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in the sport they  
eventually won'**

RICCIARDO





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# RICCIARDO'S RENAULT RISK SURPRISES ALL

It's not often a leading driver catches everyone off guard as much as Daniel Ricciardo did last week. The seven-time grand prix winner's move to Renault caught the Formula 1 paddock by surprise – including Red Bull, which had expected to retain him.

In this issue, Edd Straw explores why the Australian has left a team that can occasionally challenge Ferrari and Mercedes to join one that hasn't won a race for five years (see page 14).

As with most things, several factors undoubtedly played a role, but surely one of the most important was Max Verstappen's status at Red Bull. Despite the 20-year-old's troubled start to 2018 – and Ricciardo's ability to go toe to toe with him – Red Bull appears to be building its future around Verstappen. It still wanted Ricciardo, but perhaps the 29-year-old couldn't shake the feeling that he was always going to play second fiddle to the rising star in the other car.

Ricciardo's move is a bold one. Renault is clearly on the up and has relatively recent (2005-06) experience of fighting for world titles, but there is no guarantee it will get to the very top. Even if the team and chassis are capable, question marks remain over the engine, something that Ricciardo has plenty of experience of...

There's also a chance that he will find Nico Hulkenberg a tougher nut to crack than many people think. Ricciardo clearly wants to be number one and build a team around him, but Hulkenberg will see Renault as his chance to finally get a car that can get him on the podium. And beating a proven race winner would increase his stock considerably.



*Kevin Turner*

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Goria/Sutton/Motorsport Images

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We celebrate 60 years of one of the iconic British constructors in our free supplement, which includes 10 great cars.





## RICCIARDO MOVE SPARKS

### FORMULA 1

Daniel Ricciardo's bombshell that he will leave Red Bull for Renault at the end of this season has a significant impact on a Formula 1 driver market that was already looking quite messy.

Ricciardo's move has huge ramifications beyond the need for Red Bull to replace him. For starters, with Nico Hulkenberg confirmed in the other Renault, the Australian has ended the bids from Carlos Sainz Jr and Esteban Ocon to race for Renault next year, which means their respective positions have become more complicated.

Ocon looked to be the simplest piece of the 2019 puzzle. The Mercedes junior was expected to leave Force India after two seasons to join Renault. This is no longer an option, there are no other seats that represent a step up, and even stagnation may be difficult to achieve.

Force India, Ocon's current team, is in administration and awaiting a new buyer. Lawrence Stroll has been touted as a possible investor, taking his son Lance with him from Williams to drive one car. Sergio Perez remains in the frame for a drive. Robert Kubica would be another option given his increasingly close relationship with Stroll.

Ocon's uncertain position also means that Mercedes must work out how to find homes for two juniors next year, not just one. Had Ocon slotted in simply at Renault instead of Ricciardo, Mercedes' only headache would have been what to do with Formula 2 series leader George Russell. He had set his sights on Force India but that was beginning to look unlikely. Russell's performances in F2 and in F1 testing with Mercedes are putting pressure on team boss Toto Wolff to find the Briton a race seat, and being parked for a year with FP1 roles would be a tough pill to swallow for Russell given his career momentum.

A Mercedes junior 'superteam' at Williams would offer a saving grace: the growing technical relationship between the two parties could extend to a gearbox supply next year. If favourable commercial terms could accompany that, then perhaps Ocon and Russell could head to Grove together, but the team's loss of backing from both Stroll and Sergey Sirotkin – at

**"A MERCEDES JUNIOR  
'SUPERTeam' AT  
WILLIAMS WOULD  
BE A SAVING GRACE"**





# Lauda lung transplant latest

## FORMULA 1

The hospital treating three-time Formula 1 world champion Niki Lauda has released more details about his condition following a lung transplant.

Lauda, 69, is making good progress in Austria's AKH Vienna hospital after undergoing surgery on August 2. The hospital confirmed that Lauda had made a positive start to his recovery and also explained that his illness was not a legacy of the lung injuries sustained in his fiery Nurburgring crash in 1976.

On Monday, a statement released by the hospital and the Medical University of Vienna said developments after the transplant had been "very satisfactory". It detailed that 24 hours after the operation, Lauda was fully conscious and could be extubated, and breathe independently.

The statement added: "Since then there has been a continuous improvement. All organs function well. The patient will continue to be cared for at AKH Wien until he recovers completely."

The hospital performs around 120 lung transplants a year, and Lauda's surgery was conducted by Walter Klepetko, head of thoracic surgery, and Konrad Hotzenecker. Reports in Austria have suggested that Lauda will be able to return to work as non-executive chairman of the Mercedes F1 team if he makes a full recovery, which will take several weeks.

After news of Lauda's surgery first emerged, Mercedes team boss Toto Wolff said: "We have missed him by our side in Hockenheim and Hungary, and can't wait to have him back with us. The recovery he faces is not a race, but I'm sure he will soon be telling every nurse and doctor that he has had enough of hospital."

SCOTT MITCHELL



# DRIVER-MARKET CHAOS

the same time as title sponsor Martini's disappearance – would mean Mercedes having to write a massive cheque to make it worth Williams's while.

While Ocon needs to wait to see where he will end up in the wake of Ricciardo's move, Sainz will be scrambling to establish what chance he has of landing the vacant Red Bull seat, having pushed for his temporary move to Renault because he saw no seat at the big table in the short-term.

The chance to grab that position has now emerged, but Sainz faces competition from Toro Rosso's Pierre Gasly. Sainz may be forced to seek refuge back at Toro Rosso, having left last year – but if he goes elsewhere (such as McLaren, to be assessed shortly), it may offer Brendon Hartley a stay of execution. If Gasly goes, and Dan Ticktum does not qualify for a superlicence at the end of this year, Hartley would be Red Bull's only option within its pool of drivers for the second Toro Rosso seat.

Red Bull could look outside that pool, of course. It has already made an approach this year for Lando Norris, the McLaren reserve driver whose grand prix graduation is far from assured. McLaren is currently trying to extract Toro Rosso's James Key from his contract early so he can start as the new technical director at Woking. Could, or would, Norris be used as a

stopgap? McLaren has indicated that it only wants to relinquish Norris on a temporary basis, something Red Bull was against earlier this year. But if it now feels it lacks serious options on the driver front then its tune could change.

With Norris not looking likely to make his grand prix debut with McLaren after all, Sainz may be able to take advantage of the team's situation. Fernando Alonso is yet to decide whether he wants to extend his F1 career, while Stoffel Vandoorne has had a largely disappointing first half of the season. Vandoorne and Norris have not convinced McLaren for 2019, so if Alonso retired then its choice of driver line-up would be even trickier. Whether Alonso stays or not, Sainz brings a powerful motorsport name, which has commercial value, and is an established midfield operator. Of course, thanks to Ricciardo's move, Sainz may no longer be the free agent McLaren thought he was.

There are other pieces of the driver-market puzzle to fall into place, not least the second seat at Ferrari and what will happen at Haas and Sauber. It is almost impossible to work out who will be in the picture once it is finished.

SCOTT MITCHELL





# Christian Fittipaldi to hang up helmet after Daytona 24

## IMSA

Christian Fittipaldi is calling time on a career that briefly took him to the pinnacle of the sport in Formula 1. It is in sportscar racing, however, in which he has had his greatest successes. And he will have a chance of adding to his tally of three victories in the Daytona 24 Hours next year in what will be his final race.

The 47-year-old Brazilian will hang up his helmet following January's IMSA SportsCar Championship opener after scaling down his driving activities with the Action Express Racing squad this season, at the same time as moving into a sporting role with his long-time employer. He was due to race only in the long-distance IMSA rounds that make up the North American Endurance Cup, though also ended up replacing the injured Joao Barbosa in the team's lead Cadillac DPi-V.R for an additional race.

Fittipaldi explained that a number of factors had been behind his decision.

"My relationship with my family, my daughter, my age, so it's the package – it's not one thing," he said. "It's not that I went out there, I had a huge accident and said, 'Whoa, now I'm afraid of doing this. I can't do this anymore.' It was the package,

and I think the timing is correct."

The son of ex-F1 driver Wilson Fittipaldi, and nephew of two-time world champion Emerson, said that his third victory at Daytona this January had been the catalyst for his decision. He described the win with Barbosa and Filipe Albuquerque, his replacement in the full-season Action Express line-up, as "a weight off my back".

The victory followed the controversial 2017 edition of the US enduro in which the same trio of drivers lost the win after a late clash with the Wayne Taylor Racing Cadillac.

Fittipaldi won the European Formula 3000 title with Pacific in 1991 and went on to race for three seasons in F1 with Minardi and then Footwork, notching up five top-six points positions. He subsequently moved into Indycars, where he scored two race victories with Newman/Haas Racing in a seven-year stint with the team.

He won the Daytona sportscar classic for the first time in 2004 with Bell Motorsports and joined Action Express in '11. Together with Barbosa, he won back-to-back IMSA titles in '14 and '15.

Fittipaldi also raced in the A1 Grand Prix single-seater series, the NASCAR Winston Cup and the Brazilian V8 Stock Car Championship.

**GARY WATKINS**



## Ginettas to skip home event

### WORLD ENDURANCE CHAMPIONSHIP

The long-running saga of Manor's 2018-19 World Endurance Championship assault took another twist last week when it was revealed that its pair of Ginetta LMP1s would be absent from the team's home race at Silverstone on August 19. Last week's announcement came at the same time as the British constructor confirmed a swap from Mecachrome to AER engines.

A perfunctory statement from Ginetta announcing the absence mentioned only circumstances beyond its control. Manor, whose G60-LT-P1s are entered in the WEC under the CEFC TRSM Racing banner, claimed that the switch of engine was behind the withdrawal.

A new engine constitutes a change of the model of car, which requires an application to the FIA Endurance Committee 30 days before the meeting at which it is due to make its debut. Manor was unable to meet this deadline, according to team sporting director Graeme Lowdon. "We can't ignore the regulations," he said. "There are strict timelines laid down and we understand the need for them."

It emerged after the Ginetta announcement that it had no ongoing deal with Mecachrome beyond the Le Mans 24 Hours. The French engine builder's response to comments by the constructor and Manor revealed that the contract for the Ginettas to race with the Mecachrome V6 34P1 engine for the full WEC superseason was never signed.

Lowdon insisted that the team, which did not race at the series opener at Spa in May as a result of cash-flow problems, would be on the grid when the WEC resumes for its first flyaway race at Fuji in October and that the change to the AER P60B V6 would result in a "significant performance step". Mecachrome countered these comments, pointing out that its first objective was to finish Le Mans.

Mecachrome Motorsport director Bruno Engelric said: "There were complaints over the engine not being powerful enough in comparison to other units on the market, but from day one Ginetta and Mecachrome had agreed that the main objective was to finish Le Mans with the original specification."

The plan was for a development evolution of the single-turbo V6 to arrive after the French enduro.

**GARY WATKINS**



# Russell sets record pace

## FORMULA 1

Mercedes junior George Russell believes he is putting pressure on Formula 1 teams to give him a race seat next season, and the Briton continued that bid with a test-topping performance in Hungary last week.

The Formula 2 championship leader ended F1's post-Hungarian Grand Prix test with the fastest time and a new unofficial circuit lap record last week (below), as he attempts to earn his graduation for 2019.

Russell's first day at the Hungaroring was compromised by a gearbox problem, but he hit back with 103 laps on Wednesday to beat Ferrari's Antonio Giovinazzi to the fastest time over the two days. The 2014 McLaren Autosport BRDC Award winner edged Giovinazzi's Tuesday benchmark by 0.073s and went almost 0.6 seconds faster than Sebastian Vettel's best lap, set during FP3 for this year's grand prix.

"I need to keep on doing what I'm doing," said Russell. "If I keep on winning, keep on doing stellar performances, teams are going to be interested. I think it's definitely putting pressure on the likes of Toto [Wolff, Mercedes F1 team boss] and other teams on the grid that they need to look at me."

Russell's closest challenger on Wednesday was Kimi Raikkonen, who took over from Giovinazzi at Ferrari and lapped 0.001s slower than the Italian.

Jake Dennis made it a brace of McLaren Autosport BRDC Award winners in the top four of the test: the 2012 MABA victor, driving for Red Bull, ended up 1.4s off the pace. Two more Award winners featured in Hungary: Lando Norris was ninth-fastest for McLaren and Oliver Rowland slowest for Williams, with neither being tasked with performance runs by their respective teams.

SCOTT MITCHELL

## HUNGARORING TIMES

POS	DRIVER (TEAM)	TIME
1	<b>George Russell</b> (Mercedes)	1m15.575s
2	<b>Antonio Giovinazzi</b> (Ferrari)	1m15.648s
3	<b>Kimi Raikkonen</b> (Ferrari)	1m15.649s
4	<b>Jake Dennis</b> (Red Bull)	1m17.012s
5	<b>Antonio Giovinazzi</b> (Sauber)	1m17.558s
6	<b>Nikita Mazepin</b> (Force India)	1m17.748s
7	<b>Marcus Ericsson</b> (Sauber)	1m18.155s
8	<b>Robert Kubica</b> (Williams)	1m18.451s
9	<b>Lando Norris</b> (McLaren)	1m18.472s
10	<b>Artem Markelov</b> (Renault)	1m18.496s
11	<b>Sean Gelael</b> (Toro Rosso)	1m19.046s
12	<b>Brendon Hartley</b> (Toro Rosso)	1m19.251s
13	<b>Pierre Gasly</b> (Toro Rosso)	1m19.790s
14	<b>Daniel Ricciardo</b> (Red Bull)	1m19.854s
15	<b>Nicholas Latifi</b> (Force India)	1m19.994s
16	<b>Nico Hulkenberg</b> (Renault)	1m20.826s
17	<b>Oliver Rowland</b> (Williams)	1m20.970s



# IMSA to split its prototype divisions

## IMSA

The LMP2 machinery may have won the past three IMSA SportsCar Championship races, but for next season they will race in their own class – below the Daytona Prototype international cars with which they are meant to have parity at the moment.

IMSA has decided to split the LMP2s and DPis, which currently race in a single 'prototype' class, for the 2019 season. LMP2's status as a pro-am category – there are no fully professional driver line-ups racing the cars this season – will be enshrined in the rules. More significantly, the race organisers will no longer try to balance the manufacturer DPis with the off-the-peg customer P2s.

Instead there will be what IMSA

described as "class-specific" Balance of Performance aimed at creating a level playing field for the DPis. This is almost certain to mean a higher performance level for the manufacturer cars, which have had to be pegged back to allow the P2s powered by the spec Gibson V8 to be competitive.

The move follows lobbying on both sides of the prototype fence in North America. The DPi teams wanted their cars to race to their full potential, while the P2 customer entrants were calling for a separate classification in order to attract paying drivers in the face of opposition from the likes of Penske with Acura, and the Cadillac Action Express and Wayne Taylor Racing teams.

"As we continue to evolve the championship, we've engaged in



extensive dialogue with our stakeholders to consider appropriate refinements," said IMSA vice president of competition Simon Hodgson. "The changes we will implement in 2019 are based upon the feedback we've received from all class stakeholders in the paddock."

GARY WATKINS

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# Collard replaces Collard

## BTCC

WSR BMW racer Rob Collard has been forced to sit out the next two rounds of the British Touring Car Championship on medical grounds, and will be replaced in the 125i M Sport by his son Ricky.

Collard Sr, 49, suffered two crashes during the most recent round of the championship at Snetterton and has aggravated a concussion injury he suffered in the penultimate event of 2017 at Silverstone (above). He has been told by BTCC doctors to stand down for this weekend's Rockingham visit and the Knockhill trip at the end of August.

"It's disappointing," he said. "At some meetings this year I've felt perfectly fine – such as when I won at Oulton Park in June – but there are others where I haven't. I respect the doctors' decision. Having said that, it's a great chance for Ricky."

Collard Jr, who drives for BMW in GTs, was meant to be on deputy duty for the manufacturer at the Brands Hatch DTM round this weekend, but has been given a release to take up this chance alongside Colin Turkington and Andrew Jordan.

"It will be a really steep learning curve," said the 22-year-old, who has only had two very brief runs in the BTCC 125i M Sport. "I'm used to aero, so not having it is going to be interesting, and I need to learn how the series works. At least I will have one of the best guys in the business to advise me and I will tap into all of dad's knowledge."

Scot Glynn Geddie will also take part at Rockingham in an AmD Tuning MG6, alongside the team's regular driver Rory Butcher. Geddie, the 2011

British GT champion, contested the majority of the '14 season in a United Autosport Toyota Avensis and finished 22nd in the points.

## HYBRIDS ON WAY FOR BTCC

The BTCC will introduce a hybrid power system over the next three seasons.

Initial discussions took place at the recent Snetterton round during a meeting of the Technical Working Group, which comprises series technical chiefs and leading engineers from each entrant.

It is envisaged that the system will be incorporated and tested in certain cars over the 2020 and '21 seasons before its full introduction. BTCC chiefs have indicated that the system will not be as expensive or high tech as some of the leading motorsport categories and will not, in the initial stages at least, require a major overhaul of the cars. Instead, it will be a system bolted on to the current hardware.

Series director Alan Gow explained: "Different to hybrid development within the likes of Formula 1, this certainly shouldn't – and won't – be an extreme technical exercise, but rather will be one which we will introduce within our NGTC technical regulations relatively seamlessly and very cost-effectively."

The new system is likely to use the extra energy as a 'push-to-pass' system and will not be a wholesale change to the engines in the cars. Gow added: "This concept was very welcomed at our recent TWG meeting and now the real work begins as to the technical implementation."

MATT JAMES

## IN THE HEADLINES

### ROWLAND BACK IN MERC

Williams Formula 1 young driver Oliver Rowland returns to the Strakka Racing Mercedes line-up for the Suzuka 10 Hours round of the Intercontinental GT Challenge on August 26. Rowland, who drove for Strakka in the Blancpain Endurance race at Silverstone in May, will share with Maximilian Buhk and Adrien Tambay. Strakka's other pro-class car will be piloted by Maximilian Gotz, Alvaro Parente and Lewis Williamson, with Felipe Fraga and David Fumanelli joining team boss Nick Leventis in the pro-am entry.

### ASTON SLIMS LINE-UPS

Darren Turner and Jonny Adam have been stood down from the Aston Martin Racing GTE Pro line-up for the remaining 2018 rounds of the World Endurance Championship. Aston slims from three drivers per car to two for Silverstone, Fuji and Shanghai, with Nicki Thiim and Marco Sorensen sharing the #95 Vantage GTE, and Maxime Martin and Alex Lynn the #97. Turner takes on development and ambassadorial roles, with Adam shifting into the TF Sport GTE Am machine in place of Euan Hankey.

### LEGGE'S NASCAR DEBUT

IMSA SportsCar ace Katherine Legge will make her NASCAR debut this weekend in the Mid-Ohio round of the Xfinity series. The Briton, who is second in the IMSA GTD standings, will drive a JD Motorsports Chevrolet Camaro, and will also contest the Road America round two weeks later. She will come up against NASCAR hero Bill Elliott – the 1988 Cup champion – at the latter venue. The 62-year-old father of current rising star Chase Elliott will race a GMS Racing Chevrolet in his first NASCAR race since 2012.

### FRANCE ARRESTED

NASCAR CEO Brian France has stood down from the role on an "indefinite" leave of absence after being arrested last Sunday night in New York for driving under the influence and possession of a controlled substance. France, grandson of NASCAR founder William HG France, has been replaced by his uncle Jim France, who steps up from the vice-chairman role.

### F3 AMERICAS' SLIM START

The F3 Americas series – run to the FIA's new Regional F3 concept – had its inaugural round at Pittsburgh International Race Complex last weekend, with just four starters. Reigning US F4 champion and current runaway USF2000 points leader Kyle Kirkwood won all three races, although Argentinian Baltazar Leguizamón was fastest in qualifying. The series features Ligier chassis powered by Honda engines.

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# NOTHING VENTURED...

*Daniel Ricciardo's decision to turn his back on Red Bull and gamble on Renault could be a genius move – but it could also end up being an act of career-ending folly*

EDD STRAW

**T**iming is everything in Formula 1, and being in the right place at the right time is a prerequisite for success. Daniel Ricciardo is staking his immediate future on his timing being bang on.

Usually, top drivers either move up the grid when they sign new deals or cement an existing relationship with a strong team. Whatever the myriad reasons churning around in Ricciardo's mind when he backed away from a one-year Red Bull deal in favour of a move to Renault, let's hope he's going into it with his eyes open. Because history is against him.

Often, when a driver moves from a winning team to one that isn't winning, it's the consequence of circumstances rather than choice. This isn't what Ricciardo has done. He's still in his prime and Red Bull not only wanted him but thought it had him for next year – and had been willing to offer him a big pay hike to do so.

A relevant recent comparison is Sebastian Vettel moving from Red Bull in 2014 to Ferrari. That year, Ferrari didn't win a race, while Red Bull took three. Given the relative success of both parties following Vettel's switch, that has to go down as a successful move.

There are also comparisons with Michael Schumacher's move from Benetton after back-to-back drivers' championships to

championships in '05 and '06, while in the second of those years McLaren had failed to win a race. Although Alonso's first alliance with McLaren was ill-fated, it wasn't a bad move to make. Firstly, it's important to note that he originally agreed to join McLaren in late '05, a season during which McLaren had the fastest car. Secondly, he knew Renault wouldn't sustain its form, so engineered a switch to a team that he thought could. That the relationship crashed and burned was nothing to do with the pace of the car in '07.

Time and again there are examples of moves to lesser teams that hurt. Damon Hill had no choice in leaving Williams for 1997, but he threw his lot in with Yamaha-powered Arrows and Tom Walkinshaw's ambitious plans for a revival. Despite the near-miss in Hungary, it was a failure.

Niki Lauda turned his back on a winning Ferrari to join Brabham in 1978. This was partly down to what he saw as a lack of support when he had his crash at the Nurburgring in '76, leading Ferrari to draft in Carlos Reutemann – although he did win a couple of races in '78, he retired during the following season. Temporarily.

He's not the only driver to have walked away from a struggling Ferrari. Jacky Ickx joined Brabham in 1969, primarily because the deal allowed him to race for John Wyer, winning Le Mans in the Ford GT40. He then returned to Ferrari.

There are cases of drivers with teams on the wane rolling the dice on new projects. Jacques Villeneuve left ailing Williams for BAR in 1999 and never won again, while Phil Hill was part of the ill-fated Ferrari breakaway that raced as ATS in '63. The less said about Emerson Fittipaldi forsaking frontrunning McLaren for brother Wilson's team in '76, the better.

Among those start-up failures, there is an example of success, with Jackie Stewart leaving BRM to join Ken Tyrrell's Matra squad for 1968. But then, BRM was in decline and this was Stewart reigniting a pre-existing relationship to great success.

Similarly, Dan Gurney left race-winning Porsche to join emerging Brabham in 1963 (albeit the German manufacturer was pulling out). Perhaps Jack Brabham's decision to create his own team is the best comparison for Ricciardo, the example of a doughty compatriot making things work with his own operation. Talking of Australians, Alan Jones's move from Shadow for the emerging Williams Grand Prix Engineering in '78 didn't turn out badly.

It's no coincidence that there's no entirely analogous example in grand prix history of a top-line driver joining a team at this point in its rise, then going on to success. If it pays off, Ricciardo will look like a genius. If it backfires, he'll go down as a fool. But his audacity deserves to be rewarded. **W**

## "TIME AND AGAIN THERE ARE EXAMPLES OF MOVES TO LESSER TEAMS THAT HURT"

Ferrari in 1996. Ferrari was built around Schumacher and, although it wasn't until the fourth season that it won the constructors' title and he had to wait another year to win the drivers' crown, it was a legend-making move. But Ferrari had won races in each of the previous two seasons and was a regular on the podium. In both these cases, Ferrari was a winning team when the leap was made and had market-leading budget available.

Gerhard Berger is an interesting comparison. In 1992, he was in his second season with McLaren-Honda alongside Ayrton Senna and decided to take a big-money offer to return to Ferrari for the following season. On paper, it seems to be a bad move given Senna won five races in '93 while Ferrari blanked. But as Berger himself said in an interview with McLaren's website two years ago, "I'm not so sure if the wins were more due to Ayrton than anything else."

Fernando Alonso's move from Renault to McLaren for 2007 is another obvious comparison. Renault had won consecutive

**P14 RICCIARDO'S RENAULT RISK**



# INDYCAR AT A CROSSROADS

*Mazda is ending its support of the Road to Indy ladder — is IndyCar's junior driver programme strong enough to survive without such generous backing?*

TOM ERRINGTON

**T**wo indisputable facts highlight the impact Mazda's backing of the Road to Indy programme has had on the production of IndyCar talent.

Firstly, Team Penske's Josef Newgarden became the first Mazda Road to Indy graduate to win the IndyCar championship in 2017, and there is little doubt that he is now one of the best drivers in the category. Few can match his ability to hold a lead and avoid the randomness that IndyCar races often throw at the man in front. Secondly, and arguably more importantly, this year's Indianapolis 500 had 35 drivers attempting to qualify, 27 of which were Mazda Road to Indy graduates.

That simply cannot happen without the level of meritocracy that has characterised Mazda's backing of the Road to Indy programme. The car manufacturer gave six-figure budgets to the winners of Mazda's Scholarship shootout, as well as the USF2000 and Pro Mazda champions. Win the Indy Lights series and you'd receive \$1million towards an IndyCar programme.

It's no surprise that even conservative estimates put Mazda's investment in the programme since it began in 2010 in the region of \$10m. But the taps are being turned off for 2019 as the company redirects its spend elsewhere. A few drops will continue as Mazda

## "MAZDA'S WITHDRAWAL CAME AT A CHALLENGING TIME FOR THE ROAD TO INDY LADDER"

honours the 2018 feeder series champions with the funds to help their progression into the next tier, including the Indy Lights champion's three-race IndyCar season that encompasses the Indy 500. Mazda announced its plan to quit last week, which leaves IndyCar with less than six months to find a way to plug that gap — a task it has hinted it can accomplish swiftly.

"The Road to Indy programme has staged great racing over the years while developing teams and drivers for the IndyCar series, and that will continue with plans soon to be announced," said an IndyCar statement. "Mazda has been a transformative partner, and IndyCar is appreciative of its many contributions."

Cooper Tires is rumoured to be the solution. The company became a key sponsor of the ladder back in 2016, having supplied tyres to all three IndyCar feeder categories, but for it to step into the void seems unlikely given the scale of investment that Mazda pumped into the programme.

It shows the double-edged sword of Mazda's generosity. Yes, it produced an unprecedented career ladder, furnishing support for drivers of all financial backgrounds, but IndyCar's reliance on Mazda always left it vulnerable for the day when Mazda's priorities changed (in this case, a greater commitment to the IMSA SportsCar Championship). It also came at a challenging time for the Road to Indy ladder: the 2018 Indy Lights field is proving to be a concern since the grid has been fluctuating at around seven cars.

IndyCar has pointed to several factors behind the Indy Lights lull, such as Carlin's move up to IndyCar and the promotion of drivers including Matheus Leist and Kyle Kaiser to the top tier. But the fact that it could not replace those who moved on suggests that the package was not attractive enough — and IndyCar is now taking steps to address this.

The main takeaway is that IndyCar will reduce Indy Lights budgets by \$100,000 in order to encourage the next generation of talents, offering that in tandem with a prize-money increase that should help bridge the gap to the senior series. Those were the carrots; the stick was hidden away in IndyCar's announcement of the changes — more stringent licencing requirements for the senior series that will favour those who participate in Indy Lights.

Autosport has seen the main points requirements for the IndyCar licence. Had it been operational in 2018, DTM refugee Robert Wickens and Formula 2 convert Jordan King would not have received a licence without dispensation. That's a by-product of the deliberate weighting of points towards Indy Lights — a driver will be eligible for IndyCar if they finish in the top three of the Lights table. Furthermore, an IndyCar testing licence can be gained by competing in eight Lights races, or winning twice in fewer than eight outings, or by winning three Pro Mazda races.

This adds another fascinating subplot to the IndyCar silly season beyond Chip Ganassi Racing's Scott Dixon being coveted by McLaren for its putative entry to the series. The revised 2018 IndyCar chassis helped reduce costs significantly, and the series could become oversubscribed next year. Sportscar veterans DragonSpeed and Scuderia Corsa are edging closer to one-car entries, Carlin and Rahal Letterman Lanigan Racing are open to adding third cars, budget depending, and Harding Racing intends to go to two cars next year. There will be a cut-off point and IndyCar will surely hope that the teams who miss out — or those keeping a watching brief — will be tempted to follow the approach of Carlin and Juncos Racing: begin in the feeder categories and move into the top tier when the time is right.

While USF2000 runs strong, IndyCar needs the Pro Mazda and Indy Lights grid situations to improve. Now it has to do it without the backing and support of Mazda. The challenge has only got bigger in the face of the top tier's growing popularity. *✎*



# YOUR SAY

*The FIA makes the rules for the 'F1 boardgame'. If teams aren't happy with said rules, politely leave the table and do something else*

MA SMITH

## Make Williams great again

We are all aware how Williams subsidiaries are technology leaders, so it is disappointing to find what is the most-loved team for many at the bottom of the F1 table in 2018.

Please, people at Williams who make decisions, appoint either Damon Hill or Jenson Button for a two-year period to lead the team, to sign young British drivers not as test or Friday drivers, but to be there on the grid on Sundays.

Let them appoint the clever, young British designers coming through and attract British industry sponsors. With either Hill or Button you will have such a media focus on the team that British companies will want to be involved.

You have this opportunity to make the F1 team great again. The general public will be rooting for you, and you will be a showcase for British industry. You just need new leaders.

You have the facilities, many of the staff and the heritage. Be brave, be strong, be British. Be winners.

**Nick Smith**  
Dorset

## They should be hungry like the Wolves

In both the British and German Grands Prix, Lewis Hamilton had to 'fight' his way from a poor position to be in contention, as of course did Kimi Raikkonen at Silverstone.

It was noticeable that in both races most drivers made it easy for Lewis to pass because 'those drivers were not racing him'. If they were in a Haas, for example, they were racing Renault, Sauber or Force India. Is this what our sport has come to?

In the Premier League, shall we expect Wolves to send a team of substitutes for a game against Manchester City? After all, they will not be competing with them. Wolves' objective is survival in the Premier League, so they should save their best players to play against other teams at their level.

This would break the rules of the Premier League, in no small part because it will damage the value of their 'product' and reduce the value of TV rights, which fund most teams.

Liberty Media needs to understand that we require equality between teams, not because we need 20 cars on the grid, but



because every driver should at least be trying to race every other driver. If I want to see people saying 'after you, Claude' because they are racing in different classes, I can go and watch WEC.

**Chris Howe**  
By email

## Play to the rules or kindly leave the table

If you want to play a board game for the first time, you read the rules before you begin to play.

If you're not happy with the rules and don't want to play, then you politely leave the table and do something else. You don't sit there and try to haggle to adjust the rules to your own ends.

To me, it's very simple. The FIA makes the rules for the 'F1 boardgame' and if the current teams aren't happy with said rules, then politely leave the table and do something else.

Manufacturers are in F1 mainly to show off their wares, but F1 itself is first and foremost a series for teams who love to go motor racing. They were there first and will be there last.


It's just not 'playing the game' to influence the rules, and a tough stand by those who run the sport is needed now more than ever, or they will be forever bullied and walked over.

**MA Smith**  
By email

## HAVE YOUR SAY, GET IN TOUCH


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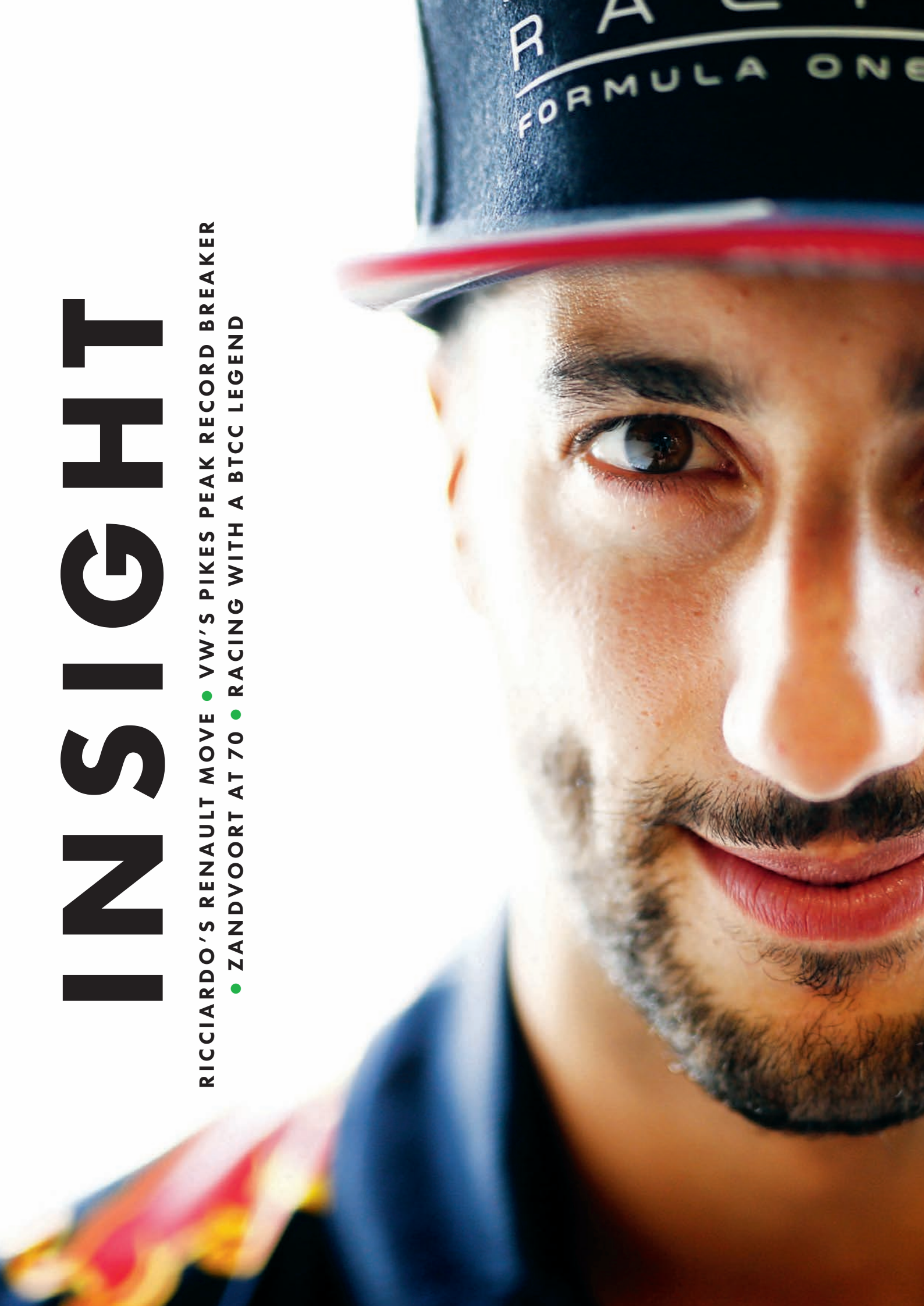
  
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# INSIGHT

RICCIARDO'S RENAULT MOVE • VW'S PIKES PEAK RECORD BREAKER  
• ZANDVOORT AT 70 • RACING WITH A BTCC LEGEND







# WHY RICCIARDO HAS MOVED TO RENAULT

*Daniel Ricciardo is leaving an established winning team for a less-lucrative contract with one that hasn't won a championship in 12 years. And he's doing it for a reason*

EDD STRAW

**D**aniel Ricciardo's shock switch to Renault was a throwback to the days when a driver move could genuinely create surprise. Yes, it was well known that he had talked extensively to Renault, but until late last week it was considered to be a foregone conclusion that he would put pen to paper on a new, significantly more-lucrative, one-year Red Bull deal.

Red Bull fully expected that to happen too. When his current employers found out that he had committed to a two-year Renault contract last Thursday, they were completely blindsided by it – given that Ricciardo had left the post-Hungarian Grand Prix test indicating he was all set to sign. As for Renault, it was close to going through with a deal to bring Mercedes-contracted Esteban Ocon to the team for next season, until this Ricciardo deal rapidly became a reality.

So why has Ricciardo made a sudden decision to forsake a team with which he has won seven grands prix to move to a revived Renault that hasn't claimed a single podium finish since its return in 2016?

The place to start is Ricciardo's mindset. At 29, he still has plenty of years left in him, but he has commented on the passing of time several times over the past 18 months. He referenced this after being denied a Monaco Grand Prix victory by a Red Bull pitstop blunder last year, while at the start of this season he declared he would take his time over doing a deal for 2019, given its importance. In short, he's fed up with fighting over scraps and picking up the odd win here or there – he wants the title shot he justifiably believes he's earned.

"I've still got years in this sport, but I'm not 23/24 anymore," said Ricciardo in January. "The next contract I sign or next extension I do, they are potentially the peak years of my career. That next bit of paper I sign could make or break my desire in terms of whether I can fight for a title or not. That's why I'm taking my time, I want to see where everyone is at."

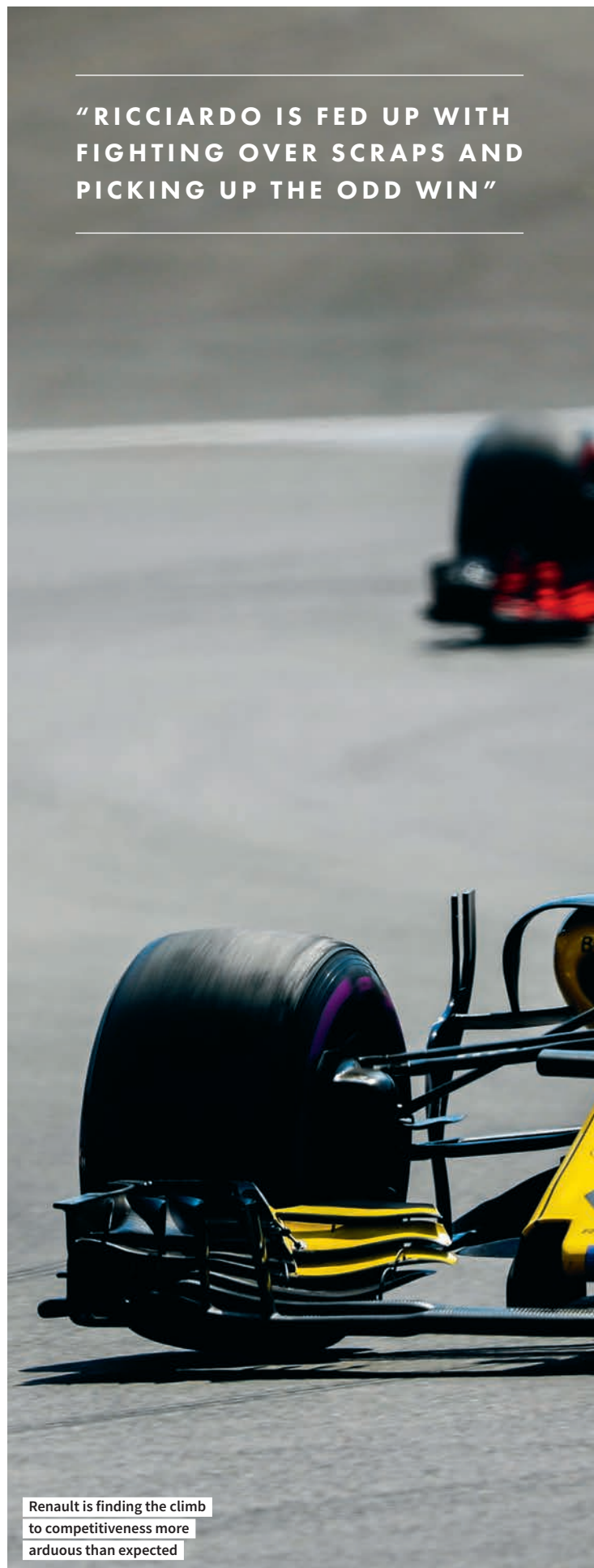
Ricciardo made no secret of the fact that he was hoping to land a move to Mercedes or Ferrari, the two teams that he knew could offer him a title-contending car. It wasn't an unrealistic target, given both Mercedes drivers and Kimi Raikkonen had question marks over their futures at the start of this year. The Mercedes door was slammed shut when it re-signed Lewis Hamilton and Valtteri Bottas, while Ferrari considered him but decided it wasn't prepared to take on another big-money driver – and one who had given lead driver Sebastian Vettel such a hard time when they were Red Bull team-mates in 2014.

Throughout this, Red Bull had various contract offers on the table. But its position was shaky not just because of its perennial status as F1's slightly-too-distant third-best team, but also because of the question marks over its engine supplier. Ricciardo will have known that Red Bull was set to switch to Honda, and Max Verstappen knew that was likely to happen when he signed his new deal last October. But how convinced is Ricciardo that the Honda engine really is good enough? The fact that he's willing to turn his back on Red Bull-Honda to go to a team that isn't yet winning suggests he is far from assured.

Verstappen, of course, is the other key factor. Last year, Red Bull team boss Christian Horner made comments about potentially building the squad around Verstappen. With a megabucks deal that dwarfed >>



Ricciardo has proved himself a winner with Red Bull



"RICCIARDO IS FED UP WITH FIGHTING OVER SCRAPS AND PICKING UP THE ODD WIN"

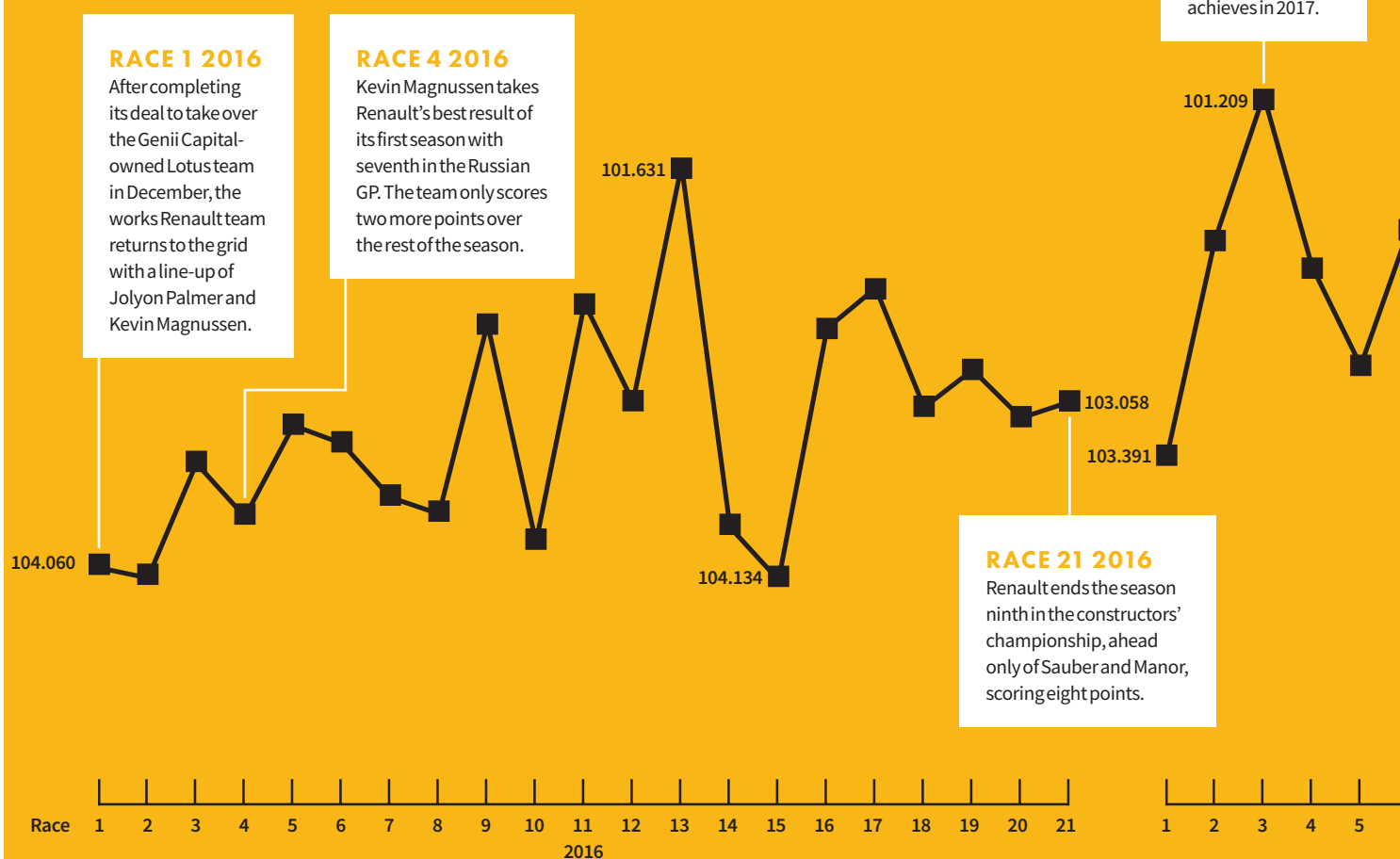
Renault is finding the climb to competitiveness more arduous than expected





## THE PERFORMANCE OF RENAULT SINCE RETURNING AS A WORKS TEAM

This graph plots Renault's deficit to the pace at each race since the works team was revived at the start of 2016. The figures are calculated by taking the fastest lap set by the team on a given grand prix weekend and expressing it as a percentage of the fastest single lap of the weekend. Converting the times into percentages is more accurate than using time because of the varying lengths of grand prix circuits.



Ricciardo's paycheque, it's unsurprising that the Australian was looking for a potential way out. Following discussions with Red Bull owner Dietrich Mateschitz, Ricciardo did get a financial package that he considered acceptable — hence the surprise at his decision. What is clear is the appeal of becoming the spearhead for an emerging works team, given that Ricciardo will believe he'll have a lot less trouble from Nico Hulkenberg than from Verstappen (although he runs the risk of repeating Carlos Sainz Jr's mistake of underestimating the rapid German).

But... Renault? The Enstone team is heavily investing in personnel and beefing up its facilities. It is on a trajectory that could — should — take it back to the front. But there will be no shortcuts there.

Originally, Renault senior personnel regularly said it was a five-year plan to emerge as a championship winner after coming in for 2016. But last month Bob Bell, at that time chief technical officer but who has since taken on a part-time role with the team, revised that objective.

"My quotation of five years was based on historic evidence with what happened when Red Bull took over Jaguar, Mercedes took over Brawn,

when Renault came in after taking over Benetton, and of course those were in different eras," said Bell. "Formula 1 is significantly more complex, the teams involved are significantly bigger now, than back then, so I would say now that five years is a minimum.

"In terms of progress, we're reasonably on track. We had very much hoped to secure fourth place in the championship this year. We're in the fight for that. It's going to be close, but we're still confident that we can get the job done.

"We're on target in terms of where we hoped to be on track, we're on target in terms of where we hoped to be with development of the organisation — that's rejuvenation of facilities, recruitment of staff, methodology, process, all those good things."

So that's the position of the team Ricciardo is joining; not one that anticipates being able to fight for titles during the span of his two-year contract. But it is a team that's on the up, and which is expanding — a recent visit to the Enstone base showed how packed and vibrant the facility now is, whereas it almost ground to a halt under the





previous ownership. Clearly, Renault has sold its plan to get to the front to Ricciardo very convincingly.

Ahead of the French Grand Prix in late June, Ricciardo was asked about whether the idea of moving to a team that's on its way up — a 'project', to use the term bandied around in football — appealed. He cited the example of Lewis Hamilton moving to Mercedes for 2013 as proof this can work.

"I'm not going to say, 'No it doesn't interest me at all'; probably more because of what Lewis was able to do with Mercedes," he said. "They [Renault and McLaren] are not quite in that position yet, but could they be? Maybe. The thought of that, it has some appeal. I wouldn't say it's top of my list right now, but I wouldn't dismiss it.

"Obviously, McLaren and Renault aren't there today, but maybe they will be there in a year or three years' time. You never really know. Lewis pulled the trigger pretty well. Whether he fluked it, he says that he really knew it was going to happen but I don't know. Obviously he's done well for himself with that move, so whether it's just a fantasy for everyone else, I don't know. But at least there's a little bit of proof that >>





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Ricciardo is believed to earn substantially less than Verstappen

something like that could potentially happen again.”

It's true there are some similarities between the situation of Mercedes in 2012 and Renault now. They are both teams with heavy investment behind them from a manufacturer with lofty aspirations. Mercedes had aggressively expanded, just as Renault has done, and it was clearly a team on the up. But beyond that the comparison starts to break down.

When Hamilton made his decision to move to Mercedes in September 2012, he was moving to a team that had already established itself as a winner — Nico Rosberg had won that year's Chinese Grand Prix. Crucially, Mercedes was already known to be ahead of the game when it came to development of the all-important new-for-2014 V6-turbo-hybrid engine technology. It was already known to be very likely that Mercedes would be up front by the second year of Hamilton's stay. Ross Brawn and Niki Lauda worked hard to sell that to Hamilton. The prospects for Mercedes were stronger when Hamilton signed on the dotted line than they are for Renault today.

Hamilton was also at a McLaren team that was on the brink of a slump. Its rapid 2012 car was denied a proper championship run only by reliability problems and operational weaknesses.

Red Bull's slide came in the new era thanks to problems with the Renault engine, and Ricciardo is moving to the team run by the same company that has played a big part in holding Red Bull back. But while moving to Renault seems a punt, perhaps Ricciardo feels he needs to break out of a situation that hasn't changed for him in recent years.

He's clearly frustrated and there have been signs of the motivation waning for a driver who has proved himself capable of fighting for a title but who hasn't had the chance.

Perhaps that helps make Renault worth a go, especially given he will be out of contract for 2021, a year of big change in F1 and when drivers such as Hamilton, Vettel and Verstappen are all on the market.

To walk away from Red Bull, which first picked him up ahead of the 2008 season after he had impressed in Italian Formula Renault — a championship he opted to compete in specifically because various F1-linked junior schemes were active there — is a very bold move. Ricciardo has admitted he would never have gone as far as he did without Red Bull's help. He reiterated this was the toughest decision of his racing career, which ties in with his claim earlier this year that the decision of where to race in 2019 is, in terms of difficulty, second only to the choice he made to leave Australia to pursue his dreams.

“By far it's the toughest decision I've made in my racing career — and in 29 years living on this Earth, it was actually one of the toughest life decisions I've made,” said Ricciardo. “Sad to move on, absolutely. Excited for the challenge at Renault, but it's been a 10-year journey in Red Bull.

“I was on the junior programme in 2008 and have some amazing memories from there, things that I'll always be grateful for, and I'll never forget that ride. I felt it was a time now where it was good for me to move on and have a fresh start somewhere else. I think it will be healthy for me.”

The use of the word 'healthy' supports the idea Ricciardo felt the need for a new environment and a fresh challenge. Renault certainly offers that. It's a high-risk, high-reward strategy.

If Renault achieves its objective he will be ideally placed to fight for, and he will believe win, the world championship. If it fails to crack the top three, he will spend a couple of years treading water and his stock may plummet if the results aren't there.

So the question is: what has Renault done to convince him to back it? After all, this is a driver who said after the Chinese Grand Prix that the “window of optimism reduces over time” when it came to Renault proving to him it has what it takes to emerge as a serious contender in terms of engines. In short, can Renault give Ricciardo not just a winning car but, in the longer term, a world championship-winning one?

Renault's season is something of a curate's egg. It is on target to achieve its objective of finishing fourth in the championship, and has scored 82 points this season compared with 34 at >>

The perception is that Red Bull generally favours Verstappen over Ricciardo







Carlos Sainz, on loan to Renault, could partner Max Verstappen again

## WHO WILL REPLACE RICCIARDO?

Little more than a week ago, nobody at Red Bull was giving a moment's thought about who would partner Max Verstappen in 2019. The lengthy negotiation process with Daniel Ricciardo was as good as complete and it was a question of when, not if, he signed a new deal. Then Ricciardo shocked them – and several other drivers – by doing a deal to move to Renault.

Two drivers are at the front of the queue for the seat. Carlos Sainz Jr, who joined Renault on loan last year and who can still be recalled for another month to Red Bull, is the obvious choice. He has four years of experience in Formula 1, has proved himself capable of delivering superb results in middling machinery and would be the obvious plug-in-and-play option.

But there is history there, and it's precisely such history that led the Red Bull management to feel that promoting Toro Rosso driver Pierre Gasly, should Ricciardo go, is an option.

Sainz forced his way out of Toro Rosso last

year because he was understandably impatient. An unprecedented fourth season in Red Bull's 'B-team' didn't appeal and, with every chance that the Ricciardo/Max Verstappen alliance would continue indefinitely, Sainz

justifiably wanted to seek an alternative. This rubbed some at Red Bull up the wrong way. That, combined with a perception that the relationship between Verstappen and Sainz in 2015 and early '16 at Toro Rosso was difficult, makes

life difficult for Sainz as he seeks a way back in.

Gasly has impressed this season, picking up three big results – fourth in Bahrain, seventh in Monaco and sixth last time out in Hungary – when the package has allowed it. The 22-year-old will also have a year's experience with the Honda engine package under his belt going into next year, and has the kind of personality that the team would find easy to accommodate.

But Ricciardo's surprise move may give Red Bull pause for thought. It was easy to talk of throwing Gasly in when the situation was purely hypothetical. Faced with the reality, Sainz's experience and track record could make him the more obvious option.

As for alternatives, Fernando Alonso is the only



Gasly has the right personality for Red Bull and has raced well in 2018





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IMAGES

## "HISTORY WITH VERSTAPPEN MAKES LIFE DIFFICULT FOR SAINZ AS HE SEEKS A WAY BACK IN"

established gold-standard driver potentially available. But Red Bull has a long history of avoiding Alonso because of the political aggravation it believes he would bring, and that concern would be magnified by the possibility of putting him alongside Verstappen. To sign Alonso would require a complete reversal in Red Bull's outlook on drivers, as well as require the complication of extracting him from a Toyota World Endurance deal that would clash with Honda. And Alonso and

Honda F1 back together? It's not at all likely.

Red Bull is set to spend a little time considering its options, not least because it is short on drivers for Toro Rosso, since favoured newcomer Dan Ticktum is currently not able to pick up enough superlicence points to race in F1 next year. So taking Gasly out of Toro Rosso would mean it's looking at putting Sainz back in there (something the Spaniard considers only a last-resort option), retaining Brendon Hartley (a driver it seems to have given up on) or bringing in an outsider – McLaren-contracted duo Lando Norris and Stoffel Vandoorne should certainly appeal.

But the first priority will be the best fit for Red Bull. Realistically, it comes down to Sainz versus Gasly.

the same point of 2017. This also means it has exceeded its tally of 57 for the whole of last year.

In terms of performance, Renault is slightly closer to the frontrunning pace, but only by around 0.3%. Given the chasm of performance between it and the big three, that's not felt to be good enough by the team. This has led to a redoubling of the efforts and multiple discussions at team management and Renault management level to try to sharpen up.

At Enstone, the rapid growth from around 470 people to approximately 700 is encouraging but also creates problems. There's an emphasis on trying to improve the efficiency of an operation that, according to team principal Cyril Abiteboul, is around 30% down on F1's top teams. The aim is to improve efficiency, in hand with controlled further growth, to put the chassis side of the team in good shape by the time the hoped-for cost controls come in for 2021.

On the engine side, Abiteboul is confident that the concepts and the design work are fundamentally sound. But the improvements are not big enough or coming quickly enough. This adds up to a team that was aiming to make big inroads into the top three chassis-wise this year, but has only made a very small dent, and one that was aiming to close the gap to Ferrari and Mercedes on power units but has effectively only kept pace – and still with question marks over reliability.

Eliminating potential bottlenecks in design and production is a significant focus. During the August break, the composites department is being doubled in size. There's a substantial effort being put into inter-departmental cooperation, which is expected to improve the development rate and efficiency.

But the key to convincing Ricciardo must have been the engine side – he has struggled with Renault propulsion for four and a half seasons.

"I believe that we underestimated the potential of the current

## "RICCIARDO HAS CLEARLY BECOME LISTLESS AT RED BULL AND FEELS HE NEEDS A NEW CHALLENGE"

engine regulations," says Abiteboul. "We are now four years into those engine regulations and after four years you would expect to see the flattening out of the development curve. We sort of saw that from Mercedes, but frankly we've been amazed by Ferrari's very recent improvement, which shows it's possible. We don't know how, but it's possible. It's not something that's impossible for us but it's not something that we were expecting to have to do in this period of time. That's why we need to make bigger steps and take more risks, but those risks have to be mitigated because we cannot afford to come up with a product that's compromised on reliability."

The bottom line is that Ricciardo seems to have moved for two reasons. Firstly, to get away from Verstappen and a team that seemed to be focused on the Dutchman – the pay discussion was a symptom of that, hence an improved financial offer was not enough to convince him to stay. Ricciardo wants to have a team built around him, not to feel like a second-class citizen.

Secondly, Ricciardo has clearly become listless at Red Bull and feels he needs a new challenge – and has gone for the best option available to him. Just as Honda only needed to prove to Red Bull that it was a credible alternative to Renault propulsion, so Renault just needed to prove to him it at least has a plan that could take it to the front.

In the short term, barring a disastrous first season with Honda for Red Bull, this means Ricciardo will take a step backwards in 2019. He's clearly staking his career on the fact that forward steps will follow. Ricciardo has always backed himself, and this is a roll of the dice that will likely define his career as a world championship contender – or not.

And on the current trajectory, it's arguably more likely to be a mistake than an inspired move. But in the event that it does pay off, it will go down in racing history as a genius move. ❧





# HOW VW CONQUERED PIKES PEAK

*The incredible story of a team's all-electric  
race to the top of a Colorado mountain*

DAVID EVANS

**T**he dream started with a text message, followed by a phone call. And then another phone call. The dream was real – Volkswagen was going to Pikes Peak. The German firm's return to factory-level motorsport had to be something different to rallying. The World Rally Championship was won, dominated, with eight titles in four years. But that belonged to a different time in Volkswagen's history; that was pre-dieselgate. The future had to be cleaner – in every sense.

Standing gazing into the pre-dawn glow moments before the sun will show its face, Sven Smeets smiles and pulls his collar a little bit higher against the 13,000ft Colorado chill.

"Fresh..." ventures Volkswagen's motorsport director. As a former world championship co-driver and team manager, it had been the Belgian's dream to lead a team at rallying's highest level. That dream lasted for four rallies. Then the bombshell: with its 2017 Polo R WRC ready and waiting, the news came that Volkswagen's time in the WRC was done.

On the upside, Smeets has the enviable record of four starts and four wins: not many major manufacturer motorsport directors can boast a 100% strike rate.

But what next? "We were told soon after we pulled out there were two ways in the future," he says. "The first was a customer programme, which was good and we had already planned TCR [for touring car racing] and R5 [rallying]. The second was with an electric vehicle. It was clear – this was the future." >>

---

## REACH FOR THE SKIES

Even the vastly experienced Romain Dumas had seen nothing like this. The double Le Mans winner set new limits in the all-electric I.D. R







## THE RISE OF PIKES PEAK

Started five years after the first-ever Indianapolis 500, the Pikes Peak International Hillclimb is reckoned to be the US's second oldest motorsport event. And, while it can't ever hope to attract the global appeal of the 500, the mountain climb has a huge reputation among the sport's hardcore.

But it started out as a tourist attraction. A wealthy miner called Spencer Penrose landed in Colorado Springs, the nearest town to 'America's Mountain', and fell in love with it. In 1916 he spent US\$300,000 building a road to the 14,000ft summit and, when the road was ready to open, he decided there was no better way to celebrate the moment than to hold a race to the top.

Pikes Peak grew in popularity, becoming an unmissable annual event for legendary racing families such as the Unsers and Andrettis. But it was the arrival of Group B cars that transformed the climb and placed it firmly on the international motorsport calendar.

Post-1986, Audi (above) and Peugeot had some of the fastest rally cars ever made, but nowhere to race them once the category was banned from the World Rally Championship. So they came to Colorado and ran them up the hill. The 1988 film *Climb Dance* is based on stunning onboard footage of Ari Vatanen's victory in a 405 T16, it was also the catalyst for Sebastien Loeb's run a quarter of a century on (below).

But a decade down the road, it looked like the end was nigh for Pikes Peak. A group of environmentalists took the city of Colorado Springs to court, claiming the use of the gravel Pikes Peak toll road was polluting local water sources. Settling out of court, the city agreed to asphalt the road at the cost of a million dollars per mile. Entries fell away as interest in an increasingly asphalt challenge waned.

In 2013, with the course fully Tarmac, Loeb arrived and captured the world's imagination once more. Since then, Pikes Peak hasn't looked back. And now, with Volkswagen redefining what's possible with the unrestricted class, an all-electric arms race may well secure the event's future.



That news came at the end of 2016. Electric what? Formula E was the obvious one, but there was another challenge out there. That was Pikes Peak. It was put forward to the board and, in September, Smeets got a text from the board meeting.

"The text said: 'It's yes to Pikes Peak,'" says Smeets. "I immediately called F-X [Francois-Xavier Demaison, Volkswagen technical director] and told him we were going."

Demaison takes up the story: "I went on holiday to America with my family last year. It just happened to be the time of Pikes Peak. So, I took a couple of days and went up the mountain to have a look. It was a childhood dream for me to compete here. I remember the 1980s, watching the battle between Peugeot and Audi; I remember the Ari Vatanen film. And now I was coming to compete. This was like a dream. But I had six months to make a race car... I took the telephone and made a call. I called Willy."

'Willy' is Willy Rampf, former technical director at Sauber's Formula 1 team. Rampf departed the Swiss squad and joined Volkswagen in 2011 to work on its World Rally Car. At the end of 2016, he departed Volkswagen and went fishing. "I was retired for one year," he says, before adding quickly with a grin: "but I will never retire. It was an interesting call. Straight away I drove to [VW's base at] Hanover."

Making a new rally car was no problem for Demaison; it's what he'd done pretty much his entire career. But this was different. Since 2012 Pike Peak has been all-asphalt, the days of rally cars ruling the run up the hill are done.

"We needed a race car," says Demaison. And Rampf knows racing. But rarely had either engineer been presented with such a special opportunity; the sheet of paper before both had never been cleaner







**"I WAS RETIRED FOR ONE YEAR...  
BUT I WILL NEVER RETIRE.  
IT WAS AN INTERESTING CALL"**

or the rulebook thinner. Running in the unrestricted class, loosely speaking, commands two things: four wheels and a rollcage. "For an engineer this was paradise," says Demaison. "But we needed Willy, you can't buy the experience he has — it would have been a hell of a lot harder without him."

Much has been made of this clean sheet of paper, but actually it's folly. Volkswagen didn't have a completely free hand — the ticking of the clock saw to that. "We thought about making our own monocoque," says Demaison, "but it just wasn't possible. It was September and we'd need two months just to make the tooling. We didn't have time. We had a clean sheet of paper, but we didn't really have the time to use it."

The target for 12 miles and 156 corners in June was sensible: Rhys Millen's EV record of 8m57.118s, posted by the Kiwi two years ago. But still, two key components were missing from the plan. A car and a driver. One more call sorted both: "Hello Romain, it's Sven Smeets from Volkswagen Motorsport..."

Romain Dumas had already won the race to the 14,100ft summit of Pikes Peak three times, while a pair of Le Mans 24 Hours victories cemented his credentials. He took the call and smiled. "I had done Pikes Peak with my own team," he says, "and I had won with my own team. But when Volkswagen came and talked about the electric car, I wanted to do this — I knew I had to do this kind of project with a manufacturer. I knew it would not be possible to do this with a private team. I was interested. And excited."

Demaison was similarly interested in man *and* his machine. "We looked at Romain's Norma [M20 RD] from last year," he says, "and the first thought was to just electrify this. We would keep everything else: the brakes, the steering, the suspension, but take out the engine and fit the batteries. We used the monocoque and we made the batteries fit, but this was by far the biggest compromise we made on the project. This chassis was made for an internal-combustion engine and we were putting battery cells in there that had really different cooling requirements. And, of course, we are engineers — so we changed everything else, we changed the brakes, the steering and the suspension!"

The batteries themselves were sourced in the US, but the cells were designed and made by Volkswagen Motorsport. Those batteries would feed a pair of 250kW motors, one on either axle to offer four-wheel drive and staggering, F1-rivalling acceleration to 60mph in a shade over two seconds. The power output equated to around 680bhp with 650Nm torque.

"People asked why we didn't go for more power from the motors," says Demaison. "We could have done this, but the problem we had was the capacity of the battery. More power would drain it quicker."

As it was, the cells only held 80% of the power needed for the

run up the hill; the rest would be generated or regenerated from braking via a KERS system.

Crucially, the thinner air that starves petrol-engined cars of 35% of their power at the summit wouldn't affect the I.D. R. And while the aero would have been similarly less effective at altitude, when you've got a 2.4-metre rear wing bolted on, that number's still pretty impressive at the top of the hill.

Through the early part of the project, talk of a shot at Sebastien Loeb's sensational outright record was dismissed. In 2013, the nine-time World Rally Champion had smashed Millen's hill record of 9m46.164s by more than a minute and a half. His 3.2-litre twin-turbo Peugeot 208 generated 1bhp for every kilogram of weight. When Loeb crossed the finish line at 8m13.878s, Millen looked shocked. And said: "That time will stand forever. It'll never be beaten."

Deep inside Hanover, a plan was being hatched. Yes, time was tight, but the I.D. R was coming together beautifully. Weight was being trimmed and trimmed, the aero was getting bigger and bigger and, on April 22, the car was unveiled at a track in Ales, France. "This is my home track," says Dumas. "The reason I wanted us to go there is because I drove everything at this track. I know what to expect from a car around there and I knew I would have a good idea about where the car was when I came away from the early test."

He came away with a big, big smile on his face. Concealing that excitement was almost impossible. "This car," he said at the time, "is fast." And it got faster.

But in the final fortnight before the race, just when you'd expect Volkswagen to be relaxing into the race (don't forget this was the team that competed in the WRC for a full season in a Skoda Fabia S2000 just to acclimatise before it brought the Polo R WRC), it was running around like a headless chicken: leaving for the mountain at two every morning, running for three hours until the road had to be given back to the public and then heading to the Pikes Peak Speedway, where the team worked until nine at night.

But then came qualifying and times that fuelled talk of more magic. Dumas delivered the magic and blew Loeb and his two turbos into the weeds with a victorious run in 7m57.148s.

Demaison had seen it coming. Glass of champagne in one hand, he finally agrees to spill the beans and talk simulation times. "The simulation was a 7m55s," he says with a grin. "We knew this was possible, we just couldn't tell you about it."

Now the world knows about it. About how Dumas took a near 1000kg of Volkswagen and hurled it silently up a mountain, through 156 corners and 12.42 miles in under eight minutes. Smeets's telephone hasn't stopped beeping with messages since. ✘



# ZANDVOORT AT 70

*Looking back at some of the key moments  
in the life of one of Europe's most  
historic and favourite circuits*

MARCUS SIMMONS

**Y**ou've all heard the phrase 'going Dutch' — you invite someone out for a dinner date, but they insist on paying their share. Over seven decades ago, this philosophy was stretched to its extremes for the biggest single development in motorsport in the Netherlands: the construction of the Zandvoort circuit. After all, if Nazi Germany is occupying your country, why shouldn't they pay for your new race track? Except it involved the most devious and inspired of plans...

The Zandvoort track opened 70 years ago, on August 7 1948, nine years after an inaugural street race, which had taken place on the roads between the town's train station and where the circuit entrance is now situated. War broke out three months later, seemingly putting an end to the plans of the town's visionary mayor, Henri van Alphen, to construct a permanent circuit.

In 1941, plans were revealed for a new road to the north of

**"THE DUTCH INVITED THE BRDC  
TO ASSEMBLE THE ENTRY FOR  
THE PRIJS VAN ZANDVOORT"**







the town – where the circuit is today – and van Alphen managed to convince the Germans that the new project would represent a magnificent parade ground to honour them in the event of their inevitable victory in the war. Right opposite the North Sea beach, it would be a monument facing the British coast across the water, in the exact location where the Germans believed any attempt by the Allies to invade the country would have taken place. The Nazis redeployed the Dutch workers to build the foundations of the new road, and construction was nicely under way by the time of the Germans' defeat in 1945.

With the war over, the Dutch continued work apace, bringing in 1927 Le Mans 24 Hours winner Sammy Davis to advise on the circuit design. This was despite the country being on its knees financially in the wake of the wartime occupation. Van Alphen

stood down as mayor in February '48, but his successor continued to support the project, and the track opened six months later.

Without a motorsport infrastructure of their own, the Dutch invited the British Racing Drivers' Club to assemble the entry for the Prijs van Zandvoort – with the opening of Silverstone still two months away, the British were only too keen to stretch their legs on a new facility. The race took place on the Saturday, with the drivers, mechanics and cars ferried over on the Wednesday night and put up in barracks, from where the army provided transport to and from the circuit. Davis, his work done on the circuit, talked up the prospects in his other role, as sports editor of *Autocar*. "It looks as though the only thing which will be difficult is to avoid over-enjoyment of the enormous hospitality for which the Netherlands are famous," predicted the magazine. >>



## 1948 - PRIJS VAN ZANDVOORT

The Dutch justifiably received great praise for their efforts. A nation broken by the war, they had, after all, constructed a purpose-built facility that was ready for racing two months before Silverstone opened the doors on a circuit that was marked out by oil drums and straw bales. "If ever a national club should feel thoroughly satisfied it is the Royal Netherlands Automobile Club after their race meeting at Zandvoort," glowed the *Autocar* report. "First, almost miraculously, they have produced an excellent road circuit with permanent pits of luxurious type, and a grandstand with a record view, in a quite incredibly short time. Secondly, every dune, every hillock, swarmed with spectators who, in the mass, seemed to resemble a world's record ant-heap: moreover, everyone was deeply interested in the races from start to finish. Thirdly, this was one of the finest races ever."

The field of 20 cars was split into two heats, which would produce the 14 to start the final. The first heat was won by Reg Parnell's Maserati, the second by Prince Bira, also in a Maserati, after the spectacular Peter Walker – "driving with great fire, almost falling out of the car in the greatness of effort" – had retired his ERA with gearbox problems.

Tony Rolt was the early leader of the final in his Alfa Romeo, until Bira took over in front of a crowd estimated at 100,000. The race settled down, until with "10 laps to go and exactly at the right moment, Rolt made a magnificent effort to win. At first he came up to the little Siamese hand over fist, then, when the latter increased to his limit, the real fight began.

"Bira says, and it is apt, that the whole of one driving mirror or the other on his car was full of a gigantic car and man, apparently four feet astern. At this stage Bira lost his Bhudda-like expression, and was, in fact, driving for all he was worth."

It was a photo-finish: the two cars appeared as one as they accelerated out of the final corner on the last lap, "and it was Bira's gay yellow and blue Maserati that crossed the line a length in front" of Rolt, with Parnell a distant third. It had been a terrific start to the new Zandvoort circuit's story.

## 1952 - DUTCH GRAND PRIX

As a race, this event was almost entirely unremarkable. Had social media existed at the time, there would have been frothing-at-the-mouth calls for alterations to the circuits, changes to the cars, a banning of Ferraris and the return of Nazi-funded superteams because 'racing was much better in the old days'.



Maurice 'Gatso' Gatsonides negotiates sand-strewn corner that would become Gerlachbocht

But what was significant was that the 1952 Dutch Grand Prix represented Zandvoort's inclusion for the first time on the world championship calendar. After that superb opening event in

'48, the big race in '49 attracted a more international field, with Luigi Villoresi triumphing for Ferrari. The race was given the Dutch Grand Prix title in '50, with Louis Rosier winning in his Talbot-Lago and then securing a Zandvoort double the following year.

In 1952, the Ferrari steamroller of Alberto Ascari, Giuseppe Farina and Villoresi left little hope for anyone else. That was despite the efforts of inspired newcomer Mike Hawthorn, who plonked his Cooper-Bristol on the front row of the 3-2-3 grid, albeit 5.1 seconds off Ascari's pole time...

Hawthorn set off in hot pursuit of Ascari, before Farina and Villoresi inevitably sailed past. "Thereafter the story of the race so far as the leaders were concerned is speedily told: the Ferraris remained 1-2-3 in the order Ascari, Farina and Villoresi until the 90th and last lap of the Dutch GP," wrote Cyril Postumus in *Autosport*. "Their performance was magnificent, their driving superb, but inevitably such monopoly tended to pall."

Apart from the battling behind, the only spice was a shower of rain that "slowed the drivers and caused the populace massed on the dunes to dash for shelter or vanish beneath voluminous waterproofs". As Ascari took the flag, a "large black Cadillac containing Prince Bernhard of the Netherlands drove into the paddock". The husband of reigning monarch Queen Juliana, he



Hawthorn's Cooper-Bristol (right) mixes it with Ascari's Ferrari in '52





## “CLARK EASED OFF, SO MUCH SO THAT THE COMMENTATOR SAID HE APPEARED TO BE IN TROUBLE”

was also the grandfather of Bernhard van Oranje, who today is the co-owner of the Zandvoort circuit.

That wasn't the only link to Zandvoort's more-recent history: the Formula 3 curtain raiser provided an entertaining race won by Stirling Moss after a battle with George Wicken and Stuart Lewis-Evans. The category would become extremely significant in the circuit's story from the 1990s onwards.

### 1967 – DUTCH GRAND PRIX

There wasn't much exceptional in the 1960s about a Jim Clark victory for Lotus, but this was the debut of the constructor's 49 – and, more significantly, the Ford Cosworth DFV engine that would come to define Formula 1 for the next decade and a half.

A problem with the right-rear wheelhub for Clark in qualifying left him eighth, on the third row of the 3-2-3 grid. This prompted gloom at Lotus, as it was thought for a while that it could be down to a design failure in the hub casting. By contrast, Graham Hill had planted the sister car on pole position, and extended an early lead. Clark was involved in a massive battle for second with the Brabham-Repco's of Jack Brabham and Denny Hulme, Jochen Rindt's Cooper-Maserati, Dan Gurney's Eagle and the Ferrari of Chris Amon. Clark had yet to work his way to the front of this dust-up when Hill retired the leading Lotus with a broken camshaft drive. Shortly afterwards, Clark prevailed over Brabham to take the advantage.

“From there on, Clark relentlessly forged ahead,” wrote Gregor Grant in Autosport. Interest centred on the ‘Gatsometer’ device produced by local speed-camera scourge Maurice Gatsonides, whose company base remains in Overveen, one stop before Zandvoort on the train. Brabham's Repco-powered car clocked 255km/h (158mph), with Clark a relatively modest 247km/h. The Scot's domination was such that he “began to ease off considerably. He was taking no chances whatsoever, and on the last few laps he appeared to be touring round – so much so that commentator Phil Keller announced that Clark seemed to be in trouble.”

He wasn't, and Clark won by 23.6 seconds from Brabham, with Hulme pipping Amon in their all-Kiwi battle for third. A new era had begun. >>

## ZANDVOORT TRAGEDIES

Zandvoort is most notorious for the fiery 1970s deaths of Piers Courage and Roger Williamson.

Courage's Frank Williams-run De Tomaso crashed at the high-speed Tunnel Oost section after Scheivlak during the 1970 Dutch Grand Prix. The car had burst into flames even before it stopped moving, and a front wheel torn from the car in the initial impact had struck Courage on the head with sufficient force to dislodge his helmet. Courage's biographer Adam Cooper wrote that: “Piers was almost certainly dead even before the fire started.”

The Dutch Grand Prix fell off the F1 calendar in 1972 while safety updates were carried out, but tragically its return in '73 would be marred by the harrowing death of Williamson. Tipped for a bright future, the hugely talented 25-year-old was on the cusp of a full-time F1 drive with Tyrrell for '74 and had been placed with March by mentor Tom Wheatcroft in mid-season '73 for his grand prix debut. Zandvoort was his second race, but he crashed in a similar place to where Courage had perished three years earlier. The March came to rest upside down and caught fire, and the conscious Williamson died from asphyxiation, despite the efforts of David Purley to save him. The marshals did not have adequate protective clothing, and a nearby firetruck was forbidden to drive straight to Williamson's aid against the direction of the competing cars.

Local touring car hero Rob Slotemaker was killed in 1979 when he spun his Chevrolet Camaro on a patch of oil and collided with a course car, sustaining a broken neck. In his honour, the corner after the Hunzerug crest was renamed Rob Slotemakerbocht.

**“THE MARSHALS DID NOT HAVE ADEQUATE PROTECTIVE CLOTHING”**

One of the earliest fatalities at Zandvoort was suffered by Porsche sportscar racer Wim Gerlach in 1957, and the corner where he crashed was subsequently named after him.

There was sadness in Formula 2 also, with Ian Raby dying from injuries in 1967, Chris Lambert killed in '68 after a contentious collision with Clay Regazzoni, and Hans-Georg Burger succumbing in hospital in '80 following a crash at Scheivlak in the warm-up. But none provided as much censure and criticism of Zandvoort as the entirely avoidable Williamson tragedy.







Hunt holds off Lauda for  
Hesketh's sole F1 victory

### 1975 – DUTCH GRAND PRIX

A famous win for the Hesketh team represented the first grand prix victory for James Hunt, on a circuit where Ferrari had been expected to dominate. Niki Lauda had won for the Prancing Horse around the dunes in 1974, and was coming off the back of three successive wins in '75. Surely no-one else stood a chance...

That was until rain at lunchtime on race day threw everything up in the air. In his Autosport report, Pete Lyons said that the Hesketh team unusually took part in pitstop practice during qualifying, almost as if this were more important than Hunt attempting to improve upon third on the grid (thought to be impossible anyway, with the Ferraris of Lauda and Clay Regazzoni ahead).

On a fast-drying track, Hunt was first to pit for slicks, and by the time Lauda had rejoined the Hesketh was in front. In this age before electronic timing, Lyons wrote: "Bystanders, paying close attention and discussing it with each other, agreed it was, after Regga's stop, James who was leading the race. That vitally prompt decision to change tyres had paid off."

Furthermore, Hunt's Hesketh had a dry-weather set-up, while Ferrari had gone for more of a compromise. And Lauda had to contend with a determined Jean-Pierre Jarier, who fended off the Ferrari before debris caused a spectacular left-rear blowout for the Shadow at the fast Scheivlak turn, just after Lauda had slipped past.

Lauda closed in again, helped by knots of backmarkers. "I sometimes had to be pretty brave to get by other cars," said Hunt, "because I had to line them up and do it before we got to a bad place. If I'd ever have got stuck in the corner before the straight, for instance, Niki would have been by like a shot." And the Hesketh won. "His Lordship Alexander [Hesketh]," wrote

Lyons, "virtue triumphant incarnate, almost floated onto the back of the flower garlanded victory lorry and, his face shining with effervescent ecstasy [sic], rode backwards along the entire row of pits saluting his rival F1 teams with a peculiarly English digital gesture." Five months later, his team was on the rocks.

### 1978 – EUROPEAN F3

Jan Lammers became a deity of Dutch motorsport, and his breakthrough international win came on home ground – at Zandvoort on Easter Monday 1978, in the European Formula 3 Championship.

Wet conditions for his heat merely allowed Lammers to exhibit his status as a rainmaster. His Racing Team Holland Ralt RT1 led home a decent field featuring Slim Borgudd, David Kennedy, Arie Luyendijk and Huub Rothengatter. "By lap eight the distance had grown to a remarkable 40.4 seconds," wrote Autosport's then-Euro F3 doyen Tim Tyler of Lammers' performance. "It was an amazing display of absolute car control, you would have thought the track was dry. He lapped almost four seconds a lap faster than anyone else!"

In the final he was less dominant, but still announced himself as a talent of the future by taking victory from Michael Bleekemolen, exciting F3 rookie Teo Fabi and category veteran Anders Olofsson. A talent had arrived.

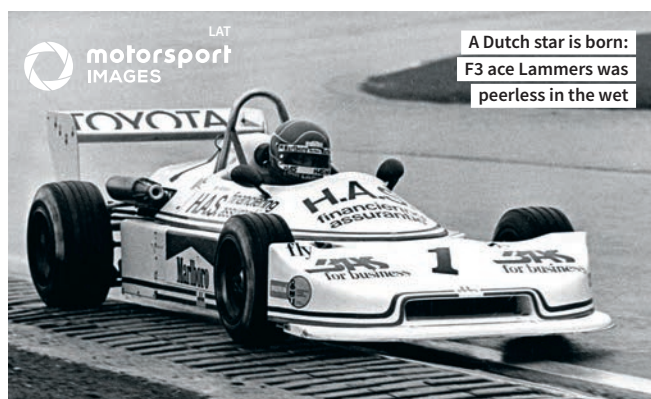
### 1985 – DUTCH GRAND PRIX

The final Dutch GP took place amid a backdrop of noise-pollution concerns that placed the very future of Zandvoort under threat. It provided a memorable final grand prix win for Niki Lauda, who had only just announced his (second) retirement effective from the end of 1985, in which he narrowly pipped McLaren team-mate Alain Prost.

Lauda had qualified down in 10th, one of the cylinders in his V6 TAG/Porsche engine down on compression, but moved stealthily forward in the race. And the Austrian took the advantage when a cross-threaded wheelnut delayed Prost in the pits. The last few laps were thrilling, with Prost chasing Lauda to the line. "I said I wanted him to get the championship this year, and I do," said Lauda of his team-mate. "And I promised that at the end of the season I'll do everything I can to help him. But it's not the end of the season yet!"

Autosport's Nigel Roebuck was clearly going to lament its passing as an F1 venue. "Zandvoort is rather tatty at the edges – and the same is true of the circuit," he wrote. "The press facilities I will flatteringly describe as 'primitive'; and the whole place could use a coat or two of paint. Those without a feel for grand prix racing dislike it intently, for it is not a 'modern facility'.

"I love it, and always have; don't mind the stiff North Sea breeze



A Dutch star is born:  
F3 ace Lammers was  
peerless in the wet



## ZANDVOORT MAESTROS

Points scored in Dutch Grands Prix\*

Niki Lauda	138
Jim Clark	132
Jackie Stewart	123
Jack Brabham	106
Graham Hill	101
Clay Regazzoni	82
Nelson Piquet	77
Alain Prost	76
Jacky Ickx	72
Stirling Moss	69
James Hunt	66
John Surtees	65

\*converted to current system

PHIPPS/SUTTON  
motorsport  
IMAGES

## ZANDVOORT'S BIRTHDAY INSIGHT

circuit, and Verstappen did not disappoint. At the time he was leading the German F3 Championship with the WTS Motorsport team of Michael Schumacher's manager Willi Weber, and Verstappen carried that momentum through to take a superb pole position and lead all the way on his home ground.

"The pressure on Verstappen at the weekend was immense," wrote Autosport's then-F3 hack Andrew Benson. "Everywhere he went, it seemed, he was surrounded by well-wishers, but he showed no signs of letting it get to him."

Verstappen was joined on the podium by Paolo Coloni and Michael Krumm, who had enjoyed a fight for second in a largely processional race. But the crowd didn't care – the man they'd come to see had won.

It would be a similar story in 2014, when Jos's son Max won on

a one-off with Motopark in a race that was held for older-rules engines. And therein lay the sad decline of the Masters. The gradual demise of the national championships and their replacement with the European series, and a host of new FIA sporting regulations within that championship, led to tough days for the race. Bland had already announced a 'sabbatical' for the 2017 running shortly before his death that summer.



DTM ding-dong: Alzen muscles past Abt in '01



'Jos the Boss' tops Masters of F3 podium

or the dirty sandhills – nor even the fact that people seem to eat herring sandwiches here. The place has atmosphere, and the track provides better racing than any other in Formula 1."

### 1993 – MARLBORO MASTERS OF F3

Construction of a new holiday park meant that the southern part of the Zandvoort circuit was no more, and in 1989 a new shortened layout was introduced. After the initial turns of Tarzanbocht, Gerlachbocht and Hugenholtzbocht, the cars turned through a long right-hander and into a new chicane, leading to a straight up to a right-hander, which led into the final Bos Uit curve, which featured the same radius as its predecessor, but was several hundred metres nearer the start-finish line, thereby shortening the main straight back down to Tarzan.

An international F3 race – the Marlboro Masters – was held for the first time in 1991, won by David Coulthard for Paul Stewart Racing. A modest 16-car field had been attracted for that race, but for '92 the coordination of the event was taken over by the Motor Race Consultants company of Macau Grand Prix supremo Barry Bland. From now on, Zandvoort would become the 'Macau of Europe', with a top-class field comprising the leading runners from the national F3 championships in Britain, Germany, France, Italy and Sweden.

The 1992 running was a success, but for '93 it was a revelation: 56,000 fans turned out to watch new Dutch sensation Jos Verstappen. 'Jos the Boss' banners were emblazoned around the

### 2001 – DTM

In 1999, Zandvoort had opened its new circuit, replacing the interim shorter version used for a decade since '89. The original sweepers up from Hugenholtzbocht towards Scheivlak were reinstated, the latter now an unbelievably fast sweeper absolutely made for the F3 cars that starred in the Masters. After Scheivlak, the circuit took a detour from the original layout through a new fast right-hander known as Mastersbocht. A dogleg right and left led to a new straight down towards the chicane. The new operating company had done a superb job of reconstructing Zandvoort in the spirit of the original circuit, and therein lay a problem for modern racing: it remains a great challenge to drive, and the competitors love it, but the preponderance of high and medium-speed corners makes it difficult to overtake on.

The DTM, which had been revived for 2000, added Zandvoort to its calendar for '01, and since then it's been ever-present. The circuit is not too far for many Germans, and the Dutch turnout is always strong, so that the DTM is these days Zandvoort's biggest event. That opening race led to a classic old-school DTM thugfest, with Uwe Alzen's Mercedes diving across the gravel at the chicane on the final lap to grab the lead from Christian Abt's Audi, and holding on despite a massive whack from Abt in the penultimate corner. After locking up in celebration as he crossed the line, Alzen's Merc was hit in the side by Abt, and they carried on their disagreement in parc ferme...

The DTM had arrived at Zandvoort. Other international championships have come and gone – World Touring Car Championship, A1GP and Blancpain GT – but the German-run series and its support from the F3 European Championship have remained a popular part of the busy Zandvoort schedule.

Will F1 ever return? While the country's other permanent facility – Assen – appears to be favourite for a revived Dutch Grand Prix, Zandvoort co-owner Bernhard van Oranje has had a study carried out regarding a revival of the race in conjunction with the town. The FIA's Charlie Whiting paid a visit to the venue in 2017, and van Oranje reported that it could happen with support from the government and local businesses. The big problem, though, would be the processional nature of the racing on the track. And if the layout was tweaked, that would mean Zandvoort losing the essence of what has made it such a great venue for 70 years. ❧



# GIANT KILLING WITH A TOURING CAR LEGEND

*Our resident racer joined Anthony Reid for some serious fun  
at Brands Hatch in 'Gertie' – the little star of historic  
racing's entry-level HRDC Academy*

BEN ANDERSON







**T**he sheer breadth and depth of UK club motorsport affords it endless power to delight, but one of its greatest eccentricities is the occasional lure it holds for seasoned professionals – those who have tasted the higher life and you would think have better things to do with their time than ‘slum it’ with the likes of us.

Anthony Reid has often driven random club racing cars on behalf of Autosport, and the Historic Racing Drivers Club Academy is about as ‘clubbie’ as you can get in historic motorsport – with donor cars trading hands for £3000 and costing roughly £15,000 all-in to put on track (though add at least £10k for top-notch examples) – but Reid competes in this category regardless of media interest.

It’s delightful to see a driver who earned 15 British Touring Car race wins – mostly during its manufacturer-blessed Super Touring era peak, via factory contracts with Nissan and Ford – not become immune to the simple delights of amateur competition.

The BTCC has history with Julius Thurgood’s HRDC Academy, thanks to the Goodwood Revival. Back in 2016, the Revival made its showpiece touring car race, the St Mary’s Trophy, exclusively for Austin A30 and A35 cars built to Academy regulations (essentially a cost-effective package of modifications aimed at bringing new competitors to historics). This created a massive surge of interest, and suddenly there were 30 examples racing around Goodwood, driven by ace drivers past and present. The star-studded line-up included Reid, who qualified sixth, two places behind Le Mans hero Nicolas Minassian, who drove ‘Galloping Gertie’: the 1275cc A30 lovingly restored and prepared by Alex Kinsman that Reid is now

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**“THERE’S NOT MUCH POWER,  
SO YOU HAVE TO BE SMOOTH  
AND KEEP THE RHYTHM”**

---

about to share with Autosport at Brands Hatch.

“It’s quite high and short-wheelbase, but a lot of fun,” says Minassian. “This car, he built in his shed [but] it was really well built and well balanced. It has been put together by somebody who is treating the car like a person. He did a fantastic job.

“It’s peculiar to drive because once you go into a corner, you’ve always got the inside wheel turning for no reason [in the air], so you need to chase traction. And don’t take kerbs, because you go quickly onto two wheels and you can easily roll the car!

“There’s not much power, so you have to be very smooth and keep the rhythm. As soon as you kill the speed, the whole lap is destroyed. So be smooth, but keep momentum. It’s a fine line.”

The grids have since thinned without Goodwood to draw people in and fewer than 10 cars are entered for our races at Brands >>



Hatch, but Reid remains involved because he loves the racing that much. Kinsman is of the breed of owner who understands the importance of having good drivers in his car.

Minassian's commitments running an LMP2 team in the World Endurance Championship have precluded him from further outings in Gertie, but his Goodwood co-driver Jason Stanley (involved in Kinsman's project from the earliest stages) recommended Reid, who drove at the Silverstone Classic in 2017 and the Silverstone HRDC meeting earlier this year. The car still sports the damage suffered in his clash with Silverstone Classic Celebrity race winner Steve Soper, who has autographed his work, much to Kinsman's delight.

"They all look the same, but there's quite a marked difference between good ones and not-so-good ones, in terms of stability," says Reid of Academy cars. "But I think there's been some natural selection, in that ones with the weight too high have rolled.

"They're quite challenging to get a good lap out of. It's easy to underdrive them and very easy to overdrive. Alex has built a really good car. It feels stable, you can go across kerbs without worrying it's going to go up on two wheels, they've got the engine working really well, and the brakes are good.

The gradual thinning of the Academy grid means we are lumped in with the Allstars and Touring Greats line-ups for our outings. That means class victory is the aim, and hopefully we can scalp a few of the bigger and more powerful opposition along the way. This is also a great chance for me, as Autosport's resident racer, to measure myself against a proper touring car ace.

Initial measurements were not particularly favourable. I got to know Gertie at a Goodwood trackday, in which Reid drove the car for a few laps in the wet in the morning and reported an excess of rear instability present only in right-handers. This trait remained and did not fill me with confidence. I took it easy, but the result was a best lap time some five seconds off Revival pace. Not nearly good enough – though it's also fair to say super-hard hexagonal storage tyres are not ideal for a damp March test day...

I resolved to bring my A-game to Brands. I noticed from previous races here that a low 1m04s lap of the Indy circuit should stand us in good stead. Tony Shirtcliffe's pole time in 2017 was 1m04.719s; Paul O'Neill qualified second on 1m04.845s. The fastest lap in the race was 1m04.144s. To get the most from this opportunity I knew



I needed to get as close to that target as possible.

My personal aim was to lap Brands in 1m04.0s. Ben Clucas, a former Junior Formula Ford and Australian F3 champion turned international GT racer and driver coach, inadvertently provided a useful aid, thanks to onboard video he posted of himself driving an Austin A35 Academy car at Brands. He managed a 1m04.06s lap, so I resolved to study his work and emulate it as best I could.

I must have done my homework reasonably well, because six laps into qualifying for the Allstars race (for pre-1966 cars) I claimed class pole with a 1m04.134s lap. Six laps later, I knocked that down to a 1m04.078s best. Not *quite* as quick as Clucas, but close enough.

Personal target achieved, and class pole bagged by more than a second from Production BMW frontrunner Will Davison, attention turned to sharing with Reid for Touring Greats (pre-'60) qualifying.

Something immediately stood out about Reid's approach. Despite having no idea of my racing history, he had no qualms about asking for tips based on my experience from the earlier session: which gears I was using; whether Surtees was flat (answer: yes, but better to lift out of the throttle ever so slightly to keep the car balanced). In his eyes, good information was useful, no matter the source.

To give Reid more time to dial himself in, we resolved I should do only the first five laps before handing Gertie over. I had fluffed the

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A CLEAN SWEEP OF  
CLASS SUCCESS –  
POLE, VICTORY  
AND FASTEST LAP"

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final gearshift on my penultimate lap of Allstars qualifying, so suspected there was a sub-1m04s lap in the car. That became the new aim and I duly hit my mark by executing two consecutive laps below 1m04s (1m03.974s then 1m03.985s) before hopping out.

Reid took over for a 15-lap run to the flag, and for a while it looked as though he would not eclipse my time. He was stuck on 1m04.3s, but pulled out a 1m03.941s effort on his final lap. "You're a hard man to catch!" he quipped afterwards. A fine compliment, but I couldn't help feeling annoyed I wasn't faster. Even in a team sport such as this, the selfish streak cannot be fully suppressed.

The Allstars race was a solo affair for me, thanks to Thurgood's kind patronage, and it proved far more stressful than anticipated. Two stationary cars on the grid – one two rows ahead, the other on pole – forced me into evasive action. Twice taking to the grass between pitwall and track instantly undid my qualifying advantage.

I resolved to press on regardless and was rewarded when two cars tripped over each other while dicing for the class lead. I used superior momentum coming out of Graham Hill Bend to pass both in one move. Race salvaged. But Davison was much quicker in the race than in qualifying and I could see him tracking me once he'd also cleared the roadblock.

It was nip and tuck for a bit, but unfortunately our race was cut

short when a Daimler Dart put oil down at Paddock. I skated off into the gravel, but managed to avoid a big accident by braking hard and turning sharp right. Davison went off too and almost collected me. We both escaped, but the race was red-flagged and the result called after eight laps, so the class win and 14th overall were secured. I was pleased to make it into the 1m03s again, proving qualifying was no fluke.

In the build-up to the Touring Greats race we spent time relentlessly practising pitstops, to the point where Chris Rea remarks: "You guys are taking this way too seriously!" This was where Reid's professional experience shone through. He was intently focused, knowing pitstops with no minimum time limit could make or break our race. He marshalled us persistently, barking instructions and constantly refining the routine. He even fitted elastic to the seatbelts to make sure they stayed out of the way.

I was told off for not focusing initially – too wrapped up in recounting the dramas of race one to interested parties. While others were chewing on barbecued food or enjoying the sunshine, we were in and out of the car constantly, working on our pitstop. It seemed like unnecessary effort, but ultimately proved a master-stroke. Our driver change, which came during a mid-race safety car period, proved to be the second quickest of all.

At one stage, we ran inside the top six overall, in one of the slowest cars on the grid, but the new tyres fitted before the start for Reid's stint overheated and I struggled for traction. The best I could manage was a 1m04.261s lap, 0.303s down on Reid. Difficulty negotiating late-race traffic also meant I dropped to eighth on the last lap, getting mugged by the Stephen Potts/Pip Hammond Alfa Romeo Giulia Super at the final corner. I failed to contest the move and paid a price for focusing only on class victory and taking my eyes off the prize of a better overall result.

But there was still much reason to be cheerful in the Kinsman camp. Gertie completed a clean sweep of class success – pole, victory and fastest lap in both races – and Kinsman was delighted to finally collect some silverware after coming away empty handed previously. Personally, it was a joy to play a role in that success, and rewarding to measure up against a driver of Reid's track record.

How brilliant that he allowed me the opportunity to do so by competing at this level, just for the hell of it. ✘

## POST-GOODWOOD ACADEMY RE-ORDER

Anthony Reid mentions his disappointment that the HRDC Academy cars are no longer plentiful enough to warrant their own grid. He was lucky to experience the category at its Goodwood Revival peak, so was naturally always going to be disappointed by the subsequent wane in interest.

For organiser Julius Thurgood, there is some necessary pain required to rebalance the series somewhere closer to its original ethos as a relatively low-cost entry point into historic racing.

"Some people only got on board with the series because there was a sniff

of going to Goodwood," says Thurgood. "That's now put some cars on the market and we hope they'll be bought by people who are less... let's say

mechanically enthusiastic! "Post-Goodwood, the people who didn't take up the ethos – some were running qualifying engines – have moved on. We now

have 100% grassroots, people who will either stay in the Academy or use it as a stepping stone.

"I designed the cars so that, while it is stripped of

all the niceties such as a limited-slip differential, it does test your car control. Once you've mastered it, the cars have shown how quick they are. They take on modified cars and punch well above their weight.

"I'm very keen on keeping people happy and on the grids. We'd like to see 15 cars out regularly.

"To help that along we've got a dedicated race at Mallory Park in September. The biggest engine will be 1380cc.

"We're fighting against ever-inflating circuit costs and we try to use sponsorship to keep entry costs down."



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## CORE duo ekes out second surprise IMSA win

**IMSA SPORTSCAR  
ROAD AMERICA (USA)  
AUGUST 5  
ROUND 9 / 12**

The combination of good fortune, a fast driver and the frugal economy of their LMP2 ORECA-Gibson enabled Jon Bennett/Colin Braun to claim a second successive IMSA victory last Sunday. Scenic Road America provided another dramatic race, with fortunes ebbing and flowing during the 160-minute contest before Braun eked out the final dregs of his fuel to outlast Stephen Simpson and a fast-closing Felipe Nasr.

Another LMP2 ORECA, driven by unheralded Californian Robert Alon, qualified on pole and led convincingly in the early stages. Sadly, a poor first pitstop by JDC-Miller Motorsports dropped Alon to the back of the pack, whereupon unfortunate contact from a GTD car deposited him into the gravel trap at Turn 12 and cost him a lap. Swiss co-driver Simon Trummer also impressed with a new lap record of 1m52.802s (129.188mph).

That car aside, the DPi field generally had the upper hand, holding the next eight positions prior to the first pitstops, with front row qualifier Ricky Taylor leading the charge for Acura Team Penske. Bennett at that stage was at the back of the Prototype field. The turning point came with a full-course caution just as the CORE team pitted after 15 laps — as soon as team owner Bennett had completed his mandatory minimum of 45 minutes. Coincidentally, Eric Curran (Cadillac DPi) pitted on the same lap to hand over to Nasr.

The pits are routinely closed during an IMSA full-course caution, so Nasr and Braun assumed the lead after the remainder of the Prototypes were finally able to stop.

Nasr then took control of the race, although he was pursued closely by Braun, the second Action Express Cadillac of Filipe Albuquerque and Joao Barbosa, who was making a welcome return after missing the last two races due to a broken wrist, and the pair of Mazda Team Joest DPis driven by Jonathan Bomarito/Harry Tincknell and Oliver Jarvis/Tristan Nunez.

The next pivotal moment came during another caution period with just over an hour remaining when Tincknell, Simpson (who had taken over from Misha Goikhberg in the second JDC ORECA) and Braun were all called in for a splash of fuel.

While everyone else, including the Mazda, was obliged to stop one more time, Braun and Simpson both managed their fuel resources to perfection, running dry on the cool-down lap. Job done. A frustrated Nasr failed to catch Simpson by 0.008s at the chequered flag.

Richard Westbrook and Ryan Briscoe took the fourth straight GTLM victory for Chip Ganassi's Ford GT programme, while Patrick Long and two-time defending champion Christina Nielsen ended a dismal run of luck with an overdue GTD win in their Wright Motorsports Porsche GT3-R.

**JEREMY SHAW**



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### WEEKEND WINNERS

**IMSA SPORTSCAR  
ROAD AMERICA**

**Prototype Jon Bennett/Colin Braun**

CORE Autosport ORECA-Gibson 07

**GTLM Ryan Briscoe/Richard Westbrook**

Chip Ganassi Racing Ford GT

**GTD Patrick Long/Christina Nielsen**

Wright Motorsports Porsche 911 GT3-R

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Van Gisbergen  
leads Whincup for  
Holden one-two

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IMAGES

# Lucky numbers come up as Triple Eight gamble pays off

**AUSTRALIAN SUPERCARS**  
**SYDNEY MOTORSPORT PARK (AUS)**  
**AUGUST 4**  
**ROUND 10/16**

A strategic gamble and a well-timed safety car intervention helped Shane van Gisbergen take a thrilling win under the lights at Sydney Motorsport Park.

The night race – a first for the series on Australian soil in more than 20 years – provided a scintillating late battle between the two title contenders van Gisbergen and Scott McLaughlin, with Jamie Whincup playing a late role in the outcome just to add to the drama.

It wasn't until the race itself that the Triple Eight Holdens looked in the game at all. Both van Gisbergen and Whincup were anonymous through practice, even missing the combined top 10 order, which meant negotiating all three segments of qualifying on the Saturday evening. They both cruised

through to Q3, but even then van Gisbergen couldn't match the single-lap pace of the two Penske Fords. And Whincup didn't even bother trying for pole, sitting out the final Q3 runs. That, however, proved to be crucial. Being conservative in both practice and qualifying meant the two drivers had an extra set of green tyres up their sleeve come the sole 300-kilometre (186-mile) race.

McLaughlin, meanwhile, looked to be up to his old tricks. He was the class of the field in qualifying, and showed signs of running away with the race across the first three stints. He clearly had a car speed advantage on the Triple Eight duo, easing away from van Gisbergen in each of the first three stints despite an identical strategy.

McLaughlin did find himself behind Craig Lowndes for the third stint, the veteran having used a combination of the undercut and a short-fill during his second stop to grab the lead. But even then McLaughlin had enough pace to counteract Lowndes' advantage and emerge ahead as the pair made their final stops on the same lap.

It was at this point that McLaughlin and van Gisbergen went their separate ways on strategy. The former pitted on lap 55, but both Holden cars stayed out – looking to create havoc on new rubber with a short final stint.

For the strategy to really work, it needed a safety car and on lap 58, right on schedule, Todd Hazelwood's MSR Ford shed its rear wing and speared off at Turn 1, bringing the crucial caution. Van Gisbergen and

**AUSTRALIAN SUPERCARS**  
**SYDNEY MOTORSPORT PARK**  
**Shane van Gisbergen**  
Triple Eight Holden Commodore

**WORLD RALLYCROSS**  
**TROIS-RIVIERES**  
**Johan Kristoffersson**  
PSRX Volkswagen Sweden Volkswagen Polo R

**SUPER GT**  
**FUJI 500 MILES**  
**Kazuki Nakajima/Yuhi Sekiguchi**  
TOM'S Lexus LC 500

**NASCAR CUP**  
**WATKINS GLEN**  
**Chase Elliott**  
Hendrick Motorsports Chevrolet Camaro

**NASCAR XFINITY SERIES**  
**WATKINS GLEN**  
**Joey Logano**  
Team Penske Ford Mustang

**ADAC GT MASTERS**  
**NURBURGRING**  
**Race 1 Indy Dontje/Maximilian Buhk**  
Mann-Filter Team HTP Motorsport  
Mercedes-AMG GT3  
**Race 2 Filip Salaquarda/Frank Stippler**  
Team ISR Audi R8 LMS

**BRAZILIAN STOCK CAR**  
**GOLANIA**  
**Rubens Barrichello**  
Full Time Sports Chevrolet Cruze

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Holden team-mates  
ruled the roost ahead  
of rapid McLaughlin

Whincup both pitted together, emerging in third and fourth behind McLaughlin and Lowndes despite Whincup needing to double stack. That gave them ideal track position and the best tyre life possible.

Unsurprisingly, Lowndes offered little resistance to van Gisbergen on the restart. Once in second, the Kiwi went to work on his countryman. After a physical battle, he finally barged his way through on lap 68.

Next up it was Whincup's turn, the reigning champion doing his bit for his team-mate by robbing McLaughlin of a few more points with a well-executed pass to take second and drop the Penske man to the bottom step of the podium.

"It was an awesome race," said van Gisbergen. "Scott did a great job with blocking, right on the edge of what's allowed and placed the car perfectly.

"I gave him a few hits. One was unintentional when I locked a brake, but otherwise it was awesome racing. You could see he was placing the car in good spots to take the front aero away."

The one-two result for the Triple Eight Holdens means van Gisbergen is now just 89 points behind McLaughlin.

**ANDREW VAN LEEUWEN**



# Kristoffersson bags sixth win in Canada

**WORLD RALLYCROSS**  
**TROIS-RIVIERES (CDN)**  
**AUGUST 4-5**  
**ROUND 7/12**

Runaway World Rallycross points leader Johan Kristoffersson took his sixth win of the 2018 season at Trois-Rivieres, but it was by no means a clear-cut victory.

Having been drawn to start on the outside of the grid in Q1, Kristoffersson battled through traffic on the opening day and was ninth overall. Peugeot driver Sebastien Loeb set a brace of fastest times to head the field. But, in a change of fortunes, he lost time

after contact with Mattias Ekstrom's Audi in Q3 on Sunday morning.

Kristoffersson capitalised and drove to a pair of fastest times in Q3 and Q4 to line up on pole position for the first semi-final. From there on, the reigning champion was never headed, winning both the semi-final and final in his Polo R Supercar.

Timmy Hansen won semi-final two when leader Andreas Bakkerud dropped back with

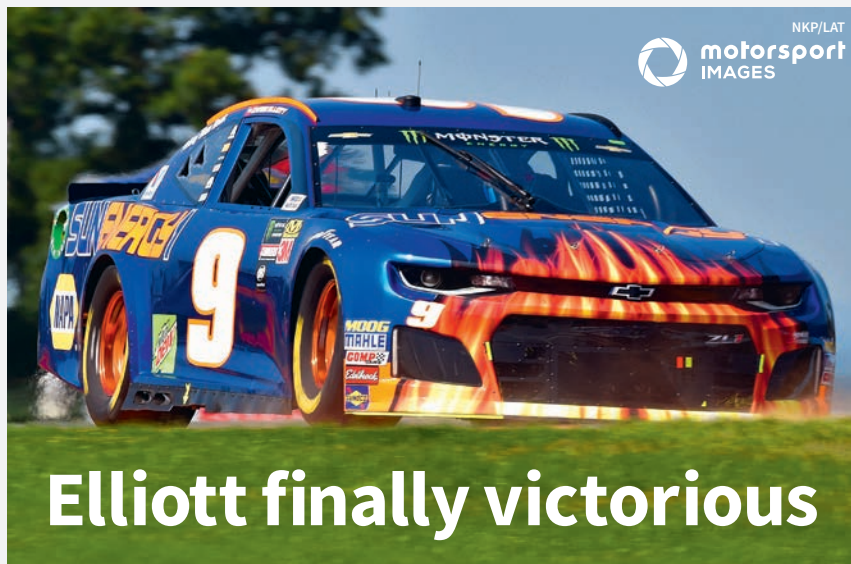
broken rear suspension and might have challenged Kristoffersson for victory in the final but for a mistake on the opening lap.

Loeb made an unusual error in bone dry conditions at the end of semi-final two, spinning his 208 and starting on the back row of the grid for the final. He recovered to finish on the podium behind Hansen. Kristoffersson now leads by 55 points.

**HAL RIDGE**



The points leader won his semi-final and final in his Polo R



## Elliott finally victorious

**NASCAR CUP**  
**WATKINS GLEN (USA)**  
**AUGUST 5**  
**ROUND 22/36**

After finishing in second place on eight occasions during his previous 98 NASCAR Cup races, Hendrick Motorsports driver Chase Elliott finally reached victory lane with a win at Watkins Glen.

Elliott might have won the second stage and led the last 32 tours of the 90-lap race, but his charge was far from comfortable as Furniture Row Racing's reigning series champion Martin Truex Jr caught him in the closing stages.

It looked as though yet another second place loomed, as Elliott locked up and ran wide at Turn 1 on the final lap.

Truex closed to within inches of the Chevrolet but was unable to pass and the Toyota ran out of fuel with two corners to go, leaving Elliott clear.

Earlier in the race, Elliott had several wheel-to-wheel exchanges with Joe Gibbs Racing driver Kyle Busch, as the two traded the lead three times.

Busch's race, however, was heavily compromised by a fuel hose issue, which led to two pitstops in one caution period. He eventually battled back to third after restarting the race in 25th.

It was the second year in a row that Busch had dropped out of contention for victory at Watkins Glen due to pitlane dramas, after a lug nut became lodged in his car's caliper last year.

"It never ceases to amaze me," said Busch. "Nothing surprises me anymore."

# TOM'S makes team history in Super GT

**SUPER GT**  
**FUJI 500 MILES (J)**  
**AUGUST 5**  
**ROUND 5/8**

The 2018 Le Mans winner Kazuki Nakajima and team-mate Yuhi Sekiguchi scored a first Super GT win of the season for the TOM'S-run Lexus LC 500 at Fuji Speedway.

For the longest race of the year, Nakajima/Sekiguchi started third, with Tsugio Matsuda and Ronnie Quintarelli, sharing the NISMO Nissan GT-R, on pole position.

Sekiguchi took the start and climbed to second during his stint, only to be delayed at the pitstop when the right-rear wheelnut jammed, costing four positions. But Nakajima made amends to pressure the NISMO car as it consumed its tyres during the later phase of each stint.

Jann Mardenborough was able to rise to the fore and led for just shy of 70 laps until a pipe detached from his GT-R's intercooler to dash any hope of taking victory.

That promoted the Lexus into first ahead of Nick Cassidy and Ryo Hirakawa in the sister car, netting TOM'S its first Super GT one-two lock-out.

The Honda NSXs all struggled in qualifying, with eighth in the 15-strong GT500 field the best effort. Jenson Button, alongside Naoki Yamamoto, started ninth and wound up fifth at the chequered flag.

**JIRO TAKAHASHI**



## Dovizioso overturns his barren run

**MOTOGP  
BRNO (CZ)  
AUGUST 5  
ROUND 10/19**

Before the Czech Grand Prix, Andrea Dovizioso hadn't won a MotoGP race since the Qatar season opener. Strange to think, given the Ducati rider's strong run of form in the second half of last season.

The Italian veteran ended that barren run in style at Brno, as he fended off a strong challenge from team-mate Jorge Lorenzo and the Honda of Marc Marquez in the closing stages.

Much like the previous round at the

Sachsenring, this was a race defined for much of its length by tyre preservation. An 11-rider first group formed early on as Dovizioso led the field around at a strangely pedestrian pace. That it was Tito Rabat, on the Avintia Ducati, who at one point set the fastest lap told you all you needed to know about the rhythm, at least for the first half of this 21-lap encounter.

It was on lap 11 that Dovizioso decided to start upping the pace, moving back ahead of Valentino Rossi's Yamaha at Turn 1 to retake the lead. Marquez followed through two corners later, and it looked at that stage as though the race would

be fought between this lead pair. But Lorenzo ensured it was a three-bike scrap for the win as he mounted an uncharacteristic late charge. The Spaniard jumped from fifth to third before catching Marquez and then Dovizioso.

Lorenzo's audacious attempt at a double move on the lead pair at Turns 13 and 14 with three laps to go was the opening salvo in a tense and combative conclusion to the race. Although Dovizioso was able to hang on to the lead, Lorenzo was in no mood to let him have it easily. But in the end, a renewed assault by Marquez on Lorenzo's second place gave Dovizioso the breathing space he needed. He took the chequered flag 0.178 seconds to the good.

The top three were split by only 0.368s after Lorenzo and Marquez traded places twice on the final lap, and the future Honda team-mates finished in that order.

Rossi, the only rider to lead a lap besides Dovizioso, finished a distant fourth after repassing the LCR Honda of Cal Crutchlow on the last lap. Danilo Petrucci came home just behind the pair to complete the top six.

For the second race in a row, there was pandemonium further down the field on the opening lap. This time the culprit was Honda wildcard Stefan Bradl. According to the accounts of the riders behind, he left his braking too late at Turn 3 and piled into Bradley Smith's KTM, in turn wiping



Rabat managed  
to grab a fastest  
lap early on

GOLD AND GOOSE/LAT  
motorsport  
IMAGES





out the Yamaha of Maverick Vinales. This incident was the end of a dreadful weekend for Vinales, who had qualified 12th amid the fallout of his decision to part ways with current crew chief Ramon Forcada at the end of the year. The incident also effectively ended KTM's interest in the race, since Pol Espargaro didn't even get as far as the start following a nasty warm-up shunt that resulted in a broken collarbone.

Things weren't much better for Aprilia. Pol's brother Aleix – who himself has only just recovered from a crash at the Sachsenring that resulted in a week-long hospital stay – scored a lone point for 15th, and Scott Redding crashed out.

Having triumphed six times in 2017, Dovizioso was long overdue a second victory of 2018. In doing so, he drew a line under a rotten six-race spell in which he racked up just 42 points in that period compared with Marquez's 120.

The upshot is that Dovizioso still trails by 68 points, and it is the costly crashes at Jerez, Le Mans and Barcelona that have severely undermined his title ambitions. And while Rossi is only 49 points off the top, the Yamaha just isn't strong enough to make up the crucial lost ground.

And so, while Marquez may have lost this particular battle against the might of two Ducati aces, he remains firmly on course to win the war.

**JAMIE KLEIN**

## RESULTS ROUND 10/19, BRNO (CZ), AUGUST 5 (21 LAPS – 70.503 MILES)

POS	RIDER	TEAM	TIME
1	Andrea Dovizioso (I)	Ducati	41m07.728s
2	Jorge Lorenzo (E)	Ducati	+0.178s
3	Marc Marquez (E)	Honda	+0.368s
4	Valentino Rossi (I)	Yamaha	+2.902s
5	Cal Crutchlow (GB)	LCR Honda	+2.958s
6	Daniilo Petrucci (I)	Pramac Ducati	+3.768s
7	Johann Zarco (F)	Tech3 Yamaha	+6.159s
8	Dani Pedrosa (E)	Honda	+7.479s
9	Alvaro Bautista (E)	Aspar Ducati	+7.575s
10	Andrea Iannone (I)	Suzuki	+8.326s
11	Alex Rins (E)	Suzuki	+8.653s
12	Jack Miller (AUS)	Pramac Ducati	+16.549s
13	Franco Morbidelli (I)	Marc VDS Honda	+19.603s
14	Hafizh Syahrin (MAL)	Tech3 Yamaha	+21.381s
15	Alex Espargaro (E)	Aprilia	+23.159s
16	Thomas Luthi (CH)	Marc VDS Honda	+27.673s
17	Takaaki Nakagami (J)	LCR Honda	+28.311s
18	Karel Abraham (CZ)	Aspar Ducati	+41.172s
19	Sylvain Guintoli (F)	Suzuki	+42.411s
20	Xavier Simeon (B)	Avintia Ducati	+50.941s
R	Tito Rabat (E)	Avintia Ducati	8 laps-exhaust
R	Scott Redding (GB)	Aprilia	5 laps-accident
R	Bradley Smith (GB)	KTM	1 lap-accident
R	Maverick Vinales (E)	Yamaha	0 laps-accident
R	Stefan Bradl (D)	Honda	0 laps-accident
NS	Pol Espargaro (E)	KTM	warm-up crash

## WEEKEND WINNERS

### MOTO2 BRNO

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

### MOTO3 BRNO

- 1 Fabio di Giannantonio Honda
- 2 Aron Canet Honda
- 3 Jakub Kornfeil KTM

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**WINNER'S AVERAGE SPEED** 102.851mph. **FASTEST LAP** Lorenzo 1m56.640s, 103.619mph.

**QUALIFYING 2** 1 Dovizioso 1m54.689s; 2 Rossi 1m54.956s; 3 Marquez 1m54.961s; 4 Lorenzo 1m55.038s; 5 Crutchlow 1m55.055s; 6 Petrucci 1m55.203s; 7 Zarco 1m55.221s; 8 Iannone 1m55.270s; 9 Rins 1m55.431s; 10 Pedrosa 1m55.474s; 11 Rabat 1m55.686s; 12 Vinales 1m55.823s.

**QUALIFYING 1** 1 Vinales 1m55.538s; 2 Rins 1m55.852s; 3 Morbidelli 1m56.029s; 4 Bautista 1m56.031s; 5 Smith 1m56.218s; 6 Syahrin 1m56.285s; 7 Miller 1m56.316s; 8 Bradl 1m56.330s; 9 P Espargaro 1m56.353s; 10 Nakagami 1m56.512s; 11 Guintoli 1m57.037s; 12 Luthi 1m57.208s; 13 Abraham 1m57.217s; 14 A Espargaro 1m57.250s; 15 Redding 1m57.438s; 16 Simeon 1m58.048s.

**RIDERS' CHAMPIONSHIP** 1 Marquez 181; 2 Rossi 132; 3 Dovizioso 113; 4 Vinales 109; 5 Lorenzo 105; 6 Zarco 97; 7 Petrucci 94; 8 Crutchlow 90; 9 Iannone 81; 10 Miller 61; 11 Rins 58; 12 Pedrosa 57; 13 Bautista 51; 14 P Espargaro 32; 15 Rabat 30; 16 Syahrin 24; 17 Morbidelli 22; 18 A Espargaro 17; 19 Smith 13; 20 Redding 12; 21 Nakagami 10; 22 Kallio 6; 23 Abraham 4; 24 Luthi 0; 25 Bradl 0; 26 Simeon 0; 27 Guintoli 0.

**MANUFACTURERS' CHAMPIONSHIP** 1 Honda 216; 2 Ducati 183; 3 Yamaha 173; 4 Suzuki 110; 5 KTM 39; 6 Aprilia 27.



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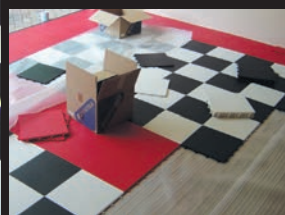
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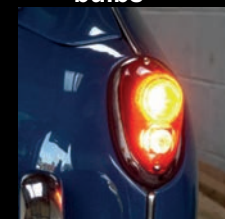
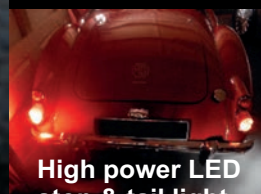


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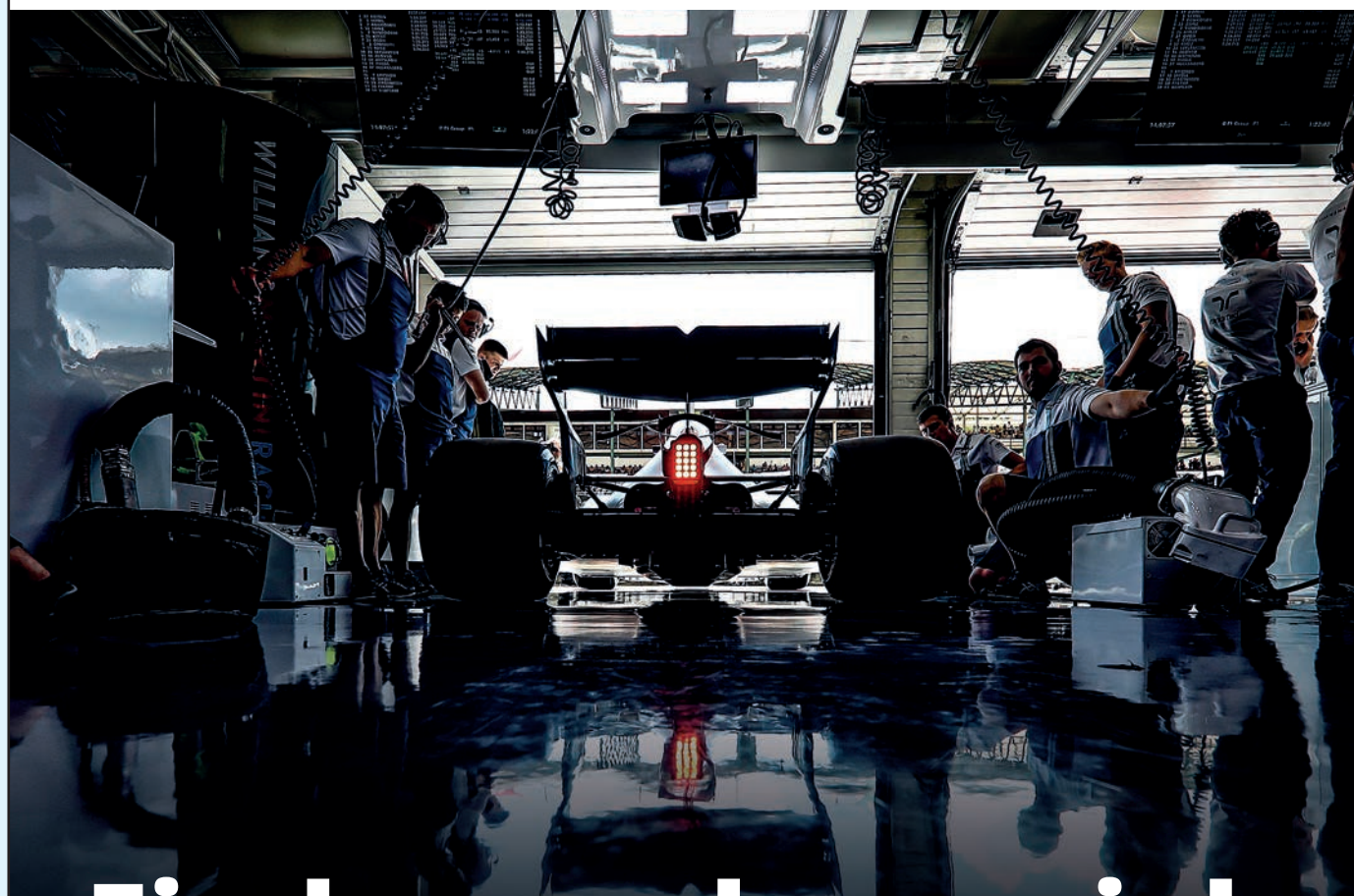
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## BRITISH GT NIGHT RACE

### BRITISH GT

British GT is considering adding a night race to its calendar in 2019, with Donington Park the most likely option.

Series manager Benjamin Franassovici believes it would bring the championship into line with other Stéphane Ratel Organisation-run series including the Blancpain GT Series Endurance Cup, which has a six-hour into-the-night race at Paul Ricard.

While Donington is favourite – and has previously held GT races into the night for Britcar – SRO will have to deal with noise-curfew restrictions

before the concept becomes a reality.

“I’m always open to do something a little bit different, a one-off race where we do something quirky that stands out from the rest,” said Franassovici. “We have noise restrictions and stuff like this that need to be looked into, but it’s something on my shortlist.”

A provisional seven-round calendar for the 2019 British GT season was announced in July at the Spa 24 Hours. The championship visited Rockingham in April this year, but it is missing from the provisional 2019 calendar with its slot now shifting to a TBC on June 22–23.

If a Donington night race is not feasible,

## Keen’s title bid not over yet

### BRITISH GT

Phil Keen believes that his British GT title charge is not over, despite a costly retirement for his Barwell Motorsport Lamborghini Huracan last weekend at Brands Hatch that leaves him and team-mate Jon Minshaw with a 17.5-point deficit with one round to go.

The pre-event championship leaders were battling for third when debris in the radiator caused the engine to overheat, although the duo were still classified eighth due to a reduced entry. Those six points collected ensure they remain second, but need to win at Donington with new series leaders Jonny Adam and Flick Haigh (Optimum Motorsport Aston Martin) finishing fourth or lower.

Optimum’s ongoing protest into the result of the first race at Snetterton – when the pair were hit with a post-race

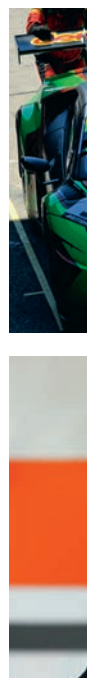
30-second penalty in lieu of a drivethrough for contact with Andrew Howard’s Beechdean Aston, costing them 10 points – could also have implications for the championship. If the result is overturned, Adam/Haigh could afford to finish sixth at Donington and still win the title, regardless of where Keen/Minshaw finish.

“It’s not over yet. I think if they win this appeal it’s over, but you never know, let’s see what happens,” Keen said.

“Unfortunately we got some debris in the radiator. I kept going for as long as I could until it started to boil, so that’s all we could do unfortunately. It’s just standard Phil and Jon British GT luck!”

Meanwhile, the second Barwell Lamborghini of 2004 series champion Jonny Cocker and Sam de Haan took its best result of the season in second place.

JAMES NEWBOLD





GT cars raced into the dusk at Donington Park back in 2011

P60 BRITISH GT REPORT

# TABLED FOR 2019 CALENDAR

there isn't an obvious second option. Rockingham could be considered, while Franassovici indicated that a proposed return to Thruxton for the first time in a decade is unlikely due to concerns about the pit layout. In 2008 many of the cars that pitted under a safety car were hemmed in due to the narrow pitlane and pitboxes.

Mondello Park was believed to be an option, but Franassovici has cooled speculation on a trip to Ireland.

"Mondello is a cute little track but I think our cars have maybe outgrown a layout of that type," he explained. "It would be nice to go to a place like Mondello, but I don't think it's suitable — something to not

completely cross out, but maybe not ideal."

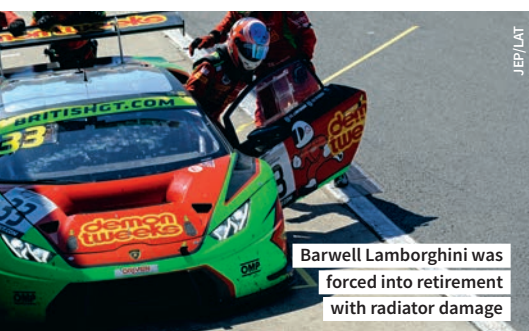
SRO also announced that a new GT2 concept for road-going machinery with more power and reduced aero would be trialled in British GT next year, but Franassovici believes 2019 will likely come too early for the class as no cars are currently in existence.

Sixteen entries have been reserved for GT3 and GT2 cars in British GT next year, although SRO will probably admit GT2 entries on a one-off basis if deemed suitable for the race format. There are concerns over whether the cars can contest a two-hour endurance format.

JAMES NEWBOLD



Thruxton return unlikely due to narrow pits



Barwell Lamborghini was forced into retirement with radiator damage



Martin underwent a hospital check-up with an eye specialist

## Martin lucky to avoid injury

### BRITISH GT

Aston Martin factory driver Maxime Martin has been released from hospital after a piece of concrete penetrated the windscreen of his Jetstream Aston Martin Vantage during the Brands Hatch British GT event last weekend.

In a statement, MSV group operations and engineering manager Giles Butterfield confirmed that the circuit is conducting an investigation following the incident, which required Martin to be assessed at the track's medical centre before being taken to Kings College Hospital in London for further precautionary checks with an eye specialist. He was discharged on Sunday evening.

"It appears that a piece of concrete from behind the kerb at Hawthorns has cracked and failed during the event and was flicked up by a car in front of Maxime Martin, which then penetrated his windscreen to the driver's side of centre. Very thankfully Martin was not injured," said Butterfield. "There was no sign of an issue during the pre-race track inspection of this section of the circuit and our investigations are continuing."

A team statement added: "Jetstream Motorsport would like to thank Brands Hatch's medical staff for their prompt action, and for ensuring Maxime, his family and the team were treated in the most efficient and sensitive manner."

JAMES NEWBOLD

# Chandhok to race McLaren at Goodwood

## GOODWOOD REVIVAL

Channel 4 Formula 1 analyst and former grand prix driver Karun Chandhok will race a McLaren-Elva M1A in next month's Goodwood Revival.

Chandhok will race the car – chassis 20-15, a race winner in 1965-66 Sports Car Club of America events – owned by John Bladon. He demonstrated it at the Goodwood Festival of Speed in 2013 and will now tackle the Whitsun Trophy race for late-period sports prototypes.

“Back in 2013, Charles March’s office put me in touch with John Bladon, who was taking the car to the Festival of Speed,” said Chandhok. “He asked if I would like to drive it up the hill and of course I said yes.”

“Fast forward a few years and John sent me an email to say that the car’s had a full rebuild over the winter and he very kindly asked if I would like to race it at the Revival. The car is very powerful, with a lot of torque. I only drove it on the hill at Goodwood, but I remember wheelspinning all the way up in every gear.”



This will be Chandhok’s fourth appearance at the Revival, having previously raced Jaguar E-type, Mini and Austin A35 machinery.

“Every year I wonder why we all take the risk to race at the Revival,” said Chandhok. “The grass banks are close, the circuit is fast and people take it far too seriously nowadays. But all those reasons remind me why I started enjoying the sport – the joy of racing without all the electronics, the Tarmac runoffs, the politics and the social-media scrutiny we have today.”

“The purist in me loves the history of the sport, and the opportunity to drive something mega from the Can-Am days

is not one I could ever say no to.”

Chandhok last raced in the 2017 Le Mans 24 Hours, finishing ninth in LMP2 driving a Tockwith Motorsport Ligier JSP217.

“I was gutted to miss out on Le Mans this year,” added the 34-year-old. “There were a couple of times where I had a drive lined up but they called me as the entries were being filed to say that they’d signed a driver with budget instead.”

Lola T70 Spyders tend to set the pace in the Whitsun Trophy, though Chris Goodwin did win the 2014 edition in a McLaren M1B.

**EDD STRAW**

# Byrne to race in Mondello Historic Festival



## DEREK BELL TROPHY

After returning to racing in the Historic Formula 1 series at the British Grand Prix, Tommy Byrne will now compete in the Historic Racing Festival at Mondello Park later this month.

Byrne, who was British F3 champion in 1982 and took part in five F1 weekends with Theodore, made his first race outing in the UK for over 30 years at Silverstone in an Ensign N177. He will now

return to the circuit where his career began in FF1600, driving a Hesketh 308 in the Derek Bell Trophy on August 18-19.

“I am so excited to be back at Mondello Park where it all started for me 42 years ago,” said Byrne, now 60.

“To drive James Hunt’s old F1 car is also a huge honour for me. I would like to thank James Hagan [car owner] and Mondello Park for giving me this opportunity.”

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## Sutton could do more TCR

### TCR UK

Ash Sutton has not ruled out a return to the TCR UK Championship after taking a double victory on his debut in the category at Oulton Park last weekend.

The reigning British Touring Car champion dominated the event, finishing on top of every session he took part in as he raced a contemporary front-wheel-drive car for the first time since 2016.

Sutton, who replaced Finlay Crocker in the Verizon Connect Racing Honda Civic Type R due to Crocker's business commitments, said: "It's just like jumping on an old bike. I just needed to dig deep and find out where that experience was in the brain and pull it back out."

"I would love to do a bit more, and I have been told there could potentially be more, but at the moment we're playing it by ear," explained 24-year-old Sutton after becoming the third different TCR UK winner of the season.

Volkswagen Racing Cup graduate Tim Docker also made his first appearance in TCR UK at Oulton, joining Maximum Motorsport to drive the Volkswagen Golf GTI he has raced in the Britcar Endurance Championship already this season.

Docker finished ninth and seventh at Oulton and will consider whether to continue in TCR UK at Croft, or revert to Britcar at Snetterton the same weekend.

IAN SOWMAN

## Series raffles BTCC test

### MG TROPHY

A test in an AmDTuning.com MG6 British Touring Car will be raffled to MG Trophy competitors.

The series has booked an afternoon in the car on October 19 at Snetterton for the winner of the raffle. All MG Trophy competitors are eligible to enter and can buy one or two tickets.

The test has been arranged with the help of George Mackmurdie of Knight Industries, a company that provides tuning parts for new MGs. Mackmurdie is a supporter of the series

and knows AmD boss Shaun Hollamby.

The winner will be drawn at the last MG Car Club meeting of the season at Snetterton, at the end of September.

MG Trophy chairman Pete Macwaters said: "One of our young drivers, Andy Spencer, has got the BTCC at the top of his to-do list and he's taking the morning. Then we're going to raffle the afternoon."

"The winner will go round as a passenger with a BTCC driver. Then they will swap seats and once the BTCC driver thinks they are competent enough, they will go solo."

STEPHEN LICKORISH

### IN THE HEADLINES

#### LIVINGSTON'S DEBUT

Pierre Livingston, 18, marked himself out as one to watch with superb eighth and seventh-place finishes in the ultra-competitive Historic Formula Ford 1600 series at Croft last weekend on his race debut in a SpeedSport/Classic Team Merlyn Mk20A. "Pierre did everything we asked of him, made it straight through to the final and showed great maturity," said team boss Mike O'Brien, father of McLaren GT racer Michael.

#### VIRTUAL TO REALITY

The winner of the Ginetta Junior eSports championship will receive a pair of tickets and hospitality with the manufacturer for the real-life finale of Ginetta Junior and the GT4 Supercup at Brands Hatch at the end of September. The TORA (The Online Racing Association) series was due to finish with a race around the Brands Hatch Grand Prix circuit on Tuesday.

#### SIMMONS MISSES OUT

Ayrton Simmons missed the latest round of the BRDC British F3 Championship owing to a regulation in British Formula 4 preventing drivers from racing in another series at the same track before it has competed there. The 17-year-old, who is second in the F4 standings, was due to compete at Brands Hatch with Chris Dittmann Racing having made his debut at Spa last month. It is understood that he will contest the remaining rounds.

#### CHARPENTIER'S EXIT

Tristan Charpentier will not contest the remaining rounds of the BRDC British F3 Championship with Fortec Motorsport after leaving the team. Team principal Richard Dutton said: "It's a joint decision. I can't work with someone who wants to finish last." At the opening round of the year at Oulton Park, Charpentier had dropped to the rear of the field in an attempt to get a better starting position for the full-reversed-grid second race.

#### LOTS OF GT ABSENTEES

Several GT3 cars were missing from the British GT grid at Brands Hatch, including RJN's Nissan GT-R GT3 and Balfe Motorsport's McLaren 650S GT3, as a result of the tight turnaround following the Spa 24 Hours. RJN had damage to both its GT3 (suspension pickup points) and 370Z GT4 (subframe and body damage) and only had time to repair one. Balfe did not run its GT3 car since it required an engine change following a fire at Spa.



JEP/LAT  
motorsport  
IMAGES

Browning remains  
37 points adrift in  
Ginetta Junior  
standings



JEP/LAT

## Browning's failed appeal could decide title

### GINETTA JUNIOR

Ginetta Junior title contender Luke Browning remains 37 points adrift of the lead with four rounds remaining after his appeal against a disqualification from the Oulton Park round in June failed.

The 16-year-old, who would have taken the series lead had the appeal been successful, led throughout the opening Oulton race but was later excluded when his car's differential yielded insufficient oil to take a sample.

Browning and his Richardson Racing team claimed that this was because of damage sustained to the differential over kerbs during the race. But this was rejected by the National Court last week.

After a hearing of the court, chairman

of the panel David Munro explained the decision: "Championship Regulation CR 5.1.14 requires the use of lubricants specified and supplied by Ginetta in the specified amount. Bulletin 2 requires that each component must be able to produce a minimum sample of lubricants. In the case of the differential this is to be 0.5 litres.

"While the car was in parc ferme the differential oil level was checked. It proved to be difficult to extract a sample and ultimately no more than 0.2 litres could be obtained. The appellants assert that oil must have been lost during the course of the race and maintain that this was due to the mechanical failure of a component. The panel have not been provided with any cogent evidence that this is, in fact, the case.

"It is noted that the team declined to act on the suggestion that the components in question should be examined by Ginetta.

"The panel has considered the video evidence submitted, which does not support the contention that oil was lost during the competition. The scrutineer did not find any evidence of fresh oil when the vehicle was examined in parc ferme.

"It is not considered that exceptional circumstances are present in this case and it follows that the disqualification from the results of the race is upheld."

Browning and Richardson Racing were also ordered to pay £500 costs. The result is a huge blow for Browning, since Adam Smalley is now firmly installed in the series lead.

STEPHEN LICKORISH

## Cleland ends 25-year Knockhill drought

### SUPER TOURING FESTIVAL

Double British Touring Car champion John Cleland scored his first victory at Knockhill for 25 years in the Super Touring Festival last weekend, and then emphasised the end of the drought by adding victory in race two.

The former Vauxhall works driver, racing the Vectra he drove in the 1997 BTCC season, profited from misfortune for Stewart Whyte's Honda Accord to take the opening race win.

Of the nine cars entered in the event, only three reached the chequered flag as Cleland headed Jason Hughes's MG ZF and Ian Flux's Mazda 323F.

Cleland, who claimed the BTCC title in 1989 and '95, only ever managed to win once at his home circuit, in '93, driving a Vauxhall Cavalier.



MOIR

"Knockhill were supporters of mine all through my career and I only ever won once here," said Cleland. "I won it in 1993 and then after that, buggar all! I could never get this place right in all my time here. But in '93, we had a great battle with Julian Bailey and a number of others."

Former Super Touring champion Whyte

had been the dominant force all weekend and was heading for a certain win when he suffered a double front puncture.

He also had a bearing failure that damaged the gearbox, forcing him out of race two, which Cleland won from Alistair McMillan's Nissan Primera.

STEPHEN BRUNSDON





# MIXING UP OLD RECIPES

*A decline in some grid sizes and homogenised entries in some classes offer a snapshot of the growing challenge facing historic racing promoters*

KEVIN TURNER

**E**vents such as Silverstone Classic last month underline that while historic racing remains strong, things are not quite as positive as they once were. Aside from the usual tension of how much car development to allow in historic competition, two issues are apparent in 2018.

The first is some of the grid sizes at club level. While there are success stories such as Historic Formula Ford (an average of 38 qualifiers at each event so far) and Equipe GTS, there are also weaker tales elsewhere.

Historic Sports Car Club CEO Grahame White concedes that meeting entries are “not as good as they have been” and that “uncertainty” about the UK’s economic future has contributed to some competitors staying at home. Interestingly, White reports that the HSCC has the same number of members as last year, but that fewer of them are racing.

The perennial issues of a packed calendar and rising costs are also contributing factors. “There are too many races – people are cherry-picking – and it is getting expensive,” adds White. He believes that it’s not just track-hire costs that are rising: “Everything seems to be more expensive.”

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## “THERE ARE TOO MANY RACES, PEOPLE ARE CHERRY-PICKING AND IT’S GETTING EXPENSIVE”

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Historic Racing Drivers Club founder Julius Thurgood agrees there are downward pressures on grids, but believes it’s part of the natural peaks and troughs that many industries face. “Everyone’s house has gone down on Zoopla, so there is a perception that people have lost money,” says Thurgood, a long-established promoter on the UK scene. “We’re suffering from a malaise. There’s always an up and down. I’ve got no intention of stopping, it’s just finding ways of getting people out.”

There are several methods for this. Thurgood uses sponsorship to contain entry costs; the Classic Sports Car Club has combined broader rules and longer races, while adding more than one race per meeting and improving hospitality facilities are tactics used by many. Culling or combining weaker grids should happen more often, although that doesn’t always find favour with competitors.

The variety of historic motorsport has long been one of its appeals, but that has started to change in certain categories too.

It is by no means across the board – Formula Junior continues to provide an unbelievable spectrum of makes and models – but Silverstone Classic provided a particularly strong example.

Of the 34 starters in the Under 2 Litre Touring Cars race for pre-1966 tin-tops, there were 15 Ford Lotus Cortinas and 14 Mini Coopers. They are *the* cars to have in their respective classes (eight of the top 10 overall were Cortinas and the only Class B runners were Minis), so it’s understandable that those wanting to win races gravitate towards them. But that doesn’t make for interestingly diverse or historically representative fields.

Notwithstanding Jake Hill’s fine Lotus Elan win at the Classic, there’s a similar story in pre-1966 GTs, with Jaguar E-types and AC or Shelby Cobras tending to dominate at the front. Inevitably, some cars for certain categories are better than the rest – or more available/cost-effective.

A move towards ‘single-make’ or ‘limited-make’ representation on certain grids blends into the development problem. With cars ostensibly the same, owners looking to win – and the importance of victory at some of the big events has become very high – have started to explore every possible avenue to gain an edge. There have been plenty of stories down the years of Cortinas or E-types in windtunnels or running ‘trick’ bits. No doubt some of those are false, but it emphasises how serious – and costly – parts of historic racing are becoming.

So how to solve the problem? One of the issues – the incredibly high value of certain cars, such as the Ferrari 250 GTO that *should* take on the E-types and Cobras – is one that organisers can’t be expected to overcome. But there may be other opportunities.

Limiting the pace of the class-leading machines has some merit, but care must be taken with the way it is done because that could end up being far too close to performance balancing. That’s one of the scourges of contemporary motorsport and the lack of it in historic is surely one of its more appealing traits.

But reigning in some of the excesses would surely help, both from a cost and variety perspective. That would require some well-informed technical rules and scrutineering, plus bravery from event/club organisers to turn away those not complying. A tricky thing to do, particularly with the aforementioned grid-size issue.

One leading historic preparer and racer suggested to Autosport that championships could offer extra points for those entering unusual or exotic cars. It sounds fanciful, but it’s not so far away from the old principle of more starting money to cars or drivers organisers deemed attractive to spectators.

It’s hardly a crisis, but encouraging people not to follow the obvious routes could help boost grids and maintain the variety that is one of historic racing’s big appeals. *✍*

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motorsport  
IMAGES

Haigh (75) and  
Howard (99) lead  
the way at the start  
of the race



## Title battle turns in favour of Adam/Haigh

**BRANDS HATCH  
BRITISH GT  
AUGUST 4-5**

As lap 17 ticked by at Brands Hatch last weekend, the Flick Haigh-driven Optimum Motorsport Aston Martin Vantage led by 12.3 seconds, comfortably enough to negate the 10s pitstop success penalty she and Jonny Adam had earned for finishing third at Spa last time out.

But on lap 18, that advantage was cut to nothing as the safety car appeared to allow for the recovery of Graham Roberts's GT4 Ginetta at Sheene. Haigh's hard work seemed to be for naught and Optimum was staring at defeat on a weekend that seemed theirs for the taking. "Our chins were on the ground," admitted Adam later.

But clearly the two-time champion hadn't read the script, as come the chequered flag it was Optimum on top of the podium and in command of the standings for the first time since the Oulton season opener, after Adam's late pass on Jonny Cocker denied the 2004 champion and co-driver Sam de Haan their first win of the year.

At the start, Haigh converted pole to an early lead over the Beechdean Vantage of Andrew Howard and Spa winner Graham Davidson's similar Jetstream model, which had a 20s penalty of its own to serve at the stops. Davidson then caught Howard napping at the restart to snatch second, although another safety-car interruption to repair tyre barriers on the pit straight — pummelled by Mike Newbould's HHC

Ginetta — effectively ended his prospects. That was even before a "foreign object", understood to be a piece of kerbing, penetrated the windscreen during team-mate Maxime Martin's stint and forced the Belgian a hospital visit.

When the race resumed for a second time, Haigh had enough left in the tank in the four laps prior to the pit window for Adam to emerge ahead of the Beechdean car, now with Darren Turner at the wheel, and the delayed Barwell Lamborghini Huracan of Phil Keen (in for Jon Minshaw), which was hampered by having the final garage in the congested pitlane and forced to wait for a gap in the train of cars to appear.

As Optimum team manager Bas Leinders put it, having the first stall in the busy pitlane meant "the 10 seconds

### BALFE'S PRO-AM PAIR DEFEATS CENTURY'S SILVER DUO

While Graham Johnson and Mike Robinson finally ended their streak of bad luck to stop a barren spell stretching back to Donington Park last year, all the action was going on behind them. Early leaders Ben Green/Ben Tuck made it back to second on the final lap to set up a fascinating title showdown with Century Motorsport team-mate Jack Mitchell.

Unlike the previous round at Spa, where Mitchell and Dean Macdonald required a fortuitously timed safety car to win, Century's BMW M4s had a clear pace advantage over the McLaren 570S at Brands Hatch, but two safety cars turned the race in favour of the Pro-Am entries that benefited from 30-seconds-shorter pitstops than the Silver-Silver pairings.

Starting down in 13th, Johnson made good progress early on to run 10th and second of the Pro-Am runners behind Richard Williams in the returning Steller Performance Toyota GT86. When Graham Roberts's Team Hard Ginetta found the gravel at Sheene, it eliminated the advantage built by Green and poleman Macdonald at the head of the field. Another safety car — this time to rebuild the tyre barriers on the pit straight after Mike Newbould's HHC Motorsport Ginetta made contact with Paul Vice's Invictus Games Jaguar — compounded Century's problems and looked set to play into the hands of Williams/Sennan Fielding.

That was until an optimistic look around the outside of Finlay Hutchison's Equipe Verschuur

McLaren at Graham Hill Bend left the door open for Patrick Matthiesen (HHC Ginetta), the resulting contact leaving Williams facing the wrong way and Johnson in the pound seat. Despite severe understeer, Robinson brought the car home for Balfe Motorsport's first win in GT4, a rare bright moment in a tough season for the 2016 champions.

"I only ever give hugs out on a championship, but today hugs were given out!" Johnson said.

"The back of the car has been very attractive this year and we've only had three finishes until now. We've had pace all year, but you wouldn't notice because we've had such misfortune, so to finally come out and show it is just a relief."



## RESULTS

BRITISH GT  
GT3

(73 laps) 1 Flick Haigh/Jonny Adam (Aston Martin V12 Vantage); 2 Sam de Haan/Jonny Cocker (Lamborghini Huracan) +4.688s; 3 Mark Farmer/Nicki Thiim (Aston Martin); 4 Andrew Howard/Darren Turner (Aston Martin); 5 Lee Mowle/Yelmer Buurman (Mercedes-AMG GT3); 6 Derek Johnston/Marco Sorensen (Aston Martin). **Fastest lap** Sorensen 1m26.545s (101.21mph). **Pole** Adam/Haigh. **Starters** 10. **Points** 1 Adam/Haigh 139.5; 2 Phil Keen/Jon Minshaw 122; 3 Thiim/Farmer 121; 4 Buurman/Mowle 113; 5 Sorensen/Johnston 100; 6 Turner/Howard 87.5

## GT4

(69 laps) 1 Graham Johnson/Mike Robinson (McLaren 570S GT4); 2 Ben Green/Ben Tuck (BMW M4 GT4) +5.981s; 3 Kelvin Fletcher/Martin Plowman (Nissan 370Z GT4); 4 Nick Jones/Scott Malvern (Mercedes-AMG GT4); 5 David Pattison/Joe Osborne (McLaren); 6 Patrik Matthiesen/Callum Pointon (Ginetta G55 GT4). **FL** Matt Nicoll-Jones (Aston Martin V8 Vantage) 1m33.747s (93.44mph). **P** Dean Macdonald/Jack Mitchell (BMW). **S** 19. **Points** 1 Mitchell 118; 2 Tuck/Green 108; 3 Pointon/Matthiesen 104.5; 4 Charlie Fagg/Michael O'Brien 95; 5 Nicoll-Jones/Will Moore 87; 6 Malvern/Jones 72.5.

For full results visit:  
tsl-timing.com

wasn't that big a penalty; it was more like three or four in the end."

Yet that still left Adam behind the second Barwell car of Cocker, who had benefited from an overcut after de Haan had come in a lap later than the rest to a clear pitlane.

With Turner managing an unstable rear end and focused on keeping Keen behind – until the pre-event points leader was forced



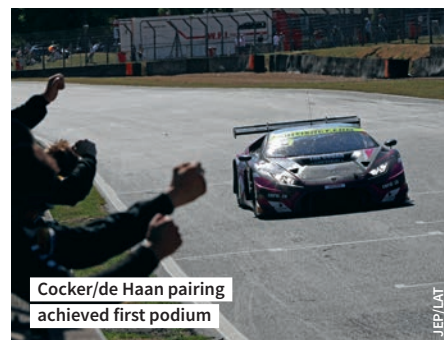
to retire when radiator debris caused his engine to overheat – Adam escaped and set about tracking the leader for several laps, without finding a chink in his armour.

Optimum engineer Evert van Doorn was prepared to settle for second with Minshaw/Keen out of the picture, but Adam didn't want to give up the chase and was rewarded for his persistence when Cocker's tyres fell away. Sure enough, Cocker ran wide on the exit of Westfield with four laps to go and, in a flash, Adam was alongside and gone.

"My engineer was telling me, 'Remember points are key', but when that opportunity arose it was game on," said Adam. "I could have let Jonny go, but I just wanted to keep putting the pressure on to see if he would crack. Up to then he was bulletproof, he was driving so well, using the traffic really nicely. It was just that one mistake."

Behind Cocker, who is still searching for his first British GT win since Thruxton 2007, Turner's loose grip on third was finally ended by Brands debutant Nicki Thiim, who capitalised on traffic at Clearways and slipped ahead of the TF Sport Aston Martin on the run to Paddock Hill Bend four laps from home.

It capped a good recovery for TF Sport



from the back of the grid, after Mark Farmer had spun into the gravel at Paddock on his first timed qualifying lap. It was also a just reward for TF, which had prepared its Blancpain car from the Spa 24 Hours the previous weekend when Farmer's fire in the Spa British GT round caused too much damage to the primary chassis.

"I feel so sorry for Jon Minshaw, but it's just livened up the championship no end," Farmer said.

The top four teams are still in with a chance of the title at Donington Park, but there is no doubting who is on top. Even with a 20s pit penalty to serve, Haigh and Adam hold a handsome 17.5-point buffer over Keen/Minshaw, and if their ongoing appeal of a 30s post-race penalty from the first race at Snetterton – which dropped them from fourth to ninth – is successful, the title really will be Optimum's to lose.

"It's probably the best that it's felt all year long, which is a nice bit of timing because Donington will be crucial," Adam said. "We've got a hefty penalty but I'd rather go there leading with the way the car is performing than go there trailing behind."

In scorching 27°C heat, Optimum has turned up the heat in the championship fight.

JAMES NEWBOLD

Tuck had rejoined fifth, but was soon past Joe Osborne – whose Tolman McLaren required an overnight engine change – and closing on the battle for second between Martin Plowman's Ultratek Nissan (started by Kelvin Fletcher) and the Team Parker Mercedes of Scott Malvern (in for Nick Jones).

Malvern was quickest in qualifying and soon tested Plowman's defences, but couldn't make his pace advantage pay. Plowman repeatedly parried Malvern's attacks until Tuck caught the pair with two laps to go and shot past the Merc on the run to Hawthorn. But Tuck wasn't finished, and a mistake from Plowman at Sheene on the final lap allowed him to complete a switchback move on



the exit of Clearways – with two wheels on the grass – and snatch second on the line, while Plowman held onto third by just 0.059s.

With Mitchell/Macdonald only seventh, there are just 10 points between the Century teammates heading to Donington, with a further three

crews still in mathematical contention.

"I almost can't believe it – it feels like a win," said Tuck. "It's not the first time we've been held back by the safety car, so it feels good. It feels like justice to get the podium."

JAMES NEWBOLD





## Kjaergaard clings on in Formula 3 title race

**BRANDS HATCH**  
**MSVR**  
**AUGUST 4-5**

Nicolai Kjaergaard kept his slim chances of winning the BRDC British Formula 3 Championship alive by taking his third victory of the season and cutting the points gap to current leader Linus Lundqvist.

Carlin was the team to beat on the Brands Hatch Grand Prix Circuit, locking out four of the first five spots in qualifying, with reigning British Formula 4 champion Jamie Caroline taking pole ahead of Kjaergaard and Billy Monger.

With passing almost impossible around the GP layout aboard the F3 car due to the dirty air produced by the car in front, the

starts to all three races proved crucial.

Lundqvist made “probably the best start of my season” to surge through from fourth to second by Paddock Hill Bend in the opener, the Double R Racing driver diving to the inside of Kjaergaard in a breathtaking move. But Caroline, again subbing for Clement Novalak who was out with a hand injury, led throughout to take his second win in two meetings, from Lundqvist and Kjaergaard.

“It’s never easy to win but it’s easier knowing that the car was there and it was down to me to get the job done,” said Caroline, who also took reversed-grid victory at Spa last month. “We got heat in the tyres to get a gap at the start and I was just managing it.”

Jamie Chadwick took her first victory in

the fully reversed-grid second race. The Douglas Motorsport driver started fourth and made her way up to second by the end of the opening lap, behind Double R’s Pavan Ravishankar. But the Singaporean had picked up a 10-second penalty for a jumped start, and after finishing first on the road he was demoted to 10th, promoting Chadwick to the top step of the podium. “I knew that he [Ravishankar] was going to get a penalty but I was hoping it would be a drivethrough so I could get my head down — I wanted to win on the road,” she said.

Double R racer Krish Mahadik, who took his first and currently only win in the series during the same race 12 months ago, finished second, with Lanan Racing’s Kush Maini third as the title contenders struggled to make progress — Kjaergaard was ninth and Lundqvist 11th.

Kjaergaard took a lights-to-flag victory in the third and final race having started from pole, while Caroline jumped Lundqvist at the start from third to finish runner-up.

Despite this being the first weekend where Lundqvist didn’t claim a single win, his lead was only cut by nine points to 111 with two rounds remaining. “Unfortunately that’s the case [the first meeting without a win] but it’s been a solid weekend,” said the Swede. “We got two podiums which is not a bad result. Maybe we didn’t maximise speed.”

The Caterham Seven 420Rs produced the best racing action of the weekend, as seven cars were in contention until the closing laps of the opener. Danny Winstanley used his experience to avoid





## BRANDS HATCH WEEKEND WINNERS

### BRDC BRITISH FORMULA 3

**Race 1 (14 laps) 1 Jamie Caroline;** 2 Linus Lundqvist +2.958s; 3 Nicolai Kjaergaard; 4 Billy Monger; 5 Sun Yue Yang; 6 Kush Maini. **Fastest lap** Kjaergaard 1m21.844s (107.03mph). **Pole** Caroline. **Starters** 16. **Race 2 (13 laps) 1 Jamie Chadwick;** 2 Krish Mahadik +0.439s; 3 Kush Maini; 4 Sasakorn Chaimongkol; 5 Arvin Esmaili; 6 Jusuf Owega. **FL** Monger 1m22.331s (106.39mph). **P** Ben Hurst. **S** 16. **Race 3 (14 laps) 1 Kjaergaard;** 2 Caroline +0.414s; 3 Lundqvist; 4 Tom Gamble; 5 Monger; 6 Maini. **FL** Kjaergaard 1m22.604s (106.04mph). **P** Kjaergaard. **S** 16. **Points** 1 Lundqvist 473; 2 Kjaergaard 362; 3 Maini 321; 4 Gamble 302; 5 Mahadik 261; 6 Manuel Maldonado 240.

### CATERHAM SEVEN 420R

**Race 1** Danny Winstanley  
**Race 2** Will Smith

### GINETTA G40 CUP

**Race 1** Harry King  
**Race 2** Harry King  
**Race 3** Harry King

### EQUIPE GTS

Mark Ashworth (TVR Grantura Mk3)

### GINETTA RACING DRIVERS CLUB

**Race 1** James Crawshaw  
**Race 2** James Crawshaw

### TIN TOPS/MODIFIED SALOONS

**Race 1** Adrian Bradley (BMW M3)  
**Race 2** Alex Sidwell (Holden Commodore)

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

the mayhem around him and outdragged Will Smith to the line by just 0.036s.

In the second race, both Winstanley and Smith managed to break the tow of the chasing pack, with Smith edging out to a narrow win from Winstanley, who extended his lead at the top of the standings.

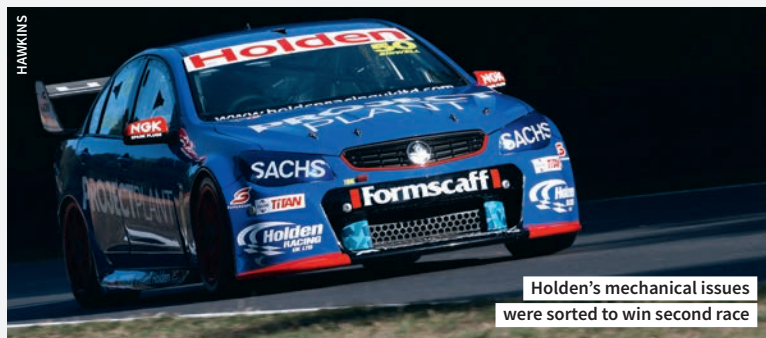
Harry King made the drop down from the Ginetta GT4 Supercup to compete in the G40 Cup, replacing Jamie Hopkins at Elite Motorsport for this round, and took a hat-trick of wins. In the opening two races he was outdragged to Paddock by champion-elect Tom Golding, but retook the lead before the end of the lap each time. Race three, with the top eight reversed, proved more troublesome, but he overcame the seven cars ahead of him to lead by lap five. Golding did enough with three runner-up spots to claim the title.

Mark Ashworth took one of his most enjoyable victories aboard his TVR Grantura Mk3 in the Equipe GTS race, taking the lead on the final lap from Jack Rawles (Austin Healey Mk2), who struggled with overheating.

James Crawshaw took his sixth and seventh wins of the season in the Ginetta Racing Drivers Club to cap off the season as the series' most successful driver.

**STEFAN MACKLEY**

## AUSTRALIAN MUSCLE COMES TO UK



Holden's mechanical issues were sorted to win second race

Spectators watching the final race of the weekend at Brands Hatch could be forgiven for thinking they had travelled to the other side of the world and were down under instead of in Kent. That's because a Holden Commodore, usually seen gracing Australian circuits, was leading the second Tin Tops and Modified Saloons race.

"I race them [Holdens] because they're different – people do love to see them," said Alex Sidwell, team principal of Holden Racing UK, who was competing in the Commodore at the weekend. "People flock to see the car."

The 58-year-old has operated the team since 2009, with its latest Holden bought in '13 having been run by Australian Supercar team Brad Jones Racing. It originally had a VE bodyshell but "we are the only people in the world to modify this car to a VF", according to Sidwell, who has previously raced a Porsche 911 and Ford Sierra Sapphire Cosworth.

The team also owns two more cars, one of which was built by Tasman Motorsport and used by four-time Bathurst winner Greg Murphy, with a fourth machine due to be bought later this year.

Sidwell even attempted to race at the fabled Mount Panorama circuit, home to the Bathurst 1000, having

visited the venue as a spectator in 2005.

"I could have got [an Australian] CAMS licence, but I would have had to surrender my UK licence as I wasn't invited to the main game as an international driver," said Sidwell. "Even if I could get a chance to do a trackday there that would be really good."

Sidwell's Holden has previously been raced in the UK in Classic Thunder Saloons, and he expects it to be out later this year at "faster circuits, which suit the car", including Rockingham and Snetterton, as part of the Tin Tops and Modified Saloons series.

The car already has a pedigree around Brands Hatch, having won both races during American SpeedFest in June with Sidwell at the wheel. But problems hit the car after less than two laps of running during qualifying last Sunday.

"We think it's a plug lead fail and it's right at the back of the engine block so we're having to take the fuel rail off," said Sidwell after missing the opening outing as a result.

The Holden driver wasn't the only one suffering with mechanical problems, as Rod Birley – who had qualified on pole by more than four seconds from his nearest rival – lost boost in his Ford Escort on the second lap and was forced to limp home third as Adrian Bradley's BMW M3 took the win.

With the problem in the Holden sorted, Sidwell was able to line up ninth and last of the Modified Saloons in race two. And there were to be no more problems as he took the lead at half-distance from Birley to end his weekend on a high.

"The boys did well," said Sidwell. "We still were not sure we had fixed it but on the out-lap I knew we were going to be good. After getting it out I couldn't let the boys down."

**STEFAN MACKLEY**



Sidwell's team has several Commodores

# Jackson unstoppable in Croft Nostalgia Festival



Jackson leads Grant and Mitchell in Historic FF1600

## CROFT HSCC AUGUST 4-5

The ninth and best Croft Nostalgia Festival yet drew record numbers of enthusiasts entering into the spirit of the north-east's premier vintage lifestyle event, and they were treated to some entertaining Historic Sports Car Club racing.

Formula Ford polesitter Cameron Jackson's breathtakingly tight wins over title rival Ben Mitchell narrowed his deficit to three points. Mitchell had to repass Callum Grant on Sunday and got his Merlyn's nose ahead of Jackson's Lola several times, but being squeezed onto the grass on the run to Tower rankled. A brush with Jackson there dropped Grant to third on Saturday. "Good starts are important here, because it's so difficult to pass," said Jackson, who has the momentum going to Oulton Park.

Andrew Wiggins (Titan) won the tough qualifier, with Tim Brise (Merlyn),

Kevin Stanzl (Crossle) and Lee Penson (Lotus 51A) all within 1.24 seconds.

Spectators saw Yorkshiremen Peter Needham and Jon Waggitt's Lenham P69 take the Guards Trophy chequer, but shared their agony when a 30s penalty for Needham making the mandatory stop before the window opened dropped them to third behind Charlie Allison and Philip Nelson in Chevron B8s.

"They were quicker today and deserved to win, so it was a bit of a hollow victory, but I'll take it," said Allison sportingly. Fourth overall, Nick Fennell and Jon Milicevic won the earlier sports racing class in Fennell's ex-Robin Widdows Lotus 23 from Rob Wainwright/Arnie Black (Crossle 7S).

The GT section sprang a surprise when reigning champion John Davison parked his Lotus Elan 26R Gold Bug replica. "An oil line caught on the steering column and popped off, so I spun on my own oil," he rued, although his points lead remained. With Peter Thompson's TVR Griffith halted

## CROFT WEEKEND WINNERS

### HISTORIC FORMULA FORD

**Saturday final** Cameron Jackson (Lola T200)  
**Qualifying heat** Andrew Wiggins (Titan Mk6)  
**Sunday final** Cameron Jackson (Lola T200)

### GUARDS TROPHY

Charles Allison (Chevron-BMW B8)

### HISTORIC FORMULA 3

**Races 1&2** Jon Milicevic (Brabham BT21B)

### HISTORIC FORMULA JUNIOR

**Races 1&2** Peter de la Roche (Lola Mk3)

### 70s ROAD SPORTS

**Races 1&2** Charles Barter (Datsun 240Z)

### HISTORIC ROAD SPORTS

**Races 1&2** John Davison (Lotus Elan S1)

### HISTORIC TOURING CARS

**Races 1&2** Richard Belcher (Ford Cortina Lotus)

### CLASSIC CLUBMANS

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

### MIDGET & SPRITE CHALLENGE

**Races 1&2** David Morrison (MG Midget)

### HISTORIC FORMULA FORD 2000

**Races 1&2** Callum Grant (Delta T78)

### URS CLASSIC FORMULA FORD 2000

**Race 1** Andy Lancaster (Pilbeam SP1)  
**Race 2** Rod Toft (Van Diemen RF82)

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



Davison spun out of GT race on his own oil, but won twice in Road Sports



## GRANT SHOWS HIS CLASS IN HISTORIC FF2000

"I think perhaps I should concentrate on this as I'm not having much luck in Formula Ford," said a jubilant Callum Grant after winning both Historic FF2000 races on a rare outing in father Nigel's Delta. That the 2012 and '16 HFF champion beat Nelson Rowe and Andy Park – double Pinto title winners – on Sunday was special. The first win for one of the Patrick Head-designed chassis since '15, amid a sea of Reynards and Royales, it mirrored movement co-founder Iain Rowley's victory in the inaugural race at Cadwell Park in '07.

"The car hadn't been out for a year – in fact we only decided to bring it this week," said Grant. "Neil Bold didn't have time to refresh the engine so dad honed it in the barn at home, 'Boldy' brought some [piston] rings over and we ran it in on Friday. [Considering the rush] the times were promising, but putting it on pole with everybody out in qualifying was a surprise."

Despite grappling with continued gear-selection problems in his Reynard, even after transplanting the cluster from his spare 'box, brought up from Gloucestershire on Friday night, Rowe jumped into the lead from Saturday's start – his first since the fiery HFF rollover wrecked his Crossle at Cadwell Park in May – and stayed ahead for six laps until Grant snuck past at Hawthorn and started to stretch his advantage.

Formula Ford ace Grant was at home in FF2000, taking a brace of wins



JONES

Park (Reynard), with Ian Pearson (Royale RP30) in tow, latched onto Rowe, then dived behind him inside a lapped car at Tower on lap 10 of 14.

"The guy didn't see me, turned in and hit my rear corner, splitting the radiator and bending a radius arm," explained Park. "It was one of those things, a racing incident." Pearson benefited, completing a three-marque podium.

Also out of luck was birthday boy David Margetts (Dulon MP22) who led Fraser Collins (Lola T580) in the early class until a plug lead detached. Much happier was Andy Lancaster who, despite a dramatic last-ditch challenge by Chris Lord at the hairpin, finally saw off the Van Diemens to take his first URS Classic FF2000 win in his Pilbeam SP1 83 02.

Park started his repaired Pelley mounts car at the back on Sunday and was seventh when

red flags flew at half-distance, Lord's Van Diemen having been abandoned on the exit of Tower three laps earlier. Refocused, the Cumbrian – who missed Cadwell for his wedding – quickly climbed to fourth, then took a few laps to pierce Andy Storer's defences. "I didn't have the pace to beat Callum or Nelson today, but it's good to be up here with them at the end," said Park.

Rowe had led from the restart but, finding his gearbox obstinate, had to give best to Grant, on top form. Storer's Reynard finished fourth, on Park's tail, ahead of Paul Allen and Pearson, with a nose fin bent skywards. After Lancaster "lobbed it into the gravel" at Clervaux, fighting with Graham Ridgway, old stager Rod Toft beat Irishman John Conway to URS gold, while Margetts secured his HFF2 Class B win.

MARCUS PYE

Barter won both 70s Roadsports races



JONES

by driveshaft failure, novices Patrick and Roderick Jack emerged delighted victors, having driven their Elan beautifully.

Jackson's HFF double was mirrored across the frontline categories. On pole by 4.377s in his Elan S1, Historic Road Sports crackshot Davison twice outsprinted Kevin Kivlochan's Morgan +8 to Clervaux and romped away. "I'm afraid I love this circuit, particularly the Jim Clark Esses, so I can't help myself," said Davison. "I have to try."

Jonathan Rose repelled fellow Elan racer Larry Kennedy for two third places, Kennedy pursued by Mark Godfrey's open Ginetta G4 and the class-winning Triumph

TR4 of Karl Wetherell (Saturday) and Ben Ferguson (Sunday). Turner ace Dick Coffey heads the table again, the reigning champ finishing clear of Tony Davis's Sprite and Ian Ross's Ginetta G15.

After dropping to sixth in Sunday's 70s Road Sports start ("I wasn't concentrating on the lights"), Charles Barter and his Datsun 240Z were reprieved by Peter House's Ford Escort, immobile with broken transmission. Barter soon charged past fast-starter Will Leverett (Lotus Europa), upon whom Jez Clark (Elan) had turned Saturday's tables for second. Clark is chasing Barter in the title race, but a perfect Class D score allowed Brian Jarvis (Porsche 924) to climb to third.

After a charge through a dust storm, legacy of the previous weekend's rallycross, red flags flew immediately in the Historic F3/Junior opener when Steve Seaman and Simon Armer tangled at Clervaux and Andrew Tart could not miss them. Jon Milicevic dashed to victory in his F3 Brabham, pursued by Peter de la Roche from the FJ set. The reigning champions repeated on Sunday, when Peter Thompson nicked second overall and Adrian Russell beat John Fyda in FJ.

Phil House's Lotus Cortina overheated battling Rick Belcher's, thus missed the Touring Car sequel in which the ex-BTCC racer completed his Croft hat-trick. Spun by Rob Wainwright's A40 on Saturday, Bob Bullen (Anglia) happily landed second ahead of Steve Platts (Singer Chamois), last year's champ overjoyed following reliability woes with combative thirds and a Sunday duel with Adrian Oliver (Imp).

It took Mark Charteris four laps to usurp John Harrison in Sunday's Classic Clubmans opener, in which Phil Hart scored his maiden B-Sport win. Smoke from a leaky wheel-bearing seal hardly slowed Charteris later as Clive Wood shot from the back to dominate the FF1600-engined split, in which Hart won a four-car scrap for second.

High oil-pressure warnings slowed poleman Steve Collier in the first Midget/Sprite race, freeing David Morrison to beat Paul Sibley. The top two places were repeated in the second race, while Collier, nursing his steed on restricted revs, and Class E star Pippa Cow traded places countless times before Cow regained third on the line.

MARCUS PYE

Sutton in clear air was a common sight at Oulton



## BTCC ace Sutton dominates on TCR debut

**OULTON PARK**  
**BRSCC**  
**AUGUST 4**

Reigning British Touring Car champion Ash Sutton dominated on his TCR UK debut at Oulton Park, while championship leader Dan Lloyd recorded his weakest results of the campaign and picked up a licence points penalty that reduces his advantage in the standings.

Sutton, driving Finlay Crocker's Honda Civic, topped every session he took part in and was particularly ruthless during the races. His performance away from the line was solid but not remarkable, but his lead at the end of lap one of both contests was well in excess of two seconds.



The opening encounter had to be restarted as a 15-minute sprint after Carl Swift's Cupra and Robert Gilmour's Alfa Romeo Giulietta crashed heavily at Island. Gilmour was subsequently excluded from the results. The outcome was confused by a flurry of penalties involving those battling to be the best of the rest behind Sutton: Castle Combe winner Ollie Taylor (Honda) and Derek Palmer (Alfa) initially had 10s added to their times for out-of-position starts. Palmer's penalty was then rescinded, but he did have 5s added to his time for track-limits infringements, so while he finished an encouraging second on the road he was classified fourth.

Taylor, who had lost track position to the opportunistic Lloyd (VW Golf) at Lodge mid-race while he was attacking Palmer, was pinged all the way back to eighth. Lloyd and his Swedish team-mate Andreas Backman were classified second and third.

In race two, Hyundai i30 N driver Lewis Kent looked set for his best TCR finish of second position – behind Sutton – when pressure from Taylor told. Tyres shot, Kent went wide at Lodge on the final lap. He nevertheless secured his second podium of the campaign. Taylor's drive from row four had been a quietly impressive one. Along the way, he profited when Lloyd

turned Stewart Lines (Cupra) into a spin at Cascades as they battled over third, delaying both. Lloyd kept his fourth position, but was given a penalty that costs him 15 championship points, although he is still 78 clear of Taylor.

Niall Murray took another step towards repeating his National FF1600 title with a victory and second place. The first race was textbook Murray as the Van Diemen RF99 driver reeled out an 8s margin over his rivals on his way to win number 10 of 2018. Luke Cooper (Swift SC16) held second initially but lost out to Michael Eastwell (Spectrum 011C) on the run away from Druids on lap three, and Matt Round-Garrido (Medina JL17) at Old Hall on the final lap.

Race two was made enormously chaotic by Murray unaccountably starting the race in third gear, and he plummeted from pole to sixth by the end of the first lap. Murray's team-mate Round-Garrido drove around the outside of Eastwell at Cascades on lap two of eight to take the lead. Murray, in spectacular fashion, joined him out front on lap six, and the pair touched at Hislops.

Matters came to a head on the run out of Old Hall on the last lap: Murray and Round-Garrido went wheel-to-wheel, leaving the way open for Joey Foster (Ray GR08) to pass both on the inside towards



## OULTON PARK WEEKEND WINNERS

### TCR UK

**Race 1** Ash Sutton (Honda Civic Type R TCR)

**Race 2** Ash Sutton (Honda Civic Type R TCR)

### NATIONAL FF1600

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

**Race 2** Joey Foster (Ray GR08)

### MAZDA MX-5 SUPERCUP

**Race 1** Luke Herbert

**Race 2** Jack Harding

**Race 3** Aidan Hills

### BMW COMPACT CUP

**Race 1** Ian Jones

**Race 2** Ian Jones

### VOLKSWAGEN RACING CUP

**Race 1** Tom Walker (Scirocco)

**Race 2** Matthew Wilson (Scirocco)



Witts (r) was in the thick of the VW action

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

Cascades. Foster survived pad knock-off during the remainder of the lap to beat Murray and Eastwell by 0.032s. Round-Garrido was shovelled off the road at Lodge on the final lap and came home ninth.

It's advantage Jack Harding in the Mazda MX-5 Supercup, but only just. He and Luke Herbert arrived at Oulton locked together in the points, but although each had a win Harding went home with one more second and one more fastest lap, leaving him four points clear. Herbert had Harding glued to his bumper throughout the opener, but his four-race Oulton winning streak came to an end in the rematch. Harding got a run on the leader through Island on lap six of eight and completed the move at Shell.

The reversed-grid final race went the way of Aidan Hills, who "nearly cried" on the slowing-down lap having secured his first victory by way of a move around the outside of former champion James Blake-Baldwin at Druids. After losing three places on the opening lap, Harding bounced back to claim second, striking when Herbert tried to pass Hills for the lead at Old Hall and bounced over the grass.

Aside from the three winners, Jon Greensmith had also been in championship contention, but his hopes took a blow owing to a retirement in race one and a subsequent engine change. He came away from the weekend with a 13th and a seventh.

IAN SOWMAN

## GERMAN TIN-TOP PROVING GROUNDS



Wilson (31) inherited incident-packed race

Two contrasting championships for German machinery made their second appearance of the season on the TCR UK undercard. The Volkswagen Racing Cup – now approaching the end of its second decade – pitches itself firmly as a step on the way to the BTCC, and recent graduates such as Mike Epps and Bobby Thompson have added credibility to the claim. Across the paddock, the more humble set-up of the Compact Cup has no such aspirations.

Indeed, the championship for the BMW E36 318Ti model has often featured drivers stepping back the other way; former British Formula Ford racer Steve Roberts is a double champion, and 2008 British GT title winner James Gornall added the Compact crown in '16.

In 2018, Steven Dailly is seeking to retain his title but at Oulton he did not have everything his own way. Instead, Ian Jones took his first two wins of the season to narrow Dailly's advantage.

Disappointingly, the Compacts managed only 10 racing laps all day, a result of earlier delays and a safety-car period. Jones dived ahead of fellow front-row starter Dailly at Hislops on the opening lap of race one and clung on tenaciously thereafter, with David May also finishing within six tenths of the winner. Having borrowed rival Paul Hinson's old engine after issues with his own in testing, Owen Hunter pushed hard to climb from eighth to fourth, well

clear of Matthew Parkes and Ben Huntley, who dropped back after an impressive third in qualifying.

With only three laps possible after a caution period in race two, Jones narrowly led from lights to flag. The move of the race came from Hunter, who dived ahead of May at Cascades on the final lap to salvage a podium from the weekend.

VW points leader Chris Panayiotou was unable to take part in the Oulton event. Golf driver Jamie Bond took over the mantle, even though his race-two win was taken off him for a series of track-limits infringements.

Having switched camps and cars – from a Golf to a Scirocco – Tom Walker took victory in a red-flagged first race, having seized control by getting ahead of slow-starting poleman Simon Walton's Audi TT and the fast-starting Scirocco of Martin Depper on the run to Shell. It was Depper's crash into the barrier exiting Lodge – following a brush with Tom Witts – that brought about the stoppage. Walton's son Owen (Audi) was classified second, ahead of Witts.

Depper took over Panayiotou's car to climb from the back to sixth in a messy race two, but it was Matthew Wilson who took the honours in his Scirocco. He led into Old Hall at the start of the race and only lost the advantage to Bond – who had earlier collided with the Golf of team-mate and fellow championship contender Toby Davis at Lodge, spinning him down the order – in a robust manoeuvre on the climb from Knickerbrook on the final lap.

With the 15s penalty applied to Bond it was Wilson from Witts (Polo), while Paul Taylor (Golf) reclaimed third position after Ruairidh Clark was demoted a place for shoving him aside at Cascades on the final lap.

IAN SOWMAN



Jones twice headed large Compact Cup field



## SNETTERTON BARC AUGUST 4-5

Garrie Whittaker made up for his frustration at the previous Kumho BMW Championship round at Thruxton by winning both Snetterton races.

In race one, Whittaker took advantage of a restart after a red flag and seized the lead from part-one leader Colin Wells around the outside of Riches. Peter Miller had caused the stoppage by flipping his M3

at Murray's after hitting the kerb.

Whittaker's fuel-pick-up problems, the cause of his Thruxton woes, returned early in the first encounter and nearly denied him again. After slowing briefly, he switched to a reserve pump he'd added for this meeting.

"It was the same thing again," said Whittaker. "It was tank baffle foam disintegrating in the tank and getting sucked up into the filters. So I took the foam out, chucked it in a bin — happy days!"

In race two, Whittaker eased clear from

pole to beat Wells comfortably, benefiting from a lighter car that was gentler on tyres in the high temperatures.

"A big improvement on Thruxton," Whittaker concluded. "The car's actually working now like it should be working."

Wells's two second places meant he lost half of his four-point lead in the overall championship to Kevin Denwood, who took a win and second place in the CC class.

Ben Palmer continued his Michelin Clio Cup clean sweep by claiming both wins. In the opening race he had to hold off

# Greenwood's experience pays dividends

## KNOCKHILL SMRC AUGUST 4-5

As far as Ivor Greenwood is concerned, there is no such thing as "retirement". The 73-year-old proved as much by claiming two out of three Scottish Legends victories at Knockhill to close the gap to points leader Dave Hunter.

Using nearly 50 years of stock car experience, Northern Irishman Greenwood superbly worked his way up from 14th on the grid to take victory in a stunning opening encounter, before doubling up in the second race from third. He secured yet more valuable points with sixth in the final, won by David Newall, as Hunter endured an up-and-down meeting.

Hunter trailed reigning champion John Paterson and Greenwood in race one before claiming fifth in the second. But a trip backwards into the McIntyres gravel following Duncan Vincent's attempted



overtake on Steven McGill meant Hunter could only manage 11th in the final.

Resident Knockhill commentator Vincent had looked like taking victory, having built a mammoth four-and-a-half second advantage. But an overzealous attempt to wrestle the lead back from McGill three laps from the end sent McGill into the gravel, taking Hunter and Kieran Beaty with him.

Robbie Dagleish catapulted himself into Scottish Mini Cooper Cup title contention with a hard-earned trio of victories. Minimax's John Duncan retains his

championship lead but, after an eventful meeting, he left Knockhill just five points clear of main rival David Sleigh.

Sleigh led away from pole in the opening race but Dagleish forcefully snatched back the advantage under braking for Clark's halfway round the first lap. The pair stayed close until the flag, while Hannah Chapman prevailed over Duncan for third.

A comparatively sedate second encounter yielded the same top four, while the real drama erupted in the final race. Dagleish sought to repeat his manoeuvre from race one by grabbing the lead from Duncan at Clark's, but completed it with less finesse and bashed Duncan wide. Sleigh and Duncan then collided, but both continued albeit with heavy damage; Sleigh finished second while Duncan was 15th.

Runaway Scottish FF1600 championship leader Ross Martin extended his unbeaten run this year to nine straight races, but his Ray was pushed all the way in three stunning 12-lap encounters. Martin claimed the prestigious David Leslie Trophy, beating





Dolan was a double winner



Evans took Classic Thunder honours

a race-long challenge from Ronan Pearson, who could have passed on the final lap but for a yellow flag. In race two Palmer built a three-second lead on lap one while Pearson was stymied behind Tyler Lidsey, which proved vital as Palmer beat Pearson home by six tenths. He is now just six points away from clinching the championship.

The McAttack Racing trio of Simon Walker-Hansell, Joe Wiggin and Declan McDonnell won the 53-car four-hour Citroen C1 Challenge. The car pitted late so McDonnell could take his turn at the wheel, allowing the Absolute Alignment machine of Chris Dear — paired with Robin Austin — onto its tail for what promised to be a grandstand finish. But the race ended almost immediately when Ben Constanduros rolled his C1 after a brake failure, which caused a red flag.

Matthew Evans, making a one-off appearance in an M3, won the opening Classic and Historic Thunder and Blue Oval Saloon Series race, beating Stuart Day's Ford Escort and Ilsa Cox's SEAT after a thrilling

multi-car fight. Day won race two, and Cox was pipped on the line for second by the Nissan Skyline of James Janicki.

David Howard (Jaguar XJ12), Stephen Primett (Ford Escort Mk1) and Mark Cholerton (Ford Escort 2000) fought over the Pre-'83 Group 1 Touring Cars wins. Howard just kept Primett and Cholerton at bay to win the opener, which was disrupted by a safety-car deployment. Primett won race two by 12s after taking the lead in bizarre circumstances when Cholerton slowed for a black-and-orange flag, thinking it was a red. Howard finished second.

Jamie Winrow, Mark Johnson and Samuel Wilson were embroiled in frenzied battles for victory in Caterham Graduates Sigmax. Winrow took race one while Wilson passed him on the final lap to win race two.

Declan Dolan won both Mega and Classic Caterham races from Ben Winrow. In the opener Winrow beat Dolan to the line, but the officials switched them because of contact between the pair early on.

**GRAHAM KEILLOH**



Martin's latest success earned David Leslie Trophy

Jordan Gronkowski's Van Diemen in arguably the race of the year. Sebastian Melrose recovered from a poor qualifying to finish third in race one, while the Mygale of James Clarke and Graham Brunton Racing interloper Josh Smith scored their maiden podiums in races two and three respectively.

Tommy Gilmartin prevailed in a trio of excellent Scottish Classic races. Gilmartin used his Morgan's superior straightline speed to survive attacks from Raymond Boyd's Porsche 911 and Andrew Graham's Triumph TR8 each time. Boyd secured a

hat-trick of second places but Graham suffered overheating brakes in race two. Bruce Mitchell bagged the podium instead while reigning champion Alastair Baptie had a disappointing weekend, failing to finish two of the three races.

John Cleland scored his first touring car wins at Knockhill since 1993 with two victories in the Super Touring Championship. Cleland stroked his Vauxhall Vectra from 1997 to both victories, beating a depleted field of cars.

**STEPHEN BRUNSDON**

## WEEKEND WINNERS

### SNETTERTON

#### KUMHO BMWs

Race 1&2 Garrie Whittaker (E36 M3)

### MICHELIN CLIO SERIES

Race 1&2 Ben Palmer

### CITROEN C1 CHALLENGE

Simon Walker-Hansell/Joe Wiggin/  
Declan McDonnell

### CLASSIC & HISTORIC THUNDER/ BLUE OVAL SALOONS

Race 1 Matthew Evans (BMW M3)

Race 2 Stuart Day (Ford Escort WRC)

### GROUP 1 TOURING CARS

Race 1 David Howard (Jaguar XJ12)

Race 2 Stephen Primett (Ford Escort Mk1)

### CATERHAM GRADUATES SIGMAX

Race 1 Jamie Winrow

Race 2 Samuel Wilson

### CATERHAM GRADUATES MEGA/SIGMA/CLASSIC

Race 1&2 Declan Dolan (Mega)

### CLASSIC & HISTORIC TOURING CARS

Race 1 David Hall (Ford Lotus Cortina)

Race 2 Michael Sheraton (Ford Anglia)

### PRE-'93 TOURING CARS/PRE-'03 TOURING CARS/PRE-'05 PRODUCTION CARS

Race 1&2 David Griffin (BMW E36 M3)

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

### KNOCKHILL

#### SCOTTISH LEGENDS

Race 1&2 Ivor Greenwood

Race 3 David Newall

#### SCOTTISH MINI COOPER CUP

Race 1, 2 & 3 Robbie Dalgleish

#### SCOTTISH FF1600

Race 1, 2 & 3 Ross Martin (Ray GR17)

#### SCOTTISH CLASSIC SPORTS & SALOONS

Race 1, 2 & 3 Tommy Gilmartin (Morgan +8)

#### SUPER TOURING CAR CHAMPIONSHIP

Race 1&2 John Cleland (Vauxhall Vectra)

#### SCOTTISH FIESTA AND HOT HATCH

Race 1, 2 & 3 Wayne MacCaulay (Fiesta ST)

#### SCOTTISH SPORTS & SALOONS

Race 1 Will Robson (Ford Focus RS)

Race 2 Paul Rankin (Westfield Aero)

Race 3 Will Robson (Ford Focus RS)

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



Cleland won both Super Touring Trophy races



## SCHUMACHER'S COLLECTION ON SHOW

**EXHIBITION**  
**MICHAEL SCHUMACHER**  
**PRIVATE COLLECTION**  
**COLOGNE, GERMANY**

The 12 Formula 1 cars that headline the brand new, free-to-enter Michael Schumacher Private Collection add up to more than just a museum exhibit. They're a token of thanks to the fans who have offered unwavering support to Schumacher and his family following the seven-time champion's skiing accident back in 2013.

In the introduction, the motive behind the Collection is clear: "Figures reveal a lot about achievements, but little about the man." That's why, alongside the F1 fleet, the 1991 Mercedes C291 Group C car features with more than 20 helmets and sets of overalls, plus over 40 trophies. As the name alludes to, all have been chosen from Schumacher's own private possession so the public can get an insight into his long and storied racing career.

The home for the display is Cologne's Motorworld, a brand new site dedicated to automotive culture and located less than 20 miles from the karting track in Kerpen where Schumacher honed his racecraft. Vintage machines are mixed with today's high-tech modern beasts to produce a memorable ensemble.

On the upper floor of the museum lies the Schumacher display itself. Fittingly, the first car to greet you is the Benetton B194 that

took the German to his first title in 1994. Mounted on a plinth, this very example was raced by Schumacher during that successful, if controversial, season — albeit it's not one with which he was victorious.

A clever touch by the museum is to have tablet information screens at every exhibit, providing technical specifications and the sporting history of the car before your eyes. However, at the time Autosport visited, due to a miscommunication with a photographer, all but one of the screens were accidentally turned off.

This led to some confusion. Granted, the Formula Ford and Formula 3 cars from Schumacher's formative years were easily identifiable. The 2010 Mercedes W01 and the '96 Ferrari F310, with its distinctive raised cockpit surround, both stood out too. But deciphering which of the five double championship-winning Ferraris from 2000-04 you were looking at was more challenging. The thought, 'they're all painted red with



Helmets and race suits also feature





Ferrari title winners  
are among impressive  
display in Cologne

the number one on them' entered the mind. Schumacher's manager Sabine Kehm later confirmed that the screens were switched on for the afternoon. But that was after Autosport was already airport-bound.

But on with the positives. There's a touching series of video and audio clips from Schumacher's racing career, with the key players reminiscing about their battle with the now 49-year-old. Fernando Alonso remarks that it was "a privilege" to race against Schumacher for the 2005-06 titles, while Ross Brawn explores the almost tangible harmony within the Ferrari camp that led to team members apparently being able to "finish each other's sentences". These personal insights give the exhibit a more human and emotional feel.

Tracking Schumacher's early single-seater career, forays into sportscars and then his utter dominance across F1, the display hits all the right notes. In a nice touch, the car that toppled Maranello's dominance is also present — Alonso's '05 R25 Renault. As we're told in the introduction, the Collection is about the life of Schumacher and not just his wins. As such, it's right that his rivals are recognised too.

Overall, it's a fitting tribute to a driver who inspired so many and was loathed by others. Complete with its private home videos and stunning array of memorabilia, the Collection is a must for any Schumacher, Ferrari or F1 fan.

JAKE NICHOL



### PIKES PEAK: THE MOUNTAIN DECIDES

Courtesy of renowned documentary filmmaker Jeremy Hart, we're off to the Rocky Mountains to experience the ultimate test that is the infamous Pikes Peak hillclimb. Taking centre stage is the all-electric Volkswagen I.D. R as it prepares for a record-breaking ascent against the clock. Go to <https://bit.ly/themountainindecides>

### THIS WEEKEND'S EVENTS

#### INTERNATIONAL MOTORSPORT

##### NASCAR Cup

Rd 23/36  
Michigan, USA

August 12

Live

Premier Sports,  
Sunday 1900

##### Super TC2000

Rd 7/12  
Obera, Argentina

August 12

##### MotoGP

Rd 11/19  
Red Bull Ring, Austria

August 12

Live BT Sport 2,  
Sunday 1245

#### UK MOTORSPORT

##### Mallory Park VSCC

August 11  
Vintage and Pre-War  
races, Edwardian  
race, Morgans,  
500 F3, Austins

##### Rockingham BARC

August 11-12  
British Touring Car  
Championship,  
British F4,  
Renault Clio Cup,  
Ginetta GT4,  
Ginetta Junior

Live ITV4,  
Sunday 1045

##### Brands Hatch DTM

August 11-12  
DTM, Audi R8 Cup,  
Mini Challenge

##### Snetterton MSVR

August 11-12  
F3 Cup, GT Cup,  
Heritage FF1600,  
Lotus Cup, Radical  
Challenge, Radical  
SR1, Production  
BMW, Racing Saloons,  
Track Attack

##### Anglesey BRSCC

August 11-12  
FF1600, Porsche,  
Mazda MX5, Fiesta ST-  
XR, Cockshoot Cup

##### Castle Combe BRSCC

August 11-12  
Caterham Academy,  
Caterham 270R,  
Caterham 310R,  
Caterham Roadsport,  
Fiesta Junior, Open  
Sports, Fiesta, TVR,  
Civic Cup

##### Silverstone 750MC

August 11-12  
Porsche, Club  
Enduro, BMW 330,  
Formula Vee, Toyota  
MR2, RGB Sports  
1000, Bike Sports,  
Classic Stock Hatch,  
Hot Hatch, M3 Cup

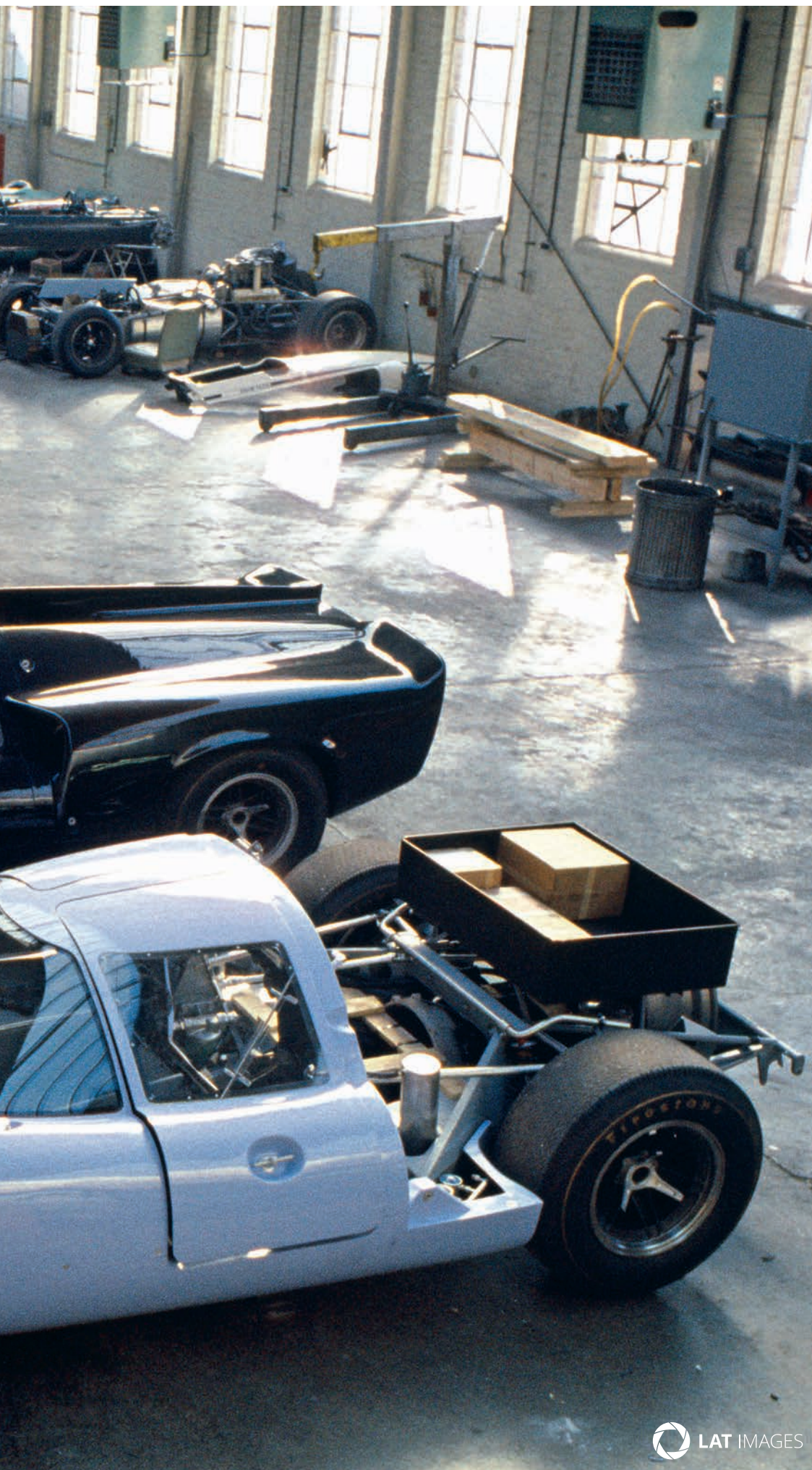


DTM returns to Brands  
Hatch this weekend  
on the full GP circuit









#### FROM THE ARCHIVE

Eric Broadley's Lola Cars started life in a humble lock-up behind the family clothing business in Bromley, South London in the late 1950s. By 1968, the racing car constructor was based in an industrial unit in Slough, a move triggered at the behest of Ford during their short-lived and unhappy partnership that at least established the roots of what became the iconic GT40. Now content as a proud independent once again, Broadley's tight-knit staff work away while a pair of T70 Mk3s bristle with potency in the foreground.



## TEST YOUR KNOWLEDGE

### QUIZ

#### WHO, WHAT, WHERE, WHEN?



#### WHO IS THIS?

Taking the road through the woods led to this forceful competitor becoming a household name during primetime television viewing.

He dabbled with a variety of surfaces and formats, before a storm hit and a mythical bird took flight.

This association led him to the top of his class and overall honours as the mountains fought among themselves. When a super new era arrived he soon rose to the summit, taking an off-hand approach to claim a second crown.

The introduction of a new model hurt his title chances, but he always gave his all and starred down under in the great race, where he continued to be a force long after his full-time career had wound down.

He stepped up to the mic in tragic circumstances, but with his natural forthrightness he was always going to be a compelling listen.

These days he can be seen reliving former glories in good company.

#### ON THIS DAY

**1** Patrick Depailler was born on this day in 1944. Where did he record his one and only Formula 1 pole position?

**2** In qualifying for the 1987 Hungarian GP that took place on this day, how far off the pole time was slowest qualifier Pascal Fabre?

**3** It's Alain Menu's birthday. What was his best result during his three DTM seasons?

**4** On this day in 2009, Scott Dixon took his second IndyCar win at Mid-Ohio. How many has he now racked up at that track?

**5** Who became the first driver to win both the NASCAR Cup and Xfinity races at Watkins Glen on the same weekend, on this day in 2015?

#### NAME THE HELMET



#### LAST WEEK'S ANSWERS

**Who, what, where, when** Carlos Reutemann tests the Ferrari 412 T2 ahead of the 1995 Argentinian GP in Buenos Aires. **Who is this?** Henri Toivonen **On this day** 1) Alain Prost. 2) 1965 Mexican GP. 3) Hockenheim. 4) 5. 5) Joan Garriga. **Name the helmet** Alan Jones.

## IN NEXT WEEK'S ISSUE



**BTCC AT 60 SPECIAL**  
**WE CELEBRATE THE UK'S**  
**LEADING TIN-TOP CONTEST**

GRIFITHS/LAT

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 **AUTOSPORT**

# LOLA AT 60



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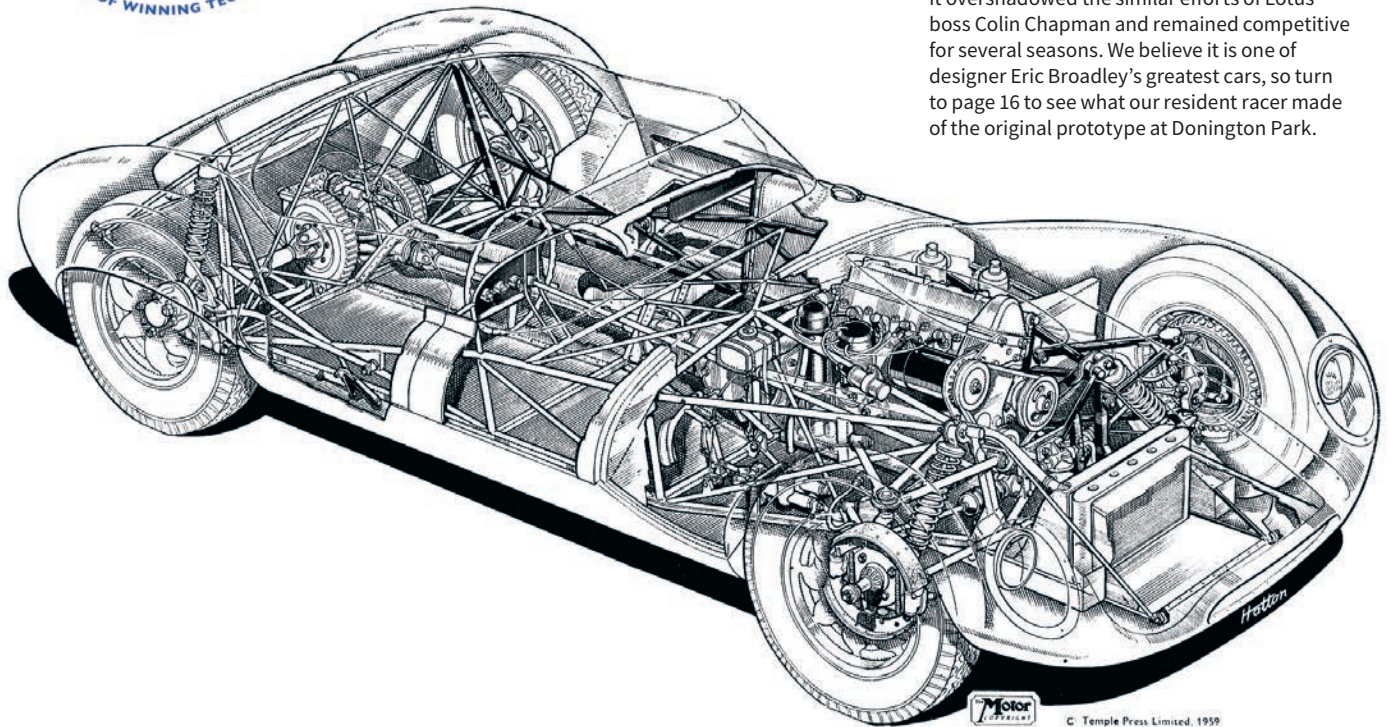
FROM BROADLEY TO BIRrane  
**GREATEST CARS**  
LOLA'S SECRET WEAPON  
**THE AUDI CHALLENGER**



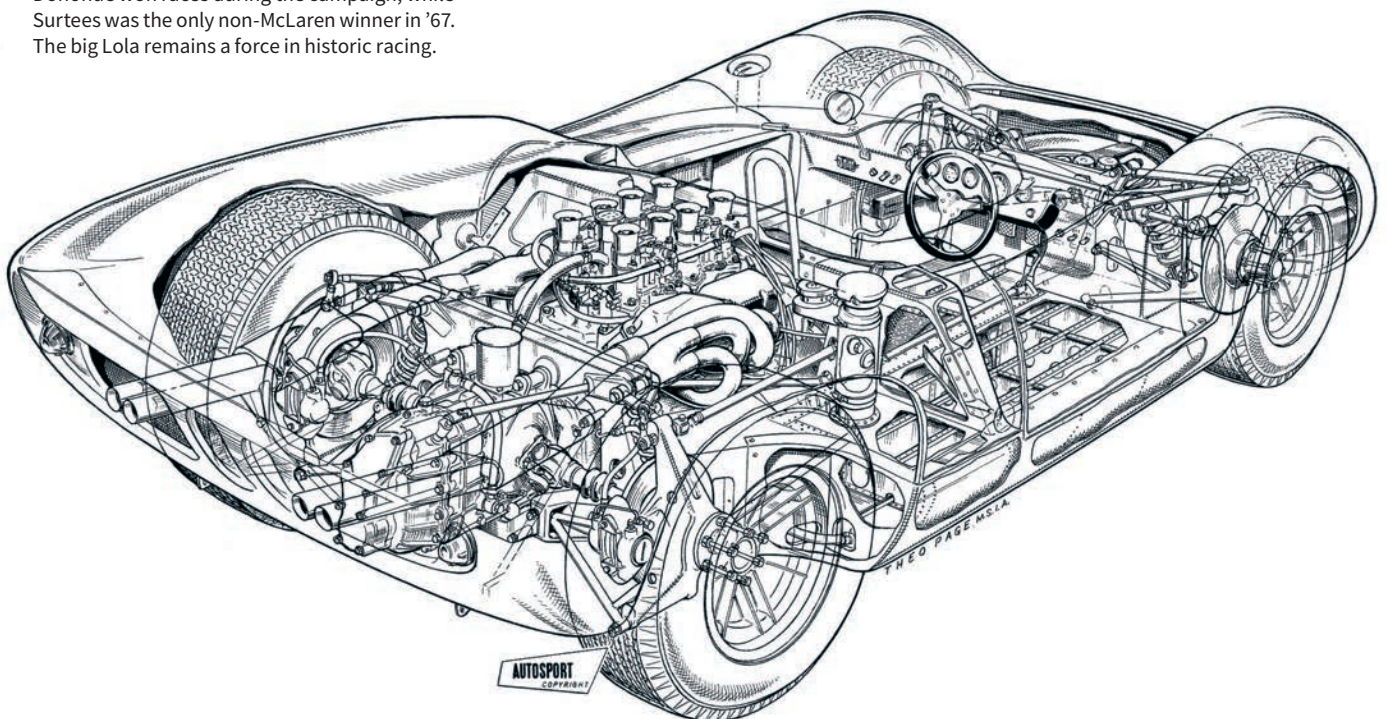




The success of the Mk1 sports-racer, usually powered by the Coventry Climax 1100cc FWA engine, brought Lola Cars into existence. It overshadowed the similar efforts of Lotus boss Colin Chapman and remained competitive for several seasons. We believe it is one of designer Eric Broadley's greatest cars, so turn to page 16 to see what our resident racer made of the original prototype at Donington Park.



Although the coupe is arguably more iconic, the open version of the T70 was more successful. Developed in 1965, the Group 7 machine could take a number of different V8 engines and was ideal for the inaugural Can-Am contest in '66. Champion John Surtees, Dan Gurney and Mark Donohue won races during the campaign, while Surtees was the only non-McLaren winner in '67. The big Lola remains a force in historic racing.







# Celebrating a racing legend

Lola is one of the great names of motorsport. Eric Broadley's firm became one of the leading providers of customer racing cars and scored success in a diverse range of categories.

Despite an emphasis on engineering rather than profit, Broadley led Lola for nearly 40 years before the company's 1997 Formula 1 debacle took its toll. But former customer Martin Birrane stepped in and gave the British constructor a new lease of life in the 2000s.

In this special Autosport supplement, we celebrate 60 years of Lola and speak to some of the key figures involved. There have been some wonderful cars – and painful failures, too – but Lola's exploits were rarely dull. We've tried to give a flavour of the broad spectrum of categories and eras, from Broadley's remarkable 1958 Mk1 to the successful LMP1 and LMP2 sports-racers of the 21st century. We've also stuck our necks out to choose our 10 greatest Lolas – an almost impossible task – so please let us know what your favourites are.

One of the highlights of the project was the track test at Donington Park, where Ben Anderson got to drive three special Lolas (page 16). Our thanks to circuit operator MotorSport Vision, and owners/preparers Keith and Susan Ahlers, Chris Beighton, Steve Chaplin and Simon Hadfield.

Another was a visit to the impressive Huntingdon facility Birrane helped create and which continues to operate under the auspices of Wind Tunnel Developments Limited. It is now up for sale and, if the right buyer comes along, there is a chance we could soon herald Lola's third era. That would be a fitting tribute to Broadley and Birrane.



KEVIN TURNER

Editor



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## FROM BROADLEY...

LOLA'S HISTORY IS IMPRESSIVE AND TWO MEN  
WERE KEY TO THE BRITISH FIRM'S SUCCESS

**Paul Fearnley**





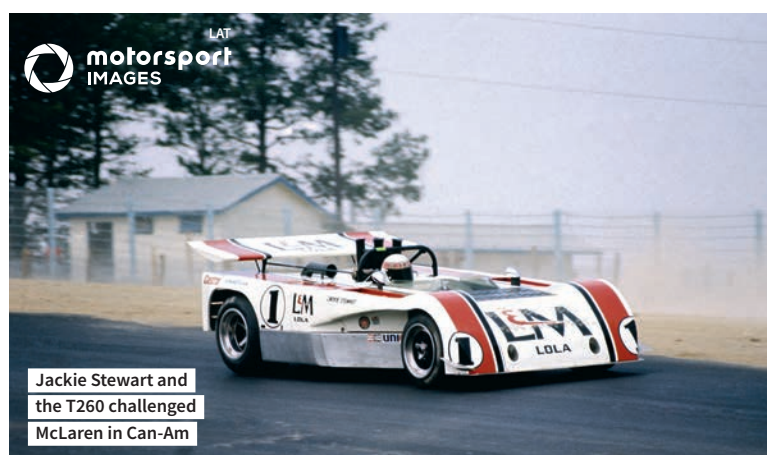
# TO BIRRANE



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**motorsport**  
IMAGES





M

ark 1, brilliantly conceived and superbly executed with an artistic flourish in just six months in the borrowed corners of a Bromley machine shop and West Weybridge bodyshop, promptly upstaged Colin Chapman's "cheap and cheerful" Lotuses.

Mk2 was the best – faint praise admittedly at a transformative time – of the front-engined Formula Juniors. Its Mk3 replacement bristled with good ideas, including a quickly detachable rear superstructure (with Hewland gearbox), but flopped and almost turned the company belly up. Mk4 was on pole for its Formula 1 world championship debut in 1962. Mk5 was middling though good enough to win Monaco's Junior support race in Richard Attwood's hands. And as for Mk6, well, it all but invented the modern supercar and revitalised sportscar racing – giving Chapman a case of green-eye on both counts – but drove its originator to distraction: operating under Ford's weighty auspices was stifling.

Eric Broadley, quiet and unassuming son of a gentleman's outfitter from Kent, held firm convictions: quantity surveying for one was dull, dull, dull – though it provided him with a firm and handy grasp of stress calculation – whereas motor racing was exciting; too exciting – and dangerous – in his inexperienced hands. He soon realised that becoming world champion was beyond him and it was to be an innate talent for creating user-friendly machinery that was affordable, competitive and for its time reliably safe that would put him on the global motorsport map.

Lola Cars (International) Ltd would until 1997 generally thrive and prosper, though occasionally stutter and stumble, across a bewildering variety of categories with many top-of-the-bill customers – Aston Martin, BMW, GM, Honda, Lamborghini and Nissan; Graham Hill, Paul Newman and John Surtees – plus myriad 'Joe Clubman'.

Martin Birrane, dapper and extrovert son of a tailor from County Mayo, acted, butlered – for Canada's ambassador in Turkey! – and crooned to make ends meet before garnering

a fortune from property. Motorsport was his release – he started in a Ford Anglia in 1967, and in '85 won his class at Le Mans in a BMW M1 – and enthusiasm no doubt swayed acumen when he saved Lola – as he had Mondello Park "from the cows" in '86 – after a flawed F1 fling. But though he propped/invested, promoted and diversified to revive its fortunes, particularly in the US, the company went into administration in May 2012 and ceased trading five months later.

It exists today as a high-tech provider for aerospace, automotive, communications and defence and also in the assets and licensed intellectual property obtained by Toronto's Multimatic Engineering and Carl Haas Automobile Imports Inc of Chicago – long 'family' relationships with petrol in their veins, grease under their fingernails and trophies on their shelves.

Broadley's abrupt jumping of the Ford Advanced Vehicles ship in the summer of 1964 was the making of him. From the same Yeovil Road in Slough Trading Estate, his cars would win '66's Indianapolis 500 and inaugural Can-Am Challenge Cup plus the '67 Italian Grand Prix: Lotus had required three attempts to win at the Brickyard, Lola just two; T70, Broadley's favourite, was the design that he'd wanted the Ford GT40 to be; and 'Hondola' – or T130, as he knew it – had been amalgamated in just six weeks.

If you wanted something fast and needed it quickly, Lola was your first port of call. With no road-car side to distract (or bolster) it, no unhealthy desire to take all (if any) of the credit and a powerful work ethic, it filled the void left by Cooper's collapse and the rise (at no matter the cost) of Lotus. Lola was sensible, strait-laced, structured and productionised – no bullshit, great spirit; a place of empowerment and learning for the flashing French curves and slide rules of Tony Southgate, John Barnard and Patrick Head – Broadley couldn't half pick 'em – and of security and fun for loyal lieutenants such as works manager Rob Rushbrook, accommodating owner of that machine shop and its adjoining land, and long-time chief designer Bob Marston.



European 2-litre Sports Car success involved Broadley, Birrane, Craft and the T292

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Nissan successfully took on Jaguar in IMSA with Lola-based racer

**motorsport**  
IMAGES

LAT

Graham Hill and Lola's T370 was not a great combination

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LAT



Aguri Suzuki scored surprise podium in 1990 Japanese GP

**motorsport**  
IMAGES

SUTTON IMAGES

When cocky 'Oxbridge' rival March was winging it — with remarkable results, one has to say — 'from a phone box', Lola was planning a move to a purpose-built 22,000sq ft facility in Huntingdon Trading Estate, Cambridgeshire; surveyed and schemed by Broadley, it had its own engine shop and scope for a fivefold expansion. There it joined Specialised Mouldings and Arch Motors. Broadley had in 1958 been the former's first customer for GRP bodywork, and the latter, founded that same year, had knitted Mk1's frame using pioneering bronze welding.

By 1971, with effective, straight-talking test-and-development engineer Frank Gardner on a two-year contract, Lola was getting to grips with Formula 5000 — a category it would come to dominate on both sides of the Atlantic — and taking the Can-Am fight to McLaren with Jackie Stewart. It was also scoring stealthy back-to-back Indy wins courtesy of Al Unser Sr's Lola-based Johnny Lightning Special. Despite the upheaval of relocation, it built 135 cars that year — 90% for export thanks to the bravura salesmanship of Carl Haas — and turned over £500,000.

But still it skirted F1, considered too much of a risk. The draw of Embassy Racing with Graham Hill persuaded Broadley otherwise, but the T370 of 1974 was a warmed-over F5000 and nobody seemed to mind when its reworking was rechristened Hill GH1. Broadley admired Chapman's charisma and chutzpah but as his antithesis was unable to capitalise the financial deals and unwilling to venture the technical leaps necessary to prevail at the highest level. His entrepreneurial resilience was of a more measured order: bottom line rather than headline.

Having ruled Can-Am's new-look roost with five consecutive titles during the late 1970s/early '80s and scored another Indy 500 win courtesy of Unser — his being the only Lola in the field of '78

**"IF YOU WANTED SOMETHING FAST AND NEEDED IT QUICKLY, LOLA WAS YOUR FIRST PORT OF CALL. IT WAS SENSIBLE, STRUCTURED, NO BULLSHIT"**

— Lola was intent on knocking March from its Indycar perch using designs by ex-Lotus development engineer Nigel Bennett: Mario Andretti's title was the first of 11 for Lolas from 1984-2006.

F1 came a-knocking again, too, and Broadley's worst fear and better judgement were confirmed once more: Ford's superteam of 1985-86 proved substantially worse than the sum of its star-spangled parts and nobody seemed to mind when consultant Lola was squeezed out. His subsequent five-year spell with Gerard Larrousse's low-key squad was highlighted by Aguri Suzuki's emotional third place at Suzuka in '90 but blighted by the team's false registration of that chassis as being of its own making and the imprisonment, for the murder of his wife, of team co-founder

Didier Calmels. One was ruled an honest mistake, the other a crime of passion; Lola's design for Scuderia Italia for 1993 was arguably both.

Beyond its F1 travails, Lola was fast becoming the world's most prolific commercial producer of racing cars. Its Super Vees of the 1970s and Sports 2000s of the '80s had been big hits in the

US and were the bedrocks upon which a precipice would be built. Lola provided Electramotive with the original chassis that in increasingly modified form would win three consecutive IMSA GT titles for Nissan from '88. It had by '90, the year that Mark Blundell so dramatically put its R90CK for Nissan on pole at Le Mans, reduced March to a single Indycar team. By '93, the year it superseded March entirely and Nigel Mansell won its most high-profile title, it was providing an exclusive chassis for Indy Lights. And by '96 it was doing the same for International Formula 3000.

Ironically Broadley, appointed an MBE in 1991, now found himself at his most vulnerable — spread too thinly across tightening margins — since F1 sponsorship pioneers Bowmaker had rescued him in '62. A survivor battling an undiagnosed ►





Graham Hill and Eric Broadley in discussion during preparation for the 1966 Indianapolis 500. After the late failure of Mecom team-mate Jackie Stewart, rookie Hill beat the Lotus of Jim Clark to take victory in the T90. Some of the design then made it into the T130, more commonly known as the Honda RA300 with which John Surtees won the '67 Italian GP by just 0.2 seconds from Jack Brabham.







heart problem, he had sensed the danger to his company but let his guard down: he'd fallen out with Haas, had failed to get his composites business up and running sufficiently quickly and been backed into a corner. The decision he felt he faced between F1 with a works team (and planned in-house V10) or a supercar was in reality no choice at all. The disaster brought forward a year at F1 sponsor Mastercard's blind insistence, the embarrassment might have been survivable – pragmatic Broadley always reckoned on a duff project or three – but the £6million debt was not: team and backer had been singing from different spreadsheets.

This was the Lola-coaster that Birrane boarded. Like Haas, whose Lolas, in conjunction with Newman and Chaparral's Jim Hall, had won hundreds of races across Indycars, Can-Am and F5000, and like Multimatic's Larry Holt, who'd caught the bug as a teenager spanning a T212 for a friend of his father's, Birrane and Lola went way back. His T292, with Chris Craft driving, had won the 1973 European 2-litre Sports Car Championship for Makes. He admired Broadley's understated brilliance and stoicism and felt there to be mileage in the brand that he had created given injections of money, pizzazz and smarts. Birrane brought all those; Broadley saw that and welcomed him. They were an odd couple evenly matched.

Le Mans was Birrane's first love but restoring credibility Stateside was his priority. Reynard – another racing empire created by a talented club racer/designer, burned by F1 and ultimately spread too thinly – had done to Lola in Indycars what Lola had done to March. Birrane gradually restored old alliances, therefore, and in 2002 Cristiano da Matta was crowned champion. In '03 Lolas won all but the last of 18 rounds and by '04 they had the series to themselves. But Birrane missed the competition – Reynard had gone bust in '02 – and though he struck deals with

**“BIRRANE BROUGHT MONEY,  
PIZZAZZ, SMARTS; BROADLEY  
SAW THAT AND WELCOMED  
HIM. THEY WERE AN ODD  
COUPLE EVENLY MATCHED”**

Formula Nippon (from '03) and built 50 chassis for A1 Grand Prix ('05), they were not hugely profitable. Meanwhile Dallara, winner of the Indy Lights (then called Infiniti Pro Series) contract from '02, was on the rise having correctly backed the rival Indy Racing League and fended off Lola's effort to break its Formula 3 monopoly.

Birrane got his longed-for success at Le Mans with five category wins that included four consecutive LMP2s from 2004. The 76 LMPs that Lola built earned 11 titles – six in the US, five in Europe, three of them outright LMP1 honours – and most of them covered their costs. Hey, it was tough out there even before the economic downturn of '08. Plus Lola's bold plan to be part of a consortium seeking to buy MG and perhaps build a road car had come to

naught – as would its (very) hopeful bid to enter F1 in '10. Sound familiar?

When it lost to Dallara the Indycar pitch of 2012, an iconic marque that had beaten Ferrari in its first season of F1, that had won 181 CART/Champ Car races and three Indy 500s – it's more than 200 and five if you include Unser's USAC campaigns from 1968-71 – plus a USAC Triple Crown,

plus a 24 Hours of Daytona and two Formula Ford Festivals had run its incredible 54-year course after constructing by its reckoning more than 5000 cars across more than 400 distinct designs.

Lola's was a name that Broadley had had no say in – he was too busy to be bothered – and was not entirely fond of; he tried to change it once. Disinclined to reveal its derivation – he was always too busy – popular belief has it stemming from the song *Whatever Lola Wants, Lola Gets*. And that wasn't Broadley. Nor was it Birrane. Neither wanted it all. And what they had, they'd earned and paid their dues for. No doubt both would have enjoyed succeeding in F1 – not that Broadley's efforts were a total bust – but very few have proved so conclusively that motorsport is so much more than that. ■



# THE 10 GREATEST LOLAS

CHOOSING HIGHLIGHTS FROM SIX DECADES OF SUCCESS WAS A TRICKY TASK,  
BUT HERE'S AUTOSPORT'S PICK OF THE FINEST CARS FROM A  
GREAT MARQUE – AND WE DRIVE THE TOP THREE







### **B98/10 sportscar**

Martin Birrane loved Lola, loved sportscar racing and loved the Le Mans 24 Hours. So it was only natural at a time when prototype racing was beginning to boom that he should set his new acquisition to work on a car for the LMP900 and SR1 categories. The result was the open-top B98/10, the first ground-up design to carry the 'B' prefix to its type number.

The project was led by Peter Weston, one of

the first wave of newcomers to join after Birrane saved Lola at the end of 1997. Within months, he'd been put in charge of the sportscar programme and given a simple remit.

"The brief I was given was to design a car that could beat the Ferrari 333SP and the Riley & Scott MkIII," recalls Weston. "They were the benchmarks of the day and Martin wanted something that was better than them."

The Lola hit its target. On the day after the inaugural Petit Le Mans enduro at Road Atlanta, James Weaver tested the first B98/10 with a Lazano-built Ford V8 in the back. He was immediately quicker than the cars it was designed to beat, as well as the Porsche 911 GT1-98 that had claimed pole.

"Pole had been a 1m13.7s [set by Allan McNish] and we did a 1m12.4s or something like that with James," recalls Weston.

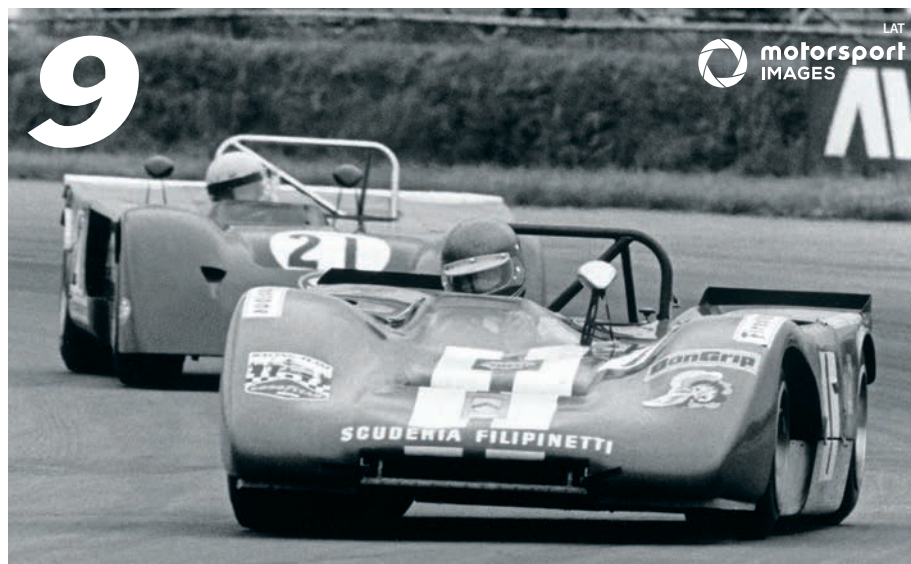
On the back of that performance, Lola sold eight B98/10s with various engines for the 1999 season. Among them was a Judd V10-powered car for the French DAMS team for an assault on the Sports Racing World Cup. They would go on to win four of the final five races with Jean-Marc Gounon and Eric Bernard driving.

Gounon has fond memories of the car: "It had exceptional agility. It was a real racing car, so you needed to be aggressive with it on turn-in. If you did that, it would just stick to the road."

And he has no doubts that Weston and the design team met their brief. "I drove the Ferrari as well and it was better in the slow-speed corners," he says, "but anywhere quick, the Lola was better."

The B98/10 was swiftly followed out of Lola's Huntingdon factory by its replacement for 2000, the B2K/10, as well as the B2K/40 and the MG EX257. Lola Cars International continued making prototypes, more than 70 in total, throughout its life. The tone had been set by the B98/10.

**GARY WATKINS** ►



### T210/T212 sportscar

Lola had not built a tubular sportscar chassis since the last of Eric Broadley's Mk1 masterpieces in 1962. Experience gained over five years with monocoque T70s – which, in John Surtees' hands, won the inaugural Can-Am title in '66 – proved that unitary construction worked with big V8 engines. Its first 'modern' small-capacity chassis for four-cylinder units was also a success.

The short-wheelbase T210 of 1970, year one of the European 2-Litre Sports Car

Championship, was a great compromise. Stiff and robust, it enjoyed high-speed corners yet was kart-like and precise in slower turns. Clothed in stubby open bodywork, its aesthetic was very different from its rivals', particularly Derek Bennett's Chevron B16 – a tubular design, stiffened by sheet metal panels under a curvaceous coupe shell – in its second season.

Like most British marques, Lola favoured the iron-blocked 1790cc Cosworth Ford FVC engine,

carried low and mated to a five-speed Hewland FT200 gearbox for the 490kg T210. Eleven were documented as built and European agent Jo Bonnier headed up the driving strength.

The veteran Swede qualified the sole Lola on pole for Le Castellet's series opener and set fastest lap, but finished second, three laps behind Brian Redman's Chevron B16, in the 200-mile race. It wasn't until Anderstorp, where Bonnier repeated his Salzburgring victory, that Karl von Wendt arrived with a second T210.

The Bonnier/Lola steamroller continued at Hockenheim, but privateer Carlo Zuccoli chased three Abarth 2000SPs on the rugged Mugello road circuit. The ultra-fast lap of Sicily's Lake Pergusa suited the Bonnier/T210 combo, but Vic Elford in the works Chevron B16 capitalised on its absence on the Nurburgring's Nordschleife, where Redman debuted a cut-down B16 Spyder – the blueprint for 1971's B19. At Spa's decider the title fight raged to the final corner, where Redman snatched victory, and the manufacturers' crown, from drivers' champion Bonnier.

While European wins were spread in 1971, when Ronnie Peterson (above) strengthened the updated T212 squad, Austria's Dr Helmut Marko emerged champion. Bonnier's win at Jarama's finale also helped Lola secure the makes' title.

Lola launched the stunning new T290 family of cars in 1972. Chris Craft won the '73 European crown in the Crowne Racing T292 fielded by future Lola Cars owner Martin Birrane.

**MARCUS PYE**

### T90/50 F3000

Junior single-seater categories were rarely the happiest hunting grounds for Lola, and Formula 3000 proved a tough nut to crack (see page 22). This slot could have been taken by the T89/50, which was well-liked by its drivers, but its successor was the car that finally delivered in the F1 feeder category.

Erik Comas romped to the 1990 crown with four victories from the 11 rounds in the T90/50, while DAMS team-mate Allan McNish (right) and Forti's Gianni Morbidelli helped restrict arch rival Reynard's tally to four. Kazuyoshi Hoshino also won the All-Japan F3000 title in a T90/50, making it the only car to take both the International and Japanese drivers' crowns in the same year during the F3000 era.

"The 1989 car was very easy to drive," recalls McNish. "The front turned and the rear was very light – it just followed you round. Traction wasn't brilliant, but it was very fast."

"The 1990 car was a big step forward aerodynamically. It was much more stable. It still had a good front-end, but a bit more of a front-to-rear balance."

"The T89/50 was already a great car," adds Comas. "The T90/50 was an evolution mainly on the aero side, but it was actually a little more difficult to set up. To be fast it needed to be quite low on the rideheight, which was not the case on the T89/50."



"The car was better on aero, as we saw at Monza [where he won], but sometimes it could catch you out, at street tracks in particular."

Mark Williams, who designed both the T89/50 and T90/50, agrees the later car was more capable and that the 1989 machine was easier for category rookies. "Aerodynamically the '89 car was the best I'd ever done in terms of downforce and driveability," he says. "The T90/50 had much more downforce, but was less driveable. I knew that because the least experienced Lola drivers

were further off Comas in that car. Erik could drive the pants off it, but I should have realised we were developing a peaky car."

Nevertheless, Comas still wanted his title-winning Lola at season's end. "I did a deal with a sponsor and borrowed some money to get the car and I have had it ever since," says the 54-year-old. "I don't see the point in running it again because for me it is like a very nice trophy and a beautiful-looking car, and successful."

**KEVIN TURNER**



## T800 Indycar

This was the car that re-established Lola in Indycar and paved the way for its successes – 11 CART/Champ Car titles and nearly 200 race wins – over the course of 24 seasons. The British constructor had re-entered the premier league of North American single-seater racing in 1983 with the T700, but the T800 put it at the forefront of the CART World Series for the first time.

North American Lola importer Carl Haas had joined forces with Hollywood legend Paul Newman's squad for 1983 and brought in Mario Andretti to lead the Newman/Haas assault on the fledgling CART series. But Lola's first take on a ground-effect CART contender wasn't a success.

"The T700 was quite frankly awful," recalls crew chief Tony Dowe. "We threw everything but the kitchen sink at it to make it successful."

The Cosworth-powered T700 did score a couple of wins, but that wasn't enough for Andretti, who was in his second year back racing open-wheelers full-time in North America.

He and Haas managed to persuade Lola boss Eric Broadley that he needed a designer fully focused on CART to challenge the dominance of March, and they had someone in mind. Nigel Bennett had worked with Andretti at Lotus – he'd been in charge of development – and was already working in the series. He modified the design that started out as the Ensign N182 Formula 1 car into the Theodore 83 CART contender run by George Bignotti.



Bennett carried over one of the key elements of that car when he joined Lola. A carbonfibre pod section to the monocoque, which would become *de rigueur* in CART, made the car immensely stiff. But there were other tricks up his sleeve.

Mounting the Cosworth DFX engine's turbocharger, which traditionally sat on top of the bellhousing, as low as possible was one of them. "Nigel put it right down almost on the input shaft," recalls Dowe. "That didn't impress Hewland." But it did enable Bennett to lower the car's centre of gravity and the rear bodywork.

The T800 made a stunning debut at Long Beach. Andretti put the car on pole by six tenths and took victory by a minute. The all-American hero would win a further five times on the way to his only CART title. Danny Sullivan also took three victories for the T800 after the Sherson team ditched its own chassis early in the season.

"Nine times out of 10, the Lola was a better car than the March," says Bennett. "It had a very stiff chassis and good aerodynamics, but we also had a good driver and very good team."

**GARY WATKINS**



## B2K/00 Indycar

The B2K/00 should have won the championship in its debut season in 2000 and stopped the Reynard-Honda-Firestone domination that had enabled Jimmy Vasser, Alex Zanardi (twice) and Juan Pablo Montoya to win the previous four CART Indycar drivers' titles for Chip Ganassi Racing. Had Chip switched only chassis supplier in 2000, Montoya would surely have won his second consecutive title, the team's fifth, and

this time with a Lola. Instead, Ganassi also ditched Honda for Toyota, whose engines were powerful but lacking Honda's reliability.

Montoya took seven poles that year, but just three wins – only finishing eight of the 20 races. Thus it was that Gil de Ferran won the title for Penske, which had ditched its woeful line-up of self-built chassis, Mercedes engines and Goodyear tyres for... Reynard-Honda-Firestone.

In 2001, the Penske/de Ferran/Reynard combo again prevailed, although Kenny Brack in the Team Rahal Lola won twice as many races. In '02, however, with Penske gone to the Indy Racing League, Lola importer Carl Haas saw the team he ran with Paul Newman spring to the fore once more, and Cristiano da Matta (left) dominated the championship for Newman/Haas in the B2/00, a logical development on the theme. In fact, Patrick Carpentier of Forsythe was the only Reynard driver in the top six in the table, as the team that would become Andretti Green Racing (and ran Paul Tracy, Dario Franchitti and Michael Andretti in '02) switched from Reynard to Lola after just three races.

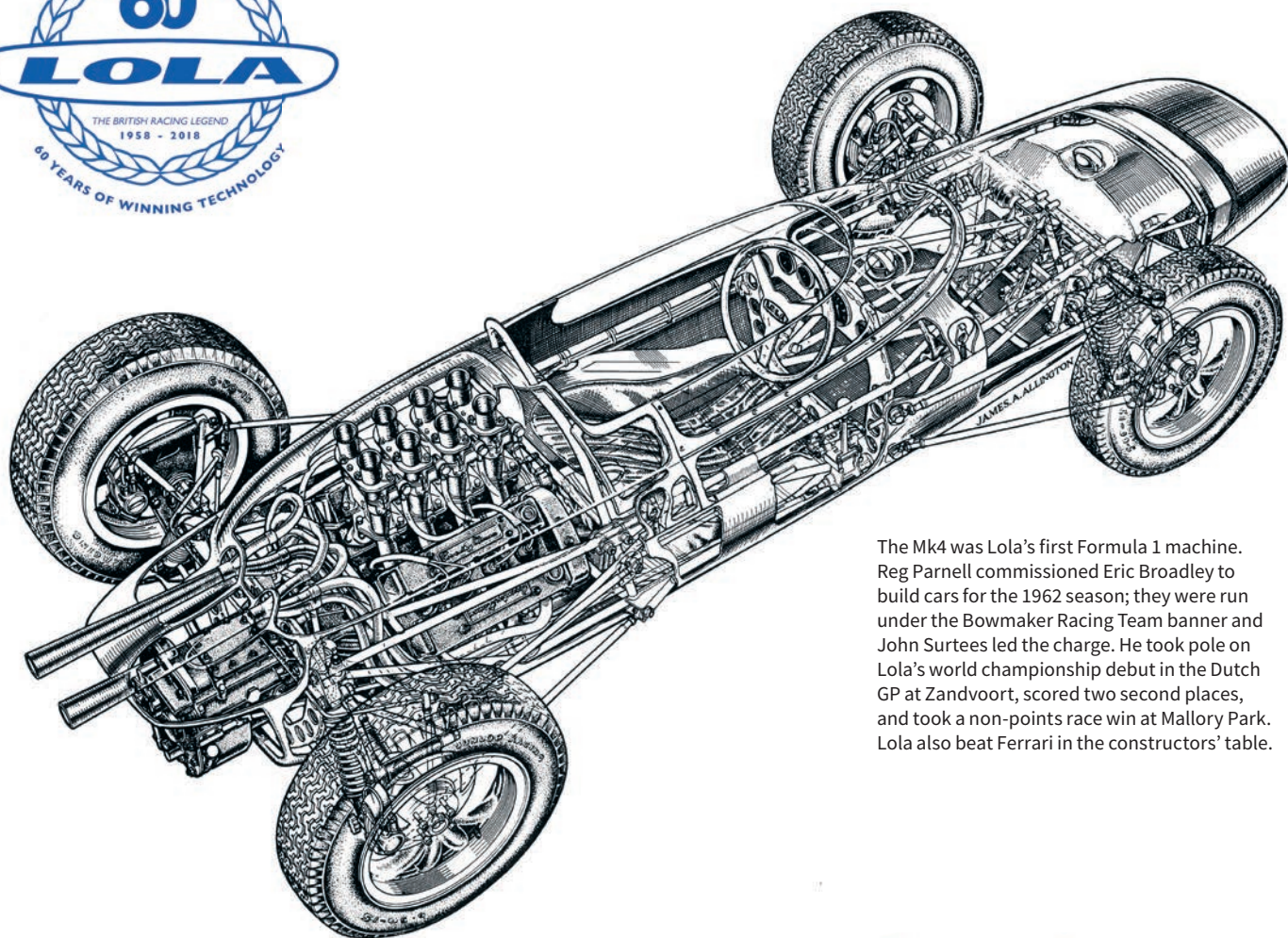
So convinced was Tracy by the Lola that, when AGR headed to the IRL for 2003 and he decided to stay put in CART/Champ Car with Forsythe, he urged his new employer to switch to Lola. When they acquiesced, he took seven wins and the title.

The majority of the grid had followed the same path, since Reynard had gone bankrupt in 2002. Lola was still making little development tweaks that ensured Reynard's R021 became obsolete. The last Reynard win came courtesy of Ryan Hunter-Reay at Surfers Paradise in '03.

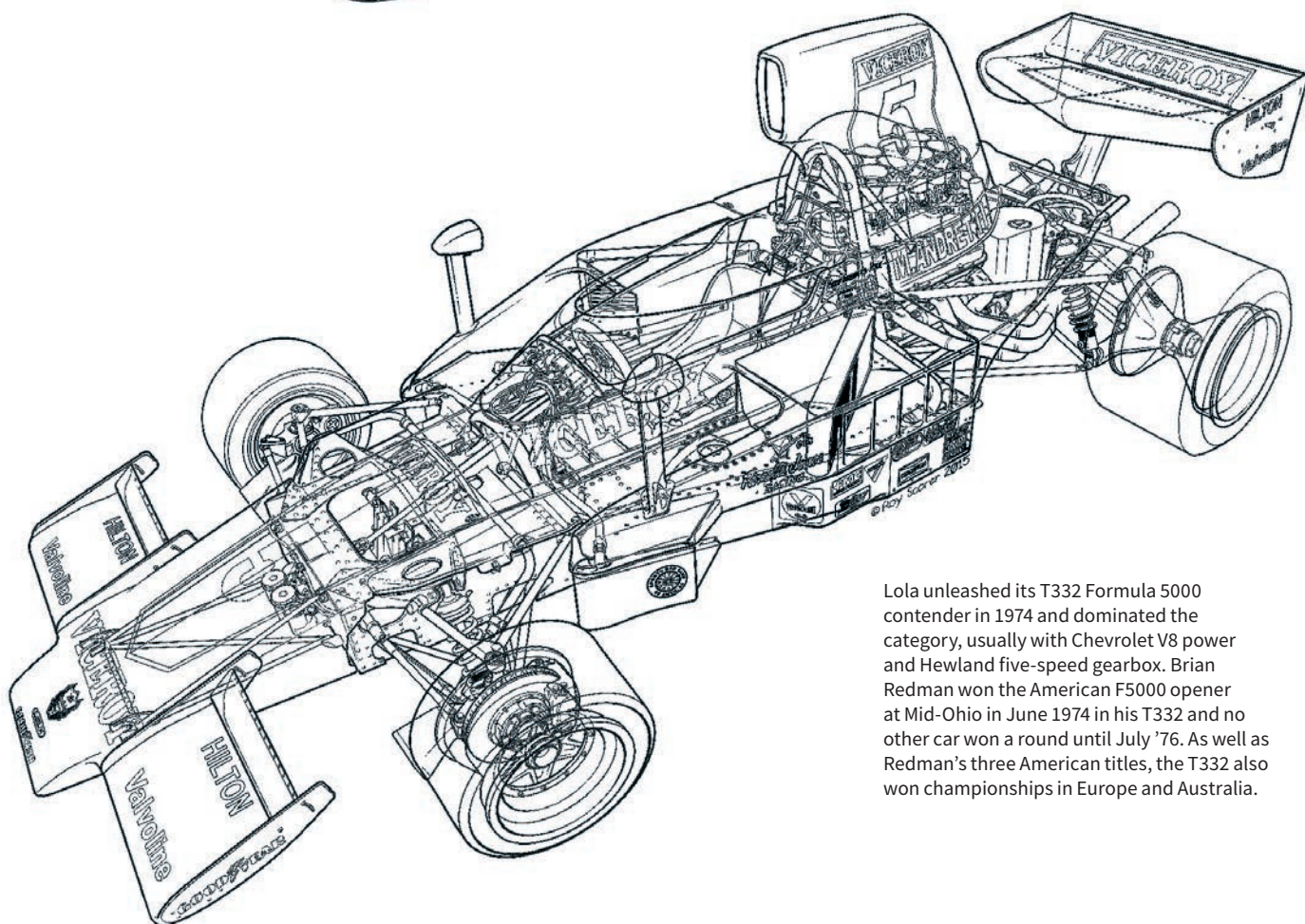
By the time Lola's B02/00 was pensioned off at the end of 2006, it had become the spec car of the category. However, series owners Kevin Kalkhoven and Gerry Forsythe switched to Panoz for '07 – which would prove to be the series' final year.

**DAVID MALSHER** ►





The Mk4 was Lola's first Formula 1 machine. Reg Parnell commissioned Eric Broadley to build cars for the 1962 season; they were run under the Bowmaker Racing Team banner and John Surtees led the charge. He took pole on Lola's world championship debut in the Dutch GP at Zandvoort, scored two second places, and took a non-points race win at Mallory Park. Lola also beat Ferrari in the constructors' table.



Lola unleashed its T332 Formula 5000 contender in 1974 and dominated the category, usually with Chevrolet V8 power and Hewland five-speed gearbox. Brian Redman won the American F5000 opener at Mid-Ohio in June 1974 in his T332 and no other car won a round until July '76. As well as Redman's three American titles, the T332 also won championships in Europe and Australia.



## T600 sportscar

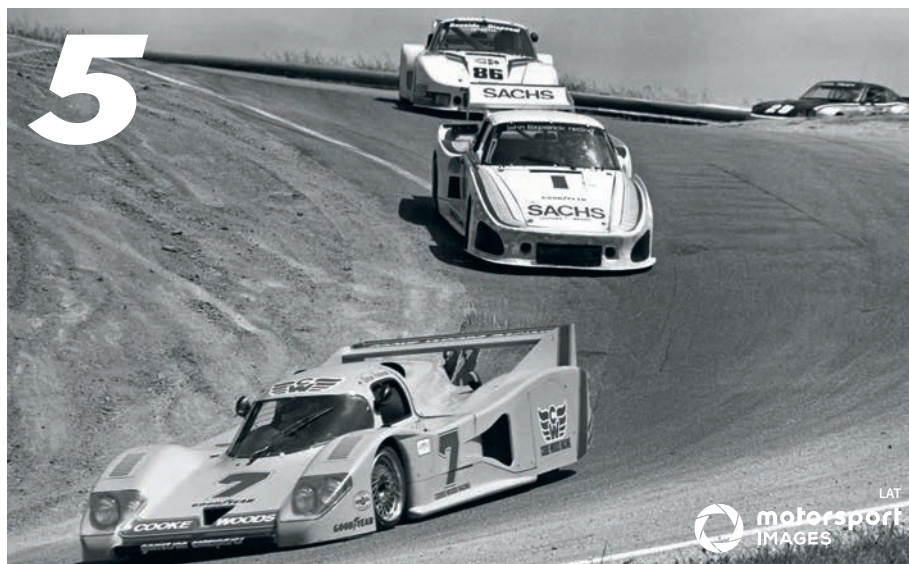
The T600 is one of the forgotten Lolas that deserves to stand up there with some of the more revered cars built by the Huntingdon marque. It won two World Endurance Championship rounds – and should have won more – in 1981, but it was in North America that it racked up the greatest successes of its brief front-line international career. It dominated the IMSA GTP ranks that season.

That was only fitting because the car was conceived in the USA, though admittedly by a Lancastrian. Sometime Formula 1 driver and multiple Formula 5000 champion Brian Redman had taken to selling cars for North American Lola importer Carl Haas to make ends meet and reckoned there were races to be won and cars to be sold in the new GTP prototype class IMSA had announced for the 1981 season.

“On reading the rules, I said to Carl that Lola could build a car that could win the series,” recalls Redman. “Carl agreed and said, ‘Go talk to Eric’. He declared that he could build a modern version of the T70, but that wasn’t the right way to go and he should design a car with the new ground-effect technology.”

The result, with aerodynamics conceived by French consultant Max Sardou, was the T600. Not only was it the first ground-effect Lola, but it was the first of the marque’s cars built around a full aluminium honeycomb monocoque.

The T600 made its respective North American



and European debuts within a week of each other in May 1981. Redman claimed an out-of-the-box victory at Laguna Seca with a Chevrolet-engined car entered under the Cooke-Woods Racing banner and run, initially, by Bob Garretson out of California. A week later, the British GRID team should have given the Group 6 version of the car a debut win in the Silverstone 6 Hours.

Guy Edwards and Emilio de Villota had a clear lead when fuel pick-up problems intervened. GRID team manager Ian Dawson subsequently found that there were “four

or five gallons” still in the tank.

Redman (above) would win another four races on the way to the IMSA title, while Edwards and de Villota triumphed at the Enna and Brands Hatch WEC rounds. A second IMSA crown followed in 1982 when John Paul Jr claimed the honours in a season split between a Chevy-engined T600 and a Porsche 935.

The T600 claimed 12 international sportscar wins over the course of just two seasons. It doesn’t deserve to be forgotten.

**GARY WATKINS**



## T90/00 series Indycar

Lola’s Indycar forces were growing in 1989. Galles had switched its affiliation back from March to Huntingdon for Al Unser Jr, while Newman/Haas expanded to two cars, so that Michael Andretti could join father Mario.

In the T89/00 these two second-generation racers scored three wins between them, but it was Bruce Ashmore’s T90/00 design of 1990 that proved the breakthrough. Thanks to rule

changes, the car was significantly different from its predecessors and, though the tub’s lower section was still aluminium honeycomb, it had a carbon/Kevlar upper half.

Little Al (above) took six victories and the championship, while Arie Luyendyk won the Indianapolis 500 for Doug Shierson Racing. The T90/00 thus became the only Lola to win the title and Indy 500 in the same year and the following

season anyone who was anyone (and who wasn’t Penske) was running a T91/00, essentially a refinement of the design. This time Michael Andretti took the crown with eight wins, while Galles’ Bobby Rahal and Unser Jr completed a 1-2-3 for Lola in the points standings.

Over the winter, Galles switched to a chassis of its own design, the Galmer, and Rahal departed. He and Carl Hogan bought the assets of Pat Patrick Racing and, in 1992 driving a Lola-Chevrolet T92/00 (that featured improved aero) for his own team, Rahal beat Andretti to the crown.

Michael’s problem was not with speed – no-one before or since has led a higher percentage of laps in a single Indycar season – but Newman/Haas had switched to Cosworth’s new XB units, which were not yet reliable.

By the time those difficulties had been ironed out for 1993, Michael was heading to Formula 1, giving up his seat to reigning world champion Nigel Mansell. He promptly became the fourth consecutive Lola-mounted title winner and helped deliver the fourth consecutive constructors’ title for the company with the T93/00, the final iteration of the Ashmore design, with more carbon and a wider monocoque.

More rule tweaks for 1994 meant that the Keith Knott/John Travis T94/00 was a departure, having a full carbonfibre monocoque as opposed to the aluminium honeycomb/carbon mix, finally consigning the T90/00-T93/00 series to history.

**DAVID MALSHER** ►





## Mk1 sportscar

The car that started it all. Following on from his Broadley Special, Eric Broadley designed and built the Mk1, helped by cousin Graham.

Fitted with the 1100cc Coventry-Climax FWA engine, the lightweight and strong sports-racer had a multi-tubular chassis and included such humble donors as the Morris Minor (steering rack) and Triumph TR2 (drum brakes). Maurice Gomm crafted the first aluminium body, though later cars had fibreglass panels.

The use of drum brakes, rather than discs, could have been a weakness, but proved more than adequate, given the Mk1's light and stiff construction. It was perhaps an understandable decision for a car built in a lock-up garage behind the Broadley family's tailoring shop in Bromley.

Despite rolling it at Goodwood in a Members' Meeting, Broadley immediately started to show his brainchild's potential in British events against the hitherto pacesetting Lotus 11s with the very

car in our Autosport track test. Production cars were not planned initially, but interest proved overwhelming. Orders started to come in, leading to the formation of Lola Cars Limited.

A 1-2-3 in the Chichester Cup at Goodwood and a class win – with a remarkable sixth overall – in the RAC Tourist Trophy at the same venue were highlights of 1959. Demand increased, causing Broadley to move from Gomm's Byfleet workshop to new premises back in Bromley (where chassis prefixes changed from 'BY' to 'BR').

"No success story has ever been quite so sudden and complete as that of Eric Broadley and his Lolas," said Autosport's John Bolster after testing a Mk1 in 1959.

"The Lola corners as though one or more natural laws were suspended for its benefit," enthused James Carter in *Sports Car Graphic*.

There were world sportscar championship class victories at the punishing Sebring 12 Hours and Nurburgring 1000Km in 1960 and the works-entered car led its class at Le Mans (left) until suffering engine failure. The American and German wins were repeated the following season and there were successes as far afield as Australia.

Tweaks and bigger engine options arrived before production ended in 1962, with around 40 having been built. The Mk1 remained competitive and even Colin Chapman's response – the Lotus 17 – failed to overcome it. The Mk1 proved Broadley could beat Lotus, establishing the Lola hallmarks of light weight and fine engineering.

**KEVIN TURNER**



Keith Ahlers gives Anderson some advice before his Mk1 debut

**"IT'S A JOY TO DRIVE AND EASY TO SEE WHY IT WINS ITS CLASS SO OFTEN. THE Mk1 REWARDS COMMITTED DRIVING"**





## AUTOSPORT DRIVES

WHEN I FIRST CLAPPED EYES ON ERIC BROADLEY'S original prototype, I just had this gut feeling the car would turn out to be something significantly more than the sum of its parts.

The Mk1 and its bare aluminium body is not much to look at, and the dents tell you it has been well-used, but when celebrated Morgan racer Keith Ahlers, who also competes very successfully with the Mk1 in historics, tells you this car "blew the Lotus 11 out of the water", you know it's got to be something special.

The car still has its original chassis and body. Ahlers has raced the Mk1, owned by wife Susan, at Goodwood and done plenty of giant-killing in the Motor Racing Legends Stirling Moss Trophy, where it dominates its class and is capable of overall podiums.

"I couldn't believe how much fun it was," says Ahlers of his maiden voyage in the Mk1 at Goodwood. "It's so agile. It's light – 400kg – so you barely use the brakes."

Which is just as well really, as drum brakes always feel a bit vague and obviously lack the proficiency of later technology – though they are still surprisingly effective so long as you're not trying to slow down something with enormous weight behind it.

The Mk1 weighs about the same as a Formula Vee single-seater and, with a 1200cc engine chucking out roughly 115bhp, twinned with near 50/50 weight distribution, it's easy to see why this particular technical marvel is the face that launched a thousand ships, so to speak, and put Lola on the map as a constructor.

"The Mk1 is only two seconds slower than my 500bhp Cooper Monaco around Goodwood, because you just don't slow down," says Ahlers, as he shows me around the car. "A light touch of brakes as you apply steering to get some weight transfer and that's it."

"It's light and nimble, more like a single-seater or a go-kart. It hasn't got any vices, which makes it nice to drive. Even if you get it out of shape, it's so easy to get it back together. It can outbrake anything. And it's absolute dynamite in the rain."

The rain is nowhere to be seen for our summer outing at Donington Park, and after a single installation lap from Ahlers to check all is working as it should, I cram my gangly legs into the cockpit to begin Autosport's outing.

I'm always amazed by how upright the seating position is in 1950s racing cars. It feels like you're sitting on top of the car rather than in it. But the important thing is I can reach the controls easily and without compromise, so can begin pressing on. In a run of about a dozen laps, I work down to a 1m23.1s best, which is just over a second off Billy Bellinger's SMT class pole time (1m21.975s) at May's Historic Festival here.

As user-friendly as it undoubtedly is, the Mk1 still exhibits traits that command respect – you can't just throw it around willy-nilly. If you try to go full-beans at the Craner Curves, for example, you run out of grip and spoil your line for the Old Hairpin. You can't rush the gearshift (as is typical with old cars) and a couple of times I misjudge the entry to Old Hairpin and end up running wide onto the grass.

To get the most from it you need to tip the car into corners on the brakes, to make sure the weight of the front-mounted engine stays over the nose. Otherwise you just get punished with understeer. That's not difficult to deal with, but it is slow. The required driving style is like Caterhams, but with the extra challenge of judging and feeling the correct braking point and technique without the benefit of modern performance. It needs careful hustling to extract lap time from it.

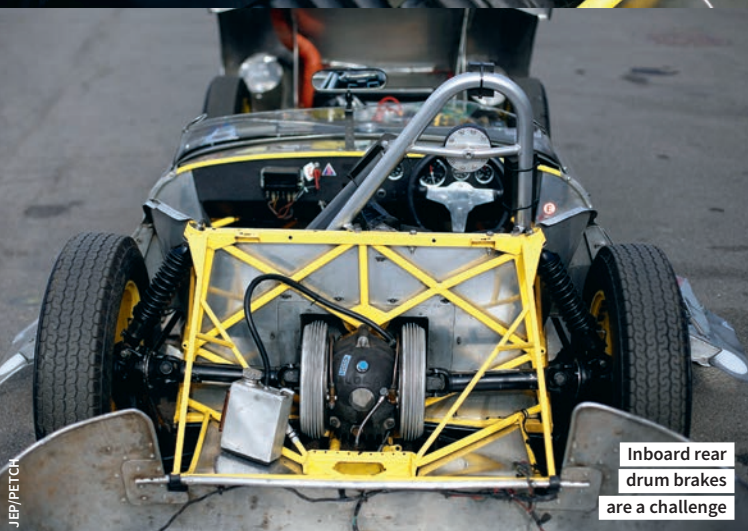
It's a joy to drive and easy to see why it wins its class so often. The Mk1 is just so straightforward, and rewards committed driving. The engine has such a flat torque curve and wide power band that it pulls brilliantly through most of its rev range, and means you only need third and fourth gears on Donington's National circuit. This will make it easier to drive in the wet too.

It's an impressive piece of kit for a car that's 60 years old. As Ahlers says: "It's almost beyond belief what it's able to do."

**BEN ANDERSON** ►



Everything is  
close at hand  
for the driver

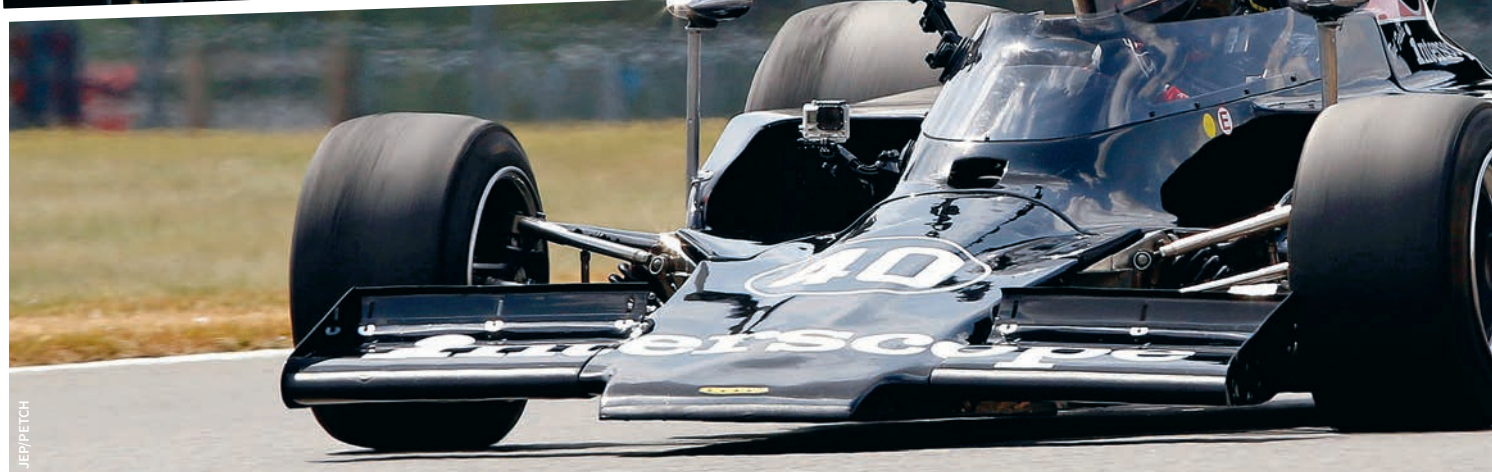


Inboard rear  
drum brakes  
are a challenge



Mk1 is user-friendly  
but also demands  
the driver's respect





## T332 F5000

The T332 was arguably Formula 5000's greatest design. Its predecessor, the 1973 T330, applied 'big' thinking to the category in terms of maximum width and maximum length. Brian Redman could probably have beaten future Formula 1 world champion Jody Scheckter to the American F5000 crown had he not been forced to miss rounds due to his sportscar commitments with Ferrari, but T330s still won six of the nine races.

Rules tweaks – rear wings having to move forward and the need for a deformable structure – and development led to the T332 of '74 and it set a new benchmark.

Bob Evans won the European crown, but the category's highest level was in North America, where the United States Auto Club joined forces with the Sports Car Club of America. Redman, Mario Andretti and David Hobbs shared all seven rounds in Lolas, with the consistent Jim Hall and

Carl Haas-run Redman taking the title.

Only Al Unser (also in a T332) broke the Redman-Andretti dominance in 1975. They took four wins apiece, with Redman again beating the American legend to the crown.

By now Lola had introduced the T400, but so good was the T332 – particularly in developed T332C form – that it refused to be usurped. Warwick Brown won the Tasman Series in 1975, while Redman completed his American hat-trick the following season, the final campaign before the championship gave way to the second era of Can-Am. Even then, modified 'sportscar-bodied' versions of the T332 continued to find success.

"I consider those four years with Jim Hall and Carl Haas as the best of my racing career," recalls Redman. "The T330 and T332C were really great race cars. Lola brought out two new models in that period – the T400 and the T430 – and neither was as good as the highly developed T332C."

"Balance could be easily accomplished with small changes to the wings and/or rollbars. I could have gone to any meeting and started a race without practice. It was really nice to drive, with no inherent faults."

Historic racer and preparer Simon Hadfield, who has successfully raced in F5000 machinery, believes the T332 was a milestone in 1970s racing car design. "Like the T70 it was a maximum-dimension car, with large overhangs," he says. "It set the template for how to make a large-displacement single-seater."

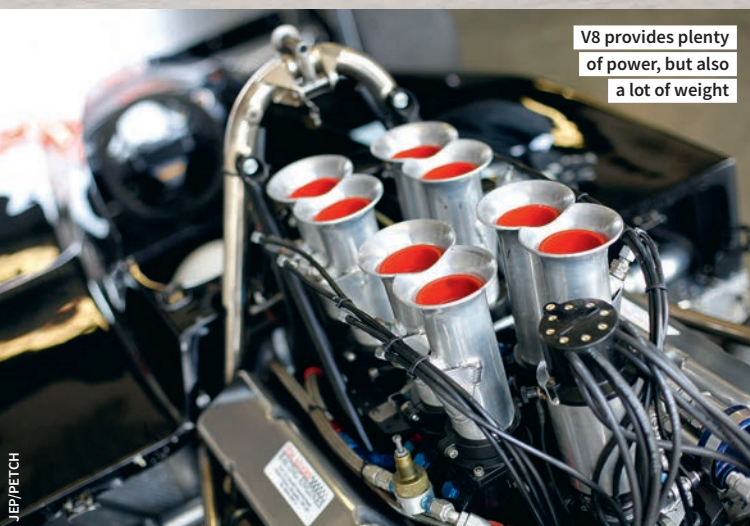
**KEVIN TURNER**



**"I HAVE THE TRACK ALL TO MYSELF AND I AM IMMEDIATELY SURPRISED BY JUST HOW BLOODY QUICK THE F5000 LOLA IS"**



Anderson could feel the downforce at the Craner Curves



V8 provides plenty of power, but also a lot of weight



No driver aids means the T332 won't look after you

## AUTOSPORT DRIVES

ALMOST ALL RACING DRIVERS DREAM OF BEING IN Formula 1 when they are young. I know I certainly did. And if you were racing in the 1970s, Formula 5000 was about as close as you could get without actually being there.

And that's not 'close' in the sense that Formula 2 is close, it's 'close' as in 'near-as-dammit equal'. As historic F5000 ace Simon Hadfield puts it: "Mario Andretti is adamant that, at the height of tyre development, F5000 was at least a match for F1."

That means we're talking about near enough the height of mid-1970s racing technology on the Lola T332, which period category ace Brian Redman describes as best of the bunch. Chassis 52, owned by Steve Chaplin, features the ubiquitous steel-block Chevy V8 engine, which is fuel-injected as opposed to carburetted, the awesome sound of which on fire-up alone is enough to make me just sit in the car laughing my head off.

"The [F5000] engines are probably 30lb lighter [than they were in period] because they're allowed aluminium heads today," says Hadfield. "But it's still quite a bit, and it's high up, which is the big thing. The tyres are probably not as good as they were for Andretti, but they last longer. We have about the same horsepower as an F1 car, much more torque, but of course much more weight."

"I would imagine Nick Padmore would do 60s [in a Historic F1 car around Donington], if you had everything dead right. The Hesketh F1 car would only be about a second faster than the F5000 car. I did a 63.2s in the Penske on the old circuit, so that's probably a 62.2s now. I think Michael [Lyons] has done a 63.8s in a F5000."

"In the middle of Craner Curves, if you're a foot off the apex, you're a foot off the apex! You are committed and it just carries on going. With an F1 car, you have the ability to have a bit of a hustle."

"On my very best 5000 lap it's a sort of lift, lift — just take the weight off the back, but you just can't keep it full throttle."

I have been lucky enough to drive a Formula 5000 car previously, competing in the ex-Peter Gethin Chevron B37 at the 2012 Silverstone Classic. Hadfield informs me the Lola has been set up in a deliberately benign fashion — to help look after its current owner, who doesn't race it regularly — so "will probably understeer more than you would like".

I have the track all to myself for this one, as we are piggybacking a closed-wheel open test day for our Lola anniversary celebration, so the single-seater can only run in a bespoke session. Although I have driven in F5000 before, I'm immediately surprised by just how bloody quick they are. It doesn't have much downforce, but you feel everything it has through the Craner Curves.

What always holds these cars back is the fact you can't tip them into corners on the brakes, because of the potential pendulum effect of the weight of the engine at the rear. You must prepare the car for each corner, then focus on carrying speed as best you can.

As you start to lean on it you really have to pay attention. This car won't look after you. It doesn't do anything for you. The slick tyres take it into a whole new realm of grip and make it that much more feisty. It's just raw power and simple mechanics — all happening at lightning speed. It's absolutely brutal to drive.

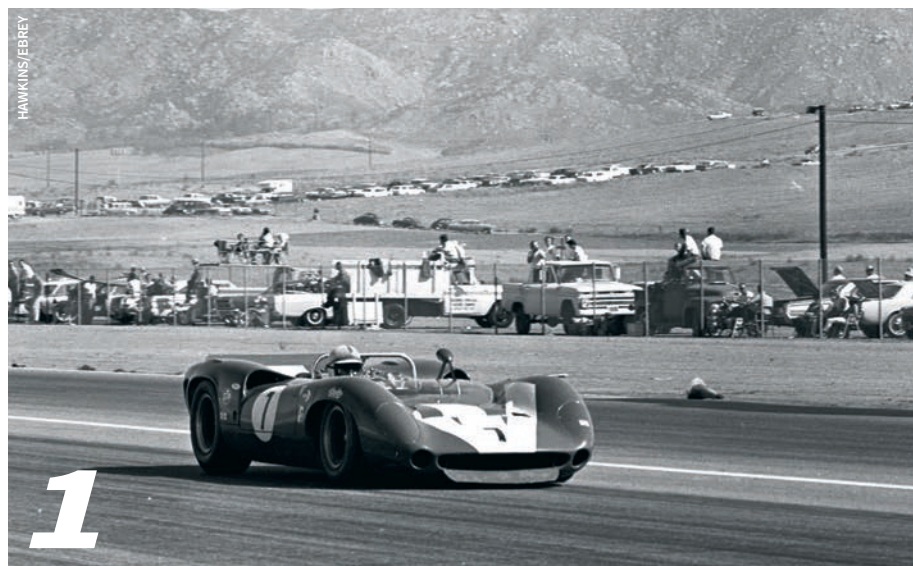
On my third flying lap, I hit 1m05.1s (which would put me second to Lyons on the grid for the Derek Bell Trophy race at the Historic Festival) and, as my confidence builds, I'm just starting to lean properly on it coming out of Coppice when the engine lets go unexpectedly as I exit the chicane. A 1m04s lap was easily possible but my run is sadly curtailed by a suspected crank failure — the T332 bleeding oil all over the main straight.

It's a sad end to an incredible experience, but poignantly 1970s in its mechanical drama — the car sending shivers of raw power down the spine before obliterating itself in spectacular fashion.

But even that short run is enough to leave me utterly thrilled. For a fleeting moment, I was Mario Andretti — as close to being an F1 driver as I'm ever likely to be. The sheer, raw, brutal joy of driving a car such as this will always be difficult to top.

**BEN ANDERSON** ►





### T70 sportscar

In some ways the T70 was a failure. It only won one world sportscar championship race – a fortuitous success courtesy of Penske in the 1969 Daytona 24 Hours – and in coupe form it never fulfilled its potential. But the T70 is iconic, the machine most think of when the name Lola is mentioned, and is widely regarded as one of the best-looking sports-racers of all time.

Although initially involved with Ford's GT project, which eventually led to the GT40 and four

Le Mans victories, Eric Broadley soon fell out with the management. His vision was rather different and the lighter T70 was closer to what he had in mind than the GT40, notwithstanding the fact his Lola Mk6 formed the basis of Ford's programme.

Things started well with the early Spyder versions. John Surtees (above) took the inaugural Can-Am crown in his T70 and Lola won all bar one race of that 1966 season. Thereafter, however, McLaren gained the ascendancy.

In coupe form the Mk3 was a fine customer sportscar and took many domestic successes. On the world stage, however, it was overshadowed. Surtees' 1967 Aston Martin-engined version was a disaster and, while Chevrolet V8s ultimately proved to be better, no Lolas could consistently get among the Ford v Porsche fight in '68.

The Mk3B was a significant redesign, arguably requiring a new designation but for the need to meet homologation rules. Privateers occasionally showed flashes of the stiffer car's potential – most notably at the 1969 Spa 1000Km (where Paul Hawkins took pole ahead of all the Porsches) and Osterreichring 1000Km (where Jo Bonnier/Herbert Muller battled the new Porsche 917) – but the theft of Penske's T70 denied the car its best chance for international success. It had qualified second at Sebring after taking its Daytona win, behind only Ferrari's new 312P and ahead of all the Porsches and GT40s. Otherwise, the T70 never had a top-level outfit, such as the JW Automotive team that kept the GT40 competitive.

By 1970 the T70 had been left behind by Ferrari's 512 and the 917, but Brian Redman, who raced both T70 and 917, is in no doubt about its abilities: "The 917 in its original form with a 4.5-litre engine produced a reliable 570bhp, compared to the Chevrolet's unreliable 500bhp. I have no doubt that if the Mk3B had the power and reliability of the Porsche the T70 would have been a very formidable competitor. It had no real weakness, apart from the damn engine!"

**KEVIN TURNER**



**"IT GOES LIKE STINK IN A STRAIGHT LINE. IT'S GOT DOLLOPS OF POWER BUT THAT POWER IS ACCESSIBLE. IT DOESN'T FEEL LIKE IT'S GOING TO KILL YOU"**







Chevy V8 was a weakness in period, but works well in historic



T70's stability and braking inspire confidence to push

## A HISTORIC VENUE

Donington Park, now under the MotorSport Vision umbrella, has become one of the UK's leading historic racing venues. Another successful Donington Historic Festival took place in May and there are still some big events to come in 2018.

### DONINGTON 2018 EVENTS STILL TO COME

September 1-2	750 Motor Club
September 8-9	MotorSport Vision Racing
September 15-16	Classic Sports Car Club
September 22-23	British GT and BRDC F3
September 29	British Automobile Racing Club
October 13-14	TCR UK
October 20-21	British Racing & Sports Car Club

## AUTOSPORT DRIVES

CHRIS BEIGHTON'S LOLA T70, CHASSIS 148, IS JUST a beautiful sight to behold when it rolls out of the Hadfield truck and into the Donington Park pitlane, replete in dark orange colours and recently rebuilt.

Weighing in at just 860kg it is "so light — you could drive it for three or four hours. It's night-and-day better than a GT40," according to historic ace Simon Hadfield.

What appeals to me about this car is that it represents the sportscar version of Formula 5000 — harbouring a similar 500bhp-plus stock-block Chevy V8 within that sleek and elegant rear end. The engine is good for up to 8500rpm, but today is limited to 7000, working best between 5500 and 6000rpm.

As the T70 has recently been rebuilt, Hadfield takes it out for a shakedown while I'm lapping in the Mk1. It's an awesome sight to behold as it thunders past on the back straight, spitting fumes and blowing combustion residue in my face.

Hadfield posts a 1m09.1s lap on his second run. I spent time watching a video of Oliver Bryant (another well-respected historic racer) lapping a T70 around Donington's National circuit in 1m09s, so Hadfield's effort must be pretty near the mark.

His advice as I climb aboard is to not surprise it, and remember the historic treaded tyres do not afford the car the grip it would appear to have based on its shape. It looks like it belongs on slicks, even though it wasn't designed for them.

The first thing that strikes me is how ergonomic everything is. I can reach all the pedals with absolute comfort, I can heel-and-toe without difficulty, and the steering wheel is in exactly the right place. And visibility is excellent too.

The next thing you notice is that it absolutely goes like stink in a straight line. It's got dollops of power but that power is accessible. You've got to feed it in carefully, but it doesn't feel like it's going to kill you, so that gives you confidence.

The brakes are good for a racing car without slicks, so that gives confidence too. You can't rush the gearshifts, so that helps give you some extra time to think in the braking zones. I work down to a 1m10.8s in a handful of laps before my run is cut short by red flags.

This is where I'm most out of my comfort zone in this test — a super-powerful sportscar on treaded tyres. It is a lot of racing car for the circuit, and it gives you very little flexibility in terms of where you can place it. You turn in and it goes where you point it — there's nothing you can do to change it except play with the throttle a bit. You can't really hustle it or manhandle it heavily, but you can't be too lazy either. It's a tricky balancing act that happens at such speed it requires serious concentration.

In everything else I've driven you get the first apex at Coppice and just power out — the second part is just the beginning of the back straight. In the T70 it becomes two corners, and any imprecision forces you out of the throttle on the exit for fear of understeering straight off the track! The T70 redefines the circuit in terms of car positioning for me, though Hadfield reckons Coppice can be one corner, but the grip level was too low on this particular day. The Craner Curves require short-shifting from third to fourth and a lift off the throttle in order to make the Old Hairpin possible, while Schwantz Curve (another nothing corner ordinarily) becomes something you need to think about in this car.

It is here that I overtake a McLaren GT4 car around the outside — a modern machine I have absolutely no trouble keeping up with. It's not an absolutely fair comparison of course, but it does make you wonder what they've learned over the past five decades when this old sportscar is so capable and so much quicker.

I bet on a circuit with longer straights, like Spa, it would be absolutely phenomenal. We are not even using fifth gear at this test, thanks to the car running what Hadfield calls "Imola ratios"...

I'm a single-seater guy at heart, but the Lola T70 is truly something else. It is, without a doubt, the coolest thing I've ever driven with a roof on it.

**BEN ANDERSON ■**





# IF AT FIRST YOU DON'T SUCCEED...

**LOLA'S FIRST F3000 CAR WASN'T A SUCCESS. AND NEITHER WAS ITS SECOND. BUT PERSEVERANCE IN THE F1 FEEDER WOULD BE REWARDED – EVENTUALLY**

**Kevin Turner**

**A**t its height, the Formula 3000 International Championship featured intense multi-make competition and helped drivers and engineers prepare for the final step into Formula 1. Lola was a key player throughout the category's life, but at times it was a tough experience.

Right from the start Lola was up against it. F3000 was introduced to replace F2 in 1985 and provide a home for the Cosworth DFV, which had finally been usurped by turbos in F1. While Ralt and March were able to use versions of the F2 machines they'd planned, the time constraints hurt Eric Broadley's team. The T950 was the marque's first 'big' European single-seater since the days of F5000 in the 1970s.

"Eric wandered in one day and said, 'We're going to build an F3000 car'," recalls Lola designer Mark Williams, who had worked on its Formula Fords and was helping Nigel Bennett on the Indycar programme. "He slapped a copy of Autosport on

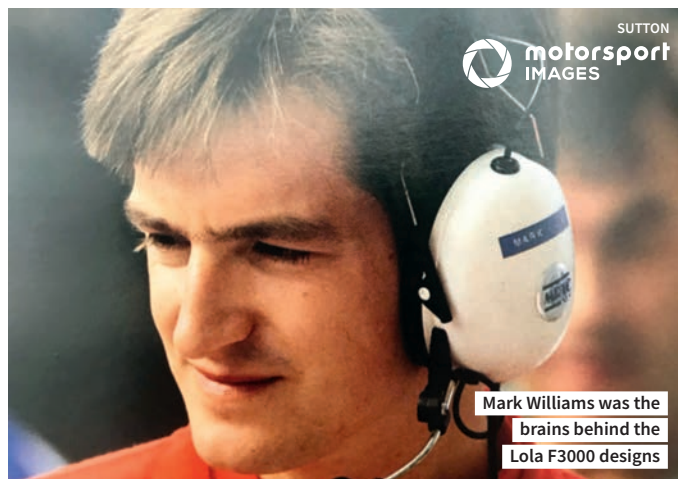
the desk that had a picture of the [John] Barnard F1 McLaren and said, 'Do something like that'.

"At that time I was quite naive – we didn't have much time but I thought we'd make a go of it. I subsequently learned that when he said that you had to really seriously question the amount of time you'd got."

The T950 borrowed the monocoque from the successful T800 Indycar and used Toleman F2 running gear, which Lola had bought the rights to. The time limitations meant the design hadn't seen a windtunnel before it was built, so aerodynamic development took place during the season, along with efforts to bring the weight down to the minimum limit, which sometimes hurt reliability. Those were the factors identified publicly as being Lola's problems – it was outclassed by both the March 85B and Ralt's RB20 – but Williams says the biggest flaw was a hidden one.

"Generation one wheel bearings had become very popular in the automotive world – nice sealed units – but they were





designed for road cars, not racing cars with sticky tyres and downforce,” he explains. “We didn’t realise you had to modify them for racing.

“At the end of the year we replaced them with a Timken taper roller-bearing pack. We didn’t change anything else on the car and went from the back of the grid to being players at the front.

“Everyone was sniffing round the car looking to see what bits of aerodynamics we’d bolted on, but we’d just changed the wheel bearings. Now the wheels were always pointing in the right direction!”

With the problem solved and Ralph Bellamy, the veteran designer who had won the inaugural title with Christian Danner, joining from March, 1986 promised more. They combined ideas, with Bellamy being broadly positive about Lola’s direction, but his rear suspension geometry raised eyebrows.

“Eric and I looked at it and said we’d never have got there,” recalls Williams. But the car was quick in testing – in Danner’s

hands – so things looked good. Even more so when Pascal Farbre took pole for the Silverstone opener and won, but it didn’t last and the Frenchman slipped to seventh in the final standings.

“I think that pole was down to the conditions and other people not being that organised,” reckons Williams. “It slowly became apparent that the car wasn’t every driver’s cup of tea, particularly the less experienced guys.

“We did a test with Gary Evans, who was engineered by Dave Luff. Dave said Gary couldn’t drive the car, so we put geometry on that we would have done without Ralph. Gary went out at Snetterton and was immediately happier and faster. So I concluded only Christian could drive Ralph’s geometry!”

By 1987 Williams was in control of Lola’s F3000 project and also race engineering the lead car for Lola Motorsport, the works team owned and run by Jean-Francois Mosnier. In ’87 the lead driver was Luis Perez-Sala, who took two wins in the driveable T87/50, and went to the season finale with an outside chance of the ▶





Mark Williams' T90/50 finally brought the International Formula 3000 drivers' title to Lola in 1990. The Marlboro-backed DAMS cars of Erik Comas and Allan McNish ran Mugen Honda engines, won six of the 11 championship rounds and led 40% of the season's laps. Forti Corse driver Gianni Morbidelli also scored a single victory, leaving Reynard to take just four successes, its lowest tally during the F3000 era.





Johnny Dumfries at Thruxton in T950 during maiden F3000 season



Eliseo Salazar showed progress in 1986. He was fourth in Birmingham



Luis Perez-Sala was a Lola F3000 winner in promising 1987 T87/50

crown against Onyx March driver Stefano Modena.

While Lola Motorsport's other driver, John Jones, put his car on pole, both Sala and Modena qualified near the back, 18th and 23rd respectively. Both opted to start on wet tyres in mixed conditions, until Perez-Sala came storming into the pits at the end of the parade lap to fit slicks. He charged to fifth from the back, but it wasn't enough.

A Lola driver was second again in 1988, but it wasn't one of the works racers. Lola Motorsport ran Mark Blundell and Paul Belmondo, but "we had a car that understeered off the planet and Mark hates understeer" says Williams of the T88/50, which appeared late. The result was that Williams swapped with the engineer that had been assigned to GBDA Motorsport, Duncan McRobbie, and advised the customer squad instead, where he got to know Jean-Paul Driot.

GBDA driver Olivier Grouillard took two wins late in the season to finish second to newcomer Reynard's Roberto Moreno, but more importantly Lola discovered that the rear wheel bearings were again proving unable to take the new increased aerodynamic loads.

The specification was improved for 1989 and Driot's new DAMS squad led the charge with the T89/50, running French duo Eric Bernard and Erik Comas.

"We went with Lola because of Mike Blanchet, who was a very good commercial salesman and was with Lola for years, and because we were a new team," says Driot. "There were teams that were very well connected to Reynard and I thought [in order] to have a good relationship with a manufacturer it was better to go with Lola.

"We were developing the car with them. The relationship was very nice. They were very natural people, really straight people.

**"ERIC BERNARD WOULD HAVE WON THE CHAMPIONSHIP IF HE HADN'T GOT AN F1 TEST AND LOST FOCUS ON F3000"**  
**Mark Williams**

We could discuss any matter. It went very smoothly. Even in the hard times we never had any battles or problem with them."

Williams also believes the T89/50 was one of his best: "That was quite a good car and we had a pair of equal drivers. Eric was anticipated as the team leader, but it turned out that Erik was also blindingly fast. Bernard would have won the championship if he hadn't got an F1 test and lost focus. Comas came up and we ended up having points sharing."

As well as problems and crashes not normally of Bernard's making, there was also a crucial race at Brands Hatch. A DAMS one-two in qualifying was turned into a three-four – behind Jordan Reynard pair Martin Donnelly and Jean Alesi – in the race

thanks to a "formation cock-up" at the start, as Autosport described it.

"I take the blame," says Williams.

"I'd done enough Formula Ford around Brands to know the sloping grid was tough. Eddie Jordan had also taken wing off, as it was his chance to get by us, so we couldn't get near them on the straights. I was so pissed off."

Comas – "the revelation of the season" according to Autosport's Tony Dodgins – ended up as Alesi's closest rival. He tied on points with the future F1 victor, only losing out on wins countback, but it should be noted that Alesi skipped the final round, having already put the championship out of reach.

Dodgins also reckoned the Lola was the 'car of the year': "The T89/50's strong suit was its mechanical grip, the car in possession of a very positive turn-in and tremendous high-speed stability. The Lola, it was generally felt, also used its tyres better.

"A greater number of poles [6-4] and fastest laps [7-3] proved that the Lola was probably the quicker car, but the Reynard saw more chequered flags. It came down to strength in numbers."

Things came together in 1990. The T90/50 was more tricky ►





than its predecessor, but it had more downforce. Comas won the Donington Park opener, though that event was overshadowed by his new team-mate Allan McNish's huge crash, which claimed the life of a spectator. Remarkably, McNish won the next race at Silverstone before Comas led at Pau until sliding off.

"I managed to place the car on pole ahead of many Reynards but the car was low and it was on the edge, which is why I crashed – it sat down at the Foch statue corner," recalls Comas, who bounced back to win the next rounds at Jerez and Monza.

"I worked with Mark Williams and had a nice relationship. It was a smart move of Jean-Paul [Driot] to get close to Lola in 1989 and develop the link with the factory. We were not officially a works team, but quite close. Mark was very intelligent and a good designer and engineer. I think it is important to have this relationship."

Comas hit a tricky patch mid-season, but none of his rivals scored consistently. A dominant win – his fourth success of the campaign and seventh for Lola – in the penultimate round at the Le Mans Bugatti circuit secured the crown. Finally, Lola had done it.

"There was a lot of pressure on me because in 1989 I ended level on points with Jean [Alesi] in my very first international season," adds Comas. "This meant that in '90 there was no chance of being second: I had to win, nothing else."

"It was not an easy season because of this pressure but looking back it gave me good experience for when I went to F1."

But what should also have been a great launchpad for Lola – in a category that Williams reckons was worth £5million to the firm at the series' peak – was utterly ruined in 1991, despite the highly rated McNish staying on at DAMS. One problem was control tyre supplier Avon switching from crossply to radial (see panel, right).

**"I'M SORRY TO SAY THE 1991  
LOLA WAS ONE OF THE WORST  
CARS I DROVE IN MY LIFE.  
IT JUST DIDN'T WORK ON  
AVON'S RADIAL TYRES"**  
**Allan McNish**

"I'm very sorry to say the T91/50 was one of the worst cars I drove in my life," remembers McNish. "It just didn't work with the radial. It worked with the Bridgestones in Japan – a completely different animal. All year we were just fighting with different problems – front grip, rear grip, every type of grip, stability..."

As well as not being able to make the new rubber work, Williams recalls another fundamental problem that affected the car. Changes were made to the Cranfield windtunnel, which had been the home of Lola's aerodynamics work for many years, that included dropping the rolling road. The result was erroneous data, something that wasn't identified for some time.

"The boundary layer didn't work so we went from a fantastic tunnel that developed our early cars to one with a problem we didn't realise," explains Williams. "In Japan our importer put our old underbody and front wing on the chassis and it worked, so I knew there was something wrong, I just didn't know what."

"We went into the tunnel one day and the technician said, 'I'm really sorry, you've got to ignore the last six runs because I've just realised the boundary layer fans are switched off'. So we did another run, boundary layer on and boundary layer off, and the results were the same. It wasn't doing what it was supposed to do. That explained why our front wing work was against what we'd always known and why the diffuser wasn't working."

There were no Lola wins in 1991 and Paul Stewart Racing's Marco Apicella was the marque's highest driver in the points, in fifth. That, combined with Reynard's ability to undercut Lola's pricing, meant that only DAMS and, to begin with, GJ Motorsport, bought Huntingdon's F3000 products in Europe for '92.

"It was a question of fidelity," says Driot. "If you are with





someone who is doing well for you, you don't drop them at the first corner."

But Lola was still trying to sort its problems and Jean-Marc Gounon's win for DAMS in the Magny-Cours finale was its only success. It was not enough to keep DAMS from finally moving to Reynard, making it an all-Reynard grid for 1993.

But Lola wasn't finished with the championship. With the windtunnel sorted and Williams gone, Andrew Broadley led the design of the mediocre T94/50 before Lola finally returned to the winner's circle with the T95/50. Indeed, Nordic's Marc Goossens finished third in the 1995 drivers' standings, the final year of multi-make competition in International F3000.

Reynard had taken more wins and titles, but – to a certain degree – Lola had the last laugh. As Autosport put it when discussing the new one-make F3000 era in March 1996: "In the war to land the contracts, Lola beat Reynard in the race to build the simpler, cheaper chassis."

That car became the T96/50. And Lola secured the next two reduced-cost F3000 deals too, producing the T99/50 and B02/50, thus supplying the category until its replacement by GP2 for 2005.

One could argue that it had won the war despite losing most of the battles. But it had proved a bruising contest. ■

## A DIFFERENT STORY IN JAPAN

While Lola's results in International Formula 3000 were up and down, its record in Japan was formidable. Japanese F3000 ran for nine seasons, from 1987-95, and Lola drivers won the title seven times.

One of the key differences was the use of Bridgestones and the tyre development that went on. Lola's F3000 designer Mark Williams saw a graphic example of this when he ran Damon Hill in a test at Nogaro in late 1991 with the T91/50, a car that proved troublesome in Europe.

"The purpose was to do a little bit of set-up work on the Bridgestone for Japan and to try a super-stiff front suspension," says Williams.

"We sent Damon out in his standard car and he came in and went, 'It's still shit' – perhaps not his exact words! Then Damon went out on the Bridgestones, came in and said, 'What have you done to the car? It's beautiful.' He couldn't believe we'd only changed the tyres.

"There was nothing wrong with the Avons; they just had a front radial that was incredibly powerful and we didn't have enough chassis stiffness to handle it. The Bridgestones were beautifully balanced front to rear so the chassis stiffness was less important."

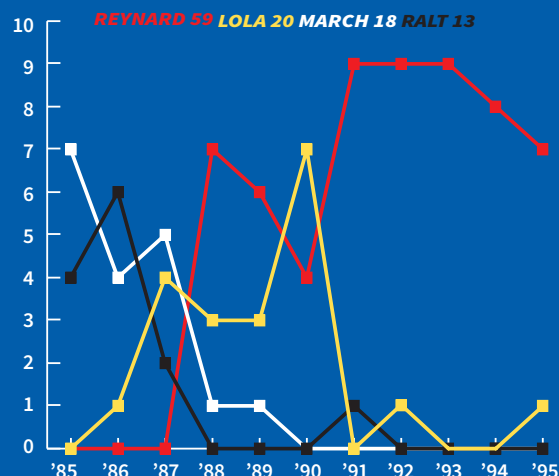
Williams also believes the Japanese approach helped Lola: "If there was a problem with the car, they'd sort it with tyres. I think we were let off the hook in Japan. And the Japanese had no qualms putting last year's bits on if they thought it was quicker. They were very good, very hard-working."

Williams is also quick to praise his counterpart at Reynard, Malcolm Oastler. "The Reynard was a better car, stiffer," he says. "It was very Formula 1 – at the time F1 front tyres were mega-powerful."

"For his 1992 F1 car, which didn't come to fruition, Adrian Reynard had employed a bunch of F1 engineers, including ex-Benetton designer Rory Byrne, so naturally there was F1 expertise fed into the 91D."

**"DAMON WENT OUT ON THE BRIDGESTONES AND SAID 'WHAT HAVE YOU DONE TO THE CAR?'"**  
**Mark Williams**

## F3000 WINS IN MULTI-MARQUE ERA 1985-95







# LOLA'S OTHER GREATEST WEAPON

LOLA'S WINDTUNNEL FACILITY REVIVED THE  
COMPANY AND IS STILL GOING STRONG

**Kevin Turner**

**T**he early decades of Lola's story were marked by the design genius of founder Eric Broadley, but as racing cars became more complicated and sophisticated – and aerodynamics came to the fore – more was required. Lola's answer was the Technology Centre.

The facility, owned and operated by Wind Tunnel Developments Limited and now up for sale, played a key part in Lola's post-1997 revival under Martin Birrane and has proved its worth far beyond motorsport.

Negotiations to purchase and transport the BAE Systems windtunnel from Warton began during the Broadley era. When Lola went bust, Birrane stepped in and invested heavily in the multi-million-pound project, which included a Formula 1-quality windtunnel and seven-post vehicle-dynamic test rig.

Renowned for its excellent tunnel-to-track correlation, the windtunnel has been involved in many varied projects over the years. Howard Dawson, MD of Peer Group that owns WTD, and former Lola designer Chris Saunders, who designed the windtunnel and now runs the facility, helped Autosport pick out some of the highlights.

## FIVE KEY STRENGTHS OF LOLA'S WINDTUNNEL

**1) Airflow  
quality**

**2) Quality of load  
cell for data  
collection**

**3) Motion system  
for attitude  
control**

**4) Repeatability  
and accuracy**

**5) Quick model  
changes for  
customer testing**

## Le Mans success

Sportscars were always key to Lola's story and that was no different under Birrane. The B98/10 – the first Birrane-era car and the first with a 'B' designation instead of 'T' – was developed at Cranfield, but once the Huntingdon Wind Tunnel facility was up and running from 1999, work moved there.

The continuous development produced a series of successful sportscars, including the B2K/40 (one of Birrane's favourites), the B05/42 that took Lola's fourth consecutive Le Mans 24 Hours LMP2 win in 2007, and the subsequent coupes that scored multiple successes in the American Le Mans Series in LMP1 and LMP2, and which RML used to top the LMP2 standings in the '10 Le Mans Series.

The most famous of the line was probably the LMP1 Lola-Aston Martin B09/60 (above right) that won the LMS and finished fourth at Le Mans in 2009.

"When you've got a good windtunnel you can trust it," says Saunders. "It's all about front



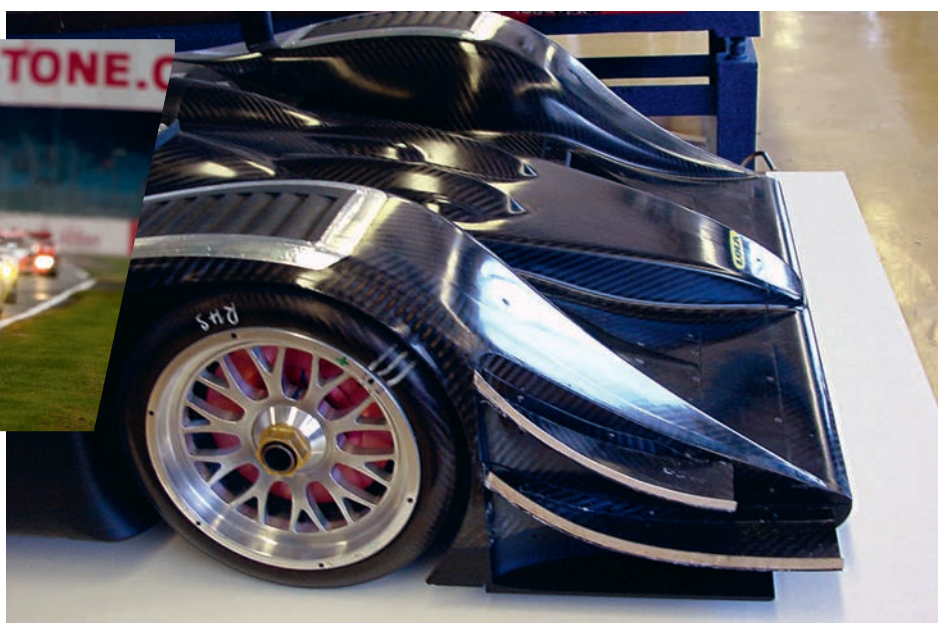


As well as Lola's sportscars, the windtunnel has also been used for work on the Hybrid Air Vehicle (right)



ends on sportscars. That was the area of most importance on those cars, forward of the front axle-line.

"Martin always wanted the cars to look good too. You can have speed *and* grace, and Lola was always very good at that." ►





### Indycar revival

The Indycar revival, during the CART/Champ Car days, was one of the success stories of the Birrane era. When he bought the company he inherited the troubled T97/00.

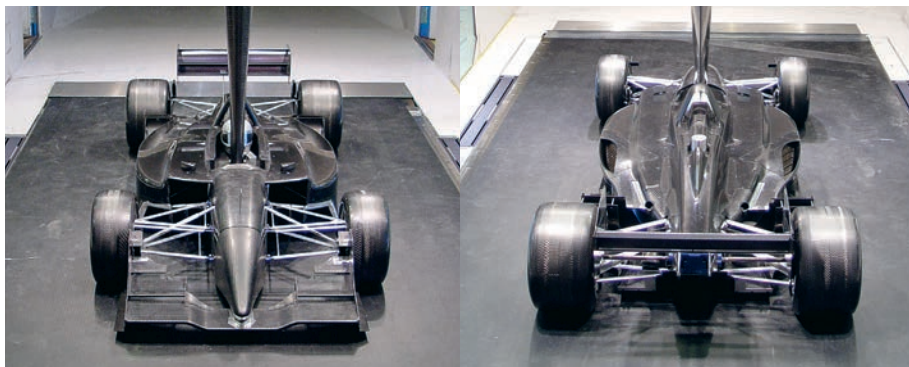
"The 1997 car was my nemesis," says Saunders, who did the aero on that and subsequent Lola Indycars. "It's the one car I truly screwed up.

"We'd been handed a Reynard aero manual. When we looked at the numbers we thought we were cool because we had more downforce. But the car wasn't nice to drive and wasn't stable. It got critical because people were talking about switching to Reynard.

"I asked Patrick Head if we could put the car in the Williams windtunnel, which I'd put in, and we were miles off the downforce we were showing in the Cranfield tunnel. Then we realised we had a fundamental problem.

"It was the underbody. We'd tried a Reynard-esque underbody but we hadn't gone the whole way. Martin paid to do the tooling for the changes we needed and at the final round Adrian Fernandez finished third."

There was only one Lola on the grid the following year, but now it had a better product. Development continued and Lola regained a



foothold. When Michael Andretti took his Newman/Haas B2K to victory at Motegi in 2000, it was Lola's first CART win for nearly four years – and the first for Birrane.

The B2/00 provided the final breakthrough, with Newman/Haas driver Cristiano da Matta taking the drivers' crown in 2002. It was the first non-Reynard title since 1994 and Lola's old rival was bankrupt by the end of the year. With no Reynard development, Lola was left to dominate the CART/Champ Car market and provided every car on the grid in '05.

Thanks to its mix of ovals, road courses and street tracks, the Champ Cars had to work over

a broader range of set-ups than most single-seaters. On a street track, the rear rideheight could be 80mm, with the front at 40mm, while on ovals the cars would run much flatter and lower. The Wind Tunnel played a key role in meeting the aero challenge (above).

"We developed the bodywork in the windtunnel, including bringing in three elements on the front wing, and engineered Reynard out of Champ Car," adds Saunders.

"Once we'd got our head around it and got the windtunnel the pace of development was rapid. We just got it right. That was nice as it was from zero to hero."



### The World Cup of Motorsport

Having won all three single-make Formula 3000 contracts, the last of which came in 2002, Lola got the deal to supply A1GP. Although the car was based on the last F3000 tub – the B02/50 – it provided quite a different project.

The 'swoopy' shape required by founder Sheikh Maktoum Hasher Maktoum Al Maktoum meant there were some challenges to overcome, particularly when it came to cooling. "The design was artistic-based, so we had to engineer a solution that had good cooling, was safe and stable," explains Saunders. But the 500bhp+ B05/52 proved a success, helping A1GP to establish itself during its first three seasons, with some fine racing. A move from Lola to Ferrari contributed to the series' demise after one more year.

"Lola had a great history producing single-make cars for F3000 and A1GP was a great showcase for us," says Dawson.







### **Mitsubishi rally car**

Not all of the motorsport work at Wind Tunnel Developments has been about performance. In 2004, Ralliart had a very specific target for its World Rally Championship Mitsubishi Lancer.

"Quite often rally cars aren't running straight ahead and the drivers are looking through the side window," explains Saunders. "They had a project where they wanted the driver's window to self-clean when it was sideways. We had it at 20% yaw in the tunnel to do it, so it looked like there had been an accident before we even started!"

"There was also performance work, with the rear wing."



### **Return to F1 thwarted**

With cost-capping and three spaces for new teams set for the 2009 F1 grid, Birrane decided to commit to a new Lola project. "In '08 Martin had been given an indication Lola would get one of the F1 slots, so he instigated a separate programme for an '09 car and invested in a separate project," says Dawson. "The windtunnel model [right] was built and by the time the news came through that we hadn't got on the grid we'd done 98 runs. It was a personal setback for Martin and we never understood it. F1 was a challenge that Martin relished."



### **Beyond motorsport**

Wind Tunnel Developments has been involved in a range of non-motorsport programmes, with its diversity in delivering aerodynamic results expanding across automotive, aviation, defence and even the development of bobsleighs.

Hybrid Air Vehicles needed help with its Airlander vehicle, with the resulting data used to develop the full-size thrusters and keep the Airlander 'on station' for extended periods.

One of the longest-running examples is with Scania, which has been doing truck work in Huntingdon for much of the facility's life. "It's all about cab design," says Saunders. "A lot of the work is to accommodate bigger things on the inside – minimising internal dimensions by being clever with the aero on the outside to help drag, fuel efficiency and cooling systems."

**For further information about the windtunnel visit**  
[lolatechnicalcentre.com](http://lolatechnicalcentre.com)





Mark Blundell was  
star name in an  
all-British roster





## THE LITTLE CAR THAT (ALMOST) COULD

SMALL, LIGHT AND AGILE, THE MG-LOLA EX257 COULD HAVE TAKEN THE FIGHT TO MIGHTY AUDI AT LE MANS. IF NOT FOR ONE, VITAL COMPONENT: MONEY

**Neil Briscoe**



**A**udi's dominance of Le Mans in the early 2000s was complete. While winning the greatest of endurance races was never as easy as it looked from the outside, the Audi team in its various guises romped home every year from 2000-14, aside from solitary wins for Bentley ('03) and Peugeot ('09).

Could it have been different? Well, maybe. With one or two better decisions and a slightly larger budget, Audi's winning streak could have been stopped before it really got started — by a tiny team running a tiny car, the MG-Lola EX257, which came about because of a chance conversation.

Martin Birrane, the Irish-born owner of Lola from 1997, told the story shortly before his death in June: "The car came about following a meeting I had with Alain Bertaut, who was the vice-president of the Le Mans organiser l'Automobile Club de l'Ouest at the time. I had this meeting with Alain at Sebring.

"I'm standing looking out over the paddock with him, and he turns to me and says, 'I wonder why no-one has ever done an LMP675 car.' And I said that, well, I'd been around motor racing for quite some time, and if I'd never heard of a 675 car, then probably no-one else had either. And what is a 675 by the way?" ►





Team spirit was high ahead of 2001 Le Mans – part of the mission was to have fun

BROOKS/LAT  
motorsport  
IMAGES

The LMP675 moniker referred to the weight of a potential alternative prototype category at Le Mans – smaller and more lithe than the front-line LMP900 big-bangers, but crucially not so slow that they couldn't win, in theory at any rate. LMP900 cars were allowed more power and wider tyres, while LMP675s had the advantage of being 225kg lighter.

With MG looking to get back into motorsport and talking to Lola, Birrane sensed an opportunity: "The car that weighed 675kg, assuming you could get it down to that, was going to be allowed the same tankage: 90 litres of fuel. If the car was capable of lapping within eight seconds of the P900 cars, then they would dead-heat, theoretically.

"So I said I'm going to see when and if I could use that. He wouldn't tell me but I always assumed it was a category designed for maybe Peugeot or Renault or one of the French teams that they were trying to tempt to come in, who didn't

want to spend the money on the top category."

Money would become the defining element of the tale of this particular car, but at first it seemed that Birrane and his team at Lola had created something truly special. "The car was designed in-house at Lola," added Birrane. "It was far from being ordinary, it was what we called a little jewel. A ground-breaking jewel. And you can see that as soon as you look at it. [Designer] Frank Dernie had a lot to do with it. He allowed others to take the kudos for it. These guys are artists really – they can see and reach further."

The jewel was about to be hitched to a millstone of an engine, though, thanks to a fateful deal with a resurgent MG. Sold off by BMW, once Munich had decided that nothing could make the Birmingham-based car maker profitable, MG Rover as the company was then known was, supposedly, on the comeback trail. It had created a new and sporty range of hatchbacks and saloons based on existing Rover designs, and was looking for various ways in which it could promote both brand and product.

"I had an MD [David Bowes] at the time who was ex-Rover, and Nick Stephenson, MG's chief engineer, contacted him to invite Lola to join with Mayflower, the pressed-steel tier-one supplier, and we were already collaborating with them on a potential road car," said Birrane. "But, the MG people insisted, their marketing department led Nick. He was a knowledgeable engineer, and I was pitching the programme to him, but in the background they were insisting that we had to use an MG engine, even though they really didn't have the capacity to make the right engine.

"They decided to tender out for the engine, and I said, 'Why are you going to waste all that time and money when it therefore won't be a proper MG engine anyway?' They did it all the same. Cost them £2.5million or something, out of my budget by the way, and the worst thing is that there was an engine that would have done the job reliably. But unfortunately this new MG engine was our Achilles' heel the entire time."

Though there is some debate about the alternative options



Reid reckons MG-Lola was the best racing car he's ever driven

SPINNEY/LAT  
motorsport  
IMAGES





**Battle of the Brits:**  
lightweight MG harries  
big-banger Bentley in '02

for the powerplant, for which Advanced Engine Research was contracted by MG, one possibility Birrane pointed to was a two-litre Nissan unit.

"That Nissan engine, which was what we should have gone with, was tried and tested," said Birrane. "It had about 20-30hp less than ours, but that would have been neither here nor there in the scheme of things. Reliability was all that was needed.

"It's not that it was a four-cylinder engine, either. We actually got to within five seconds of the big cars. If you look at the timing, you'll find that the times of the MG-Lola were almost with the Audis, and we only had to be within eight seconds to get there.

"It was more than just MG not wanting to put their name on another engine. The Nissan one was a known engine and some modifications could have been done — it could have been hijacked a bit by the engine builders — and it was still the base that they started with. That was still the base engine, that they changed and did lots of unreliable things to, changes that were intended to deliver more power. And then, when it didn't work, they had to reduce the boost anyway. It was probably on similar power at the end, when it was going. But too much of the time, it wasn't going."

Still, spirits were high when the Chamberlain Motorsport team arrived at Le Mans in 2001. The cars were decked out in a striking green-and-black colour scheme and, better yet, they were a delight to drive. The driver line-up for those two chassis was a collection of nascent and established UK talent, including Anthony Reid, Warren Hughes, Jonny Kane, Mark Blundell, Julian Bailey and Kevin McGarrity.

Reid reckons the fact that the car was a Lola in the first place meant a lot, not least personally. "A Lola probably saved my life," says Reid. "The biggest crash I had was

just after I'd won the Japanese F3 championship [in 1992] — I got a test for an F3000 team, with a Lola chassis. I had a crash on the fastest corner at Fuji, my crash helmet came off, the car shot up in the air, inverted and came down upside-down. Had it been any other chassis, I would have had my head taken off, but the way the Lola was constructed it just kept my head off the road, thanks to the design of the tub, and it saved me."

That one saved him, but the Le Mans racer delighted Reid, and he still waxes lyrical about it: "The MG-Lola was probably the best racing car I've ever driven. It had tremendous aerodynamics, probably thanks to their experience of racing in Indycar. So that

led to fantastic handling, which then gave you tremendous confidence.

"The car was light, the power-to-weight ratio was high, plus they were working very closely at that time with Michelin, so the tyres helped the performance too. We traded lap times with Audi. The car could run as quickly as the LMP900s."

That was when the rest of the pitlane sat up and started to take notice of what until to that point had looked like a flag-waving publicity stunt for MG. "The other competitors didn't take us seriously at all," reckoned Birrane. "They started taking us more seriously when they saw the lap times. Because, without even trying, the car was so far over the pace of what was needed for winning pace against the other cars.

"They had a huge crowd waving MG flags. We sold out of all the gear and clothes — there was a huge response to us in the crowd.

"Bentley was there, of course, with Richard Lloyd, and he was being interviewed and was asked how great it was to have two British marques out there, and he tried to say something about all the Brits being there to support Bentley. And of course I

**"THE CAR WAS FAR FROM  
ORDINARY, IT WAS A LITTLE  
JEWEL. A GROUND-BREAKING  
JEWEL. YOU CAN SEE THAT AS  
SOON AS YOU LOOK AT IT"**

**Martin Birrane**



piped up with, 'I wouldn't be so sure about that Richard...' It was a nice little sparring match."

There was a sparring match between the drivers, too. McGarrity grabbed the MG-Lola drive as a lifeline for a career that was struggling to break through to the big-time, and wasn't going to let himself be intimidated by bigger names in the squad. "We were testing at Spa ahead of Le Mans," recalls McGarrity. "And I think Mark Blundell was determined to be the fastest guy in the car at the test. And he was quick, no doubt, but I saw the lap times on the readout afterwards and I was actually quicker than him. We still had to say that Mark had been the fastest, though..."

The 2001 Le Mans was horrendously wet, which also helped the lightweight car against the big LMP900 runners. The EX257s quickly moved up from their 14th and 17th starting positions, but the result was a bust, perhaps not surprising given that the cars had only been up and running for about a month beforehand. Blundell briefly got up to third overall before water got into the electrics during the night and engine issues eventually put both cars out.

"The concept of the engine was fantastic, a turbocharged two-litre with 550bhp," adds Reid. "Whether it was budget or that the wrong engine builder was used at the time, the combination of those factors meant it just wasn't reliable enough. The chassis was strong enough and the team was great, but the engine and the drivetrain, the gearbox, were the weak points."

Le Mans the following year should have been so much better, particularly after more work on the engine. The MG-Lola team returned, this time with more sponsors on the car, but actually even less money in the coffers. "It became clear, towards the end of the first year – and we had a three-year contract, because that's usually how long it takes to mature a design and get it winning – we realised that they wanted to get out of the deal," said Birrane. "It was a nasty old set-to. They didn't break the contract, but they did roughly halve the amount that we had to run the team with. That caused its own problems."

"We could have succeeded in the first year, if we hadn't been tripped up by the insistence on having the in-house engine. I think it was seven months we had for the whole programme, and we managed to do the work."

The cars qualified sixth and 12th at the 2002 Le Mans. Reid could see that the lack of cash was holding the team back, but frustratingly could also see the chassis was good enough to beat the best that Audi could do with the R8. "I remember in 2002, I got into the car just before midnight; as I came around past the pits to complete my first lap of the stint, I could see ahead of me, about 200 yards, an Audi, which had just come

**"I SAW AN AUDI AHEAD AND SET OFF TO TRY TO CATCH IT UP, AND DID SO. WE WERE QUICKER THAN THE AUDIS AND RUNNING THIRD..."**

**Anthony Reid**



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motorsport  
IMAGES

Le Mans test, 2002:  
LMP675 MG sits among  
its LMP900 competition

out of the pits" says Reid. "So I set off to try to catch it up, and did so over the course of several laps, and I could see that it was Tom Kristensen."

"Immediately, you could see the strengths and weaknesses of the car. We were probably about 5mph slower on the Mulsanne Straight, but in terms of braking and acceleration off the slow corners, we were quite a bit superior. In the fast corners, we

were equal to the Audis. Overall, at that moment, we were quicker than the Audis and running third..."

Reid/Hughes/Kane were still in the battle for a podium position when the transmission failed just after one-third distance, while Blundell/Bailey/McGarrity retired when the engine broke following a gearbox change.

"It really was a lot of fun," recalls Reid nevertheless. "The directors of MG Rover, the Phoenix Consortium, part of their remit was having fun. I liked the sense that we were an all-British company, all-British drivers, we enjoyed ourselves. I suppose secretly, at the back of our minds, we were thinking that the budget wasn't enough, that there hadn't been enough development, not enough spent on reliability. Look at Audi at the time – they would run five 24-hour tests over the winter – but we did take the fight to them in terms of speed, and put on a great show."

But it could have been greater still. There are many tales of unfulfilled potential and near-misses in racing, but the EX257 unquestionably had the right elements, as was proved a year later.

With the MG deal foundering, Birrane started offering the car, with back-up from AER on the engine side, to privateers. Dyson Racing was one that took up the offer and, at the



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MG-Lola had speed to take  
on Audi in 2002, until  
mechanical issues struck



James Weaver outpaces

 Marco Werner's Audi  
at Mosport in 2004

 DOLE/LAT  
**motorsport**  
 IMAGES

Grand Prix of Sonoma in 2003, James Weaver and Butch Leitzinger made good on the Lola's promise by at last beating the factory Audis. It wasn't Le Mans, but for Weaver it felt pretty good to win in the American Le Mans Series. It was the first ALMS victory for an LMP675 machine, as Joest's R8 driven by Frank Biela/Marco Werner and the similar Champion car of JJ Lehto/Johnny Herbert were outpaced.

"When we first got the MG-Lola, that car enabled us to compete against the Audis," says Weaver. "For a small, private team to go up against Audi was an extraordinary achievement on Lola's behalf.

"We'd been getting better and better, and Sears Point is in Sonoma wine country, so it's beautiful around there. The track itself is fabulous because it follows the contours of the land, and it really suited our car. Butch had put it

on pole, and we were quickest in the morning warm-up. In the race, the Audis were really strong, but they started getting pick-up on their tyres – they were running Michelins. I think Johnny Herbert stopped because he thought he had a puncture. But we were on Goodyears, and as the race wore on we were getting more and more competitive, and we got past the lead Audi in the closing stages. And we were able to hold them off to take the win. The tyres really tipped it on our favour that day."

It wasn't the last victory either. Weaver and Leitzinger won again at Mosport in 2004, then Mid-Ohio and Mosport in '05 – more than four years after the car's rushed debut.

The last word goes to Birrane: "Speak to anyone you like and they will tell you what a jewel it was. No other car that we made lived up to it, and that was nearly 20 years ago." ■





# MEMORIES OF LOLA

GREAT DRIVERS, DESIGNERS AND KEY PLAYERS RECALL THEIR SPECIAL LOLA MOMENTS

## Derek Bell

LE MANS LEGEND AND SOMETIME LOLA DRIVER

I think Eric Broadley designed the greatest sportscars out there for many years, especially the three-litre and the two-litre cars. I went testing with Eric at Paul Ricard. I'd driven the Mirage, but this was the Cosworth-engined T280 and it was a glorious car to drive. I went, 'Wow, I wish this was the car that I had experienced more of'.

Eric used to spread out all the drawing sheets of the car and say that we could raise that and you could see him changing pick-up points. They made a really great car and Eric did it all – Formula 3, 2 and Formula 1 and then Indycar and sportscars. He was just incredibly versatile. To work with him was just brilliant: he was so meticulous.

## John Barnard

JUNIOR DESIGNER AT LOLA

The only Lola that I can claim to have worked on solely from scratch is the T250 SuperVee. We tended to share out a lot of the work and I did a lot on the T260, the Can-Am car that Jackie Stewart drove, and worked on the two and three-litre sportscars, plus the Atlantic car. We gained so much experience by being involved in all these other cars.

Lola was one of the main production racing car manufacturers at the time, but the next move I made was to McLaren and F1 was a very different environment. Even then, the ratio of cost-to-part design was already on a scale totally different to Lola – at Lola you were making stuff to sell so you couldn't just do something that was super-complicated. The attitude in F1 was, 'What's the best part I can do for this job?'

Eric Broadley was great, a super bloke. He didn't get the recognition he deserved, but he had one annoying habit. You'd be drawing up a chassis, and you'd carefully worked out all the pickup points for the suspension geometry that he'd given you, then Eric would come along and say, 'I've been thinking, we ought to change the roll centre, make this wishbone longer, move this point up'. And you'd just think, 'Oh Eric!' But we just got used to it. It teaches you to get around problems.

## Nick Mason

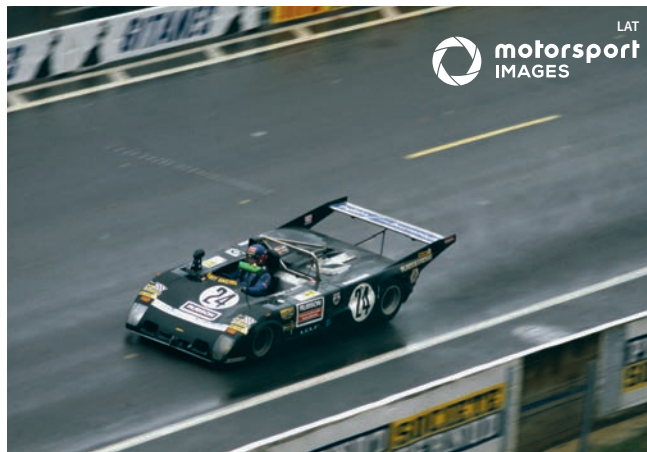
PINK FLOYD DRUMMER AND LOLA RACER

Our T297 has done far more Le Mans than anyone would believe. I think the chassis was old when we got it and Dorset Racing was run on a shoestring budget. The car was so good, when the requirement was for the chassis to be modernised they went to the factory and bought another chassis plate. It's absolutely gorgeous to drive.

I went from historic cars straight into that at Le Mans and it felt terrific. I never had a moment of thinking, 'Wow, this is really difficult'. Partly, I think, because the wing really works on it. I'd never driven anything with ground-effect or a wing, so in this regard the stability was absolutely stunning. It was a fantastic car. I drove it at two Le Mans in 1979 (below) and '80 and then in '81 at the Nurburgring. It finished every time and as most of my collection is about history connected to me, I'd be loath to part with it.

We've probably rebuilt it a couple of times now but it's one of those relatively modern racing cars where it all works rather well, with a proper tub and all the bits are interconnected.

I raced at Le Mans with Martin Birrane, he was a lovely man. I think Lola were very lucky to have him on board because he'd driven the cars and knew how good they were.





## Julian Bailey

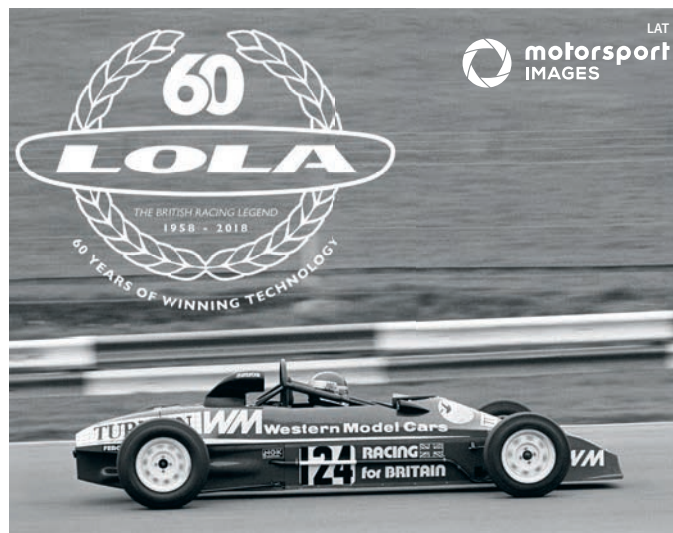
### 1982 FORMULA FORD FESTIVAL WINNER

The reason I ended up racing the Lola T640 in Formula Ford 1600 in 1982 was that Ralph Firman turned me down for a Van Diemen works drive. I'd seen a picture of Michael Andretti racing this new Lola over in the States in Autosport, so I gave Eric Broadley a call and asked if I could have a car. Eric was really helpful and I remember getting some kind of deal out of him. He came to some of our tests, and then for the Formula Ford Festival at Brands Hatch I had two cars and two works Minister engines.

I won the Townsend Thoresen title and should have won the RAC championship, too, but Mauricio Gugelmin in one of the works Van Diemens took me off when I only had to finish second to beat him. He went out of the Festival trying to overtake me for the lead at Clearways. It was poetic justice really.

That Lola was a great car and certainly a match for the Van Diemen everywhere. Ralph regretted his decision. During the year, he tried to get me to drive for him.

He offered me a free seat and £100 a week.



## Mark Williams

### LOLA DESIGNER

When we were doing the T800 Indycar (below) there was only Nigel Bennett and myself doing the design and drafting. I was doing everything from the engine-tank interface backwards, which included two separate geometries for road courses and ovals that were significantly different. One Friday I told Eric I was running out of time to do the bellhousing.

The next morning I went in and on the bench was a DFV block and behind it, balanced on a tea cup and some blocks of wood, was a turbocharger. And there was Eric, ruler in hand, sketching a bellhousing. It was like a proper artist's drawing and looked 3D. When the part came back [made from this life-like drawing] all it needed was a bit of grinding – which was normal at the time – and the turbo dropped straight in.

Eric loved doing windtunnel stuff if you were making big gains. Everyone says he was just a chassis and suspension man, but it's not true. The reason we often did cars without putting them in the windtunnel was time – he'd sign the deals so late.

During the Indycar aero development if we had a good week and found lots of efficient downforce he would treat us to dinner at his favourite Chelsea restaurant. If we had a bad week it was straight back to Huntingdon via McDonald's in High Street Kensington.

## Mario Andretti

### 1984 INDYCAR CHAMPION WITH LOLA

Eric Broadley embraced the idea of getting back into Indycar and he was eager to be part of this new Newman/Haas team. The problem with that first 1983 car [the T700] was that he wasn't totally sold on ground-effects and we had to convince him that making roll centre changes wasn't enough to improve the car's handling and get the suspension strong enough for ovals. It was mechanically quite good but it was still an aluminium tub so it was a bit of a flexible flyer.



It was really a handful at Atlanta, the first race that year.

But it helped that Eric was a bit of a maverick, so if an idea didn't work, he was willing to go testing and think outside the box, and I think we were all enthusiastic. I always liked being more than just a driver in the team, and I think we all got really motivated about this project working together.

[Race engineer] Tony Cicale was on my side, thankfully, and we started making aerodynamic gains and the car got better and better. I got pole at Road Atlanta and then we started getting some consistency too. That was very rewarding, and I think of that time as being very like when I joined Lotus in '76 – the car was a piece of crap at the start of the year, and by the end it was competitive [Mario finished third in the '83 championship], and led to great things.

Nigel Bennett joined the team for 1984 and we were off and running. I'd pushed like hell for Nigel to be on the team because he'd done some great work at Lotus and really understood aerodynamics, and the combination of him and Tony was fantastic. We were competitive pretty much everywhere and we won a bunch of races and the championship in the T800.

We should have won a lot more, especially in 1987. We switched from Cosworth to the Ilmor-Chevy and we couldn't get a finish. We got so many poles and led so many races that year, but only got two wins. We had Adrian Newey on the team and he and I really connected.

I remember at Indy that year, we were on pole and just before the start,

he looked at the ambient temperature and the way the wind was blowing, and we changed the front springs – just a slight percentage change in the overall scheme of things – but I tell you, that car was so dialled in. I never had a car that was so well balanced the entire race, whatever the track temperature, whatever the fuel load. It felt like I could have lapped the field five times!

And then the engine let go due to the harmonics of running it at lower revs. Taking it easy actually cost us. ►



## Al Unser Jr

### 1990 INDYCAR CHAMPION IN LOLA

About one-third of my wins came in Lola cars, and I won my first championship in a Lola, so the brand still means a great deal to me – which is why I've named my miniature schnauzer Lola.

When I first ran a Lola in 1985 for Doug Shierson, I pretty quickly discovered it had a much wider envelope of operation than the Marches I'd raced in my first two years. They had been very sensitive to changes in conditions, so it was much harder to find a set-up that worked at each track. With the Lola, you could get close on set-up and be fast, and then you just fine-tuned it to be faster than the other Lolas.

So I was heartbroken when Doug called me at the end of 1986 and said we were switching to March. I was like, 'You've got to be kidding me', but he said, 'Hey, they offered me a better deal'. At the end of that year, I switched to Rick Galles' team, even though they were also running Marches, and actually we got that '88 March running good [he was second in the championship]. But still I was dying to get back in the Lola and Rick Galles agreed that's what he'd do for '89.

Towards the end of the '89 season we found some development areas that we could explore and made some steps with the T89/00 that we hoped to adopt on the '90 car, and sure enough they worked. The car worked well everywhere that year, and we scored six wins and won the championship. And we beat Michael Andretti with the same car... or I should say, what started out as the same car.

All the teams back then could make their own engineering changes and build their own pieces for the basic cars we were supplied, and we also had unlimited testing. I do believe it was our work from the year before that gave us that slight edge in '90 that we maintained throughout the season. That was very satisfying, to feel that we'd created our own advantage and saw it pay off.



## Allan McNish

### F3000 RACE WINNER WITH LOLA

The company was started by a bit of a maverick and run by a bit of a maverick, and then became a business because the maverick was extremely good at what he did. You could see by the results they got in such a wide variety of championships, it was incredible – and it wasn't one-make championships like now.

When I came out of Formula 3 I wanted to drive a Lola in Formula 3000 because it was the car that would perform and they were doing other things as well, so it could also progress your career. Lola stayed very close to its roots and built on its engineering; it was an engineering-based company rather than necessarily a profit-based company.

They were engineers and racers at heart, which is always a good thing in my view.

## Chris Saunders

### LOLA DESIGNER AND WINDTUNNEL CONSULTANT

The guys in the Lola design office had been designing a downhill soap box racer, codenamed 'Secret Soap'. It was drawn on CAD and made out of office hours, and they wanted to put it in the windtunnel.

One evening, we put it in there, but the special tyres are very hard – 120psi – and the contact patch was so hard it melted the [rolling road] belt and split it in three! We changed the belt and ran the tyres much softer; it ran OK, and we did some development on it to reduce drag. It was good for morale and didn't really cost any money, but Martin Birrane never knew!"



## **Michael Andretti** **1991 INDYCAR CHAMPION WITH LOLA**

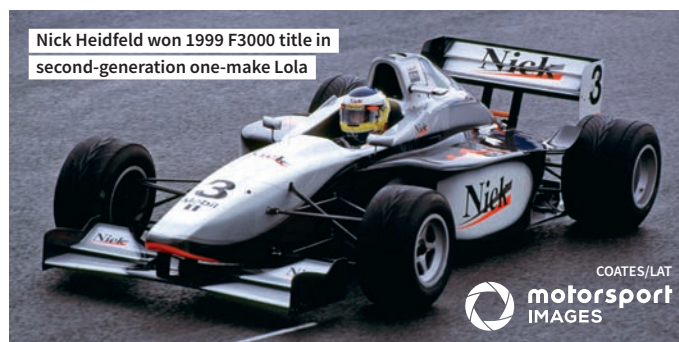
The 1990 car really got us going and set off this run of success for Lola. The T91/00 was an evolution of that car and earned us the championship. Because the Lolas were a natural progression from year to year, we understood how they worked and how each change would affect the car. That knowledge had made us efficient.

But 1992 was a heartbreaker with the new Cosworth. The T92/00 was basically the '91 car but with a lot of horsepower. We led over half the laps that year and led 12 or 13 of the races and won five, but we dropped out of a quarter of them. It was disgusting! And then the year when it all came together and they got reliability, I gave it to someone else [Nigel Mansell]. We might have won all the races that year!

Coming back to Newman/Haas and Lola in 1995 and '96, again we retired from too many races. In '96, we nearly beat Chip Ganassi's Reynard-Honda-Firestone with a Lola-Ford-Goodyear because that T96/00 was really good. It deserved a championship.



Michael (right) and father Mario both have strong history with Lola



Nick Heidfeld won 1999 F3000 title in second-generation one-make Lola

## **David Brown** **WEST COMPETITION F3000 TEAM MANAGER AND RACE ENGINEER**

We had two iterations of the Lola Formula 3000 car. I spent a lot of time going back and forth — we used to test in the Lola windtunnel, which is actually a really good facility.

At the time Lola was an established, successful car manufacturer and produced a good product that was well-supported, with knowledgeable people with experience that you could talk to about getting spares or any problems you had with the cars. I always thought that they represented the best a product could be at the time, and I thought Lola did a really good job.

## **Sam Smith** **LOLA PRESS OFFICER**

The great thing about working for Lola was the variety and diversity. One weekend it was Le Mans, the next Champ Car and then maybe a defence or aerospace industry exhibition. It was a great place to work.

There were some fine achievements on the track during the Martin Birrane era but perhaps my favourite was in Formula 3.

In 2002-03 the Lola-Dome was born and the early signs were not good. In fact, Adam Carroll, despite his very best efforts, effectively disowned the car.

Dallara had not been properly beaten for around a decade and, after a largely disastrous 2003 debut, all we had in the British Championship for '04 was a shoestring effort with Danny Watts and Promatecme. We were all on our uppers in one way or another, but this just seemed to galvanise everyone more. This was the era of Nelson Piquet, Carroll, Lucas di Grassi, James Rossiter and others so the competition was strong.

The early signs that year were not that great despite a massive amount of work by the engineers, especially designer Adam Airey, a fiercely ambitious, headstrong guy whose determination was a real force of nature.

We arrived at Castle Combe in June that year thinking it could really suit the car. Danny was on a mission to make sure the industry didn't forget about him. The mission was accomplished as he dominated the first race from pole and won at a canter.

The main thing I remember after the race is Adam and I, rather childishly, recreating that famous photo of Peter Warr welcoming Ayrton Senna back in to the paddock after Estoril in 1985! Danny hadn't a clue what these two idiots were doing.

To be the only Lola-Dome on the grid and vanquish all those Dallaras with such strong competition was highly satisfying and a great memory of my time at the company.





# HOWARD DAWSON

PEER GROUP/LOLA MD

**S**

hortly after I joined Martin Birrane's Peer Group in May 1997 he made a call to Eric Broadley, having heard Lola was in trouble. Eric said things were OK, but shortly afterwards it was announced Lola Cars had gone into administration.

Martin put in an indicative bid to buy the assets of Lola Cars and the administrators initially dismissed it. They spent the next six weeks going through the management buyout option and the dreamers and no-hopers, and ended up coming back to Martin in July 1997. The deal was completed on September 23 '97.

Many people think Martin bought Lola because of his passion for racing, but there was always an underlying business reason why he did things. He wanted to make Lola successful on the race track again, but he also knew he had to diversify the business. He immediately set about investing in facilities and people. We grew the workforce from 68 to a peak of 220. Martin put investment into composite manufacturing and the Wind Tunnel facilities.

Martin and Lola went back a long way – his Crowne Racing T292 had won the European 2-Litre Sports Car Championship with Chris Craft in 1973. The manufacturers' trophy still went to Lola, even though Martin had beaten the works team, and not long after Martin bought Lola, Eric Broadley came to the factory and presented him with the trophy. That meant a great deal to Martin.

When Martin bought Lola, the Wind Tunnel wasn't there. Chris Saunders was already negotiating with BAE Systems to buy the steelwork for the tunnel but it was an enormous engineering challenge – most of the tunnel and all the plant and supporting equipment was designed from scratch. Martin had to decide whether he wanted to carry on with the project and he didn't hesitate. He knew the success of racing cars was dependent on great aero.

Chris led the engineering project and I was asked to oversee the building contract and the budget. The hardest job was keeping Chris under control because every week there was something new and shiny he wanted to put into the windtunnel! But we didn't compromise on quality. You can't really modify windtunnels so you have to get them right from the start. Martin believed in the engineers and provided them with the best facilities he could.

Martin always had a passion for sportscars – he did Le Mans 10 times as a driver and won his class in a BMW M1 in 1985 – and the SR1, SR2, LMP1 and LMP2 cars were the DNA of the business under Martin. He wanted success at Le Mans and he delivered in spades – the cars won lots of races.

Lola took MG back to Le Mans in 2001 with the EX257 and, after developing our open cars and the coupes, we did the Lola-Aston Martin. We continued to have success and it was a source of great satisfaction for Martin.

But he also knew Indycar was important. In 1997 there was a problem with the car and even before completion of the acquisition of Lola Martin wrote a cheque to allow the engineers to go to invest in research and development to identify the problem, which they did. We knew we had the makings of a competitive Indycar after that and we got more and more Lolas onto the grid after '98.

We also kept the Formula 3000 contract for 1999, which was important, and again in 2002, though by then the pressure on

**“MARTIN DIDN'T HESITATE  
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Derek Bell and Dawson were part of Birrane tribute at the Goodwood Festival of Speed

cost-capping was beginning to bite and profit could only be derived from spares sales.

Lola's reputation has always been that it can produce competitive cars that have engineering integrity and are safe. Martin said they had to be quick, safe and beautiful – he took great interest in the final product.

By 2012 the recession had been with us for four years and it was deeper and longer than anything we'd experienced previously. Motorsport was changing as well. Single-make racing was getting harder and the market for customer Le Mans cars was diminishing, so in April '12 we took the difficult decision to stop trading Lola Cars.

Martin felt the next chapter of Lola needed to be written by a new investor. For three years we kept everything together so it could be sold, with the brand, to reignite Lola, but in 2015 we decided we needed to let out the factory.

Wind Tunnel Developments continues to operate the tunnel and Lola Group Holdings still has the Lola IP, brand and heritage. The tunnel has proved to be a successful and sustainable business in its own right. Between 2000 and '02 we had Toyota in the tunnel, taking about half the available time, and other F1 teams used it over the years. It allows for a quick changeover between customers and has partitioned servers so they can maintain confidentiality.

The tunnel is one of the finest, technically advanced and commercially available facilities in Europe, with excellent repeatability and the tunnel-to-track correlation is recognised in the industry as being of the highest order.

It's also had a versatile range of uses – it's been used for F1, automotive, rallying, Scania trucks and a number of defence projects. The diversity of the projects that have come in and worked is impressive, and now our ambition is to sell the tunnel, along with the seven-post vehicle-dynamic test rig.

We will either sell the facility alone or, in the right circumstances, sell it with the Lola brand. The heritage of Lola stretches back 60 years and over 4000 cars, and it's ready for someone with the same passion as Martin to write the next chapter. ■





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Julian Sole's B08/80 was one of a long line of successful Lola sports-racers during the Martin Birrane era. The coupe could utilise a number of different engine options and it was HPD power that helped RML to the LMP2 title in the 2010 Le Mans Series. Driven by Mike Newton, Tommy Erdos and Andy Wallace, the car also finished third in LMP2 and eighth overall in that year's Le Mans 24 Hours (pictured).

