of the positions of the cars in front" but they had to recognise that

contact occurred. They stated that the relatively mild penalty was applied "in recognition of the circumstances".

Grosjean has now collected 10 penalty points over the past 12 months, but will lose one of those the day after the Mexican Grand Prix.



MOTORSPORTIMAGES/ANDRE/SUTTON

## Stroll collides with Alonso again

Lance Stroll was penalised by stewards for clashing with Fernando Alonso on the opening lap for the second successive race.

Stroll made an ambitious move to go up the inside of Alonso into the fast Turn 4 right-hander in the esses, taking a large amount of kerb and hitting the McLaren when it turned in. The resulting contact led to both retiring after limping back to the pits.

Alonso initially slated Stroll, suggesting there were more amateur drivers in Formula 1 than in the World Endurance Championship he also competes in. But later he eased his position via Twitter, saying: "Watching the replays, not much anyone could do, too many cars together into T4."



MAUGER/LAT  
motorsport  
IMAGES





## FREE PRACTICE 1

POS	DRIVER	TIME
1	Hamilton	1m47.502s
2	Bottas	1m48.806s
3	Verstappen	1m48.847s
4	Ricciardo	1m49.326s
5	Vettel	1m49.489s
6	Raikkonen	1m49.928s
7	Sainz	1m50.665s
8	Grosjean	1m50.821s
9	Leclerc	1m50.961s
10	Ericsson	1m51.016s
11	Alonso	1m51.036s
12	Norris	1m51.232s
13	Gasly	1m51.234s
14	Perez	1m51.459s
15	Sirotkin	1m51.589s
16	Magnussen	1m51.614s
17	Ocon	1m51.655s
18	Hulkenberg	1m51.717s
19	Stroll	1m51.896s
20	Gela	1m52.625s

WEATHER 16C, wet

## FREE PRACTICE 2

POS	DRIVER	TIME
1	Hamilton	1m48.716s
2	Gasly	1m49.728s
3	Verstappen	1m49.798s
4	Alonso	1m51.728s
5	Hulkenberg	1m52.208s
6	Hartley	1m52.505s
7	Ericsson	1m53.070s
8	Vandoorne	1m53.354s
9	Raikkonen	1m53.443s
10	Vettel	1m53.912s
11	Leclerc	1m54.101s
12	Stroll	1m54.637s
13	Perez	1m54.963s
14	Ocon	1m55.348s
15	Sirotkin	1m55.446s
-	Sainz	no time
-	Ricciardo	no time
-	Bottas	no time
-	Grosjean	no time
-	Magnussen	no time

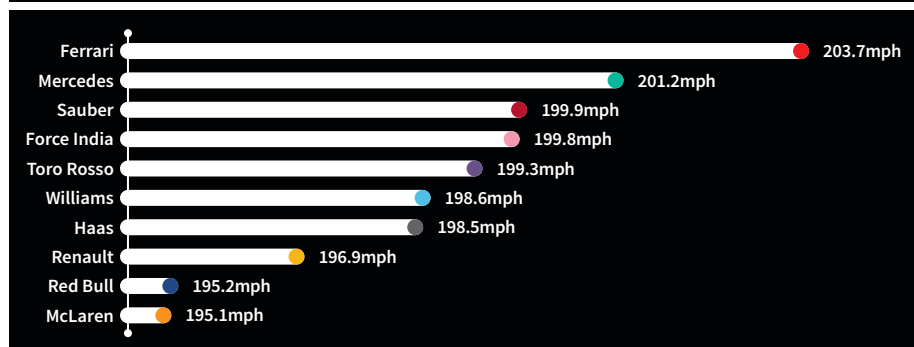
WEATHER 13C, wet

## FREE PRACTICE 3

POS	DRIVER	TIME
1	Vettel	1m33.797s
2	Raikkonen	1m33.843s
3	Hamilton	1m33.870s
4	Bottas	1m34.556s
5	Verstappen	1m34.703s
6	Ricciardo	1m34.910s
7	Leclerc	1m35.365s
8	Perez	1m35.411s
9	Sainz	1m35.450s
10	Grosjean	1m35.468s
11	Ocon	1m35.562s
12	Gasly	1m35.713s
13	Magnussen	1m35.770s
14	Hulkenberg	1m35.882s
15	Ericsson	1m36.000s
16	Stroll	1m36.188s
17	Sirotkin	1m36.193s
18	Vandoorne	1m36.302s
19	Hartley	1m36.330s
20	Alonso	1m36.332s

WEATHER 15C, dry

## SPEED TRAP



## QUALIFYING 1

POS	DRIVER	TIME
1	Hamilton	1m34.130s
2	Bottas	1m34.518s
3	Vettel	1m34.569s
4	Raikkonen	1m34.703s
5	Ricciardo	1m34.755s
6	Verstappen	1m34.766s
7	Gasly	1m34.850s
8	Ocon	1m34.876s
9	Sainz	1m34.891s
10	Grosjean	1m34.892s
11	Hulkenberg	1m34.932s
12	Magnussen	1m34.972s
13	Leclerc	1m35.069s
14	Perez	1m35.193s
15	Hartley	1m35.206s
16	Alonso	1m35.294s
17	Sirotkin	1m35.362s
18	Stroll	1m35.480s
19	Ericsson	1m35.536s
20	Vandoorne	1m35.735s

## QUALIFYING 2

POS	DRIVER	TIME
1	Raikkonen	1m32.884s
2	Vettel	1m33.079s
3	Hamilton	1m33.480s
4	Bottas	1m33.702s
5	Ricciardo	1m34.185s
6	Leclerc	1m34.255s
7	Grosjean	1m34.419s
8	Ocon	1m34.522s
9	Perez	1m34.525s
10	Hulkenberg	1m34.564s
11	Sainz	1m34.566s
12	Magnussen	1m34.732s
-	Gasly	no time
-	Hartley	no time
-	Verstappen	no time

## QUALIFYING 3

POS	DRIVER	TIME
1	Hamilton	1m32.237s
2	Vettel	1m32.298s
3	Raikkonen	1m32.307s
4	Bottas	1m32.616s
5	Ricciardo	1m33.494s
6	Ocon	1m34.145s
7	Hulkenberg	1m34.215s
8	Grosjean	1m34.250s
9	Leclerc	1m34.420s
10	Perez	1m34.594s

WEATHER 19C, dry

## SEASON STATS

## DRIVERS' CHAMPIONSHIP

1	Hamilton	346
2	Vettel	276
3	Raikkonen	221
4	Bottas	217
5	Verstappen	191
6	Ricciardo	146
7	Hulkenberg	61
8	Perez	57
9	Magnussen	53
10	Alonso	50
11	Ocon	49
12	Sainz	45
13	Grosjean	31
14	Gasly	28
15	Leclerc	21
16	Vandoorne	8
17	Ericsson	7
18	Stroll	6
19	Hartley	4
20	Sirotkin	1

## CONSTRUCTORS' CHAMPIONSHIP

1	Mercedes	563
2	Ferrari	497
3	Red Bull	337
4	Renault	106
5	Haas	84
6	McLaren	58
7	Racing Point Force India	47*
8	Toro Rosso	32
9	Sauber	28
10	Williams	7

\*Team lost its 59 points scored in rounds 1-12 as Force India due to its name change.

## QUALIFYING BATTLE

Hamilton	12	6	Bottas
Vettel	14	4	Raikkonen
Ricciardo	3	14	Verstappen
Perez	4	14	Ocon
Stroll	7	11	Sirotkin
Hulkenberg	10	8	Sainz
Gasly	12	4	Hartley
Grosjean	8	9	Magnussen
Vandoorne	0	18	Alonso
Ericsson	3	15	Leclerc

Scores ignore sessions if a driver didn't participate in qualifying, as happened with Hartley in Spain and GB, Verstappen in Monaco, and Grosjean in Canada.

## WINS

Hamilton	9
Vettel	5
Ricciardo	2
Raikkonen	1
Verstappen	1

## FASTEST LAPS

Bottas	5
Ricciardo	4
Hamilton	3
Verstappen	2
Vettel	2
Magnussen	1
Raikkonen	1

## POLE POSITIONS

Hamilton	9
Vettel	5
Bottas	2
Raikkonen	1
Ricciardo	1

## STARTING GRID



## RACE RESULTS ROUND 18/21, 56 LAPS - 191.64 MILES

## FASTEST LAPS

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	Kimi Raikkonen (FIN)	Ferrari	1h34m18.643s	39	USu, Sn
2	Max Verstappen (NL)	Red Bull-Renault	+1.281s		Sn, SSn
3	Lewis Hamilton (GB)	Mercedes	+2.342s	17	SSu, Sn, Sn
4	Sebastian Vettel (D)	Ferrari	+18.222s		SSu, Sn
5	Valtteri Bottas (FIN)	Mercedes	+24.744s		SSu, Sn
6	Nico Hulkenberg (D)	Renault	+1m27.210s		USu, Sn
7	Carlos Sainz (E)	Renault	+1m34.994s		SSu, Sn
8	Sergio Perez (MEX)	Force India-Mercedes	+1m41.080s		USu, Sn
9	Brendon Hartley (NZ)	Toro Rosso-Honda	-1 lap		SSn, Sn
10	Marcus Ericsson (S)	Sauber-Ferrari	-1 lap		Sn, SSn
11	Stoffel Vandoorne (B)	McLaren-Renault	-1 lap		SSn, Sn, Sn
12	Pierre Gasly (F)	Toro Rosso-Honda	-1 lap		SSn, Sn, USn
13	Sergey Sirotkin (RUS)	Williams-Mercedes	-1 lap		SSn, Sn, SSn
14	Lance Stroll (CDN)	Williams-Mercedes	-2 laps		SSn, Sn, USn
EX	Esteban Ocon (F)	Force India-Mercedes	+1m39.288s		SSu, Sn
EX	Kevin Magnussen (DK)	Haas-Ferrari	+1m40.657s		SSn, Sn
R	Charles Leclerc (MC)	Sauber-Ferrari	31 laps-collision		USu, Sn
R	Daniel Ricciardo (AUS)	Red Bull-Renault	8 laps-electrical		SSu, Sn
R	Romain Grosjean (F)	Haas-Ferrari	2 laps-collision		USu, Sn
R	Fernando Alonso (E)	McLaren-Renault	1 lap-collision		SSn

POS	DRIVER	TIME	GAP	LAP
1	Hamilton	1m37.392s	-	40
2	Verstappen	1m38.246s	+0.854s	45
3	Vettel	1m38.280s	+0.888s	41
4	Bottas	1m38.470s	+1.078s	46
5	Raikkonen	1m38.482s	+1.090s	45
6	Magnussen	1m38.963s	+1.571s	32
7	Vandoorne	1m39.240s	+1.848s	42
8	Hulkenberg	1m39.548s	+2.156s	51
9	Perez	1m39.569s	+2.177s	36
10	Gasly	1m39.646s	+2.254s	38
11	Sainz	1m39.858s	+2.466s	45
12	Hartley	1m39.915s	+2.523s	52
13	Ocon	1m39.992s	+2.600s	45
14	Ericsson	1m40.098s	+2.706s	33
15	Stroll	1m40.433s	+3.041s	49
16	Sirotkin	1m40.522s	+3.130s	12
17	Ricciardo	1m40.933s	+3.541s	5
18	Leclerc	1m41.982s	+4.590s	12
-	Grosjean	no time	-	-
-	Alonso	no time	-	-

WEATHER 23C, sunny

TYRES n - New set u - Used set Available | SH - Superhard H - Hard M - Medium S - Soft SS - Supersoft US - Ultrasoft HS - Hypersoft I - Intermediate W - Wet

WINNER'S AVERAGE SPEED 121.92mph FASTEST LAP AVERAGE SPEED 126.63mph

## RACE BRIEFING

### GRID PENALTIES

**GASLY** Start from the back of the grid for additional power unit elements used  
**VETTEL** Three-place penalty and two licence points for red-flag infringement  
**HARTLEY** Start from the

back of the grid for new gearbox and additional power unit elements used  
**VERSTAPPEN** Five-place penalty for new gearbox

### RACE PENALTIES

**OCN** Disqualified for

exceeding the fuel mass flow on lap one  
**MAGNUSSEN** Disqualified for consuming more than 105kg of fuel during race  
**STROLL** Drivethrough penalty and two licence points for Alonso clash

**SAINZ** Five-second penalty and one licence point for leaving track and gaining advantage  
**GROSJEAN** Drop of three places for next race and one licence point for colliding with Leclerc

STAT  
**21**

Raikkonen's 21st win puts him one ahead of Mika Hakkinen and one behind Damon Hill

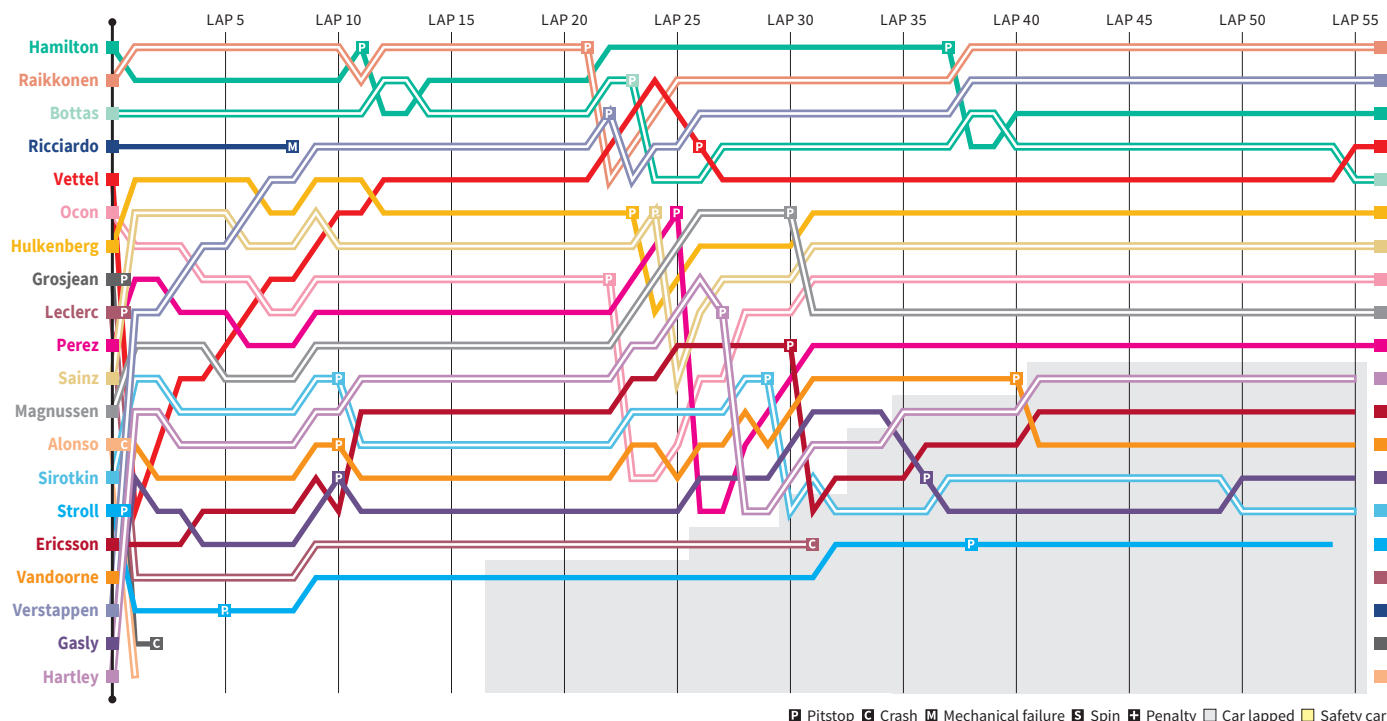
## NEXT RACE

**OCTOBER 28  
MEXICAN GP**

Mexico City



## LAP CHART What happened, when





# STRENGTH UNDER PRESSURE IS VINTAGE RAIKKONEN

*It's been a long time coming, but Ferrari's Finnish veteran was back to his very best, while Nico Hulkenberg also picked up a full-points rating for his 'Class B' victory*

EDD STRAW

## MERCEDES



LEWIS HAMILTON

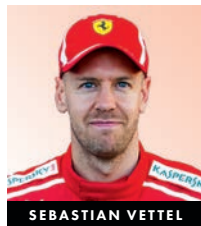
**8** Hamilton did an excellent job in qualifying to deny the Ferrari drivers pole position. In the race, while he wasn't able to pass either Raikkonen or Verstappen, he coped with the blistering problems well and didn't make any significant errors on his way to third.



VALTTERI BOTTAS

**7** A solid weekend from Bottas, but no more, as he struggled to match Hamilton's pace. There was nothing particularly wrong here, and he played the team game when required, but had he been able to make it two Mercedes drivers in the lead battle it might have changed the outcome.

## FERRARI



SEBASTIAN VETTEL

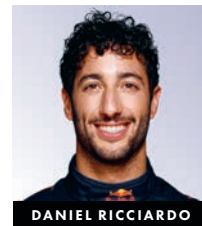
**7** Vettel's pace was not the problem, but the spin on the first lap after clashing with Ricciardo was. It was a racing accident, but partly caused by Vettel's error at the previous corner and he should know better. Other than that, he was quick and clean, salvaging fourth place having dropped to near the back.



KIMI RAIKKONEN

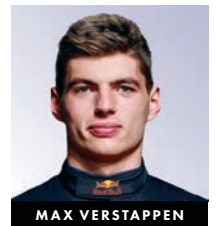
**10** Outstanding under intense pressure. Taking the lead at the start, his brief defence against Hamilton at the end of the first stint and closing the gap early in his second stint were all critical to his win. And he was only nine thousandths off Vettel in qualifying. Old-school Raikkonen.

## RED BULL



DANIEL RICCIARDO

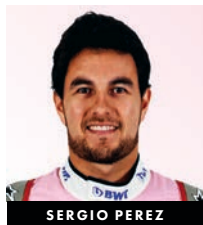
**8** Ricciardo tends to go well at Austin and there were signs that he had the pace to give his team-mate a hard time before problems ended their qualifying battle. Didn't last long in the race, but was in a position that would have at least made him a podium threat.



MAX VERSTAPPEN

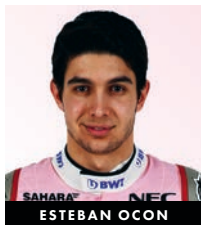
**9** While his weekend performance has an asterisk against it given he may have played a part in the Saturday suspension problem (he's adamant he didn't put a wheel out of place), Verstappen's race was superb. Second represented over-achievement.

## FORCE INDIA



SERGIO PEREZ

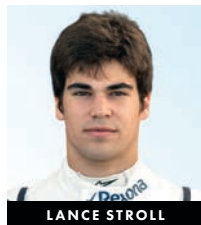
**7** Was held back in qualifying by floor damage and, having run in fourth in the midfield group, he lost a place to Magnussen despite stopping before the Haas driver thanks to starting on ultrasofts. Overtook Magnussen after his stop, only to be repassed, then 10th became eighth thanks to exclusions.



ESTEBAN OCON

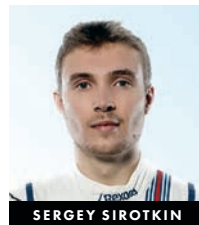
**9** Ocon qualified excellently, although losing places to both Renaults on the first lap ultimately meant he only finished eighth on the road – which itself vanished after the race when he was slung out for exceeding the maximum fuel-flow rate on the opening lap.

## WILLIAMS



LANCE STROLL

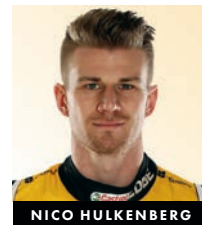
**6** Stroll's race effectively came to an end on the first lap when he clashed with Alonso. His penalty was arguably a little harsh as, while his bid to pass Alonso was high risk, he was entitled to have a go, and with the resulting damage he had no chance to do any better than 16th and last.



SERGEY SIROTKIN

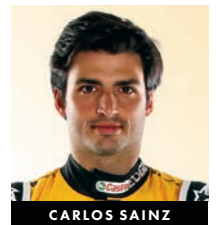
**7** Had the edge in qualifying and finished ahead of Stroll in the race, although a comparison of the Williams drivers' pace is meaningless given both had some damage. Sirotkin's came after contact with Vandoorne, and he showed good pace thereafter despite carrying that damage.

## RENAULT



NICO HULKENBERG

**10** His 'Class B' win never looked in doubt and represents an excellent weekend's work. The only criticism is he didn't improve on his second Q2 run, which is the most minor of quibbles as he still did enough to make Q3 and qualify strongly, turning that into the best possible result.

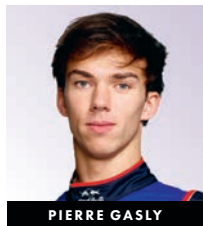


CARLOS SAINZ

**8** Was beaten into Q3 by his team-mate by just two thousandths of a second, and finished just 7.8s behind him in the race. Was perhaps fortunate to get away with the track-limit violation at the start, when he ran wide at Turn 2, without a bigger punishment, as this helped him gain positions.



## TORO ROSSO



PIERRE GASLY

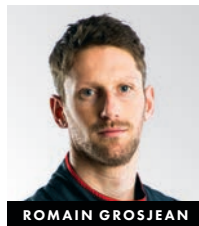
**7** It's hard to judge his performance level given he didn't have a serious go at qualifying thanks to grid penalties and then picked up floor damage on the first lap that hobbled him and made tyre management particularly difficult. We can assume he was at least doing a decent job.



BRENDON HARTLEY

**8** This was a quietly effective weekend from Hartley who, despite being condemned to start at the back alongside team-mate Gasly thanks to engine component changes, managed to produce what was probably as good a result as a Toro Rosso was going to get in Austin.

## HAAS



ROMAIN GROSJEAN

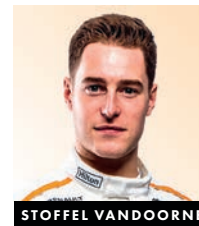
**6** On the positive side, he looked quick and consistently so, although you could argue he might have picked up another place or two in qualifying. His race was over on the first lap after an error that was small, locking up and sliding into Leclerc. A promising weekend turned to dust.



KEVIN MAGNUSSEN

**7** Was giving away a quarter of a second to Grosjean in the last sector in qualifying, a consequence of lock-ups at Turn 1 that led to him, by his own admission, perhaps nudging the brake bias too far back. Drove an effective race, so the exclusion for using a fraction over the fuel limit was unfortunate.

## McLAREN



STOFFEL VANDOORNE

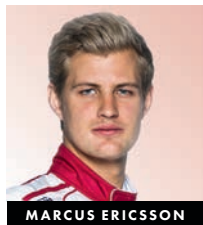
**6** The mystery of his F1 struggles continued with a qualifying performance nearly half a second off Alonso. The race went pretty well as he tried a two-stop strategy that let him show good pace. It's unfortunate that, having closed on Ericsson, he couldn't make a pass that would have earned a point.



FERNANDO ALONSO

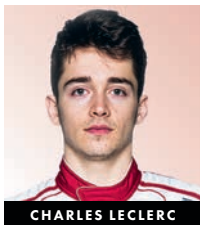
**7** Could he have nipped into Q2? Perhaps, as it wouldn't have taken much of a time gain to slip ahead of Hartley. Could he have done anything to avoid the lap-one clash that eliminated him from the race? Not really, as he found himself in the middle of a sandwich with nowhere to go.

## SAUBER



MARCUS ERICSSON

**6** Was unable to explain the half-second gap to Leclerc that led to his Q1 exit. Others' troubles helped him climb to 12th, which became 10th post-exclusions, and he drove well enough to beat Vandoorne. But Hartley, who finished just ahead, was also beatable given the Sauber's pace.

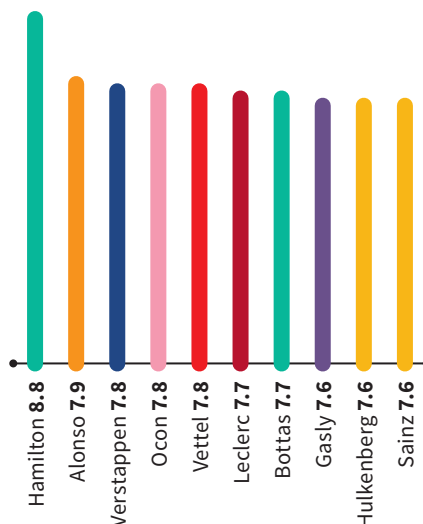


CHARLES LECLERC

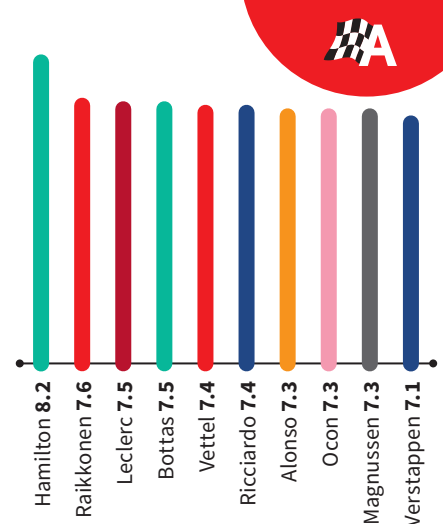
**7** 'Class B' pole looked on until Q3, but battled poor balance on his one shot thanks to not having a chance to sample the changing track conditions. In the race, was the innocent victim of Grosjean, but had blotted his copybook by hitting Ocon with a risky pass in the esses earlier in the lap.

## TOP 10 AVERAGE RATINGS

AUTOSPORT'S RATING  
AFTER ROUND 18



READERS' RATING  
AFTER ROUND 18



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RATINGS

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## WORLD OF SPORT

ALL PICS: GOLD AND GOOSE/LAT IMAGES



Dovizioso (l) battled strongly for the win, until he dropped his bike with two laps to go



## Magic Marquez storms to fifth GP crown

**MOTOGP**  
**MOTEGI (J)**  
**OCTOBER 21**  
**ROUND 16/19**

Is Marc Marquez the greatest racer in grand prix motorcycle in history? It's a question that's been asked plenty of times in 2018, and will only be repeated more after the Honda rider sealed his fifth MotoGP title with three races to spare by winning the Japanese Grand Prix.

In truth, Marquez's 2018 crown — one that draws him level with fellow Honda great Mick Doohan — has been in little

doubt since he rebounded from colliding with Valentino Rossi in Argentina to score three wins on the trot in America, Spain and France.

There was a brief spell in the middle of the year when Ducati pair Andrea Dovizioso and Jorge Lorenzo threatened to make the championship fight interesting again, but the reality was that both had too much ground to make up after a rough start to the year.

For Dovizioso, that was largely the result of a trio of crashes — two of his own making — in the first seven races, and so in some ways it was fitting that the moment

that settled the title fight in Marquez's favour was the sight of Dovizioso crashing while in pursuit of his main rival.

Marquez passed Dovizioso for the lead (an earlier attempt went sour when he ran onto the dirt exiting Turn 10) at Turn 9 on lap 21 of 24. But Dovizioso looked well-placed to fight back until he lost the front end of his Ducati at Turn 10 on lap 23 and slid into the gravel, leaving Marquez with a clear route to win number eight of the year, and title glory.

LCR Honda rider Cal Crutchlow tagged along with Marquez and Dovizioso for much of the race, but in the closing laps he was forced to switch his attentions to fending off the Suzuki of Alex Rins. Their battle for third became the fight for the runner-up spot when Dovizioso crashed; Crutchlow managed to fend off Rins by a single tenth. Valentino Rossi benefited also, climbing from sixth to fourth following Suzuki's Andrea Iannone crashing too.

After the breakthrough of Thailand, Yamaha reverted to its standard 2018 form in Japan. Tech3's Johann Zarco failed to make the most of his front-row start and slipped to sixth — behind the Nieto Ducati of Alvaro Bautista — and Maverick Vinales came home seventh, ahead of Marquez's team-mate Dani Pedrosa.

Likewise, Pramac Ducati's Jack Miller impressed in qualifying by grabbing the final spot on the front row behind Dovizioso and Zarco, only to crash out around halfway.



Rossi's influence is unquestioned, but his records could tumble





Seven is heaven: 125cc and Moto2 junior success, plus five GP championships

Is Marquez now the greatest? Some will argue that Giacomo Agostini remains the benchmark. But let's face it: the job of a MotoGP star in the present day is unquestionable more demanding than that of a 1970s 500cc rider, advancements in safety aside.

Others will still say Rossi, citing not only his statistics (his all-time premier-class win record of 89 is likely to remain untouched for several years) but also his impact on the series – which remains considerable to this day, despite him no longer being in his prime.

Marquez has reached the five-title milestone over the same six-year timeframe as Rossi did, but doing so against arguably much stronger opposition (Lorenzo, Rossi, Pedrosa, Dovizioso) than Rossi faced in the early 2000s (Max Biaggi, Sete Gibernau, Loris Capirossi, Alex Barros), and much closer competition between manufacturers.

What's more, there doesn't seem to be an end in sight to his dominance. He'll start next season as odds-on favourite for a sixth crown, motivated and, if on the right bike, titles seven, eight, nine and 10 could follow in short order.

No doubt, Marquez's new 2019 team-mate Lorenzo, as well as Dovizioso, Rossi, Vinales and the rest, will not want to adhere to the script. But to change the narrative, they will all have to dramatically up their games to stay in touch with grand prix racing's history-maker.

JAMIE KLEIN

## RESULTS ROUND 16/19, MOTEGI (J), OCTOBER 21 (24 LAPS – 71.597 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (E)	Honda	42m36.438s
2	Cal Crutchlow (GB)	LCR Honda	+1.573s
3	Alex Rins (E)	Suzuki	+1.720s
4	Valentino Rossi (I)	Yamaha	+6.413s
5	Alvaro Bautista (E)	Aspar Ducati	+6.919s
6	Johann Zarco (F)	Tech3 Yamaha	+8.024s
7	Maverick Vinales (E)	Yamaha	+13.330s
8	Dani Pedrosa (E)	Honda	+15.582s
9	Danilo Petrucci (I)	Pramac Ducati	+20.584s
10	Hafiz Syahrin (MAL)	Tech3 Yamaha	+24.985s
11	Franco Morbidelli (I)	MarcVDS Honda	+25.931s
12	Bradley Smith (GB)	KTM	+26.875s
13	Pol Espargaro (E)	KTM	+27.069s
14	Katsuyuki Nakasuga (J)	Yamaha	+32.550s
15	Takaaki Nakagami (J)	LCR Honda	+37.718s
16	Xavier Simeon (B)	Avintia Ducati	+39.583s
17	Jordi Torres (E)	Avintia Ducati	+39.839s
18	Andrea Dovizioso (I)	Ducati	+42.698s
19	Scott Redding (GB)	Aprilia	+49.943s
20	Thomas Luthi (CH)	MarcVDS Honda	+52.707s
21	Sylvain Guintoli (F)	Suzuki	+1m01.848s
R	Andrea Iannone (I)	Suzuki	14 laps-accident
R	Karel Abraham (CZ)	Aspar Ducati	12 laps-accident
R	Jack Miller (AUS)	Pramac Ducati	10 laps-accident
R	Alex Espargaro (E)	Aprilia	6 laps-front tyre
W	Jorge Lorenzo (E)	Ducati	did not start due to injury

Winner's average speed 100.823mph. Fastest lap Marquez 1m45.646s, 101.655mph.

**QUALIFYING 2** 1 Dovizioso 1m44.590s; 2 Zarco 1m44.658s; 3 Miller 1m44.727s; 4 Crutchlow 1m44.820s; 5 Iannone 1m44.832s; 6 Marquez 1m44.889s; 7 Vinales 1m45.140s; 8 Rins 1m45.225s; 9 Rossi 1m45.265s; 10 Bautista 1m45.396s; 11 Pedrosa 1m45.519s; 12 Nakagami 1m46.168s.

**QUALIFYING 1** 1 Bautista 1m45.429s; 2 Nakagami 1m45.656s; 3 Smith 1m45.722s; 4 P Espargaro 1m45.742s; 5 Petrucci 1m45.759s; 6 Syahrin 1m45.765s; 7 Morbidelli 1m45.969s; 8 Abraham 1m46.072s; 9 A Espargaro 1m46.183s; 10 Nakasuga 1m46.441s; 11 Redding 1m46.571s; 12 Simeon 1m46.573s; 13 Luthi 1m46.817s; 14 Guintoli 1m47.106s; 15 Torres 1m47.147s.

**RIDERS' CHAMPIONSHIP** 1 Marquez 296; 2 Dovizioso 194; 3 Rossi 185; 4 Vinales 155; 5 Crutchlow 148; 6 Zarco 133; 7 Petrucci 133; 8 Lorenzo 130; 9 Rins 118; 10 Iannone 113; 11 Pedrosa 95; 12 Bautista 83; 13 Miller 74; 14 Morbidelli 38; 15 Tito Rabat 35; 16 P Espargaro 35; 17 Syahrin 34; 18 A Espargaro 32; 19 Smith 23; 20 Nakagami 19; 21 Redding 12; 22 Mika Kallio 6; 23 Abraham 5; 24 Nakasuga 2; 25 Michele Pirro 1; 26 Luthi 0; 27 Simeon 0; 28 Stefan Bradl 0; 29 Torres 0; 30 Guintoli 0; 31 Christophe Ponsson 0.

**MANUFACTURERS' CHAMPIONSHIP** 1 Honda 331; 2 Ducati 284; 3 Yamaha 231; 4 Suzuki 173; 5 KTM 49; 6 Aprilia 42.



Crutchlow (35) chases Marquez (93) and Dovizioso

## WEEKEND WINNERS

### MOTO2 AUSTIN

- 1 Francesco Bagnaia Kalex
- 2 Lorenzo Baldassarri Kalex
- 3 Miguel Oliveira KTM

### MOTO3 AUSTIN

- 1 Marco Bezzecchi KTM (below)
- 2 Lorenzo Dalla Porta Honda
- 3 Darryn Binder KTM







# Shortened Gold Coast still delivers drama

**AUSTRALIAN SUPERCARS**  
**GOLD COAST (AUS)**  
**OCTOBER 20-21**  
**ROUND 14/16**

Within a handful of action-packed hours on the Gold Coast, Tickford Racing went from scrambling to find a co-driver to breaking a 12-month winless streak.

Saturday in Surfers Paradise couldn't have been a bigger rollercoaster of emotions for the Ford squad. The enthusiasm spurred by a long-awaited upswing in car speed, particularly for the #55 entry that Chaz Mostert put fifth on the grid, was tempered by one of the most extraordinary sequences of events of the Supercars season so far.

It all started in a completely different category. James Moffat, set to partner Mostert in the Supercheap Auto Falcon, had an on-track run-in with Glen Wood during Saturday morning's Porsche Carrera Cup race.

The clash then spilled over into a physical altercation and war of words in parc ferme that set the Supercars paddock rumour mill into overdrive. The severity of both the incident and potential punishment varied

wildly depending on who was talking, and Tickford boss Tim Edwards quickly realised he needed to cover his bases should his co-driver have his licence revoked.

As the Carrera Cup stewards staged a hearing, Tickford went to work on a potential replacement. The trick was finding a driver that had a Supercars superlicence, lived in South-East Queensland, and hadn't been enjoying too many refreshments in the Gold Coast sunhine.

Super2 regular Shae Davies emerged as the perfect candidate, and charged off back to his Main Beach apartment to collect his racing gear. Just in case.

In the end, Carrera Cup stewards delayed their decision until Sunday morning, freeing Moffat to race on the Saturday.

And when they did later issue Moffat with a ban for what was euphemistically described as "physical abuse", it was only for Sunday's Carrera Cup race.

The then-ongoing controversy did little to slow Moffat down. He did a supreme job during his double stint in the #55 on Saturday afternoon, streaking into a lead that left Mostert with little to do when he

finally got into the car. In the end he came home 9.5s clear of the Holden Commodores of Craig Lowndes/Steven Richards and James Courtney/Jack Perkins.

Behind the dominant Tickford pair, the race was a disaster for two thirds of the Triple Eight garage. Needing to double-stack for the first round of stops, the team managed to pick up an unsafe release drivethrough penalty for each of the Red Bull-liveried cars.

That gave series leader Shane van Gisbergen a massive challenge for the run to the flag. He got to 10th but because Scott McLaughlin finished fifth, a small points lead became a 14-point deficit.

Sunday could have presented a perfect opportunity to make those points back, since Van Gisbergen qualified third while McLaughlin was bumped down to eighth for a kerb strike during the Top 10 Shootout.

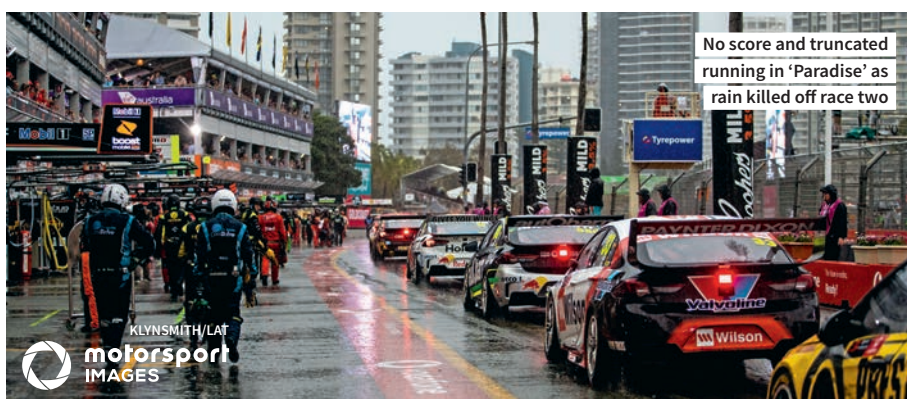
But the weather gods had other ideas. On lap 28 the heavens opened, then lightning directly over the circuit precinct led to a red flag nine laps later.

There was a vain attempt to restart the race behind the safety car a while later, as race control clearly tried to stretch it out to the 50% mark so that the race could be classified and points could be awarded. Had that happened, Nissan pair Andre Heimgartner and Aaren Russell probably would have been classed as winners through a quirk of timing that left them in the box seat when the red flag came out.

But the rain was too persistent, and the race was ultimately declared a non-event.

No points were awarded, meaning the 14-point gap between McLaughlin and Van Gisbergen will stand until the series arrives in Auckland in a fortnight.

**ANDREW VAN LEEUWEN**





# Team orders leave Super GT all square

**SUPER GT**  
**AUTOPOLIS (J)**  
**OCTOBER 21**  
**ROUND 7 / 8**

A first victory of the season for TOM's Lexus LC 500 pair Ryo Hirakawa and Nick Cassidy at Autopolis took them level on 67 points with Jenson Button and Naoki Yamamoto at the top of the Super GT standings. Only the Motegi finale remains.

In qualifying, Honda dominated as the NSXs locked

out the top three spots – headed by Tomoki Nojiri and Takuya Izawa and rounded out by Button/Yamamoto. Best of the rest was LC 500 duo Kazuki Nakajima and Yuhi Sekiguchi in fourth, and Nakajima made a great start to pass Button right at the lights.

Cassidy started fifth and took until lap seven to snatch fourth from Button, by which time Nakajima was challenging for the lead. At the end of lap 11 Nakajima took advantage of traffic to get a better run out of



Hondas qualified ahead, but the Lexus LC 500s came good in the race

the final corner and take the lead as they crossed the line.

A spinning GT300 Toyota Prius then brought out the safety car, and Cassidy aced the restart to grab second. Once clear, the leading TOM'S

cars swapped places to boost Hirakawa/Cassidy's late surge to defend their 2017 title.

Lexus claimed the top four positions, leaving Button/Yamamoto to finish fifth.

**JIRO TAKAHASHI**

# Larson out as Elliott wins

**NASCAR CUP**  
**KANSAS (USA)**  
**OCTOBER 21**  
**ROUND 32 / 36**

Chase Elliott held off Kyle Busch to secure his third NASCAR Cup victory of the season in Kansas, while Kyle Larson stormed from the back of the grid to finish third – but narrowly missed out on a place in the Round of 8.

Polesitter Joey Logano, Kevin Harvick, and Ryan Blaney spent the first two stages battling at the front of the field, as Elliott struggled in the lower reaches of the top 10.

Despite a penalty for pitlane speeding, Harvick secured his position in the Round of 8 with a second-place finish in the opening stage. That, plus a slow stop for

Logano, cleared the way for Elliott to come through to take the lead in the final stage.

Busch was all over the back of Elliott's Chevrolet in the final laps, but Elliott held him off to take the win.

Larson entered the weekend facing elimination after a penalty from the last race for a technical infringement was upheld despite an appeal. It deducted 10 points from his total and so he needed a strong result in Kansas, but that appeared impossible when he seriously damaged his car in practice and was forced to start from the back of the grid in a back-up car.

Undeterred, he pushed on to third, but he couldn't challenge the leaders. Larson joins Denny Hamlin, Brad Keselowski and Blaney, who are all eliminated after Kansas.

**BETHONIE WARING**

## WEEKEND WINNERS



Elliott bagged his third NASCAR Cup win of the season

## AUSTRALIAN SUPERCARS GOLD COAST

**Chaz Mostert/James Moffat**  
Tickford Racing Ford Falcon FG/X

## SUPER GT AUTOPOLIS

**Ryo Hirakawa/Nick Cassidy**  
Lexus Team KeePer TOM'S Lexus LC 500

## NASCAR CUP KANSAS

**Chase Elliott**  
Hendrick Motorsports Chevrolet Camaro ZL1

## NASCAR XFINITY KANSAS

**John Hunter Nemechek**  
Chip Ganassi Racing Chevrolet Camaro

## FORMULA RENAULT EURO CUP BARCELONA

**Race 1 Christian Lundgaard**  
MP Motorsport  
**Race 2 Logan Sargeant**  
R-ac GP

For full results visit:  
[motorsportstats.com](http://motorsportstats.com)

# Title triumph for Fewtrell

**RENAULT EURO CUP**  
**BARCELONA (E)**  
**OCTOBER 20-21**  
**ROUND 10 / 10**

Despite a near-perfect season finale weekend in Barcelona for Christian Lundgaard, a brace of fourth-place finishes proved sufficient for Max Fewtrell to lift the Formula Renault Eurocup crown at his second attempt.

Three title contenders were reduced to two in the opening race as Yifei Ye could only rise as high as eighth from a lowly

14th on the grid. Lundgaard won the race by 3.9 seconds ahead of Logan Sargeant and Lorenzo Colombo, but fourth for Fewtrell meant anything above ninth in the finale would be enough for the championship spoils.

Though Lundgaard was able to pass Fewtrell with a bold move to the outside of Turn 1 for third – and then dispatch Renault Junior Victor Martins for second – he couldn't reduce the 3.3s deficit to an in-form Sargeant. That was enough for Fewtrell to get his title push over the line.

**DAMIAN MEADEN**



# INSIGHT

● FORMULA E TESTING ROUND-UP ● VISITING 100 CIRCUITS ●  
WHY AUDI PULLED THE PLUG ON WORLD RALLYCROSS

## FIRST BLO IN FORMULA E'S NEW ERA

*The Andretti-run squad set the pace, but all indications in testing point to a close season*

ALEX KALINAUCKAS



GRIFFITHS/LAT  
motorsport  
IMAGES

“Y

ou can't read anything into testing”, “Valencia isn't a street track”, “old or new tyres”, “power modes”, “track limits” – if it weren't for the series-specific terms, one could have assumed that the Formula 1 paddock had stopped off at the Circuit Ricardo

Tormo for a few days of extra testing before heading to the United States Grand Prix and not Formula E.

With the new Gen2 cars – LED-halo-shod, looking gorgeous and sounding ever more like jets as their massive aero-kits catch the wind – and their technology capable of lasting a whole race distance came an air of secrecy. But what was clear is that many paddock sages think the field has converged ahead of FE's fifth season. And if that proves to be the case when the racing gets under way in December, that is excellent news for the championship.

Taking a look at the fastest overall times (right), it appears as if BMW Andretti comprehensively won the testing war – even if plenty were quick to note that at this was as phony as ever. But not only did Antonio Felix da Costa take the fastest overall time of the test, but the squad, which is now BMW's works FE entry with the Andretti crew running the operations team, topped all three days of the test. Da Costa even went fastest in the wet morning session on Friday. BMW looks quick in all conditions, impressive stuff



Audi man McNish thinks  
BMW threat is real



# GOOD TO BMW



## TOP TESTING TIMES BY TEAM

POS	DRIVER	TEAM	TIME
1	Antonio Felix da Costa	BMW Andretti	1m16.977s
2	Jean-Eric Vergne	DS Techeetah	1m17.342s
3	Jerome d'Ambrosio	Mahindra Racing	1m17.431s
4	Sebastien Buemi	Nissan e.dams	1m17.473s
5	Lucas di Grassi	Audi	1m17.535s
6	Felipe Massa	Venturi	1m17.696s
7	Jose Maria Lopez	Dragon	1m17.830s
8	Mitch Evans	Jaguar Racing	1m17.864s
9	Stoffel Vandoorne	HWA	1m18.032s
10	Robin Frijns	Virgin Racing	1m18.088s
11	Tom Dillmann	NIO	1m18.217s

## AVERAGE LONGEST RUNS

POS	TEAM	RUN	TIME
1	NIO	27 laps	1m23.499s
2	Audi	33 laps	1m24.015s
3	BMW	28 laps	1m24.161s
4	Mahindra	12 laps	1m24.371s
5	Virgin	28 laps	1m24.855s
6	HWA	16 laps	1m25.201s
7	Nissan	21 laps	1m25.222s
8	Jaguar	32 laps	1m25.348s
9	Venturi	19 laps	1m25.357s
10	DS Techeetah	23 laps	1m25.415s
11	Dragon	13 laps	1m32.194s*

\*Run consisted of slow laps followed by flying efforts

given Andretti finished last in the season-four standings. One observer from a rival squad reckoned BMW looks "mighty".

"We honestly came here with no expectations," says team boss Roger Griffiths. "It was quite a pleasant surprise. We didn't go out there to set a lap time [early on]. I kept drilling into them, 'You have to leave some margin because we have no spares'. When we repeated it one-three [in the order] on Tuesday afternoon I said, 'OK, perhaps, this is real'."

Dig into the fastest average race times (see above, right) — particularly fraught with peril this year given the huge increase in parameters that can influence times beyond powertrain efficiency (tyres that now degrade, different power levels and the new attack mode race format to access them, weather conditions, the too-tight-even-for-an-FE-track chicane — to name but a few) — and the competitive order gets more shaken-up.

It's also worth noting that track limits were being widely abused to gain lap time. Then there was the weather interfering on the final day and, even though it did dry out for the afternoon, a plague of

red flags then descended. The running on day two was also compromised due to a 'race simulation' (see p51) that ate into the time available to conduct long runs.

So, that said, what can we deduce? With an average new FE race length — 45 minutes plus one lap — thought to be in the region of 34 laps at Valencia, only two squads got close to that: Audi and Jaguar. But NIO, BMW and Virgin were also not too far off and it is NIO's run on day one — with only one lap featuring the higher 225kW mode — that really stands out. Mahindra and HWA appear to be in the ballpark, but their stints were over a much shorter distance.

Now the interesting part. On Friday afternoon — after the track had dried — Audi, DS Techeetah, BMW and Virgin Racing all attempted race stints. Factoring these runs into the best average >>



run times (see right), there are several things to note. First, Lucas di Grassi's pace did not improve much compared to his mammoth 33-lap run on the morning of day two, which gives us an indication that Audi does not lose pace approaching the end of a full race distance. Second, over 21 laps, DS Techeetah is right with Audi (Andre Lotterer's average here was much faster than over the 23 laps he did first on Friday afternoon), with BMW just a fraction behind based on Alexander Sims' 28-lap run.

Virgin, which struggled with setting up its Audi-powered cars, was further behind – although taking a look at Sam Bird's run that was just two laps shorter than Robin Frijns' longest stint for the team all week, reveals more impressive pace. Bird did an 18-lap stint at 1m24.200s on Wednesday morning, but this was over a considerably shorter distance. Jaguar is in this region too, with Mitch Evans' time over 29 laps – once a slow first tour has been removed – the best it achieved over long distances all week.

Nissan appears to be slightly further back based on these calculations, although Sebastien Buemi went faster over 17 laps compared to Oliver Rowland over 21 on the final afternoon. At the bottom end, Dragon's longest run of the week consisted of Antonio Fuoco alternating between backing off and then setting a flying lap, with Jose Maria Lopez's quickest average over 12 laps containing wildly fluctuating times.

With BMW topping the outright pace charts and being right in there on the long-run averages, Audi – last season's team to beat thanks to the efficiency advantage it enjoyed over its rivals – thinks its fellow German manufacturer is the team to beat. "Overall, BMW have made a big step – that's fact," says Audi team principal Allan



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## BEST AVERAGE LONG RUNS

POS	TEAM	RUN	TIME
1	NIO	27 laps	1m23.499s
2	Audi	29 laps	1m23.900s
3	Mahindra	11 laps	1m23.939s*
4	DS Techeetah	21 laps	1m23.971s
5	Venturi	18 laps	1m23.972s*
6	HWA	15 laps	1m23.990s*
7	BMW	28 laps	1m24.161s
8	Jaguar	28 laps	1m24.355s
9	Virgin	26 laps	1m24.502s
10	Nissan	17 laps	1m24.778s
11	Dragon	12 laps	1m25.688s

\*Same run as previous table with outliers removed

McNish. "They're quick at all occasions. For me right now, BMW is the one that we look at and they're the one we're going to be chasing."

Di Grassi has a similar view. Put simply, he reckons Audi's advantage is gone. "The car is quite good," says the 2016/17 champion. "The drivetrain is maybe the top three or four, but it's not as good as last year, the difference [over the opposition]. I think last year we had a good advantage, especially in the second half of the season. But this year, I think it's going to be super close – everybody's upped their game."

As can be seen in the adjusted averages – and in the Wednesday non-race 'race' – DS Techeetah is in the mix with BMW and Audi. Last season's runner-up in the teams' standings, which ran Jean-Eric Vergne to the drivers' championship, is now enjoying the vast resources of a manufacturer. It looks set for another strong campaign.

Looking at their long-run pace, NIO and Venturi could well spring surprises. NIO flattered to deceive in season four after topping the fastest times in testing. It's gone the other way this year with the slowest outright time, but Tom Dillmann's day-one >>

"THIS YEAR IT'S GOING TO BE SUPER CLOSE – EVERYBODY'S UPPED THEIR GAME"

Di Grassi reckons Audi has lost its advantage

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**27 - 28 JULY**

**TBC AUGUST**

**31 - 01 SEPTEMBER**

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afternoon race run comfortably tops the averages. NIO only did one race run per driver, with Dillmann's effort also being its best average – with Oliver Turvey down to a 1m24.144s over 22 laps also on Tuesday afternoon. So, if NIO can reach the pace in qualifying, Dillmann and Turvey should be right in there come the races.

Venturi's longest run is on the short side for a confident prediction that it will be in the mix, but given the team had reliability battles in Spain – as did its customer outfit HWA – it gets the benefit of the doubt. Plus, the team was another squad picked out by many as having made a big improvement from last season. Its best run remained Edoardo Mortara's long stint on Tuesday morning, but remove a slow outlier on lap two and he improves massively to a 1m23.972s.

Nissan e.dams is in turmoil thanks to its driver crisis (see Pit+Paddock). With two crucial days lost in Valencia, it also did not reach the upper echelons of long-run stints. But Buemi did get towards the sharp end in outright pace and FE's most successful squad should not be underestimated.

As the second lowest manufacturer in the best-averages table, Jaguar *could* be in trouble. It did complete a race run straight off the bat with Nelson Piquet Jr on day one, but the average pace of that stint was well behind Audi's similar effort, although things improve considerably looking at the adjusted table. But Jaguar did also complete the most laps of any team on 442, despite Mitch Evans losing two hours on the first morning to a battery issue. Given the factors that can influence FE testing times, this is another place where firm conclusions cannot be drawn for now.

HWA, Mahindra and Dragon are the big unknowns as they



simply did not complete sufficiently long runs to allow conclusions, despite their high places in the tables. At Mahindra, team boss Dilbagh Gill says the squad was "hitting our marks", while Dragon – the only team yet to reveal its full driver line-up and 2018/19 livery – did not do a run above 13 laps.

On the final afternoon, Formula 2 racers Maximilian Gunther and Fuoco each completed a series of flying laps on full power. If that was a shootout for the final Dragon seat, Gunther's best lap won it by 0.337s.

Leaving Valencia, it does appear that the FE field has converged, with BMW, Audi and DS the likely frontrunners, and NIO and Venturi well up there too. There's an understandable amount of paranoia over the new technology, but all teams are understood to have opted for the single-gear approach.

As qualifying pace will be as key as ever in FE in 2018/19, BMW should head into the championship full of confidence, but the indications suggest a close, competitive season is coming up. *W*

## THE RACE THAT WASN'T A RACE

THE FIRST CHEQUERED flag of the 2018/19 Formula E season was taken by Audi's Lucas di Grassi. Given his prowess in the electric championship, that may not seem that remarkable, but the circumstances of FE's first season-five 'race' certainly were.

First of all, it wasn't really a race. At the request of the teams, FE and the FIA allocated a slot on the day-two afternoon schedule to test the new 45-minute-plus-one-lap distance and trial the attack-mode race format. Active sensor loops were added at Turn 5 to simulate

the need for drivers to run off-line to access the Gen2 cars' higher-power mode in races. The cars also lined up in single file in the pitlane – Alexander Sims emerged first to take pole – and went off one-by-one.

On lap one, Stoffel Vandoorne brought the full McLaren experience

to Valencia by stopping on track, and a few moments later Daniel Abt stuffed his Audi into the chicane on the main straight.

Back to the pits they came, and the pack had to wait for nearly 45 minutes to allow Vandoorne's car, which was declared 'red' (the electric systems still live – an FE first), to be recovered.

When they got going again, Sebastien Buemi led for a while before stopping early. A number of other cars pulled off and the real contenders were DS Techeetah's Jean-Eric Vergne and Andre Lotterer, and di Grassi and Sims. By the end, just di Grassi and Sims were left scrapping it out and when Sims

lost momentum coming out of the final corner battling high battery temperatures, the race went to the Audi driver.

Times for this session were deliberately not recorded – hence they are not factored into our average-run assessments.

When it came to testing the attack-mode format, Audi boss Allan McNish explained that "it's [about] making sure it's armed at the correct point, making sure you run over everything at the correct point, and then also being sure the software works as well. That's the loops in the ground but it's also the software in the car, and a few people struggled with that."









# 100 NOT OUT

*To mark the milestone of visiting 100 different race tracks, Andrew van de Burgt decided it was finally time he raced at one*



BRISTOL



VALENCIA

For almost as long as I can remember I've loved motorsport. Probably my oldest memory is getting a telling-off from my dad for moaning about wanting to go home from my nan's to watch the 1979 Argentinian Grand Prix in colour. She only had a black-and-white telly and that simply wouldn't do! Despite this, and my fanatical devotion to making sure that I'd scoffed down my Sunday lunch to ensure I was on pole position on the sofa for whenever *Grand Prix* was on TV, my love of motorsport was hardly indulged.

I can't help but feel a pang of envy when I hear tales of how friends' and colleagues' families would cart them off across the country and Europe to see their heroes in action, while I was left in Bristol reading the pages of *Autosport* and hanging on to every word of James Hunt and Murray Walker. There was an aborted attempt to go to Birmingham to see the Superprix in 1986, but with the rain pouring down the trip was abandoned before we left the drive.

I'm not sure what the catalyst was for the 1987 trip to Castle Combe – it was a nice sunny day, that much I can recall. It was a good meeting too. The Dunlop Autosport Star of Tomorrow Formula Ford 1600 race had Justin Bell, Paul Stewart and Allen (as the programme read) McNish, while the FF2000 race – which seemed unfeasibly fast to me at the time

**"WE KEPT RESULTS FOR MOST OF THE RACES, BUT FOR EVENT SEVEN MY DAD SIMPLY WROTE 'CRAP' "**

– contained Paul Warwick, Paulo Carcasci (what could have been...) and JJ Lehto, although it would be Jonathan Bancroft who prevailed that day.

We kept results for most of the races, but for event seven – the Special GTs and MGCC modified and semi-modified Midgets race – my dad simply wrote 'Crap'. That was the beginning of a life-long apathy to multi-class racing (the irony that I would go on to make my debut in such a race is not lost on me).

Following that meeting we would go on to attend the remaining races at Combe that year and all of the ones the next year. Who knows where this might have led had my dad not died suddenly in early 1989? But my mum valiantly kept the visits going and even treated me to a trip to the British GP during full-blown Mansell-mania. The tractor beam that surrounded the South West could be broken after all! Although the three hours it took to get out of the car park meant it was well past midnight by the time we finally got home.

It would be a very long time before track three was added to the list. In early 2000 I was offered the chance to work on the Jaguar Racing >>



## "THE ATMOSPHERE IN A1GP WAS AS CLOSE AS I WAS LIKELY TO GET TO THE F1 CIRCUS OF THE 1960s"

website. There was a travel budget and testing was copious in those days. I'd barely been abroad before, but soon I was off to Barcelona, Valencia and Monza, keeping up with the exploits of the team. I became a de facto testing reporter for Autosport along the way, ping-pong over the times and other tidbits of information I picked up. Jaguar also had an F3 team at the time (run by Stewart Racing), which gave me the chance to go to Oulton Park and Brands Hatch.

The Autosport link paid off and I got a job on the website. I was made the British Touring Car Championship correspondent, but I also covered pretty much every round of the World Series by Nissan and anything else that came up. In short order I moved on to covering the F3 Euro Series and then GP2, my career mirroring that of Lewis Hamilton as he moved from the TOCA supports to GP2 champ.

As he moved to F1, so I became Autosport editor. In conjunction with this I covered the lion's share of A1GP. It was much-derided by those on the outside, but for those who worked in it (assuming they got paid) it was a golden era. The atmosphere among the teams and drivers was as close as I was likely to get to what the F1 circus of the 1960s was like. It meant I was able to visit places like Taupo and Durban, and the parties were legendary...

Being editor meant I could legitimately tick off some real bucketlist events – the Indianapolis 500, Daytona 500 and the Bathurst 1000 to name but three. I also managed a trip to Bristol Motor Speedway, where I went loaded up with some mementoes from the 'proper' Bristol, including some Bristol blue glass, a Bristol pound, the *Best of the Wurzels* (some scrumpy-and-western for the Tennessee birthplace of country and western) and a Rovers shirt (up the Gas!), which I presented to the circuit management team. I didn't have to put my hand in my pocket much that weekend.

After almost a decade in the hot seat I needed a change of scenery, and that came in the shape of Formula E. This was manna for racking up new track locations! I joined about six months before the first race and the scepticism surrounding the series was enormous. But I was completely convinced by the concept and FE CEO Alejandro Agag's ability to deliver it.

It was a hugely exciting period, even if things were a little, er, sketchy at first. But I can categorically say I would never have been to places like Putrajaya (not necessarily a bad thing), Punta del Este (a terrible thing) or Montebello (it was at least another track) without it.

The rules regarding how the tracks are counted are hardly universal, but there is a tacit understanding between motorsport correspondents of what does and doesn't count (see page 55). So having the opportunity to go to tracks such as those in downtown Miami and Red Square Moscow, which will probably never host a race again, was most fortunate.

Closer to home it meant that I got to attend both Battersea Park races. The venue was hardly ideal for racing, but the team put on a great event and it was a huge shame that a handful of NIMBYs deprived our capital from being among the other progressive cities that are embracing electric racing and the clean-air message it carries.

Just because there is a series with a progressive agenda doesn't mean that it can't live alongside 'old-school' dinosaur-burning stuff, and when the opportunity arose to return to Autosport it was too good to refuse.

In a quiet moment, I thought it would be interesting to see where I was on the track list. Ninety-five, it transpired. New Formula E races in Santiago, Rome and Zurich would take the tally to 98. I hadn't had a chance to see the new-look WTCR in action yet, so Vila Real was a neat way to get to 99.

Long-time Autosport contributor and sportscar guru Gary Watkins had been the pack leader in the race to 100, but the FE sojourn had fast-tracked me into the lead. Gary is an occasional club racer and over a beer convinced me that for 100 I should tick off the only track in England



that I'd yet to visit, Cadwell Park, by making my race debut there. (The full account of that experience can be found on page 56.)

The first questions you get asked when telling someone you have visited 100 tracks are 'what's your favourite?' or 'which is the most obscure?'. Starting with the second question, when I first joined Autosport I was literally up for anything (any pre-existing plans could be rearranged if it meant the opportunity to cover a race somewhere). And thus I found myself heading to the Danish mainland. Back in 1999 Jason Watt had been hot property and on the verge of F1. Then, while messing about during a calendar shoot, he fell off a motorbike and was paralysed from the waist down.

It was now late 2002 and he was on the brink of winning the Danish Touring Car Championship in a specially adapted Peugeot 307, and I had been sent over to cover this. I was picked up from the airport by a member of the DTCC team who spoke no English, and we drove silently through the featureless Danish interior past pig farm after pig farm for what felt like hours until we arrived at Jyllands-Ring, a humble facility where the championship would be decided.

The reception I had was so welcoming and friendly, and the interview with Watt was easily the best thing I'd done to date (you can read it online now), that I couldn't help but love it. A second and fourth place was enough to earn Watt the title and neatly wrapped up the weekend.

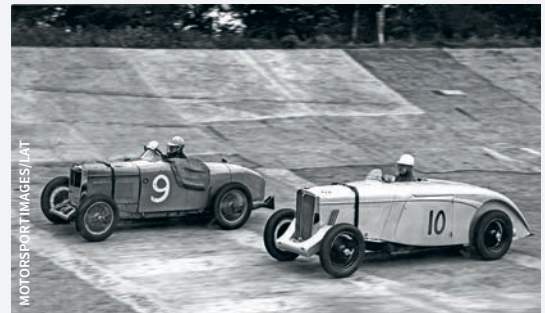
Far and away my favourite track is Macau, for numerous reasons. I've been fortunate enough to go there twice. The first time the front

## RULES AND REGULATIONS

There is no official committee ruling on how you accrue a track list but, as your secondary school teacher would have said, if you cheat you're just cheating yourself.

As far as I'm concerned the track has to be active. This means either a race or a test is taking place. It may be that you are testing at the track yourself. A track that is closed doesn't count – you can't pull up next to the gates at Mugello or somewhere and claim that you've been. And the track needs to be in contemporary use. I've walked the remains of the banking at Brooklands (below) scores of times, but it doesn't mean I've been to the track at Brooklands. Racing ceased there in 1939 and, unless you are currently in your very late seventies at least, it isn't on your list either.

The same applies to street tracks. Driving around the streets of Monaco doesn't count (unless you are in the race). And driving through the car park of the Caesars Palace hotel is 100% ineligible!



## 100 TRACK LIST

Adria	Hong Kong	Pau
Albert Park	Hungaroring	Paul Ricard
Algarve Circuit	Imola	Pembrey
Anderstorp	Indianapolis	Pocono
Ascari	Indianapolis	Pukekohe
Assen	Raceway Park	Punta del Este
Balcarce	Istanbul Park	Putrajaya
Baltimore	Jarama	Red Bull Ring
Barcelona	Jerez	Road America
Bathurst	Jyllands-Ring	Rockingham
Battersea Park	Laguna Seca	Rome
Beijing Olympic Stadium	Lausitzring	Sachsenring
Berlin	Le Mans	Sakhir
Alexanderplatz	Long Beach	Santiago
Berlin-Tempelhof	Lydden Hill	Sepang
Brands Hatch	Macau	Shanghai
Bristol	Magny-Cours	Silverstone
Brno	Mallory Park	Snetterton
Buddh	Marina Bay	Spa
Buenos Aires	Marrakech	Surfers Paradise
Cadwell Park	Mexico City	Taupo
Castle Combe	Miami	Texas Motor
Croft	Misano	Speedway
Daytona	Monaco	Thruxton
Dijon	Mondello Park	Valencia Ricardo
Donington Park	Monteblando	Tormo
Dubai Autodrome	Montreal	Valencia street track
Durban	Moscow Red Square	Valllunga
Eastern Creek	Mugello	Varano
Estoril	Navarra	Vila Real
Goodwood	New York	Watkins Glen
Gothenberg	Norising	Yas Marina
Hockenheim	Nurburgring	Zandvoort
Homestead	Oulton Park	Zolder
	Paris	Zurich



PUTRAJAYA

MOTORSPORT IMAGES/WARNER/LAT



BRISTOL

HHP/HAROLD HINSON

row consisted of Lewis Hamilton and Nico Rosberg, who went off together, handing the lead to Robert Kubica... This was also probably the last race in 'old Macau'. While there were a few casinos, it was a long way from the 'new Vegas' it has become. Drinking still took place in dingy bars down secluded alleyways rather than in glitzy hotel-tops with amazing views. The Canadian Club still existed.

The off-track scene may have changed, but the challenge of the circuit remains. It is a uniquely brilliant stretch of unforgiving asphalt. While most drivers say Spa or Suzuka is their top F1 track, their number-one favourite is usually Macau, and I truly hope that the Grand Prix survives the impending end of Formula 3 as we know it.

I'm not entirely sure how many race tracks there are in the world, but I'd say it's unlikely that I will get to 200. Even so, there are still a couple of places that I want to get to. I'd like to visit Talladega while NASCAR is still able to field a grid of 40 cars; everything I've heard about Austin makes it sound like exactly the sort of place that I would have a ball at; and I've only been to Japan once, to see the World Endurance Championship at Fuji – the whole race ran under the safety car due to the rain – so Suzuka has to be near the top of the wish list.

Closer to home, the season when I covered BTCC was the one year that Knockhill wasn't on the calendar, so I must find an excuse to head north of the border one of these days, while should racing ever resume at Phoenix Park, I will be there in a flash! And maybe the Circuit of Wales will be built one day. Perhaps that could be number 200. >>





JONES

## TRACK 100 A WALK IN THE PARK

**M**

ost good stories start in the pub, and this one begins in The Albion in Kingston-upon-Thames. I was having a drink with Gary Watkins (98 tracks) and, as is often the case, the track list and the subject of who would be first to 100 cropped up.

I'd identified a hitlist of potential tracks that would take me to the mark, but was struggling to justify a reason to drive all the way to Lincolnshire for a Cadwell Park clubbie, which was when the idea to race there was hatched.

Over the next week or so I'd reached out to the MSA, which sent me the Blue Book, arranged my ARDS at Thruxton, and opened conversations with a couple of friends who own racing cars. Ex-Motorsport News deputy editor Robert Ladbroke kindly offered up use of his Ford Puma, but ultimately I decided to take the opportunity to borrow a Toyota MR2 from Will Powell of motorsport marketing and media consultancy Motus.One.

It's prepared by Hurley Race Engineering and I knew they'd run a good car, which would be one headache fewer for me to contend with.

Through pure serendipity, an invitation arrived from Darren Cox and Millennial Esports to partake in a trackday at Bedford Autodrome. This was both a brilliant and humbling experience. I'd tested racing cars before – including driving a late-1980s Tyrrell at Mallory Park – so felt pretty comfortable on the morning of the day.

After 10 laps in an Ariel Atom my confidence was shot. I can't remember how many times I spun it, but it was a lot. Suddenly the prospect of actually racing at Cadwell – probably the trickiest and least-forgiving track in the country – seemed daunting. Of course, I knew that I was going to be at the back – I'd long reconciled my aims to 'respectability' – but if I couldn't even get around the lap without binning it, well, what was the point?

Fortunately, the Clio Cup car we were up in next restored a bit of confidence in so much as I didn't spin it and, when I turned in a half-decent time in the Jaguar prototype, I could feel the desire starting to return. The final car of the day, the BMW M4, was the nearest in characteristics to the MR2 and just so happened to be the car that I was most competitive in. Perhaps I could drive after all...

Sagely, Powell and Sean Hurley advised/insisted that I test the

MR2 before racing it, so a trackday at Snetterton was arranged. Earlier in the day I'd paid a visit to the good people at Fyshe, who kitted me out with a very smart Adidas race suit, gloves and boots, as well as an Arai helmet. I might not be able to pedal for toffee, but I at least looked the part!

After a quick sighting lap to get used to the clutch biting point, the pressure required to stop the car on the non-assisted brakes and the general feel of the thing, we embarked on a series of 20-minute runs.

**"SUDDENLY, AFTER DRIVING THE ARIEL ATOM, THE PROSPECT OF CADWELL SEEMED DAUNTING"**



Tyrrell test at  
Mallory Park was  
a long time ago

This is basically a race distance in the MR2 Cup.

There was a wide range of cars at the trackday and strict rules regarding where and when passing could take place. An onboard camera gave Powell a chance to assess my lines, braking points and inability to heel-and-toe.

After a few pointers, I was gradually piecing a lap together when overconfidence got the better of me and I had a high-speed spin at Hamilton. Basically I turned in too hard, too early. I was lucky that I didn't hit anything. "You won't get away with that at Cadwell," Powell observed, and that thought remained in my head during the month between test and race.

I dug an old set of gaming racing pedals from out of the shed and spent a couple of evenings heeling-and-toeing as I watched TV. I finally caught up with the latest gen of gaming consoles and downloaded *Project Cars 2* to learn Cadwell (it's even harder in real life).

The 750 Motor Club had very kindly sponsored my entry into the Roadsports race, and Ryan Insurance had covered the premium for the car in exchange for a couple of well-placed stickers. Fortunately, there was a test day ahead of the race, so the Hurley crew pitched up on Thursday evening and erected the awning, and had the car ready for Friday's running.

I'm usually a very organised person. You can't oversee three magazines and a host of websites by winging it. But faced with the lingering nerves and apprehension ahead of the race, my mind went to jelly. I had arrived at the track minus my race gloves, which I'd left 300 miles away at home. There's a very friendly atmosphere in the 750MC paddock and a spare pair was sourced before I took to the track. I gingerly worked my way up to speed, but was happy to end the day having improved to a 1m51.1s.

After the longest dry spell to hit the UK since the Triassic Period, the mother of all storms arrived that evening. Hailstones the size of walnuts and hurricane-strength winds gave the paddock a battering. Fortunately our awning had withstood the elements and the team had already softened the car up in anticipation of a wet qualifying and/or race. Great!

The green track meant everyone was struggling to match their times from testing, so I was (very) pleasantly surprised to learn that my 1m53s was good enough for me to be 25th of the 29 starters.

Such was the adrenalin coursing through me that I could barely hold my arms on the wheel as I sat in the assembly area waiting to form the grid. I'd been warned that the gap between the five-minute board and 30-second one would be negligible and so it proved – we were off for the formation lap in a blink.

I'd barely lined up in my grid slot and was still looking for the lights when the car in front of me set off! Luckily, I'd been at more or less ideal revs, so I dropped the clutch and set off, passing two cars off the line.

A bit of overcaution through the second corner cost me, but then

I settled into a decent rhythm and started catching the cars in front. Another MR2 and a Caterham were having a nice little dice and I was homing in! A sound bit of coaching from Powell meant I had a good line into the Gooseneck, and my heel-and-toe practice meant I was pretty handy on the brakes into Mansfield.

And what's more I was enjoying it. The fears that the Atom spins and that off at Hamilton had put into the back of my mind were gone and I was racing. And then the leaders came through...

The MR2 is a good Class C car in Roadsports, but in my hands it's 15-20s per lap slower than the quickest Class A cars around Cadwell, so it didn't take long for them to lap me, and when they did it really hurt. Not wanting to spoil their race, I was too eager to jump out of their way and I honestly think the yellow novice cross gave a couple of them the incentive to pull off moves they otherwise wouldn't have. The divebomb at the hairpin I received gave me the option of basically running off track or hitting them. The six seconds I lost ended the nice little battle I'd been having.

The race was 45 minutes with a mandatory one-minute stop. The team planned to call me in when the pits were clear and this played out as intended. I had a quiet second half of the race. My lack of race and physical fitness meant I was tiring, and I can't recall when I had to concentrate for that long uninterrupted (the curse of the smartphone).

All of which meant that the rain that started splattering on the screen was a most unwelcome distraction. The team told me beforehand that just because there was rain on the window didn't mean there wasn't grip on the track, and they were right! But as I went under the trees through the Hall Bends, they must have dumped all their retained water onto the track and I had a massive moment that I only just held on to.

A quick look down at the timer in the car and it was on 44m30s, meaning this was probably the penultimate lap. A glance in the mirrors showed there was no-one close and I decided to back off and stroke it home. Back on the pitwall nerves were rising. There were waved yellows and I hadn't come by at my usual pace. Surely I hadn't binned it on the last lap... Nah, I was just knackered, on the verge of being sick and delighted to have pulled it off, and in P20 too.

I celebrated in style that night and the next morning I was a bag of aches and pains. But what an experience! I can't believe I left it so long and I sincerely hope this is not just a one-off, although the twin perils of being both time and cash-poor mean that I think it'll be a while before I lose that novice cross.

Finally, I owe huge thanks to all the people who helped make this possible. In no particular order: MSA, 750MC, Thruxton, Motus.One, Hurley Race Engineering, Fyshe, Ryan Insurance, Motorsport Network, and to Steve Jones for the pics. Check out the Autosport YouTube channel for a video summary of my racing experience. 🏁





# FOUR RINGS AND A FUNERAL

*As Audi prepares to bid World RX 'auf Wiedersehen', the knock-on effects on the championship are only just beginning...*

HAL RIDGE

**A** 'realignment of its motorsport strategy' was the euphemism Audi deployed when it announced the termination of its World Endurance Championship programme in late October 2016.

Although the main focus of the communique was to telegraph a switch to Formula E and a renewed commitment to the DTM, it also spelled good news for Audi's two-time DTM champion Mattias Ekstrom and his EKS World Rallycross team. While it was non-committal about supporting EKS in the series, it explicitly confirmed Audi's interest in "the exciting topic of electrification being on the agenda in rallycross".

Further developments suggested that Audi was ready to increase its involvement. Less than three months later it revealed that it was upgrading its support for newly crowned World RX teams' champion EKS, elevating it to full factory-backed status. And as World RX's stakeholders mooted a shift to electric cars, it transpired that Audi was one of the key players in the FIA's technical working group – made up of manufacturers and the series promotor – to formulate a new direction for the series.

Unfortunately Audi has now engaged reverse gear. The deadline for signing up to EWRX in 2020 came on August 15, and went.

The series then announced that the proposed electric move would be postponed for 12 months. A handful of days later Audi revealed its plans for 2019 and beyond – again focused on FE and DTM – but this time with the notable absence of any reference to rallycross. Audi Motorsport boss Dieter Gass subsequently confirmed that the World RX programme is being terminated.

"We have decided to carry on [with] Formula E and DTM, and at the end of the day it's a matter of the amount of big programmes that we can afford and work on at the same time," he says.

FE has been deemed sufficient to satisfy the marque's need to demonstrate its ongoing commitment to electrification and, in the wake of Mercedes' departure, Audi's continuing presence in the DTM



was a necessity to keep the iconic but ailing German touring car series alive. "Even though we were very interested in the EWRX, at the end of the day it came very much down to a choice between the DTM and EWRX for us as a programme and the broadness of what we cover in terms of traditional combustion [engine] motorsport and electric motorsport," explains Gass.

"I think at the end of the day [leaving World RX] was the better compromise. If we would not have had DTM, in a foreseeable amount of time we would have been without traditional motorsport [internal] combustion engines and that would have had serious implications. It was mainly a consequence of the positive decision to DTM rather than taking a negative decision to the EWRX."

Four marques are required to guarantee a switch to electric cars in 2020, and three to open a discussion that could have forged the concept's path. Ultimately EWRX was postponed because Audi didn't sign, even after its presence in the working group absolutely had an effect on how the rules have – and are being – formed. But

## TIMELINE

April 2014	June 2014	July 2014	July 2015	May 2016	October 2016	November 2016
Audi's double DTM champ Mattias Ekstrom reveals his new EKS team will build and enter two Audi S1 Supercars for the inaugural World RX season	EKS makes its World RX debut at round three in Hell, Norway. Junior World Rally champion Pontus Tidemand finishes highest in 14th	In only EKS's third event, Holjes in Sweden, Ekstrom guides his S1 to the team's first World RX victory. It's a crushing triumph by 10 seconds	A year's wait for win number two: Ekstrom comes top at Holjes when Timmy Hansen is penalised for a robust last-corner pass on the S1	A Hockenheim DTM/World RX clash won't keep Ekstrom from the top step. Team-mate Toomas Heikkinen secures EKS's first double-podium	An emotional Ekstrom skips the DTM finale, also at Hockenheim. But it's worth it as fifth place guarantees he is World RX champ with a round to go	Next time out, third and fifth is all that's required to clinch the double as EKS wraps up the teams' title at the season finale in Argentina



Back where it began in 2014:  
EKS will now be without works  
support after Audi pulled plug



In 2018, the Polo hunted  
down the S1 for WRX and  
VW Group supremacy

manufacturers leave as quickly as they arrive — again proven by Peugeot's shock departure from World RX last week.

While rallycross has been on a steady trajectory of growth since gaining world championship status in 2014, Audi's departure is undoubtedly a blow. It has led to Peugeot's departure too — the French firm was unwilling to wait until '21 for an electric transition. But the long-term effects of Audi's decision won't be known until the future regulations are decided on March 31 next year. Following the postponement of the electric transition in August, Volkswagen confirmed that it could commit again if there are enough manufacturers to join. Ford has also publicly stated an interest, having withdrawn from World RX at the end of 2017.

Regardless of whether the electric switch does happen for 2021, it's clear that in the discipline's current guise Audi's World RX programme hasn't reaped the rewards that were anticipated. Despite Ekstrom's efforts and success as a privateer before attracting full works support, with a single round of Audi's

second term in RX left the EKS Audi Sport outfit has only managed to achieve four wins from a possible 23. EKS Audi Sport has just the 2018 season finale in South Africa to try and claim a final victory with drivers Ekstrom and Andreas Bakkerud

"We obviously were hoping to win races so it's a shame that we didn't," adds Gass. "But I wouldn't go as far as saying I was surprised because we have seen how strong Volkswagen has been last year."

Audi hasn't fully closed the door on rallycross, though.

"I never say never," explains Gass. "I still think rallycross is a very interesting concept, we will keep on looking at it and then we will make a decision."

For Ekstrom's squad to stand a chance of staying in the discipline, the Swede is having to go through the whole process of finding the required support again. There are bigger challenges than just getting the budget together. While EKS owns the S1 RX Quattros, the two-litre turbocharged engines are the property of Audi. Discussions are ongoing as to if or how the brand can help Ekstrom.

"Obviously we do have a big interest to continue working with Mattias, but I absolutely don't see clearly today what this is going to be. It's too early, unfortunately," says Gass.

Even then, 40-year-old Ekstrom has made no secret of the fact that he won't be racing himself unless he has tools available to fight for titles. Financial investment could secure EKS's future, but that doesn't guarantee the kind of knowledge and resources of a manufacturer-backed programme.

"To be competitive in the world championship you need a car manufacturer backing you," says Ekstrom. "It was not the wish of anyone in the team that Audi would pull the plug."

"That brings another challenge. We had many over the last five years and this is just a different one."

"Going racing just for fun I will not do. I'm not the type of guy who just goes to make up the numbers. It's all about going for race wins and to be champion. Without having any support from Audi I will not drive, because I wouldn't see how that would work."

A number of drivers have tested the EKS Supercars in recent weeks and, even if Ekstrom is not at the wheel himself in 2019, he is working hard to keep the squad in the paddock.

While acknowledging Audi's departure is less than ideal, Gass's opposite number at VW Motorsport, Sven Smeets, thinks the revolving door of marques in motorsport is par for the course.

"We see it as a shame, but that's how it is," he says. "We left WRC in 2016 and all the others found that a shame, but that's what it's about. Manufacturers come and go and hopefully we will see some other involvement again from people not here today. Now it's very important that the electric championship takes the March date."

Asked if the looming electric transition will stop new marques investing in an internal combustion engine Supercar, Smeets thinks the existing privateers that currently make up more than half the World RX field could potentially benefit: "A huge development [for a new car] seems crazy, but there are enough cars from different manufacturers around to say, 'We are maybe looking into EWRX, so why not start to build a relationship with a team'."

Audi will be missed in World RX in the short term, but the full implications of its exit will only be apparent once the future of both the regulations and the EKS squad are confirmed. ✎

Jan to May 2017	September 2017	October 2017	March 2018	April 2018	August 2018	October 2018
After the success, EKS secures Audi factory backing for 2017 and Ekstrom wins the opening three rounds in Spain, Portugal and Germany	EKS runs four cars in the French and Latvian rounds for drivers Ekstrom, Heikkinen and Reinis Nitiss, plus a guest: DTM star Nico Muller	At Germany's Estering, Ekstrom scores what remains Audi and EKS's last World RX win to date. The team's victory tally stands at 10	Out of the DTM to focus on World RX, Ekstrom and new signing Andreas Bakkerud begin testing new-look EKS Audi Sport's 2018-spec S1	Ekstrom is stripped of opening round win in Spain for first-corner contact with the VW Polo of double World RX champion Petter Solberg	Audi announces that it will stop works support for EKS at the end of the year to prioritise Formula E and the DTM, not electric World RX for 2021	Johan Kristoffersson dominates in 2018, winning 10 out of the first 11 rounds. EKS takes a double podium at Estering for Ekstrom and Bakkerud



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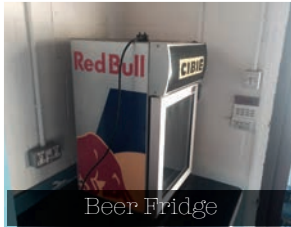


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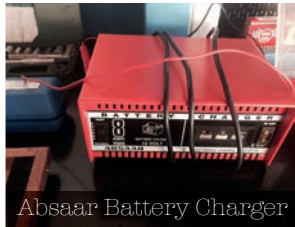
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## RAIN CLOUDS LOOM OVER THE WALTER HAYES TROPHY

### SILVERSTONE

While there are fears that next month's Walter Hayes Trophy may be adversely affected by rain, following the struggles of some series on the Silverstone circuit in recent months, there is some good news in that from the start of next year races will no longer be won after spending the duration behind the safety car.

This has happened twice already this year in high-profile championships. In April's British GT opener at Oulton Park, Jon Minshaw and Phil Keen won in a Barwell Motorsport Lamborghini Huracan GT3 after four laps behind the safety car. Earlier this month in BRDC British Formula 3, Josh Mason won at Silverstone. In both of these wet races a victor was rewarded who hadn't

## Mini aces test BTCC Focus

### MINI CHALLENGE

Mini Challenge champion Ant Whorton-Eales and runner-up Nathan Harrison drove a Motorbase Performance British Touring Car Championship Ford Focus at Snetterton last week as part of tyre supplier Dunlop's prize package.

For Whorton-Eales, who took part in the entire 2017 BTCC in an AmD Tuning Audi S3 and tackled one round in an MG in 2018, it was the second time he had won a prize outing. He took part in Dunlop's annual prize test in 2016 after claiming the Renault UK Clio Cup crown.

"It was great to test a proven race-winning car," said Whorton-Eales, who was 23rd in the 2017 BTCC standings. "Motorbase

has come a long way in developing this car in the two years since my first test."

He was joined at the test by Mini JCW runner-up Harrison, who had coaching from 2018 BTCC race winner and Motorbase regular Tom Chilton.

"This was an amazing day, thanks to Dunlop and Motorbase," said Harrison. "It's a great opportunity and I'm working hard on raising a budget to move up to the BTCC."

"The grip and power of the car felt great and I feel that the Mini Challenge has been a step towards preparing me for this."

A third Mini Challenge racer, Kyle Reid, who won the Mini Cooper Pro category this year, will test the Focus in 2019 as he was unable to attend the session.

MATT JAMES



completed a racing lap thanks to a rule in the Motor Sports Association blue book. It does stipulate that two racing laps must be completed for results to be declared final, but it doesn't specify that those must be *racing* laps.

From January 1 2019 that will change, with a new regulation added: "For any race that has been run, in its entirety, under safety car conditions shall be declared null and void."

The only disappointment is that this can't happen straight away. Rules are only changed mid-season on safety grounds, therefore this addition doesn't make the cut. At least the change is happening and that must be applauded.

Silverstone has suffered issues with rain since the track was resurfaced last year, MotoGP being the highest-profile casualty

after its race was called off in August.

There are now worries that one of the best-supported and most entertaining club events on the calendar, the Walter Hayes Trophy, may be in trouble if poor weather hits.

"When we did the Northern round there, and it was pouring down all day, the track surface just held the water," said leading team boss Kevin Mills.

"They were aquaplaning all over the place and that was even with reasonably warm temperatures. In November it's not going to dry up. I think with heavy rain they will have a bit of a problem running it, so fingers crossed."

Stuart Gough, who tested in wet conditions ahead of the opening round of the National Championship in April, and plans to take part in the Hayes for

the 15th time, added: "When I was testing I was aquaplaning off. Even on the straight it spat me off and did a load of damage."

"Silverstone's always had standing water, but you'd never [previously] go into Woodcote and aquaplane straight on before you even got to the right-hander."

In response to the concerns, Silverstone managing director Stuart Pringle said: "We're not anticipating problems while we await the outcome of the independent investigation [after the MotoGP cancellation]."

With more than 120 FF1600 entries expected this year, a sunny day will be more important than ever at the Northamptonshire circuit.

**JACK BENYON & MARK PAULSON**



#### FERRARI CHALLENGE

The Ferrari Challenge UK series, organised and run by the British Racing and Sports Car Club, will be launched next year. The championship will cater for Ferrari 488 Challenge cars and will comprise four rounds, at Brands Hatch, Snetterton, Croft and Silverstone, with two races taking place at each venue. Dominic Ostrowski, competitions director at the BRSCC, said: "We have worked with Ferrari over several years for its Ferrari Racing Days at Silverstone and it was a natural fit [for us to run this series]."





## Coates sets sights on Clio Cup International Final

### CLIO CUP INTERNATIONAL

Max Coates hopes to rebound from his Renault UK Clio Cup title defeat by winning the Clio Cup International Final race at Paul Ricard next month.

The Team Pyro driver had headed the UK Clio Cup standings for much of the season, but was beaten to the crown in the Brands Hatch finale by James Dorlin. However, Dorlin could yet lose the title

if an appeal to the National Court from Paul Rivett (over his exclusion from race two at Silverstone) is successful.

But Coates now has his eyes set on winning the newly constituted French event on November 3/4, which will feature top drivers from Clio Cup championships around the world. Initially, the top six in this year's UK Clio Cup were invited but that has since been extended.

"I would've liked to have been UK Clio

Cup champion but to be Clio Cup world champion sounds good!" said Coates. "It would help to make up for it [title defeat] and it's a great chance to race at a fantastic track against some pretty stiff opposition.

"I can't wait – I've been on the simulator and I'm really excited for it. Driving abroad is always good."

MRM pairing Brett Lidsey and Jack Young will join Coates in the event, but Dorlin and Rivett will be absent. The other European Clio categories benefit from having this event enshrined as the final round of their championships, while UK competitors have to find extra budget to take part.

Renault Sport Racing sporting manager Tarik Ait Said says entry fees for UK drivers have been reduced as a result of this.

"For the UK, it was a difficult situation because it has a contract with TOCA and already has nine meetings while other championships have six," he said. "For them it was not possible to do a 10th [round].

"We tried to create a package and reduce the entry fees so that should be an incentive. We want as many drivers there. We don't do this for business purposes, we do this for the sport."

Ait Said added that he would like the International Final to become a regular fixture, but that it is more likely to be biennial or triennial.

**STEPHEN LICKORISH**

## Carlin signs driver for its F4 comeback

### BRITISH F4

Ginetta Junior race winner Fin Green has been confirmed as Carlin's first driver as it returns to British Formula 4.

Carlin ran Lando Norris (when F4 was named MSA Formula), Max Fewtrell and Jamie Caroline to the first three F4 drivers' titles before taking a sabbatical from the series this year as it expanded into IndyCar and F2.

But earlier this month the team confirmed that it would be back for 2019 and now Green has been unveiled as Carlin's first driver for its comeback.

The 16-year-old finished ninth in the standings with Elite Motorsport in 2018, his second season in the Ginetta category. He is the first confirmed entry for F4's 2019 season.

Team boss Trevor Carlin said: "We're delighted to be back in the Formula 4

British Championship and helping young, talented drivers in their first seasons in single-seaters. Fin represents this perfectly and has already shown a great deal of potential in testing."

Carlin is set for another busy year since it will also compete in the new FIA International F3 series, which replaces GP3 on the Formula 1 support package in 2019.

**STEPHEN LICKORISH**



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## Grant gets 'modern' RF91

### WALTER HAYES TROPHY

Multiple Historic Formula Ford 1600 champion Callum Grant will drive the most modern machinery in his career so far when he fields a Van Diemen RF91 in the Walter Hayes Trophy.

Grant, the 2012 and '16 Historic Sports Car Club FF1600 champion, will drive the car owned by Roger Arnold.

The Bolton driver – who helped spectators pull fellow competitor Nelson Rowe out of his burning car at Cadwell Park earlier in the year – was one spot out of qualifying for the final of the Walter Hayes Trophy last year in his Merlyn Mk20, and with more modern machinery

he is hoping to cross the threshold.

"I was one place off the final last year with a historic car," said the 24-year-old. "So I'd like to think I can get into the final. But you know what the Hayes is like, I'll probably be in a massive accident at the first corner in the first heat.

"I'm just going to watch my back. We're not going to win it – the car is 25 years older than some of the cars, so the final is the target. But it depends on the circumstances."

After testing the car last week at Silverstone, Grant has decided to put the engine from his Merlyn into the Van Diemen for the November 3-4 event.

**JACK BENYON**

## Moyers returns for WHT

### WALTER HAYES TROPHY

Kevin Mills Racing, winner of the 2017 Walter Hayes Trophy with Michael Moyers, will run six cars in the event this year – including one for Moyers.

He will return to lead the team alongside Formula Ford Festival pacesetter Michael Eastwell and newly crowned Chinese Formula 4 champion Jordan Dempsey.

"I really think Jordan, after a couple of days testing, has got as good a chance as those two," said team boss Kevin Mills, who will hire a car from Wiltshire College to complete his squad of six Spectrums.

"Moyers had a good run-out at

Donington Park [in the National Championship two weeks ago] to get the rust off, so he's still a threat."

The line-up will be completed by Roger Orgee and South African pair Julian van der Watt and Alex Gillespie.

Neil MacLennan made a late switch to join KMR for last weekend's Festival, making his debut in the Australian-built Spectrum chassis. The Scot had made sporadic outings earlier in the season in the National championship in a Cliff Dempsey Racing-run Ray. Since Mills's squad is fully subscribed for the Walter Hayes Trophy, MacLennan will sit out the Silverstone event ahead of a planned 2019 National title assault.

**MARK PAULSON**

### IN THE HEADLINES

#### NEW RX-8 SERIES ENTRIES

The Classic Sports Car Club's new-for-2019, one-make class for road-legal Mazda RX-8s already has eight entries, despite only being announced last month. The RX-8 Trophy will join the New Millennium Series grid for post-2000 production cars. Club director David Smitheram described himself as "thrilled" with the "crazy" level of interest. Further entries are anticipated once the full regulations are finalised early in November.

#### EASTWOOD RECOGNISED

World Endurance Championship driver Charlie Eastwood has been chosen as the Motorsport Ireland Young Racing Driver of the Month for August. The 2017 Porsche Carrera Cup GB champion matched his best WEC result of second in the GTE Am class in the Silverstone round during that month. Eastwood's selection means he becomes eligible to win the prestigious Sexton Trophy, which will be awarded at the end of the year.

#### KELLETT IN FIESTA RETURN

Alastair Kellett, 2016 Ford Fiesta champion, joined this year's finale at Brands Hatch last weekend with a view to making a 2019 return. The 41-year-old has made a handful of appearances in the past two years but now looks forward to a full campaign back in the Fiesta ranks. "I was bored, and [fellow driver] John Cooper offered the use of his spare car this weekend, so here I am," he said. Kellett qualified second in Class D and twice finished on the class podium.

#### FORMULA 1 TO FUN CUP

Formula 1 aerodynamicist John Iley made his racing debut in the Fun Cup at Donington Park last weekend. The ex-EuroBrun, Jordan, McLaren, Ferrari, Renault and Caterham designer shared one of the Team 7 Fun Bikes cars with Jay Shepherd and Jon King. "It's been really good and I love the atmosphere," he said. "I have wanted to do a race for some time, but not to just make up the numbers." They finished 22nd, having run as high as 15th after the second hour.

#### DIBDEN BACK IN MONOS

Ashley Dibden will return to the Monoposto championship in 2019 with a view to mounting a full challenge for the title. The ex-Saxmax and F4 racer, who competes in a Dallara F301 in the F3 class, narrowly missed out on the 2017 title after problems struck mid-season, having won four of the first five rounds. Dibden, 24, got married in August and opted to sit out this season to prepare for his 2019 campaign.



# First Dijon visit for CSCC in '19

## CLASSIC SPORTS CAR CLUB

The Classic Sports Car Club has unveiled its 11-round 2019 calendar, which includes a headline first visit to Dijon.

Grand Prix and ex-F1 circuits have become a semi-regular fixture on the club's schedule. The addition of Dijon, from October 4-6, follows a first meeting at Magny-Cours last weekend for the season finale and a return to Spa – which holds its place next year – in June.

Club director David Smitheram said: "It's the usual CSCC thinking where we want to offer the members something new. We're running out of UK circuits to try for the first time, so we looked at where else we haven't been that's within a sensible distance."



Angelsey's International circuit will also get its first run out with the CSCC next year, the club having previously used the Coastal layout. It is hoped that both configurations will be used throughout the July 20-21 meeting.

Also of note, the final meeting will

include night races at Donington Park, with the National loop hosting the televised races on October 26-27. In previous years the equivalent meeting has been held at Brands Hatch; the Indy circuit now features on August 17-18 instead.

**MATT KEW**



## Roberts targets 2019 MX-5 title

### MAZDA SUPERCUP

Two-time BMW Compact Cup champion Steve Roberts is aiming to return to the Mazda MX-5 Supercup in 2019 and challenge for the title, having made his debut in the series this year.

Roberts has taken two wins in his maiden season of Mazda racing after engine problems hampered him early in the season.

After an engine change that cured his problems and restored his pace, Roberts took his first win at Castle Combe in July, but suffered a crash in the

second race (above) and missed the next round as he battled to repair his car.

He ended the season in style with a win at the final race of the season at Donington Park earlier this month and is eyeing a return to the series and a tilt at the title next season.

"I wouldn't be doing it if I wasn't aiming for the championship," said Roberts, who claimed his Compact titles in 2013 and '15.

"It's a great championship, it's probably one of the best-quality grids in the country. There are 10 drivers that are quality."

**STEFAN MACKLEY**

## MODSPORTS TO MONDELLO PARK

### CSCC

Mondello Park will feature on the Classic Sports Car Club's schedule for the first time in the 2019 season.

The Special Saloons and Modsports will break away from the other series for a one-off appearance at the venue, with three races at the County Kildare track across July 13-14.

Plans to race at the former British Touring Car venue were tabled for 2018, but had to be put on hold due to a date clash.

The Special Saloons and Modsports will support the Formula Vee Festival, a charity meeting that raises money for

Irish children's campaign The LauraLynn Foundation.

Howard Dawson, who races a Porsche Boxster S in the CSCC Modern Classics series and is acting managing director of both Lola and Mondello, said: "We've been talking with [CSCC directors] David [Smitheram] and Hugo [Holder] for two or three years about getting part of the club to come over.

"It's club racing at its best – a technically demanding circuit and the people have a great time. Maybe in future years more of the programme can come."

**MATT KEW**



Eclectic Modsports  
head to Ireland

# Area to fight for Relay win

## BIRKETT RELAY

Area Motorsport's SEAT Cupra TCR squad is gearing up to take the fight to Radical and Saker racers when it competes against more than 60 teams in the 750 Motor Club's annual Birkett Six Hour Team Relay race at Silverstone on Saturday.

TCR racers Carl Swift and Stewart Lines will be joined by 2013 handicap winners and racing brothers Lee and Shayne Deegan in the Area car.

Since the 2013 win, the Cambridge-based Deegans have each won 750MC championships, Shayne in Stock Hatch and Lee in the Civic Cup. The former went on to dominate the National Mini Miglia Challenge before moving into the Renault UK Clio Cup.

Breakell Racing's pair of Radical SR3-centred teams — headed by

event stalwart Aaron Bailey — should be frontrunners in an eclectic field of 66 teams of up to six drivers. It features strong BMW M3, Honda Civic Cup and Caterham participation.

For the first time in years a Ferrari team has been entered, a mix of 430s and 355s competing under the RNR Performance Cars banner. Former F3000 racer-turned historic regular Dave Coyne is its star driver, competing against everything from Mini Cooper Ss to VW Fun Cup car.

Multiple handicap winners and defending champions RAF Motorsports Association could repeat in the service's 100th anniversary year, with Darren Betts' rapid Westfield V8 its quickest combo in a bid to beat the Royal Navy Royal Marines and Armed Forces Race Challenge teams for top honours this year.

MARCUS PYE



## New bodyshell for Falcon

### 750 FORMULA

Olly Collett debuted a new self-designed bodyshell for his Falcon 750 Formula car at Snetterton earlier this month, and hopes to make it available to more drivers with the same chassis.

Collett, 21, who gained work experience with the Williams F1 team and is currently studying for a Masters in Mechanical Engineering at Southampton University, designed the sleeker panels using a SolidWorks CAD/CAM software package.

The shell features carbonfibre and has been built in conjunction

with Collett's father Ben's newly established Carbinium Engineering concern, based in Norfolk.

"We've evolved the shape, improved the car's aerodynamics and taken more than 20kg from its weight," said Collett, who took a fourth and a DNF at Snetterton.

"It's already as quick as anything in the fast corners and we have a programme of improvements coming over the winter. It's been well received and produced to an industry standard so it would be great to sell kits to other Falcon racers."

MARCUS PYE

## IN THE HEADLINES

### NEW SPORTS-RACER CUP

A new British Automobile Racing Club-run prototype series will launch next year featuring a class for the Revolution car. The UK Sports Prototype Cup will have sprint and endurance races at Britcar meetings in 2019 as well as supporting the European Le Mans Series at the Algarve circuit. It will include a class for Phil Abbott's new V6-powered Revolution prototype (for more on this, see next week's Autosport), as well as a Radical SR3 division.

### CATER IN SPORTS 2000

Newly crowned Monoposto F3 champion Ben Cater made a one-off Sports 2000 appearance at Brands Hatch while he considers what to do in the future. Cater was quickly on the pace and qualified the ex-Guy Jeynes-Ellis MCR in third place and was second behind champion Tom Stoten in the first of two races. He followed this with a victory after Stoten's car was withdrawn before race two. He is also evaluating a switch to historics next year.

### YOUNG'S UPGRADE

Renault UK Clio Cup driver Jack Young made a surprise appearance in the CNC Heads Sports/Saloon championship at Oulton Park last weekend, in order to upgrade his licence with more signatures to compete in the Clio International Final. Last year's Clio Junior champion made his senior Clio debut at the Snetterton round in July and has since shown strong pace, including bagging a pole at Brands Hatch. At Oulton last weekend he claimed two wins in class.

### TAYLOR GETS CAR HELP

Frankie Taylor's Citroen Saxo entered the Junior Saloon Car Championship round at Oulton Park sporting a bonnet livery decorated with coloured tape and signed by Taylor's rival drivers (below). Taylor hit the back of Molly Dodd's Saxo in practice for the previous round at Silverstone, which left the front of the car severely damaged. His rivals came together to offer replacement parts and redecorated the car in its original livery using sticky tape, before adding their own messages prior to it racing.





Smith beat Murray in the drag race to the line by just 0.087s

ALL PICS: HAWKINS



## Persevering Smith pips Murray in Festival

**BRANDS HATCH**  
**BRSCC**  
**OCTOBER 20-21**

In between the semis and the Formula Ford Festival final, it was hard to find any neutral who really believed that poleman Niall Murray – a man with two Festivals, two National championships and a Walter Hayes Trophy to his name – would be beaten.

Josh Smith confounded all expectations, though, taking the lead on the last lap to claim his biggest win yet, a result that

meant as much to his Oldfield Motorsport team as it did to the Cumbrian himself.

The build-up to the final had been far from plain sailing for the 19-year-old, who finished 12th in the National championship this year. He'd tested only in the wet on Wednesday – missing dry running later in the week – but nevertheless claimed pole for his heat. He soon lost out to Murray in that but, in spite of a front-upright failure, clung on to third. Second in his semi – again behind Murray – put him on row two for

the final, when he had one last chance to defeat the dominant Irishman.

Through no fault of his own, his bid to do so was disjointed. Carter Williams (Ray GR10) spun out of seventh at Paddock Hill Bend on lap two and was collected by the GR15 of Gary Sykes; the race was stopped. At the second attempt, John Svensson's Van Diemen JL12 tangled with the Swift SC18 of Max Marzorati, who had won the Last Chance race barely an hour earlier. The Swift clattered into the pitwall, Marzorati escaping with bruising. Separately, Joey Foster and Team USA Scholarship entrant Jake Craig exited the fray, the pair making contact at Paddock before beaching their Firman and Ray GR18 respectively into separate gravel traps.

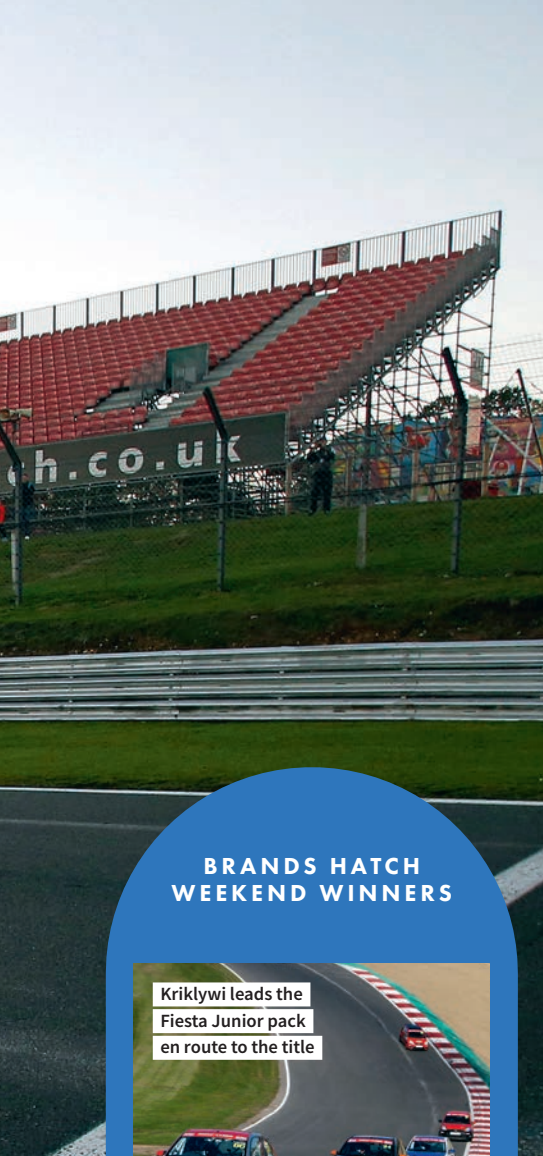
On the latter occasion, the red flags took a few laps to appear, so Smith's second successive "ballistic" start, to get ahead of front-row starter Oliver White's Medina JL17, was not annulled. He lined up closer to Murray for the eight-lap dash for glory.

Smith completed a hat-trick of fantastic getaways, cancelling out the grid stagger and being alongside Murray, on the outside, into Paddock. On the exit, the move was sealed. A lap later, however, and Murray took the high line at Paddock, got the switch back >>



Smith shows off the Neil Shanahan Trophy





## BRANDS HATCH WEEKEND WINNERS



### FORMULA FORD FESTIVAL

**Heat 1** Niall Murray (Van Diemen RF99)

**Heat 2** Matt Cowley (Van Diemen JL13)

**Heat 3** Michael Eastwell (Spectrum 011C)

**Semi-final 1** Niall Murray (Van Diemen RF99)

**Semi-final 2** Ollie White (Medina Sport JL17)

**Last Chance race** Max Marzorati (Swift SC18)

**Final** Josh Smith (Van Diemen JL13)

### CLASSIC FF1600

**Race 1 & 2** Benn Tilley (Merlyn Mk20A)

### FORMULA FORD MASTERS

Noel Robinson (Van Diemen JL012K)

### FF1600 HISTORIC FINAL

Alan Davidson (Mondiale M89S)

### FORD FIESTA

**Race 1 & 3** Samuel Watkins (ST)

**Race 2** Ryan Faulconbridge (ST)

### FIESTA JUNIOR

**Race 1** Magnus Kriklywi

**Race 2** Josh Steed

### IRISH SUPERCARS/GLOBAL GT LIGHTS

**Race 1** Cameron Fenton (Supercar)

**Race 2** Jake Byrne (Global GT Light)

### SPORTS 2000

**Race 1** Tom Stoten (Gunn TS11)

**Race 2** Ben Cater (MCR)

For full results visit:  
tsl-timing.com

## THOSE WHO FELL FOUL OF THE FESTIVAL



The driver who set the fastest lap of the entire Festival weekend didn't even get to take part in the final. Michael Eastwell headed the list of big names to fall before the last hurdle when his Kevin Mills Racing Spectrum 011C retired from semi-final one with a broken rear suspension bolt.

"Gutted is an understatement," said a dejected Eastwell, who had finished second in the National Championship this year despite not winning a race. "It's no-one's fault – failures happen."

"We made a statement this weekend. We had a pole, we won the heat race with arguably some of the best drivers of the weekend in it, like Joey [Foster] who won it [the Festival] last year and Ollie [White] who won the other semi-final. We'll come back stronger in two weeks' time for the [Walter] Hayes [Trophy]."

Luke Cooper did make the final but only after a weekend dogged by mechanical issues. The Swift Cooper team worked until 1am on Saturday rebuilding his engine after a testing failure, but it remained down-on-power in qualifying, leaving Cooper eighth on the grid for his heat. The engine blew altogether in the race, but Cooper had gone far enough to scrape onto the back of a semi-final grid. Using a motor borrowed from Alan Slater, whose Nike Mk4 had been sidelined by chassis damage in testing, Cooper

stormed from 29th to 12th. But he called it quits when a misfire hit in the final.

Chris Middlehurst, third in the 2016 Festival and fifth last year, also had an eventful weekend. Third in his heat, he tangled with Team Dolan team-mate Matt Round-Garrido in semi-final two after hitting the kerb at Graham Hill Bend. The collision broke Middlehurst's Van Diemen LA10's suspension and then he was collected by Rory Smith.

Making the last-chance race as a reserve, Middlehurst spun at the first corner but recovered to ninth. He joined the final as a reserve after the first stoppage but could climb only to 13th.

Having finished third twice in the past three years, 2014 National champion Stuart Gough had high hopes but struggled with his Oldfield Motorsport-prepared Van Diemen JL16 throughout. The team changed his engine after a 10th-place semi-final finish, but when a misfire returned in the final, Gough parked.

Northern Irishmen Noel Robinson and Ivor McCullough saw little reward for their strong pace. Two-time Kent Festival winner McCullough suffered gearbox failure in his heat. Robinson, fourth in the 2014 Festival, was sidelined by a loose plug-lead, having had only an hour's sleep the night before after taking his blown engine to Cannock for a rebuild.

Former British Touring Car Championship racer Vincent Radermecker lost a place in the final when he was penalised for an out-of-position start after winning the Last Chance race on the road in his Van Diemen RF91.

"It's my mistake," admitted Radermecker after being caught out by the sloped grid. "We'll see next year," he added. "Why not?"

MARK PAULSON





at the foot of the hill and hauled himself back into the lead on the climb to Druids.

The middle phase of the race – all five laps of it – went into a holding pattern up front, with Murray, in his faithful Van Diemen RF99, ahead of Smith and White. All three were well clear of fourth place, the gap exaggerated when Peter Dempsey retired after a front rose joint came loose on his Ray GR18.

With three vying for the lead onto the final lap, Smith's team boss James Oldfield was watching on anxiously outside the commentary box as the trio ascended to Druids. "Ollie [White] was playing his patient waiting game, he's a

very calculating driver," said Oldfield. "He made a good challenge, but Josh was able to see what he was doing."

White had gone to the outside, trying to drive around both of his rivals and he was very late on the brakes. "I thought, 'I'm in third now, Christ!'" said Smith. "But Niall must have decided to go late on the brakes and they both outbraked themselves. It just opened the door and I slid right through. Then I just hung on for the rest of the lap."

Smith's victory margin was less than a tenth of a second, with third-placed White – who rued the much-reduced race distance – only a quarter of a second behind Murray. Smith is hopeful that his blue riband

Formula Ford victory – which earned him a Mazda Road to Indy shootout ticket, as well as the Neil Shanahan Memorial Trophy – will be a platform for greater things. "I hope it does me the world of good, I hope people are watching because it is just getting better," he said. "I am looking forward to a trip to America."

For Oldfield, the success was the culmination of hard work. "This is his own car, but we have rebuilt it endless times to make it a little bit better every time. That's the result when you get a driver in it like that," he said. "We've been second [at the Festival], second, third – and now this."

On his return to UK racing, Matt Cowley took fourth in his Van Diemen JL13, hampered by a lack of speed out of Graham Hill Bend and a missed gear at the start, which dropped him behind Dempsey. Neil MacLennan was fifth – the first of five cars separated by a second – which he regarded as a satisfactory Spectrum debut weekend. Keith Donegan – up from row six in spite of a slipping clutch on his Van Diemen JL13 – took sixth, ahead of Canadian scholarship driver Guillaume Archambault and American counterpart Colin Mullan, both in Rays. An enthusiastic drive from 23rd on the original grid earned Medina-mounted Matt Round-Garrido ninth and the John



All the talk was of another Murray win ahead of the final, but Smith hadn't read the script

ALL PICS: HAWKINS

## THE ROAD TO THE FINAL

The Festival heats and semi-finals provided a taste of things to come as the eventual top two of Josh Smith and Niall Murray were drawn together at each stage. While Smith laid a marker with pole for their heat, it was Murray who came out on top in both.

Team Dolan's Murray passed Oldfield Motorsport man Smith for the lead of heat one into Druids, but only built his seven-second winning margin after Smith slowed in the second half of the race with a broken front upright. That allowed last year's Festival runner-up Keith Donegan to catch and pass Smith to claim second, despite carburettor problems causing his engine to stutter exiting corners. Smith completed an all-Van Diemen podium, holding off a train comprising the Rays of Carter Williams (Don Hardman Racing) and Cliff Dempsey Racing duo Guillaume Archambault and Jonathan Browne.

Murray was untroubled in the semi-final rematch with Smith as he led from start to finish. Fellow front-row starter Michael Eastwell applied the pressure before he slowed, then dropped out with a broken



Ollie White won the second semi-final

rear suspension bolt. From fourth on the grid, Smith jumped into third at the start and in subsequent laps exchanged places with Neil MacLennan, making his first appearance in a Kevin Mills Racing Spectrum. Smith emerged on top in that battle, then dived past the ailing Eastwell for second with five laps to go.

MacLennan fended off Joey Foster's Firman for third, with Team USA Scholarship drivers Jake Craig and Colin Mullan and Team Canada scholar

Archambault following, in what was reckoned the stronger semi-final.

The second semi was won by the Medina JL17 of Ollie White, who benefited from running new tyres rather than saving them for the final. He passed Team Dolan's Matt Cowley into Paddock Hill Bend mid-race. Three-time Walter Hayes Trophy winner Peter Dempsey was third, but remained frustrated at being just shy of the frontrunning pace. Whatever changes CDR made,



Nicol Trophy, for the most outstanding performance by a British driver. David McCullough, in his Van Diemen, completed the top 10.

With Smith victorious, though, Murray has unfinished business at Brands. "Every time I have finished this event I have won it, and I kind of wanted to keep that record up, so it is fairly heart-breaking," he said. "Hopefully we will be back, I want to be the first person to get my name on that board three times."

IAN SOWMAN

including an overnight engine swap on Thursday, seemed to make little difference. He was followed by Williams and Browne, with Donegan recovering to sixth after spinning at Druids on the opening lap.

Cowley had earlier won heat two, recovering after wheelspin dropped him from second on the grid to third. MacLennan led from pole position but lost pace on an oily track, suffering with a loose rear-end as he acclimatised to the Spectrum. As MacLennan backed up the leading group, Cowley dived inside Craig for second at Graham Hill Bend, then passed MacLennan at Paddock on the penultimate lap. Chris Middlehurst further demoted Craig to complete the podium, with the top four covered by less than a second.

Eastwell dominated heat three, which was interrupted by a lengthy safety car period, to win comfortably from White, Foster and Matt Round-Garrido. Max Marzorati took a maiden win in the Last Chance race after Vincent Radermecker was penalised for an out-of-position start.

MARK PAULSON

## SUPPORTS, BRANDS HATCH, OCTOBER 20-21



# Tilley takes Classic FF1600 double from Mansell

A busy Festival support programme also highlighted single-seater excitement, and the weekend's first race provided a preview of the main event when Benn Tilley and Scott Mansell engaged in a titanic battle for Classic FF1600 honours.

New champion Tilley steered his Merlyn to another win, but between pole position and victory by 0.016 seconds lay 15 hectic laps. Mansell grabbed the advantage in traffic but Tilley wasn't beaten, drawing level off the last corner to steal the win by less than a nosecone.

Tilley suffered from starting in the shade on a damp pole slot on Sunday morning and fell to fifth before fighting back. He forced an opening at Druids to take the lead from Mansell, who reclaimed it when they met a tailender. As in race one, Tilley outdragged his rival in the final dash, this time by 0.022s.

The Festival Masters race was also a consolation outing for drivers in trouble in the main event, but the winner was Noel Robinson, fresh from finishing 11th in the semis and qualifying for the final. He beat Tom McArthur and Ivor McCullough, the latter third from the back.

Alan Davidson drove a wide Mondiale to beat Tom McArthur's Reynard in a close Historic Final, which was notable for Stuart Kestenbaum's sixth race of the weekend (with a Last Chance outing to come) in his Crossle.

Ninth place in the first Ford Fiesta race was enough for Harry Gooding to be crowned Class C champion,

down the order behind winner Sam Watkins, who headed Simon Horrobin. However, Horrobin's unruly conduct in race two earned ejection from the meeting, including from his race-one result.

Watkins finished second to Ryan Faulconbridge in race two, but hit winning form again in race three, which ended in controversy when Gooding made an ill-judged bid to pass Tom Hutchins.

This meant two Class D wins and a third place was enough for Jamie White to seal overall honours.

The main focus of two Fiesta Junior races was the title duel between Magnus Kriklywi and James Waite. Kriklywi won the first race after Waite had an overnight engine change and his power-steering failed during the race. Kriklywi stayed out of trouble in third place in race two to be sure of the championship, enabling Josh Steed to secure his third win of the year.

Cameron Fenton and Jake Byrne dominated their respective classes in two guest appearances by the Irish Supercar and Global GT Lights. Each also celebrated an overall win, Byrne's in race two despite the Global cars having a handicap.

Tom Stoten secured the Sports 2000 title by dominating the first of two races in his Gunn. Series debutant Ben Cater finished second, and followed up with a fine win in race two when Stoten's car was sidelined before the start with alternator problems.

BRIAN PHILLIPS





## Jackson takes treble in thrilling finish

**SILVERSTONE**  
**HSCC**  
**OCTOBER 20-21**

A week after older brother Dominik won the Radical Challenge in a Silverstone monsoon, Cameron Jackson put the Historic Formula Ford championship beyond Ben Mitchell's reach with victory on the national circuit. Jackson rejoined the Formula Junior pack the next day, winning from the back to take its Class E crown. But he saved the best to last, snatching the finale from outgoing champion Richard Tarling and Mitchell on the line: 0.031 seconds separated the trio.

Poleman Jackson (Lola T200), Tarling (Jamun T2) and Mitchell (Merlyn Mk20) all led, and the races were intense slipstreamers in which Callum Grant and Ben Tusting (Merlyns) and, latterly, Swiss veteran Gislain

Genecand (Crossle 16F) also starred. Key in Jackson's armoury was traction out of Becketts in a car honed by five-time champion driver Neil Fowler's team.

"We had a strong rear end, which enabled me to use the wide line in and fire out onto the straight," said Jackson.

In Sunday's race the leading trio traversed Maggotts abreast. Squeezed back to fifth by Tarling at Brooklands the previous day, Mitchell led onto the last lap. As the top three accelerated through Woodcote as one, Richard's transponder tripped the timing first, but MST's photographic back-up showed Jackson's nose ahead by 0.006s. Tusting and Genecand were within 0.735s in fourth and fifth.

Drum-braked Formula Junior runner Peter de la Roche (Lola Mk3) outflanked Adrian Russell (Lotus 22) and impressive

debutant George McDonald (Brabham BT2) in Saturday's 'Jacksonless' race. On Jackson's heels, Nick Fennell (Lotus 27) ousted Andrew Hibberd (22) for second on day two.

Capping his late father Major Arthur's centenary year, Ray Mallock (U2) twice beat erstwhile points leader Alex Morton (Condor) to clinch the front-engined Fjunior crown, his first drivers' title in one of the family marque's cars since 1971.

Mallocks dominated Classic Clubmans as usual, A-Sport champion Mark Charteris twice denying John Harrison the win. In FF1600-engined B-Sport, Jon Lee took a shock double win in Dave Facer's car. Reigning champ Barry Webb matched the absent Clive Wood's score with second on Saturday but – having driven from a wedding in Scotland – Wood repassed Webb on the final lap to regain the crown.



### LOLA RETURNS

Keith Norris's first Historic F5000 race since selling his Chevron B28 in 2006 brought the Lola T300 HU10 – in which David Hobbs won for Carl Hogan at Edmonton, Canada, in 1972 – back to the fray. Having entered the HSCC orbit with Alex Seldon in '85, it was subsequently raced by veteran Geoff Thomas and then Nick Shrigley-Feigl, who sold it on via eBay...







WALKER

WALKER

In a Reynard-rich Historic FF2000, Saturday's win over Ian Pearson (Royale RP30) and rival Paul Allen meant Andy Park completed his title hat-trick. The result was repeated on Sunday when "13 years of Caterham experience" helped Allen repel Benn Simms, charging from the back. Class B champion Dave Margetts parked his Dulon with a broken upright on Sunday, and Nigel Lackford (Jamun T6) bested Grant Saunders (Tiga SF78).

Lenham drivers landed a Guards Trophy one-two. Greg Caton soloed Brian Casey's to victory over Jon Waggitt/Peter Needham after early pursuer Will Schryver's Chevron B6 broke a driveshaft. A hard-fought third for Nick Fennell/Jon Milicevic (Lotus 23B) enshrined Fennell's second place in the overall standings behind champion John Davison, who headed an Elan 26R 1-2-3

in the GT divisions.

Davison was waltzing away with Saturday's Historic Road Sports race after an early battle with Kevin Kivlochan's Morgan +8 until his Elan S1's distributor snapped off. "I heard nasty noises approaching Woodcote, then saw flames in my mirrors and pulled off," he said.

Invitee John Dickson's Ferrari 308 took the 70s Road Sports win while Charles Barter got the points in his Datsun 240Z. Jez Clark (Elan S4) was initially declared champion as rival Brian Jarvis (Porsche 924) was shaded by Drew Nicholson (Alfa Romeo), but stewards will decide the outcome owing to a driver changing class.

Welsh Touring Car debutant Geraint Owen forced returnee Warren Briggs to scrap for his Historic Touring Car wins in entertaining Ford Mustang slugfests — >>

## SILVERSTONE WEEKEND WINNERS



WALKER

### HISTORIC FORMULA FORD

Races 1 & 2 Cameron Jackson (Lola T200)

### HISTORIC FORMULA JUNIOR, REAR-ENGINE

Race 1 Peter de la Roche (Lola Mk3)

Race 2 Cameron Jackson (Brabham BT2)

### HISTORIC FORMULA JUNIOR, FRONT-ENGINE

Races 1 & 2 Ray Mallock (U2 Mk2)

### CLASSIC CLUBMANS

Races 1 & 2 Mark Charteris (Mallock Mk20/21)

### HISTORIC FORMULA FORD 2000

Races 1 & 2 Andrew Park (Reynard SF81)

### GUARDS TROPHY

Greg Caton (Lenham-Ford t/c P69)

### HISTORIC ROAD SPORTS

Kevin Kivlochan (Morgan +8)

### 70s ROAD SPORTS

John Dickson (Ferrari 308 GTB)

### HISTORIC TOURING CARS

Races 1 & 2 Warren Briggs (Ford Mustang)

### CLASSIC F3

Race 1 Greg Caton (Ralt-Toyota RT1)

Race 2 Gaius Ghinn (Ralt-VW RT3)

### HISTORIC FORMULA 3

Jon Milicevic (Brabham BT21B)

### DEREK BELL TROPHY

Race 1 Michael Lyons (Lola-Chevrolet T400)

Race 2 Mark Charteris (March-BD7 742)

For full results visit:  
[mst-world.com](http://mst-world.com)

### SMALL ENJOYMENT

Former HSCC chairman Lincoln Small enjoyed a rare outing in his 1-litre F2 Brabham BT10 in the Historic F3 finale. Its first owner, Denis O'Sullivan of Baldyne Engineering, raced the Ron Tauranac-designed car in this form in 1964, then converted it to 1000cc F3 spec in '65. It was raced by Geoff Oliver in '66, and Small, of Radbourne Racing fame, acquired it from the USA over a decade ago.



WALKER

### 500 NOT OUT

Former marshal Dave Karaskas, 65, celebrated his 500th race start by leading the 70s Road Sports finale in his TVR 3000M. Since 1974 Karaskas has competed in multiple series in GTs and single-seaters, winning the '94 ARP/Club F3 championship in a Ralt RT31. "Unbelievable for somebody brought up on a council estate in East London," he said.



“he deserves top marks” smiled the Kiwi – but two Class E maximums brought Adrian Oliver (Hillman Imp) his fourth title over Class C double topper Bob Bullen (Anglia).

Though Pat Gormley (Safir RJ03) was an inspired second – behind 2017 champion Gaius Ghinn (Ralt RT3) – while Keith White (Ralt RT1) was sixth with a flat engine in the Classic F3 decider, White clung on to snare his second title, 12 years after his first. A complication was [non-registered, thus ‘pointless’] Greg Caton’s earlier win over Ghinn and White in David Shaw’s ex-Nelson Piquet RT1. Chris Levy and Andy Lancaster shared the URS FF2000 spoils.

Historic F3 champion Jon Milicevic won again when Andrew Hibberd spun at Brooklands then charged from ninth to second. A hectic third for Mike Scott completed a Brabham monopoly and landed Scott the seasonal runner-up spot.

MARCUS PYE



Owen (r) pushed Briggs in Mustang contest

WALKER

## CHARTERIS RULES WITH DEREK BELL TROPHY WIN



Charteris lived up to Depailler homage livery on his March 742

WALKER

Fabled for humbling Formula 5000 and F2 opposition to win Derek Bell Trophy races in his Mallock Mk20/21 when conditions favoured the 185bhp, 1700cc Classic Clubmans cars – the temerity of which led to the front-engined sportscars being disinvited from Formule Libre contests – Mark Charteris sourced a freshly rebuilt F2 March 742 in the US and returned with a point to prove.

On Sunday the super-competitive Mercedes-Benz specialist scored his first DBT victory in the Elf-liveried car – homage to 1974 European champion Patrick Depailler’s example. He admitted he was very lucky to do so.

“We were nowhere near fast enough to win today,” said Charteris, “so I was very

surprised when I came round Copse to find Mark [Dwyer] off on the oil, then discovered that Michael [Lyons] had retired [with a split water rail in his Lola T400’s Chevrolet V8 engine’s inlet manifold].”

Lyons had left Dwyer (who was overjoyed to finish for the first time this season in his 742) and Charteris far behind in Saturday’s opening stanza. Pursued relentlessly by F2 Chevron B27-mounted Mike Bletsoe-Brown, Chris Atkinson wound his ex-Mike Hailwood 1971 F5000 Surtees TS8 up to finish fourth, matching Lyons’s speed trap times, just shy of 150mph. Steve Worrall (Chevron B49) won the FAtlantic split from battling veterans Dave Mercer (ex-Bill Brack March 78B-15) and Robin Lackford, saddling the rakish ex-Dolly Indra GRD 272-038 for the first time.

When Lyons peeled into the pits on Sunday, onlookers briefly anticipated a 1-2-3 for March-

BDG 742s. Indeed Dwyer, Charteris and Julian Maynard streaked ahead of Atkinson, Bletsoe-Brown and Marc Mercer (March 73B) who had parked with a damaged wheel caused by a suspension failure on Saturday’s green-flag laps.

When Maynard’s engine expired, smokily and without warning, slippery surface flags flew immediately at Woodcote. “There was oil everywhere,” said Charteris who, lacking front end grip, had fallen back from Dwyer.

“There were no oil flags at Copse,” said Dwyer. “As I went through the corner, totally committed, I hit the oil and could not avoid collecting a slower car [the ex-Niki Lauda March 722 of UK-born Australian Steve Weller].” The tangle buckled Dwyer’s car’s left front corner, putting it out on the spot.

Since the clear-up was bound to take a while, the chequered flag was flown early to the surprised Charteris. Following a demon start, Atkinson outbraked himself rounding the F2s at Copse on the opening lap, but recovered to second. Since Neil Glover’s Chevron was out on lap one, its seized Chevrolet engine causing a stoppage, Chris was overjoyed to be first F5000 home.

Marc Mercer claimed FAtlantic honours from father David, split by HSCC chairman Frank Lyons in his faithful ex-Tom Belso/Tony Trimmer F5000 Lola T332. Lackford’s GRD, last raced by Derek Graham circa 2006, was always in Mercer Sr’s mirrors, clear of Adam Simmonds’s ex-Horst Kroll tubeframe Lola T142, the seventh and last finisher.

MARCUS PYE

## OULTON PARK WEEKEND WINNERS



Jeff Smith claimed both Super  
Mighty Mini victories



Paul Rose took both Sports/  
Saloon wins in his Saker

### MIGHTY MINIS

Race 1 & 2 Jeff Smith (Super Mighty Mini)

### JUNIOR SALOON CAR CHAMPIONSHIP

Race 1 Scott McIntyre (Citroen Saxo VTR)

Race 2 Ben Kasperczak (Citroen Saxo VTR)

### SPORTS/SALOON CHAMPIONSHIP

Race 1 & 2 Paul Rose (Saker RAPX S1-400)

### CLASSIC VW CHALLENGE

Race 1 & 2 Ken Lark (Volkswagen Corrado)

### BARC SALOONS INCLUDING HONDA VTEC CHALLENGE

Race 1 & 2 Ben Rushworth (Honda Integra DC2)

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

# Smith takes Mini double win as O'Brien cruises to title

**OULTON PARK  
BARC  
OCTOBER 20**

Connor O'Brien only needed to stay out of trouble in the Oulton Park season finale to secure the Super Mighty Mini championship, which he did by taking second and fourth places in the closing double-header.

"It's a bit of a surreal feeling," O'Brien said. "It's only my second season racing so I didn't expect to be right up there this early on. Shows a bit of talent I suppose!"

"With the first race I was hoping to finish as high as I could, and I did get second. In the second one I was quite far in the [championship] lead so I just enjoyed it."

Jeff Smith, continuing his recovery from his British Touring Car Championship crash last year, won both encounters. He led all the way in race one, then rose from eighth on the reversed grid in race two, getting into the lead before half-distance.

The Mighty Mini class finale was a tighter affair. Stuart Combes hung on to take the championship despite his pursuer Lee Poolman winning both races.

Combes finished third – lacking power with an ignition timer problem – in race one, and second place in race two was enough for him to secure the title. He pipped Dan Heywood for the place by a tenth in a three-way fight with Poolman.

"Just," said a relieved Combes afterwards, "I've been doing it 12 years and been close so many times. Everything clicked into place this year – I've had no failures."

Combes's near misses include losing the title on the last corner in 2015.

Double points were on offer in the Junior Saloon Car Championship's last two races, but Lewis Saunders had enough in hand to claim the honours ahead of Steven Chandler and Joel Wren without winning either of them. Scott McIntyre won the first after a long fight with second-placed Ben Kasperczak, ahead of Wren and Saunders.



Saunders (298) secured Junior  
title ahead of Wren (41)

Wren then led from Saunders in race two, and initially held the advantage until the race was stopped because of a multi-car incident at Shell Oils corner.

Kasperczak relegated Wren and Saunders to second and third respectively in a second leg that lasted just two laps.

Paul Rose clinched the Sports/Saloon Championship with a double win in his Saker RAPX, despite starting both races from the back after missing qualifying because he arrived late at the track.

Spectators were denied a possible grandstand finish in race one when the MG Modsport of long-time leader Andrew Southcott dropped a cylinder, then had an exhaust pipe break. Runner-up Jamie Cryer played his own part for his title chances by taking two Class E wins.

Ken Lark won both Classic VW Challenge races in his Corrado. He led all of race one from pole after his fellow front-row starter and usual closest challenger Tony Absolom had driveshaft failure on his Golf, pitting at the end of the formation lap.

Lark then won race two despite choosing to start from the pitlane, taking the lead from Alex Kite's Vento late on after a frenzied battle.

Ben Rushworth won both Honda VTEC Challenge races in his Integra. He held off Chris Sparks's Civic in race one and won race two easily after Sparks stopped on lap one with gearbox failure.

The Hondas shared a grid with BARC Saloons and Alexander Owen's Civic took both wins in that category.

**GRAHAM KEILLOH**



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# Blackwell-Chambers retains MX-5 title in dramatic finale

**DONINGTON PARK**  
**BRSCC**  
**OCTOBER 20-21**

The battle for the Mazda MX-5 Championship was decided in dramatic fashion, with Will Blackwell-Chambers trailing Sam Smith by a mere four points going into the third and final race, in which Smith lined up three places ahead of his title rival.

Reigning champion Blackwell-Chambers made the most of the skirmish for the lead to get ahead of Smith before oil on the track at Coppice changed the complexion of the title fight.

Smith spun into the gravel and retired alongside nine others who were affected by the oil, all of whom were unable to take the restart as they needed to be running when the stoppage was called.

It meant Blackwell-Chambers won the title regardless of where he finished. Ben Short took the victory, with Blackwell-Chambers in fourth.

The opening encounters had been similarly eventful, with race-one winner Jason Greatrex labelling it the "most

intense race I've ever been in". It was a drag race to the line for second, with Smith losing out to Short for the position. Short got a good start to take the lead of the incredibly close second race, but it was John Langridge who took the win.

Richard Avery scored two victories in his first Porsche Championship outing of the season before retiring in the final race with steering damage. Richard Stylin stayed ahead of the scrap for second to win that one. Gavin Johnson took the 924 title.

The Mazda Super Series completed its inaugural season with a now familiar story, as Joshua Jackson and Jake Bailey battled for victory. Bailey struck first with a win in the opening race, but Jackson had the last laugh as he made it two out of three wins.

The duel for F1000 title honours was decided in the opening race. Dan Clowes, who entered the weekend as the only driver who could deny reigning champion Michael Watton the title, suffered an oil pressure problem that put him out of contention.

Third-placed Watton was beaten to race-one victory by Lee Morgan, who also led in the closing minutes of the second race before being wrong-footed by backmarkers at Old Hall. Morgan's grassy excursion allowed former world karting champion Colin Brown to seal victory from seventh on the grid in only his second single-seater race since 2003.

Despite a brace of victories for Simon Hill, James Colbourne was



Watton wrapped up the F1000 crown

able to secure the Production GTI championship title in the Mk5 class.

Hill entered the weekend 17 points adrift of Colbourne and reduced the deficit to just 11 points prior to the final race. The two shared the front row of the grid for the decider, in which Colbourne shadowed Hill throughout to seal the title by a slender five points.

Tim Hartland, who entered the weekend with a sizeable advantage in the Mk2 points, twice finished third in class to secure championship honours.

Henry Dawes and Chris Hart propelled the 2Rent Domino's car to the Fun Cup title, despite victory at Donington being the team's first win of the season.

Dawes and Hart only took the lead on the penultimate lap of the four-hour endurance race, when reigning champions Fabio Randaccio and Scott Fitzgerald (JPR UVio) – who had occupied first place throughout the final 90 minutes – dramatically ran out of fuel.

**KYRAN GIBBONS AND ANNA DUXBURY**

## DONINGTON PARK WEEKEND WINNERS

### MAZDA MX-5 CHAMPIONSHIP

**Race 1A** Jason Greatrex  
**Race 1B** Rafal Drzaszcz  
**Race 2A** John Langridge  
**Race 2B** Mike Comber  
**Race 3A** Ben Short  
**Race 3B** Michael Fisk

### PORSCHE CHAMPIONSHIP

**Race 1 & 2** Richard Avery (Boxster)  
**Race 3** Richard Stylin (Boxster)

### MAZDA MX-5 SUPER SERIES

**Race 1** Jake Bailey  
**Race 2 & 3** Joshua Jackson

### F1000

**Race 1** Lee Morgan  
**Race 2** Colin Brown

### PRODUCTION GTI

**Race 1 & 2** Simon Hill (Mk5)

### FUN CUP

2Rent Domino's (Henry Dawes and Chris Hart)

For full results visit:  
tsl-timing.com



Blackwell-Chambers clinched the title with fourth place



# Cobra duo takes late GT win in Algarve Classic GT enduro



## ALGARVE CLASSIC FESTIVAL OCTOBER 20-21

Chris Chiles Jr and Simon Garrad took a superb victory in the GT & Sports Car Cup encounter, one of several dramatic enduros at the Algarve Classic Festival. Their AC Cobra wasn't the fastest car in the two-hour contest but, on a weekend when many rapid runners in various races hit trouble, they had the best mix of speed and consistency.

In damp-but-drying conditions, Jon Minshaw set an awesome early pace in his Jaguar E-type, pulling clear of the field by three to four seconds per lap. He was over 40s ahead of Carlos Monteverde's similar Big Cat after half an hour when the safety car was deployed and the leader dived in for Jason Minshaw to take over. Chiles Jr and Leo Voyazides both pitted too, to relay

Garrad and Simon Hadfield respectively, but Monteverde completed one more lap behind the safety car before passing the baton to Gary Pearson. That meant the second E-type lost track position, leaving the order as Minshaw-Garrad-Hadfield-Pearson when the race went green again.

Hadfield and Pearson got to grips with the conditions quickest, and both went past Garrad before Gary's E-type retired with a suspected head gasket failure. Hadfield duly reeled in Minshaw and took the lead with just under an hour to go, at which point the E-type pitted with a damaged brake pipe. Jon Minshaw would later return – and again be the fastest man on track – but any chance of a good result was gone.

Hadfield handed back to Voyazides with a cushion of over 20s with 35 minutes to go after the final pitstops had been completed,

but Chiles proved unstoppable. He overhauled the similar Cobra and took the lead with just over a quarter of an hour to go, taking the chequered flag 27.3s clear.

Monteverde and Pearson's luck didn't improve later on Sunday. Their Ferrari 250 GTO was the fastest car in the Pre-1963 GT split, but victory went to a Jaguar. James Cottingham's E-type jumped Monteverde at the start and stayed there, as the duo pulled clear of Martin Hunt's AC Cobra.

The Ferrari and the Cobra made their stops just before half-distance, but the handover from Monteverde to Pearson took too long. Pearson had to haul in Patrick Blakeney-Edwards (in Hunt's Cobra) with a string of fastest laps before regaining second. After Cottingham handed to Max Girardo with 20 minutes to go, the E-type's lead was nearly 37s. Pearson kept charging, but was still 18s behind with six minutes left when the Ferrari's gearbox failed. The Cobra thus inherited second, while a fine charge to third by Jon Minshaw in his E-type started by Katarina Kyvalova went unrewarded when it failed on the last lap.

Monteverde and Pearson did win the poorly supported U2TC race, as the fight for second lasted all the way to the end. Graham Pattle and Mark Burton took the runner-up spot, having breached John Spiers's defences with three minutes to go. Just 0.27s separated them at the flag as Ford Lotus Cortinas filled the top four.

Voyazides and Hadfield lost another probable victory in the first Iberian Historic Endurance race, an eclectic affair that



Voyazides/Hadfield GT40 topped eclectic Iberian Enduro field in second encounter

ALL PICS: ERIC SAWYER

## WEEKEND WINNERS

### PRE-1966 GT & SPORTS CAR CUP

Chris Chiles Jr/Simon Garrad (AC Cobra)

### PRE-1963 GT

James Cottingham/Max Girardo (Jaguar E-type)

### U2TC

Carlos Monteverde/Gary Pearson (Lotus Cortina)

### IBERIAN HISTORIC ENDURANCE

**Race 1** Georg Nolte/Michael Funke (Ford GT40)

**Race 2** Leo Voyazides/Simon Hadfield (GT40)

### HISTORIC TOURING CAR CHALLENGE

Mark Freemantle/Tony Paxman (Ford Escort Mk2)

### HGPCA PRE-1966 F1

**Race 1** Miles Griffiths (Lotus 16)

**Race 2** Peter Horsman (Lotus 18/21)

### MRL 1950s SPORTS CARS

James Cottingham/Max Girardo  
(Tojeiro-Jaguar)

### ALGARVE SPORTS CARS PRE-1975

**Race 1** John Spiers (Osella PA3)

**Race 2** Andy Wolfe (Lola T70 Mk3B)

### FORMULA FORD PORTUGAL

**Race 1** Hugo Hernandez (DD F01)

**Race 2** Diogo Sousa (Mygale SJ01)

### CPVL

**Race 1** Pedro Alves (Citroen Saxo)

**Race 2** Antonio Barros (BMW M3)

### CPVC

**Race 1 & 2** Rui Costa (Ford Escort RS1600)

### CSS GROUP 1

**Race 1** Mayer Gaspar (Ford Escort RS2000)

**Race 2** Carlos Dias Pedro (Ford Escort RS2000)

**For full results visit:**  
[raceresults.nu](http://raceresults.nu)



**EVENING EXTRAVAGANZA** Motor Racing Legends provided an atmospheric two-hour Saturday evening race for 1950s sportscars from its RAC Woodcote and Stirling Moss Trophy sets. A three-way lead battle involving the Lister-Jaguar of Chris Ward/John Young, the Tojeiro-Jaguar of James Cottingham/Max Girardo and the Cooper Monaco of Justin Maeers/Charlie Martin lasted almost the entire race. All three held the lead, but victory fell to the Ecurie Ecosse 'Toj' (above) that started on pole.



included a Saab Sonett III and a Datsun 510. Although jumped briefly by James Hanson's Ford Capri, Voyazides was soon back in front as fellow Ford GT40 runner Georg Nolte fell back in the car stuck on pole by Michael Funke. While the rapid Funke charged through the field in the second half of the race, Hadfield beat his pole time and was over 40s ahead with two minutes to go when a steering arm broke.

"I could turn right and it didn't feel too bad in a straight line, but I couldn't turn left," said Hadfield, who somehow managed to nurse the car home second.

A less dramatic run in Sunday's race finally gave Voyazides/Hadfield a win their weekend deserved, while another Funke charge made it a GT40 one-two.

The Osella PA3 of Spiers won the first Algarve Sports Car event after Andy Wolfe (Lola T70 Mk3B) was penalised for too short a stop and the T70 Mk3B of Voyazides broke a selector fork. Wolfe made no mistake on his way to a dominant win on Sunday, while Voyazides charged to second despite a drivethrough penalty for pitlane

speeding. Daniel Pitchford scored a third and a fourth in the leading Crossle, ahead of some much heavier metal.

British Touring Car race winner Adam Morgan and Ric Wood once again teamed up to dominate the Motor Racing Legends Historic Touring Car Challenge, only for the monstrous Ford Capri to fail with just over 30 minutes of the two-hour contest to go.

Mark Freemantle's Ford Escort Mk2 had chased gamely before a minor delay. The car, shared with Tony Paxman, fell to fourth, but recovered despite a drivethrough penalty for pitlane speeding and inherited victory when the leading Capri's cambelt tensioner failed. "It's gutting," said Morgan. "We had the race in the bag. We had the throttle cable go last year so we've not had much luck here."

Second in the 10-car field eventually fell to the Fred Wakeman/Blakeney-Edwards/Mike Grant Peterkin Rover SD1, more than a lap behind the winning Escort, after all the other fast Fords wilted or fell back. The remarkably consistent Volkswagen Golf GTI Mk1 of Jim Morris/Tom Shephard completed the podium — on the same lap as the V8

Rover —despite qualifying 12s off pole.

Miles Griffiths set the pace in the Historic Grand Prix Cars Association pre-1966 pack in Philip Walker's Lotus 16. Griffiths made a good start in race one and his life was made easier when fellow front-row starter Joaquin Folch-Rusinol was forced to pit his Lotus 16 at the end of lap one. He returned, but could not match the pace of the frontrunners.

As Griffiths pulled out a 20s margin over lonely second man Peter Horsman (Lotus 18/21), attention turned to the attack of Spa victor Rudi Friedrichs. The German's Cooper T53 only started ninth, but moved forwards rapidly. He found Chris Drake (Cooper T71/73) a tough nut to crack, but eventually made a move stick to complete the podium.

Griffiths was dominating on Sunday when his Lotus broke, leaving a sometimes dramatic fight between Horsman, Friedrichs and Tom Dark (Cooper T51) at the front. Friedrichs also fell out, leaving Horsman to keep Dark at arm's length for victory.

**KEVIN TURNER**



# BUILDING A 60-YEAR SINGLE-SEATER LEGACY

*The Monoposto Racing Club's founding principle of making motorsport more accessible is as relevant today as it was in the late 1950s*

GRAHAM KEILLOH

A

formula known for its scope for innovation, but one that's remained true to its roots over many decades – the Monoposto Racing Club is still going strong as it celebrates its 60th anniversary.

Monoposto originated when racing doyen Frank Tiedeman spotted a gap in the market. An Autosport article he wrote in December 1957 was followed by a meeting on March 3 1958 at the Masons Arms in London with other notable motorsport figures, including journalists Denis Jenkinson and John Bolster.

“What they were looking for was a formula that was a bit more single-seater orientated but potentially not as expensive as existing categories,” says John Fox, who recently co-authored a history of Monoposto with Richard Page and Duncan Rabagliati. “And [they wanted] something that would appeal to the amateur, with particular reference to those people who wanted to save a bit of money by designing and building their own cars.”

And so the Monoposto Register was formed, for self-designed and built – or ‘special’ – single-seaters. Its first steps were faltering. “To begin with it was a pretty pathetic business really, with very few cars because people had underestimated how long it takes to build a special,” recalls 1960 Monoposto champion Tony Goodwin.

In response the formula also allowed proprietary chassis. “Then it expanded,” Goodwin continues, “and it became very popular; amateur drivers could see it was a good way of going single-seater racing.”

Even with that change, the opportunity to design and build your own racing machines remained for decades Monoposto's key distinguishing feature, with its open regulations encouraging innovation. “You could have spaceframe chassis,” adds Fox, “you could have monocoques, you could build yourself rising-rate suspension if you wanted to, carburettors, fuel injection, slick tyres, aerofoils, they were all permitted eventually.”

One innovator was Jim Yardley, champion in 1968 and '69, who created the front-engined Beagle Mk3 (derived from ‘British Eagle’; as Yardley was a fan of Dan Gurney), which, to reduce the frontal area, had its engine on its side...

“It was pretty free,” Yardley recalls of the regulations. “There were no restrictions on the car itself, just engine capacity. The



Mk3 had a Hewland gearbox at the back of the car turned back to front, and after about two or three years we made that really quite successful. I think in 1975 we were third in the Monoposto championship, won about five races, with quite a few pole positions and fastest laps. Building the car, that's what I really enjoyed, and trying to think of something slightly different, which you could risk doing in amateur racing. If it didn't work you'd just build something better.”

More recently, Adrian Wright produced a series of self-built GEM cars and won Monoposto's Mono Moto championships in 2011 and '12. “As a designer it's great,” he says. “It would just give you the freedom if you've got the ability to design and innovate. Even if you've got a car that you'd bought off the shelf, it allows you to try different things to make it quicker, which makes it far more interesting and far better than a one-make series.”

There are surprisingly few examples of designers and drivers from Monoposto going on to success in higher-profile series, though. Former regular Julian Pratt believes that's a positive attribute. “It's not fiercely competitive; I never thought it was,” he says. “You very rarely had trophy hunters or people just coming in for glory. That made it much more welcoming to people.”

Club president David Cox has a similar view: “We've always attracted people who recognise that motorsport is their fun weekend hobby, not something that's going to take them to the world championship. We've always tried to be more than a formula; we've tried to be a club, so there's a social element to it.”

The Monoposto special has got rarer over time, with the likes of ex-Formula 3 Dallaras now common, but the scope for innovation remains. “Currently there are a couple of people who are building conversions for Dallara Formula 3 cars who put higher-boost motorcycle engines in them,” Cox says.

**“I ENJOYED DOING SOMETHING SLIGHTLY DIFFERENT, WHICH YOU COULD RISK IN RACING LIKE THIS”**





STYLES

And the near-unanimous view remains that Monoposto today still fulfils the role framed by Tiedeman 60 years ago, as an accessible means of single-seater racing, not to mention providing a home for obsolete chassis from one-make series.

“We’ve always looked at how we could keep costs down,” Cox adds. “You could still race in Mono for a budget of about £5000 a year if you cut your suit accordingly. We’ve always tried to have stable regulations that don’t make cars obsolete, that keep engines relatively simple. We’ve never, for instance, gone down the road of having a specific tyre supplier, because different types of cars can run on different-sized tyres.”

With grids still regularly topping 45 cars across the multitude of different classes, that ethos of an affordable multi-chassis single-seater series is still proving popular today. 🏁



WALKER



Yardley's Beagle (24)  
typified self-built  
Monoposto chassis

FOX



Ex-F3 cars became popular,  
with the rules allowing  
plenty of scope to tinker

FOX



# EXCITING HANDHELD F1 RACING



**SMARTPHONE  
APP**  
**F1 MOBILE  
RACING**  
**FREE-TO-PLAY**

It's rare that a game you can download for your smartphone

leaves you relishing the next instalment of its vastly more feature-laden bigger brother that's available on PC, Xbox One and PlayStation 4.

Codemasters' latest release, *F1 Mobile Racing*, bucks that trend owing to one aspect that may well go under the radar for many users. For the first time since the developer took on the Formula 1 franchise with yearly releases (2009 in a tie-up with Sumo Digital that was only available on the Nintendo Wii and PlayStation Portable, and then from '10 onwards on the more mainstream platforms) you can now design your own livery for your own entry onto the '18 grid. That bodes extremely well for future titles.

This increased freedom is no doubt down to Liberty Media's more open-minded outlook than F1's previous owners. Without too much of a leap of the imagination, it paves the way for users to build a team, sign drivers and develop their way up the grid to fight alongside Mercedes and Ferrari without the long-standing limitations of choosing one of the other eight F1 teams and its locked-in line-up.

All the personalisable elements that work so well in *Fantasy Football* and *Fifa's Pro Clubs* could well land in top-flight motorsport gaming in 2019. That's a massively exciting prospect.

After an introductory shootout against Haas's Romain Grosjean around Montreal, where you set your controls and level of assistance, it's time for Autosport to get creative on *F1 Mobile Racing*. We don a green and orange livery, in a vague attempt to pay tribute to the BRM P261, stick our lucky



number on the rear-wing endplate and have our name donning the engine cover. Feeling as though we look the part, we then dive into a 'Duel' against an online player.

Our clutch deployment needs some refining and we're slow off the line at Hockenheim (curiously, a cloud of smoke bursts from the front tyres rather than the rears). But a tentative approach to the big stop into Turn 3 pays off and we cut back on our rival and streak ahead. Clearly riled, they try and T-bone us into the hairpin but we fare better. As they languish in the gravel, we rejoin quicker and march on to win the head-to-head.

You learn quickly that the driving experience on *F1 Mobile Racing* is geared towards entertainment. Even by the standards of smartphone racing games, this is not the last word in realistic handling – the *Real Racing* series hits that nail more firmly on the head. Braking zones are fantastically short and you can carry silly speeds through Luffield and out past the National pits at Silverstone. The trade-off is that straightline pace feels hampered somewhat, progress beyond 140mph is lethargic, so that we're not setting a sub



Customisation options  
paint a bright future



Autosport's livery  
needs some work



## "THE PERSONALISABLE ELEMENTS THAT WORK SO WELL IN FOOTBALL GAMES ARE AN EXCITING PROSPECT"

1min25s lap time. But it's hugely engaging, and that's critical when it comes to fighting off your *Candy Crushes* and *Angry Birds* for pick-up-and-play value when you're faced with a four-hour drive to a friend's wedding.

Despite lurching from side-to-side in the back of a Suzuki Swift as our driver tries to nail the racing line at every roundabout, Autosport can still cut it with the AI on its hardest difficulty and we savour a sector-long dice with Max Verstappen. After a kick of oversteer from opening the DRS too early, we eventually settle for a podium after five laps – the maximum you can configure – of the Hungaroring. Curiously, Sebastian Vettel is at the back of the grid while the Williams duo proves too hard to beat.

But there's a good chance those victories will come as there's an R&D path, meaning you can unlock various upgrades, in an element that's trickled-down from *F1 2017/18*. The aero package, powertrain, brakes and electronics plus the steering and suspension are all areas to develop.

While the older, *Mario Kart*-style *F1 Race Stars* – another Codemasters release – remains available on the App Store, it's likely that most of its users will transfer to what is a much more immersive, better game. And why not, when *F1 Mobile Racing* is free to download?

MATT KEW



youtube.com/AUTOSPORTdotcom



## HISTORIC TIN-TOP RACING AT BRANDS HATCH



### Autosport Drives: Racing an Austin A30 at Brands Hatch

The humble Austin A30 has a pronounced tendency to roll over, and putting one on its roof doesn't take a lot of provocation. So what did we do? We let Autosport's resident racer Ben Anderson and British Touring Car legend Anthony Reid take turns in trying to get a beautifully restored and ready-to-race example safely through Paddock Hill Bend... Go to <https://bit.ly/2AiDvzE>

## THIS WEEKEND'S EVENTS

### INTERNATIONAL MOTORSPORT

#### Mexican Grand Prix

Formula 1 World Championship

Rd 19/21

Mexico City, Mexico

October 28

TV Live Sky Sports, Sunday 1730

TV Highlights

Channel 4, Sunday 2300

DON'T MISS

#### Rally Spain

World Rally Championship

Rd 12/13

Salou, Spain

October 25-28

TV Live BT Sport 2,

Thursday 1100, Saturday 0900, 1400, Sunday 0730, 1100. Red Bull TV, Saturday 1345. Live coverage on [wrc.com](http://wrc.com). All live service via WRC+.

TV Highlights BT Sport 1, Friday 2200, Saturday 2245, Sunday 2230. Red Bull TV, Friday 2100, Saturday 2100, Sunday 2100. Channel 5, Wed 1900

#### Porsche Supercup

Rd 9/9

Mexico City, Mexico

October 27-28

TV Live Sky Sports F1, Saturday 2120, Sunday 1600.

Eurosport 2, Saturday 2045, Sunday 1600

#### World Touring Car Cup

Rd 9/10

Suzuka, Japan

October 27-28

TV Live Eurosport 1, Saturday 0600, Sunday 0245, 0400

#### Super Formula

Rd 7/7

Suzuka, Japan

October 28

#### European Le Mans Series

Rd 6/6

Algarve Circuit, Portugal

October 28

#### NASCAR Cup

Rd 33/36

Martinsville, Virginia, USA

October 28

TV Live Premier Sports, Sunday 1800

#### MotoGP

Rd 17/19

Phillip Island, Victoria, Australia

October 28

TV Live BT Sport 2, 0430

TV Highlights BT Sport 3, 1130

### UK MOTORSPORT

#### Silverstone 750MC

October 27

Birkett Six-Hour Relay

#### Brands Hatch BARC

October 27-28

Tin Tops, Monoposto, Max5s, Intermarque, Modified Saloons, Pre-'66 Touring Cars, Pre-'83 Group 1, Pre-'93, Pre-'03, Pre-'05 Touring Cars, Blue Oval Saloons, Classic, Historic Thunder Saloons



RALLY SPAIN

LAVADINHO/SUTTON  
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LATIMAGES

#### FROM THE ARCHIVE

Ayrton Senna is temporarily reduced to the role of spectator after a clutch failure on the spare Lotus-Renault 97T during practice for the 1985 Portuguese

Grand Prix at Estoril. This event is now, of course, the stuff of Formula 1 legend: Senna went on to qualify on pole and dominated the rain-soaked race, leading throughout and setting fastest lap on

the way to claiming his maiden grand prix victory. Only runner-up Michele Alboreto (Ferrari 156/85) finished on the same lap. The subject of Senna's attention during his practice hiatus,

Stefan Bellof (Tyrrell-Ford 012), played his own minor starring role: after qualifying in 21st place, he battled through to take the final points-paying position in sixth, albeit two laps down.





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## TEST YOUR KNOWLEDGE

### QUIZ

#### WHO, WHAT, WHERE, WHEN?



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#### WHO IS THIS?

This gruff bear came a long way for a flightless bird to scale the highest heights.

From his early days driving on a tobacco farm, he was soon racing up hills. Spotted by a national programme to find the next international star, he became a junior a long way from home.

An avuncular presence took him under his wing, but it was a colonial cousin who gave him his big break. Together they made a great team and he was soon the boss's official number two.

This proved to be the perfect place to pick up the pieces — and a title. A call from home was too good to ignore and he had to be strong in the face of adversity as tragedy struck.

After stepping away from the big time, he raced occasionally and it was during one of these races that he was cruelly cut down doing what he loved.

#### ON THIS DAY

**1** Which F1 race winner scored his maiden GP pole on this day in 1970?

**2** Christian Fittipaldi scored his first F1 point on this day in 1992. What car was he driving?

**3** Which driver stepped aside on this day in 1964 to help his team-mate win a title?

**4** Stuart Lewis-Evans died on this day in 1958. For which two F1 marques did he drive?

**5** On this day in 2015, Max Verstappen equalled his best Toro Rosso result. What was it?

#### NAME THE HELMET



#### LAST WEEK'S ANSWERS

**Who, what, where, when** Jimmie Johnson, Race Of Champions, Wembley, 2007. **Who is this?** Adrian Campos. **On this day** 1) Kamui Kobayashi. 2) 2017 Spanish GP, he was eighth. 3) 1966 Italian GP, Monza. 4) Didier Auriol. 5) Roldan Rodriguez. **Name the helmet** Mika Hakkinen.

## IN NEXT WEEK'S ISSUE



COATES/LAT  
motorsport  
IMAGES

**CAN HAMILTON SEAL  
HIS FIFTH WORLD  
TITLE IN MEXICO?**

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