

BRITISH GRAND PRIX PREVIEW SPECIAL

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

11 JULY 2019

BRITISH GP SAVED!

**New Silverstone deal to
secure F1 future in the UK**

**'It's such an awesome track,
an awesome place'**

LEWIS HAMILTON



World Endurance
How Alonso took his
third world crown

Formula E
Who can stop
Vergne in finale?

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Stewart stars at
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The wait for good news should finally be over

As Autosport closed for press it seemed likely that a deal securing the future of the British Grand Prix at Silverstone was finally about to be announced. If so, it will be the best news British motorsport has had for quite some time.

As Edd Straw shows on page 16, the motorsport heritage that the United Kingdom undoubtedly has is not enough to ensure the British GP survives forever. It's easy to assume there will always be a British round of the world championship, but these are uncertain times – both in motorsport and nationally. A new deal, providing both parties get what they need, should be widely welcomed.

It's about much more than making sure Lewis Hamilton *et al* make their annual trip to Northamptonshire. There are scores of teams and specialist companies that feed into, and gain from, the grand prix. As well as the commercial value, it acts as a hub for many businesses, and involvement in Formula 1 helps keep British firms, among others, at the forefront of their given fields. That wouldn't all end immediately if the British GP was lost, but over time some of it would probably ebb away.

A deal would be good for F1 too. The 2018 British GP was the best-attended and highest-scoring event, topping F1's fan survey. To lose such a strong, popular and historic race would not be a good sign, particularly when there are other more questionable events on the calendar.

So what about this weekend? Hamilton is aiming for a record-breaking sixth home victory, and Mercedes' 2019 form suggests he'll have a very good chance. Having said that, Ferrari won last year and Max Verstappen is on top form, so it may not be that simple. There's plenty to look out for, so turn to our fan guide on p24 and the highlights from the support series on p26.



Kevin Turner

Kevin Turner
Editor

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NEXT WEEK
18 JULY

Full coverage of the
British GP, Formula E
finale and Toronto
IndyCar



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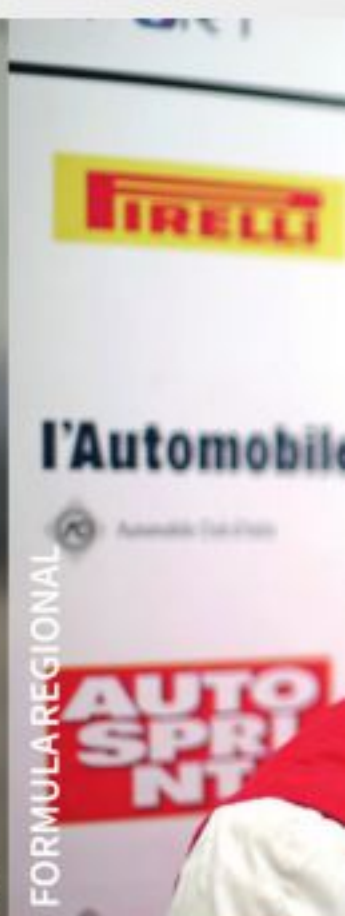
ENAAM AHMED

JAPANESE F3



LUKE BROWNING

JEP



FORMULA REGIONAL



LOUIS FOSTER

JEP



TOMMY FOSTER

JEP



JEP



BILLY MONGER

MOTORSPORT IMAGES/MAUGER



AYRTON SIMMONS

JEP



THE CONTENDERS TO

ASTON MARTIN AUTOSPORT BRDC YOUNG DRIVER OF THE YEAR AWARD

While the eyes of the world are this week on the British Grand Prix, some of the UK's finest young talent is bidding to win one of the sport's most prestigious prizes – the Aston Martin Autosport BRDC Young Driver of the Year Award. But how is it shaping up? Here are the 15 who currently feature as the leading contenders – those who are in the top 10 of their championship or who have scored a race win in 2019 and, of course, will be the regulation minimum of 16 years old by the time of the Award. Don't forget, other UK drivers not on this list could join the ranks as contenders between now and the end of the season.



Tom Gamble won the Award in 2018

MOTORSPORT IMAGES/SBLOXHAM

ENAAM AHMED

4th in Japanese F3

It was a destabilising off-season for the Londoner, who scored two wins in European F3 in 2018. A move to ThreeBond Racing for Japanese F3 collapsed, but he was rescued by B-Max with Motopark. Four straight podiums in the first four races were a good start, but he's had a slump that he began to climb out of last time out at Sugo.

LUKE BROWNING

6th in British F4

He stayed with his Ginetta Junior team Richardson Racing for his move to F4, and that's tough because he's on his own against the might of Carlin, Double R and the rest. Still, Browning has starred with early-season wins in the wet (from the fifth row) at Brands and in a

slipstreamfest at Thruxton to prove he's a terrific racer.

OLLI CALDWELL

3rd in Formula Regional European

After a strong season with Prema in F4, this Hampshire racer had a hiccupping start to his campaign in the new FRegional series with the Italian giant. He had a win taken away from him at the Paul Ricard season opener, but a triple-podium last weekend at the Hungaroring has now moved him up to third in the points.

JAMIE CHADWICK

1st in W Series/ 1st in MRF Challenge

The Bath-born talent has not only shot out of the blocks to become the series leader in the all-female W Series thanks to wins at Hockenheim and Misano, but she also beat a field of



BE THE NEW HAMILTON



predominantly men to win the Indian-run MRF Challenge over the winter. She has big momentum behind her.

OLIVER CLARKE

10th in US F4

A tough rookie season in the States in 2018 ended with some glimmers of hope. This year the King's Lynn driver has shown much better form with the Velocity Racing Development squad run by ex-Fortec F4 team manager Dan Mitchell, with a peak of fifth at Road Atlanta.

LOUIS FOSTER

2nd in British F4

Last year's Ginetta Junior runner-up joined Double R Racing for his first taste of single-seaters. Three wins propelled the soon-to-be-16-year-old Hampshire ace into the series lead before the Carlin/Zane Maloney

steamroller got into gear. Can he turn things around?

TOMMY FOSTER

8th in British F4

After a toe in the water in FF1600 in 2018, Cornishman Foster joined Arden for his first full season in cars. There have been flashes of form and four times he's finished just one place off the podium. Remarkably, his head survived a 100mph-plus shunt with a pheasant at Croft!

JOHNATHAN HOGGARD

2nd in British F3

The form man in F4 in late 2018, Hoggard has stayed with the Fortec team of fellow Lincolnshire man Richard Dutton for the step up to F3 and is a title contender. Four wins mean that, despite two DNFs, he's in touching distance of points leader Clement Novalak.

KIERN JEWISS

8th in British F3

He beat Simmons and Hoggard to the British F4 crown, but this Kent racer's F3 season with Douglas Motorsport hasn't gone as far. A charge at Donington from eighth to his second podium of the season has been the highlight.

JOSH MASON

13th in British F3

In his second year with Lanar Racing – the team that ran Jake Hughes and George Russell to BRDC F4 titles – Mason's sole highlight is a reversed-grid win at Donington.

BILLY MONGER

11th in Euroformula Open

The brave Surrey racer has his hands on a Carlin-run Dallara-Spiess for his first season in Europe. He's been in at the deep end,

but all came good at the Pau Grand Prix, where he made the most of an inspired tyre choice in wet conditions to take an emotional win.

AYRTON SIMMONS

3rd in British F3

The Essex man has remained with the comparatively small Chris Dittmann Racing operation for his first full season in F3. Thanks to a win at Silverstone he's clinging onto the coattails of the Novalak/Hoggard title fight, but needs more victories to get in among them.

JOSH SKELTON

5th in British F4

His sophomore F4 season with JHR Developments started disastrously, but the Cumbrian has turned things around since then. Two second places last time out at Oulton Park

suggest that a long-awaited first win can't be far away.

JOE TURNEY

7th in British F4

As a last-minute addition to the Carlin line-up, the Milton Keynes lad took a stunning pole for his car-racing debut at Brands. He hasn't quite built on that promise yet – he also has an international karting season to focus on – but don't rule out wins.

TEDDY WILSON

6th in US F4

The Rutland racer took seven podiums last season in his rookie season and has finally earned a breakthrough win for DC Autosport with Cape Motorsports in the 2019 opener at Road Atlanta. He's slipped back a bit but it's still early days – only two rounds have been run.

MARCUS SIMMONS

SMP pullout could leave top WEC class in tatters



WORLD ENDURANCE CHAMPIONSHIP

The World Endurance Championship has been dealt a bodyblow with the withdrawal of SMP Racing. The decision of the Russian entrant not to contest the 2019-20 season comes at time when the teams that would have been its rivals in the LMP1 privateer ranks have yet to confirm that they will field multiple cars.

The move leaves a real prospect of just two cars lining up against Toyota when the new season kicks off at Silverstone on 1 September. Rebellion Racing, the top independent in 2018-19, has yet to commit

to running two of its eponymous Gibson-engined R-13s, while WEC returnee Ginetta's plans remain in a state of flux.

Rebellion Racing has filed two entries for the coming season, but it stated at last month's Le Mans 24 Hours that it was only fifty-fifty that it would run both cars. No further comment was available from the Swiss entrant in the wake of SMP's announcement on Monday, but sources suggest it has still to make a decision.

Ginetta has expressed an intent to have both the entries made under the banner of its in-house Team LNT on the grid, but wants to place the cars with customers rather

than run them itself. Marque boss Lawrence Tomlinson has described a works attack with one of the Ginetta-AER G60-LT-P1s as a "back-stop". Both Rebellion and Ginetta will have two cars at the official pre-season test at Barcelona on 23-24 July.

SMP has decided not to continue with the Dallara-built BR Engineering BR1 run by ART Grand Prix after "achieving the highest possible result" with third place at Le Mans last month (above). It has repeatedly expressed dissatisfaction with the efforts of the rulemakers to balance the non-hybrid privateers with the Toyotas.

GARY WATKINS

Fry linked to Williams amid McLaren exit

FORMULA 1

McLaren engineering director Pat Fry is understood to have been put on gardening leave after indicating that he wants to leave the Formula 1 team.

Fry had rejoined McLaren after eight years away on a short-term contract while it awaited the arrival of James Key, who had been recruited from Toro Rosso as technical director but was

on a lengthy gardening leave of his own.

Fry contributed to the development of this season's MCL34 and worked alongside performance director Andrea Stella, and both men have been reporting to Key since he was finally able to take up his role earlier this season.

It is unclear if Fry has a firm offer elsewhere and his gardening-leave period would potentially prevent

him from joining a team and having an influence on its 2020 car.

But Fry's speciality is engineering and development and he could be available before testing gets under way next year.

Fry would be a logical candidate for Williams now that it is officially able to pursue new recruits for its top technical job after Paddy Lowe's departure.

ADAM COOPER





FIA F3 gets nod for Macau

FORMULA 3

The new FIA Formula 3 car will compete for the Macau Grand Prix in November, with track changes to sections such as the infamous Lisboa corner also announced.

Questions regarding the suitability of the new F3 car at Macau were raised, as the new machine is significantly faster in a straight line and heavier than its predecessor, but changes to the track are scheduled to combat those concerns.

Macau will not be a round of the FIA F3 Championship, but a series statement said: "The circuit is undoubtedly one of the most challenging anywhere in the world, and safety remains the top priority for the FIA, with several updates being made ahead of the 2019 edition including the reprofiling of the barriers at Lisboa corner".

FIA Single Seater Commission president Stefano Domenicali (right) added: "The FIA F3 World Cup is one of the ultimate tests for young drivers, and we have worked hard to ensure it remains among the most prestigious events on the motorsport calendar.

"We are currently enjoying a hugely competitive and hard-fought FIA Formula 3 Championship season, and the prospect of seeing this impressive grid line up in Macau is very exciting.

"These cars are more powerful than the previous iterations of F3 and have the latest safety features for single-seater machines. Couple this with the changes being made to the Guia Circuit

this year, and I'm looking forward to a safe and spectacular FIA F3 World Cup."

FIA F3 series boss Bruno Michel said: "I am extremely pleased to bring the new-generation F3 car to race at such a prestigious and legendary Grand Prix, which is not part of the FIA Formula 3 Championship."

Michel had opened up the opportunity for Macau to run the new car by ending the FIA F3 season in September at Sochi. That will allow enough time for teams to secure drivers and travel to Macau. The traditional season finale for the old GP3 Series, which FIA F3 has replaced, at the Abu Dhabi Grand Prix – which falls on the weekend following the Macau GP – would have complicated the logistics.

It has not been announced if the Macau track has been homologated. Macau's previous homologation ran out at the end of 2018 and it will need an upgrade due to the higher power-to-weight ratio of the new F3 cars.

JACK BENYON



IN THE HEADLINES

PADDON IN FINLAND FORD

Overlooked by his former team Hyundai for a World Rally Championship return on Rally Finland, Hayden Paddon has taken matters into his own hands by investing in a seat in M-Sport Ford's third Fiesta WRC for the event on 1-4 August. Paddon made his World Rally Car debut with the British firm in 2013 and joins regulars Elfyn Evans and Teemu Suninen as he attempts to show his former employer the error of its ways.

FERRARI WORKS TEAM AT SPA

The AF Corse factory Ferrari squad will field a 488 GT3 in this month's Spa 24 Hours for World Endurance drivers James Calado, Alessandro Pier Guidi and Sam Bird. The car bolsters the marque's bid for a first Belgian enduro victory in the modern era that incorporates Blancpain GT regular SMP Racing with an AF Corse-run 488 and the Taiwanese HubAuto Corsa team – the Intercontinental GT Challenge contender's line-up includes Super Formula race winner Nick Cassidy, Daniel Serra and Nick Foster.

PORSCHE EXCLUDED FROM 'RING

The Porsche 911 GT3-R that finished second in the recent Nurburgring 24 Hours has been excluded after a dyno test showed the car exceeded the 494bhp allowed in the Balance of Performance for the race. The fate of the Manthey Racing-run car – driven by Laurens Vanthoor, Earl Bamber, Michael Christensen and Kevin Estre – elevates the Black Falcon Mercedes of Maxi Buhk, Hubert Haupt, Thomas Jager and Luca Stolz to second, and the Car Collection Audi of Rene Rast, Marcel Fassler, Christopher Haase and Markus Winkelhock to third.

FIVE MORE YEARS FOR TOCA

British Touring Car Championship organising body TOCA has agreed to a contract extension with Motorsport UK to continue to operate the series until the end of 2026, beyond the expiry of its current deal at the end of 2021. BTCC chief Alan Gow said: "It's important for the long-term stability of the BTCC. This enables us to now embark on firm planning and making those extended commitments – including the introduction of hybrid energy – that are vital to ensure the continued growth of this fantastic championship."

WICKENS TO DRIVE IN TORONTO

IndyCar star Robert Wickens will this weekend drive in public for the first time since sustaining severe injuries in last August's Pocono round. The Canadian will lead the parade lap at his home Toronto round in an Acura NSX equipped with hand controls. It has been modified by Arrow, a partner of the Schmidt Peterson team.



Porsche reveals new 911 RSR WEC racer at Goodwood

WEC

Porsche will defend its World Endurance Championship GTE Pro drivers' and teams' titles with a new version of the 911 RSR described as "95% new".

Only the headlights, brakes, clutch, drivers' seat and some suspension parts are carried over from the the original mid-engined GTE car that took the 2018-19 drivers' crown with Kevin Estre and Michael Christensen. At the heart of the car unveiled last weekend at the Goodwood Festival of Speed is the larger-capacity flat-six engine, now 4.2 rather than 4.0 litres, to power a factory-built 911 racer.

Another development is in the exhaust system. The exhausts now exit in front of the rear wheels rather than at the back of the car for improved aerodynamic efficiency and reduced weight.

"We never rest on our laurels," said Pascal Zurlinden, Porsche's director of factory GT motorsport. "We've extensively analysed all factory and customer campaigns with the Porsche 911 RSR. Our engineers noticed room for improvement in a number of areas and we have made significant progress in the development of our car for the next three-year homologation period."

Development started in 2017 and the car ran for the first time

in August 2018. Testing has included a 30-hour endurance run at Paul Ricard in March.

The team has confirmed an unchanged line-up of Estre and Christensen plus Gianmaria Bruni and Richard Lietz for its 2019-20 WEC campaign.

GARY WATKINS

Ford GT is 'no hypercar'

The motorsport boss of Ford WEC factory team Multimatic has ruled out the manufacturer using its GT as the basis for an entry into the new hypercar formula for the 2020-21 season.

Ford Performance and Multimatic – which developed and builds the GT – unveiled a MkII track-only variant at the Goodwood Festival of Speed.

Multimatic technical chief Larry Holt said: "The new car has not been done with [the hypercar class] in mind at all. The MkII would be the closest thing to a GTE-plus car, but that's not the way [the ACO] have gone. They've gone to hypercar rules. That's not a hypercar."

But Holt added that Ford was still looking to join Aston Martin and Toyota in 2020-21 for the opening hypercar season.

With over 700bhp and additional downforce compared to the GTE Pro-class GT, Holt said the MkII is instead the "ultimate expression" of the GT, which has been held back by Balance of Performance.

MATT KEW

Extreme E: the ODYSSEY begins

EXTREME E

The base-prototype Extreme E electric off-road SUV was revealed at the Goodwood Festival of Speed last week by series founder Alejandro Agag and chairman Gil de Ferran.

The car, called the ODYSSEY 21, has been built by Spark Racing Technology and features a battery supplied by Williams Advanced Engineering. It has a stated peak power output of 400kW (550bhp), 1650kg weight and a width of 2.3m. XE states that it will accelerate from 0-62mph in 4.5 seconds, even at gradients of up to 130%, and Spark technical director Theophile Gouzin said its performance level will surpass "the power and torque of World Rally Championship and rally raid cars".

"Straight out of the box in season one, the ODYSSEY 21 and its performance is going to be very impressive," said Gouzin. "The numbers are mindblowing, really. We've innovated in several areas, for example the wheels are 940mm. Wheels that size have never been utilised in anything other than two-wheel-drive racing cars before.

"Using them means we get the benefits of increased traction and traversal ability along with huge suspension travel. Usually, it's either one or the other: smaller wheels, larger travel; or large wheels, smaller travel. We've gone for both.

"The torque and power density from the powertrain is also a breakthrough. We're getting huge figures from a small package, which means lighter weight, space savings and ultimately improved economy."

Manufacturers that enter XE can tweak the look of the ODYSSEY 21 by changing bodywork areas including the engine cover, front and rear bumpers, side-skirt and lights to resemble their road-going SUV models. They will also be able to develop certain areas of the car's powertrain, although non-works squads can compete using the base package.

XE, which will be operated by Formula E, is set to start in January 2021. Testing of the ODYSSEY 21 will begin in September and the 12 cars that will enter the first season will be delivered by Spark in March 2020, with group testing following later next year.

ALEX KALINAUCKAS





SPA 24 HOURS Bentley will celebrate its rich Le Mans 24 Hours heritage when it bids for a first victory at the Spa twice-around-the-clock enduro later this month. Two of its flotilla of factory Continental GT3s run by the M-Sport squad at the blue-riband round of the Blancpain GT Series on 27-28 July will race in a British Racing Green livery that tips its hat to the marque's 1927-29 and 2003 Le Mans winners.

Safari Rally almost certain for WRC return

WORLD RALLY CHAMPIONSHIP

Seventeen years ago, it looked like the lions, tigers and big blue Kenyan skies stretching over the Great Rift Valley had been lost to the World Rally Championship forever. Colin McRae's 2002 Safari Rally win would be the last to come gilded with WRC points.

Out of sponsorship and out of money, Kenya's WRC story was at an end. The country couldn't afford the rally and rallying couldn't afford the country – not with its demands for an African-spec car, months of testing and helicopters to keep the crews safe as they raced the open roads around Nairobi.

Thoughts of racing open roads send shivers down the corridors of Parisian power for a governing body whose world turns around road safety these days. The Safari was confined to a rose-tinted history and talked of with the sort of benevolence reserved for an outmoded grandparent.

Then came the idea of running a new-spec Safari on private estate roads ('estates' in that part of Africa are the size of small countries in Europe). And when Jean Todt arrived in the president's office of the FIA, he

was appalled to hear of his beloved Safari's fall from grace. It had to be back.

It's the backing from Todt and the highest political office in Kenya, that of president Uhuru Kenyatta, which brought last weekend's final hurdle to a WRC return – the Safari's WRC candidate rally (below).

When the 14-stage, 488-mile (158 competitive) route was completed alongside Lake Naivasha on Sunday, it seemed that the Safari had done the unthinkable and reinvented itself in a workable modern-day WRC form. Final calendar inclusion can only come following the FIA's own report into the event, but sources

have predicted the WRC will be back in Kenya next season.

WRC promoter Oliver Ciesla was present alongside FIA officials in Kenya. Ciesla said: "The Safari Rally should be back to the championships. Obviously, we have to wait and we have to let the FIA do its work and make its report, but this was very, very good. We have the most spectacular images and the combination of the modern sport in this typically African environment is so special and so strong."

DAVID EVANS





Can Gasly recover?

Pierre Gasly has had torrid season at Red Bull so far, but can he get back on track before he's replaced for 2020 or sooner?

EDD STRAW

Nine races in and Pierre Gasly's dream move to Red Bull has turned into a nightmare. On the current trajectory, it's impossible to see Gasly remaining at the team beyond the end of this season. But there is still a realistic chance that he can turn things around after this bad start.

But how badly is Gasly really doing? In terms of relative performance, he is comfortably the weakest team-mate Max Verstappen has had in Formula 1. So far he has been 0.692% down based on an average of the fastest individual lap of every weekend – so about six tenths over a hypothetical 90-second lap. He also has the largest average gap to a team-mate in qualifying this season with an adjusted average of 0.527s.

Finishing a lap down to Verstappen in the Austrian Grand Prix, having briefly been ahead of him on the first lap, is clearly not good enough. But there are mitigating factors. Gasly started at the Red Bull Ring on soft tyres, which put him on a less effective strategy. That was a consequence of his lack of pace as he couldn't use mediums to get through Q2, but it is a weakness multiplied. He was also running a slightly different, higher-downforce aero specification that made it harder to overtake.

He spent large amounts of the race stuck behind midfielders, which also cost him time. All of this was a consequence of his lack of qualifying pace, which was itself down to losing 0.3s to the rear

“Christian Horner has talked about the need for Gasly to reset himself, which is not easy”

stepping out at Turn 1. Small weaknesses are compounded in F1, but the positive thing about that is that if you eliminate them, then you make compound gains. So he's not building on sand and he can't simply be written off as 'slow'.

Red Bull would be foolish to replace Gasly mid-season. Yes, it has Daniil Kvyat on its books and he's performing well at Toro Rosso, proving he's a much more rounded and together character than before. But a mid-season promotion would threaten to destabilise that and, given Red Bull has been there and done that with him, Kvyat would not be much more than a stopgap. That gives Gasly a key resource – time.

As of the Austrian GP, the team has made him match Verstappen's set-ups rather than going in his own direction. There have been problems with finding a correct compromise,

sometimes solving a problem in one part of the circuit and then developing one elsewhere. This has been caused by failing to adapt to changing conditions, but there have also been too many set-up experiments. With a stable, proven car under him, this should allow Gasly to focus on his own driving.

Team principal Christian Horner has talked about the need for Gasly to reset himself, which is not easy. Trying to match Verstappen at this stage is destructive and he needs to find a way to cut that out and just work through his own process. Gasly had a reputation at Toro Rosso for spending huge amounts of time studying data, often on his own laptop away from the track. That can be a strength, but there's a feeling that he's become too wedded to that and that he is driving to the data rather than his own feel. If he can strike that balance, he can do better.

It's the great irony of elite sport that those who thrive are the ones who can perform as if things don't matter when the stakes are highest. Gasly needs to find a way to achieve that and also to cut out the external criticism via the media and social media that has also proved distracting. Being worried about losing his drive appears to have further deepened his malaise. But, as it happens, Gasly excelled when things didn't matter, thanks to the stakes being low in qualifying for the Azerbaijan GP.

There, he was already condemned to starting at the back because of myriad grid penalties, which started with missing the weighbridge, but in Q1 he put in a storming lap to top the session. It was a lap that would have been good enough for fifth in Q3. He also performed well in the race before a driveshaft failure put him out. But such performances have been few and far between and he needs to find a way to recreate that Baku mindset when things do matter.

Gasly needs to simplify everything. Being pushed onto Verstappen's set-up approach can only help that and, given he's only had one weekend with that strategy, the next few races will tell us if that's working. He must also dial back the overdriving. All season he has had a tendency to work the car harder than Verstappen, braking later and often using more steering angle. At its worst, he brakes late, carries too much speed in, induces understeer, winds on more lock, then struggles to get the power down as the car is less stable. Again, he needs to simplify, brake fractionally earlier, work with the car and not against it – not easy given his naturally aggressive style.

It may be that Gasly's potential remains locked away and he continues on the path that would inevitably lead to him being dropped for 2020. But if he can use the time he has left to get back to the fundamentals that have served him well in the past, get into that bubble where he's doing his job well without all the distractions that come with F1, and find the right mindset to deliver his best, then there really is still a chance. ❧

YOUR SAY

Rossi is a proven winner, on many different types of tracks, in the most competitive top-level series in the world. He is fast, experienced, driven, committed, feisty

BRUCE MERCHANT

Red Bull should look to IndyCar for proven talent

If Red Bull is looking for a proven driver for Toro Rosso in 2020, they should choose IndyCar driver Alexander Rossi.

Consider: he is a Honda driver in the largest car market for Honda. He is a proven winner, on many different types of tracks, in the most competitive top-level series in the world. He knows the F1 tracks, from his time as the second-placed driver in F2. He has F1 experience – importantly, in a car that was not very good, a critical experience for a Toro Rosso driver. He is fast, experienced, driven, committed, feisty. And besides, his name is almost perfect for Toro Rossi(o).

Bruce Merchant
Carmel, California

Choose where and when to use DRS

I submit a simple proposal: eliminate the DRS zones and instead modify the existing device to allow drivers to activate their DRS for an established total amount of time during the race. Similar to 'push to pass' in IndyCar.

Lorenzo Pece
Beausoleil, France

Let specialists show the way up the hill

Congratulations to VW and Romain Dumas for their 'electric' performance at the wonderful Goodwood Festival of Speed. I was there holding my breath when Nick Heidfeld set what was to become a 20-year hill record, but that record should have been broken years ago.

Alas, despite enthusiastically introducing all manner of minority motorsport spectacles to a wider public, including drifting, drag racers and Dakar specialists, the Goodwood team has declined to invite the superbly engineered and beautifully presented British speed hillclimb cars and their skilful drivers since the distant memory of Graeme Wight Jr's appearance.

While the FoS was taking place, the best of British hillclimbing was putting on a first-class spectacle to



big crowds at Barbon and Harewood, with some truly magical performances from Wallace Menzies, Robert Kenrick, Dave Uren and Will Hall.

Come on Goodwood, be fair to the crowds and bring the drivers and cars who would put a lot of impressive drives up the Goodwood hill into perspective, while providing a superb spectacle.

Chris Mason
Riccall, York

Put BTCC legends in charge

The situation regarding Formula 1 driver penalties is getting tiresome. I have the solution. Appoint Jason Plato and Matt Neal as stewards.

Roger Gullen
Walkern, Herts

Correction

Ronnie Peterson finished second to Tyrrell's Jackie Stewart in the 1971 F1 world championship, not Emerson Fittipaldi as stated on page 45 last week.

HAVE YOUR SAY, GET IN TOUCH

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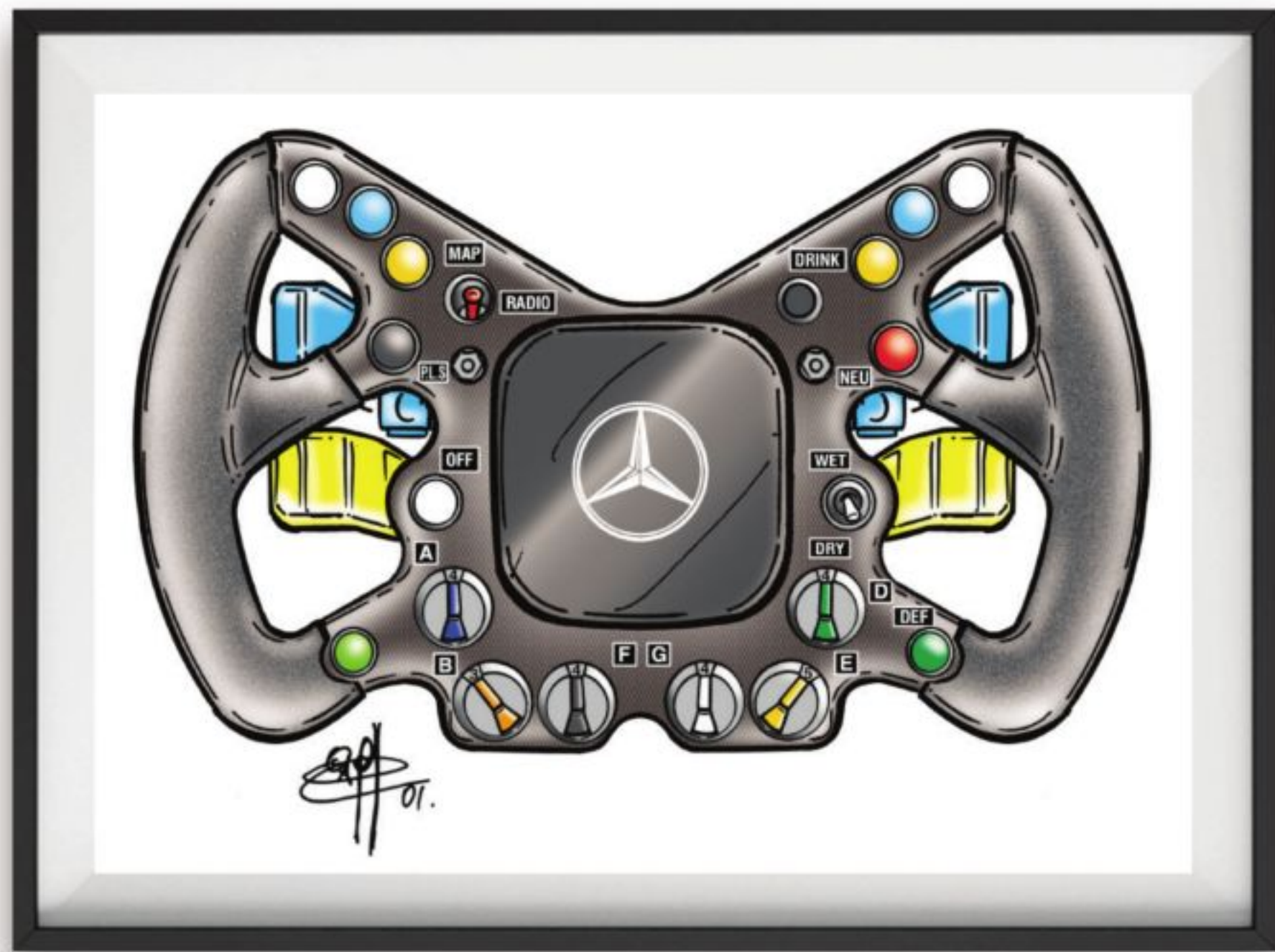

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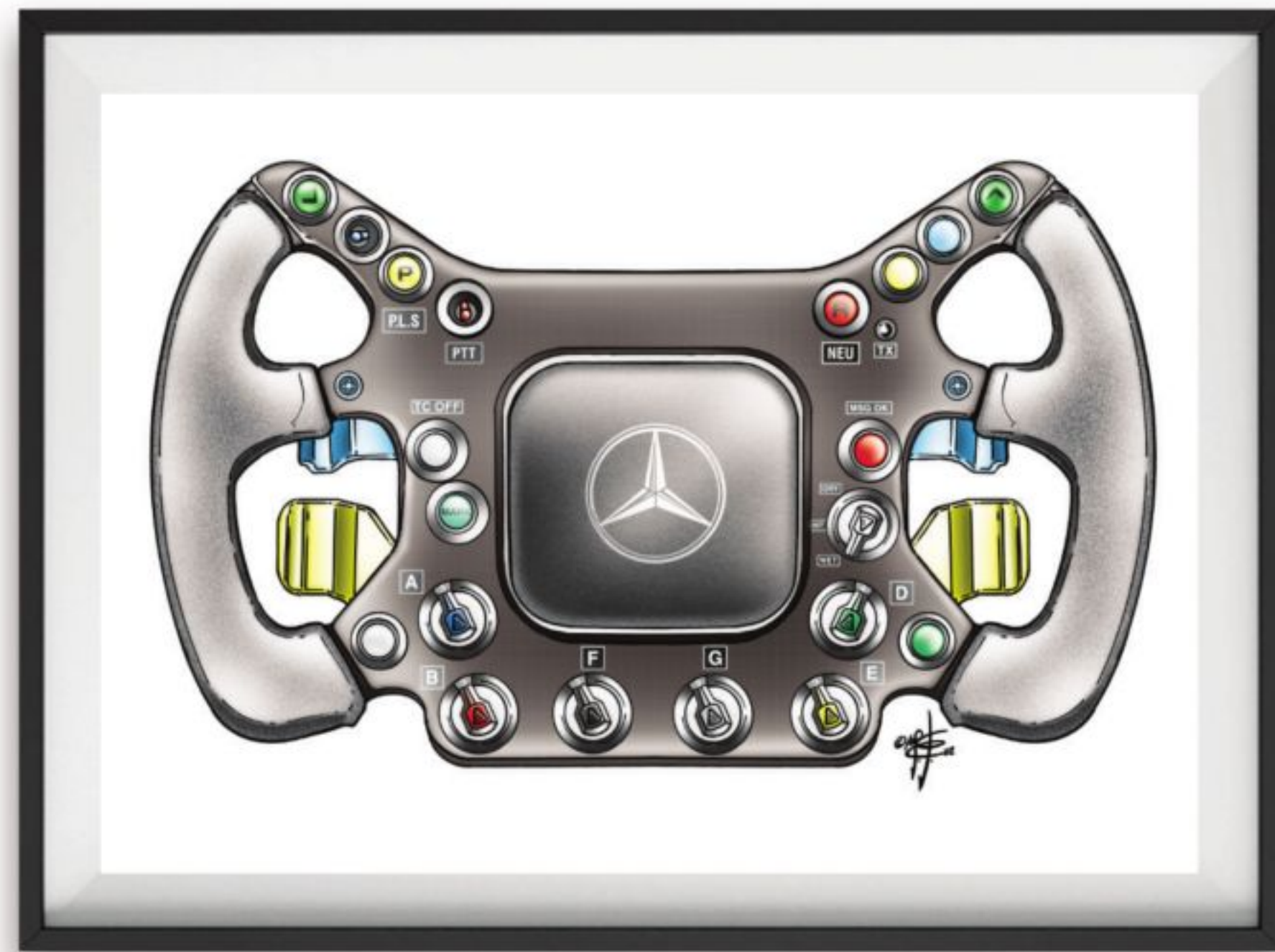

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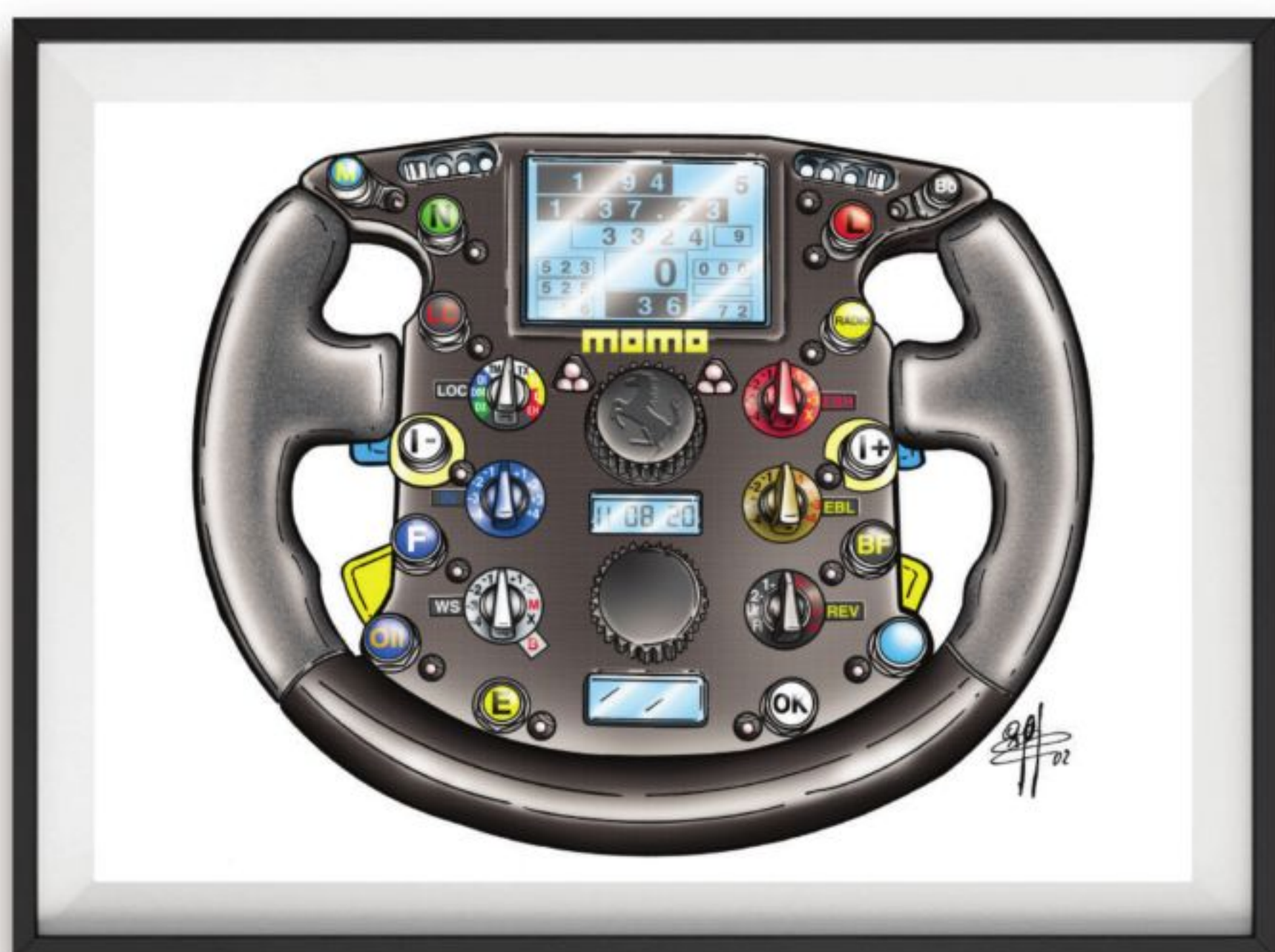

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McLAREN MP4/16 - 2001



McLAREN MP4/17 - 2002



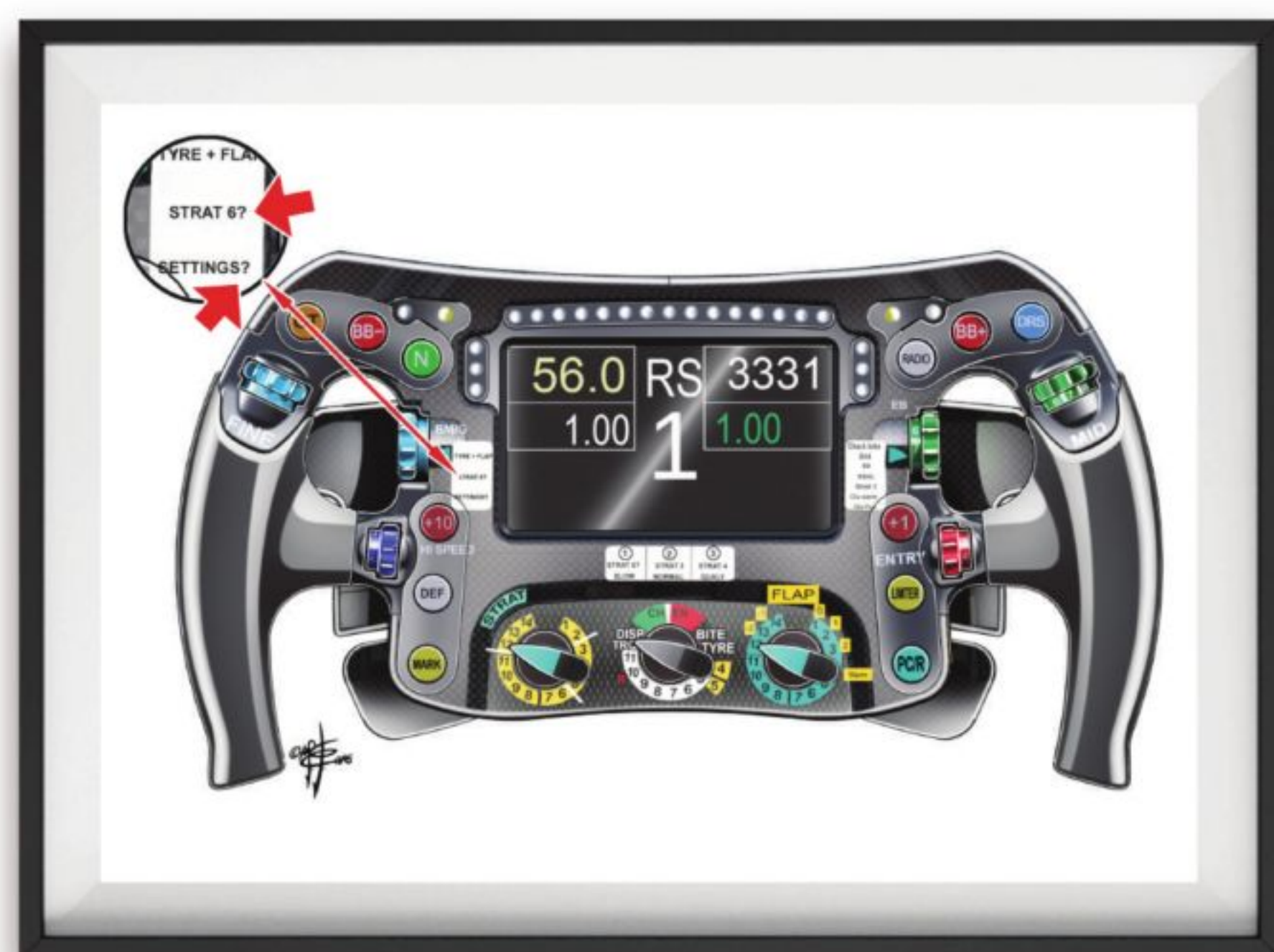
FERRARI F2002 - 2002



WILLIAMS FW26 - 2004



MERCEDES F1W04 - 2013



MERCEDES F1W07 - 2016



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BRITISH GRAND PRIX PREVIEW • WEC SUPERSEASON REVIEW • CAN ANYONE STOP VERGNE IN FORMULA E?





WHY THIS WON'T BE THE LAST BRITISH GRAND PRIX

It's the most popular circuit with fans, the drivers love it, and it's steeped in motorsport history. It would be madness if Silverstone fell off the F1 calendar

EDD STRAW

PHOTOGRAPHY



motorsport
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GALLOWAY

THIS SUNDAY'S BRITISH GRAND PRIX

This Sunday's British Grand Prix at Silverstone probably won't be the last, with a deal between the circuit and Formula 1 seemingly imminent. As Autosport closed for press, the two sides were close to finalising an agreement to save the British GP, though details of the arrangement – and its length – were not clear.

Such negotiations came about after Silverstone activated a break clause in its contract two years ago because it was not financially viable to continue to run the race. This was primarily thanks to the annual 5% fee escalator in a 17-year deal that originally cost £11.5million for 2010 and would have grown to around £25m. The British GP, on those terms, simply was not cost-effective and the circuit was burning through cash reserves to keep the event going. And it was not because of a lack of fans – based on 2018's figures, Silverstone had the biggest event attendance of all 21 races, at 340,000.

Chances are a new deal will be confirmed this weekend, if not before, but Silverstone's willingness to run down the clock and not be backed into a corner by F1 means that things still weren't signed, sealed and delivered at the beginning of the week. Ideally, Silverstone would want to announce this weekend that the British GP will continue there next year to kick off ticket sales. But the devil is in the detail and Silverstone has long been resolved to get this contract right for itself commercially. A proposal for a second UK-based grand prix in London's Docklands also threw a spanner in the works, as a rival race so close would also not be desirable for the Northamptonshire venue.

"Our position has been very clear all along – we very much want to retain the British Grand Prix at Silverstone," says circuit managing director Stuart Pringle. "But we can only accept terms that will not place us back in the position we were in and left us with no option but to exercise the only break clause in that contract."

"Silverstone's commitment to F1 very nearly destroyed our company and it certainly wiped out our balance sheet. We have to learn the lessons and approach this negotiation in a different way. It's got to be right and frankly we add significant value to the championship. Silverstone, Monza, Spa and Monaco are the cornerstones of the calendar, and it was great to hear all the drivers recently saying how good they thought the track is."

"Nobody wants to lose it. We produced the biggest crowd of last season, we produced the most satisfied crowd by F1's own crowd-survey feedback, and we do add value. But we can only pay the money that fans give us through ticket revenue."

The British GP is one of only two races that has been ever-present on the world championship calendar, along with the Italian GP. While Aintree and Brands Hatch have also hosted the British GP, Silverstone is its spiritual home, having staged the race 52 times – only Monaco and Monza have held more world championship races. On top of that,

"IF YOU START TAKING AWAY THE LEGENDARY RACES YOU LOSE ALL THE HISTORY AND CULTURE"

Silverstone held the British GPs in 1948 and 1949, although the first of those two races was only given that title retrospectively, having run as the RAC International Grand Prix at the time. Its heritage is beyond question.

"The UK is part of the foundation of what this sport is, and if you start taking away the legendary races you lose all the history and culture," says five-time British GP winner Lewis Hamilton. "I truly believe that they've got to keep F1 in the UK, and in particular at Silverstone. It's such an awesome track, such an awesome place. It's one of the biggest turnouts of the whole season. You can't turn your back on that."

But heritage only gets you so far. While F1's classic races have had some protection, the disappearance of the most historic of all – France – from 2009 to 2017 proves that's not enough. In the UK, it's easy to assume the British GP is inviolable and must continue, but that's simply not the case. Just as F1 must justify the cost of staging a race for Silverstone, so Silverstone must justify a place on a crowded calendar. But as F1's best- ➤



Previous deal's terms were ruinous, says track boss Pringle



No other F1 venue matches Silverstone's fan appeal – 340,000 rocked up in 2018

SIXTH GB WIN IN THE CROSSHAIRS



RECORD-BREAKING CHANCE FOR HOME HERO HAMILTON

Should Lewis Hamilton win the British Grand Prix on Sunday – and he's favourite to do so – it will be his sixth victory in the race. That would put him one clear of Jim Clark and Alain Prost for most British GP wins.

Hamilton has largely made Silverstone his stomping ground in recent years. While arguably his greatest British GP victory was his first in the sodden 2008 race, he has won four of the past five Formula 1 races at Silverstone. It would be a great achievement to break the record, but he would still need two more victories to match Michael Schumacher's record for victories in the same grand prix – eight, in France.


The majority of the home crowd will be cheering for a Hamilton victory on Sunday, and it's theoretically possible that they could even get an all-British lockout of the top three should some

“IN 1965, FIVE DRIVERS OF THE SAME NATIONALITY FILLED THE TOP FIVE POSITIONS”


extraordinary set of circumstances allow Lando Norris and George Russell to join him on the podium. At a push, the best possible would be three and a half home drivers in the top four, counting London-born Thai Alex Albon as the half. But even that would fall short of what happened in 1965.

For the only time in world championship history, five drivers of the same nationality filled the top five finishing positions in the British GP. There have been six top-four sweeps, the last for France at Paul Ricard in 1982, and 16 podium lockouts, the most recent also for France at Imola in 1983, but this achievement is unique.

At Silverstone in 1965, it was Jim Clark who led the way in his Climax-engined Lotus 33. After passing Richie Ginther's Honda for the lead on the first lap, Clark pulled clear but then suffered a misfire that allowed BRM driver Graham Hill to close in over the last 18 laps. Clark won by 3.2s from Hill, with John Surtees taking third for Ferrari. Clark's team-mate, Mike Spence, was fourth, with Jackie Stewart fifth for BRM. Ginther could have prevented the sweep but for an injection problem that led to him slowing then retiring.



Brit parade: Clark led a remarkable result in 1965 British GP



Mansell hunts down Williams team-mate Piquet in epic 1987 race

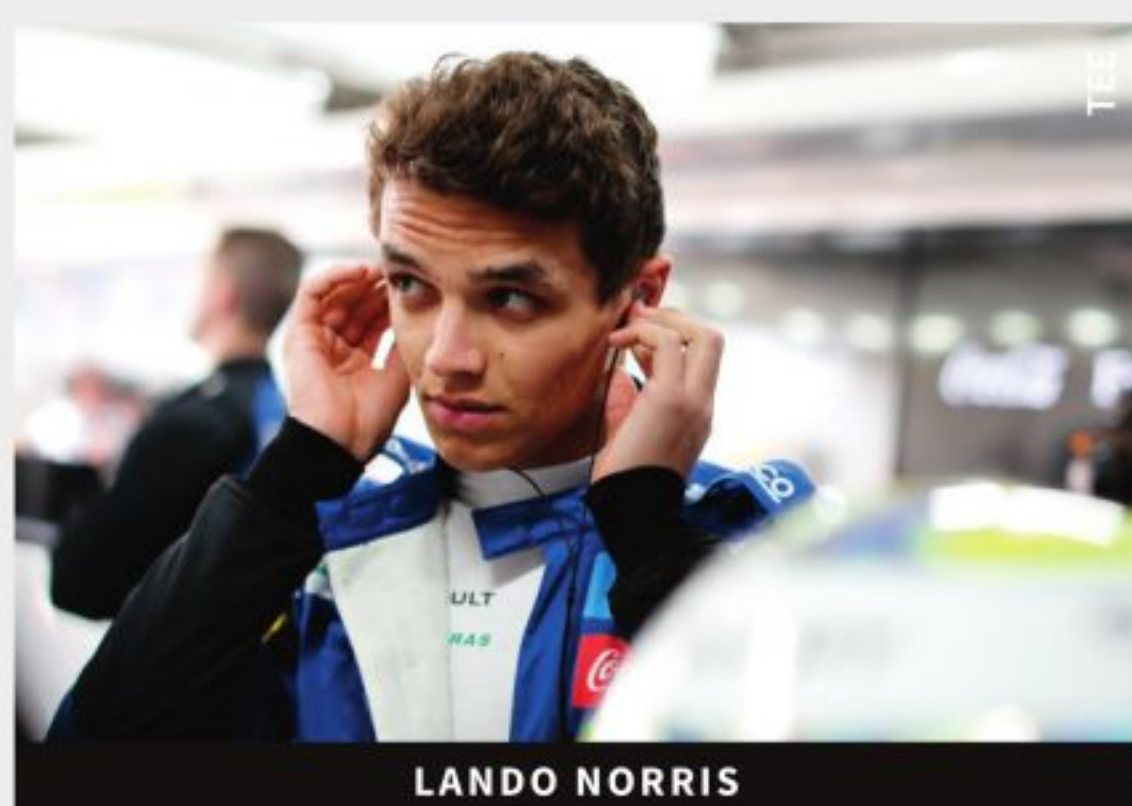


Hamilton appreciates
Silverstone's heritage
and its driver appeal



THE OTHER 'BRITISH' DRIVERS

Beyond Lewis Hamilton, there will be two and a half other British drivers to cheer on at Silverstone this weekend



LANDO NORRIS

Team McLaren Starts 9 Best finish 6th

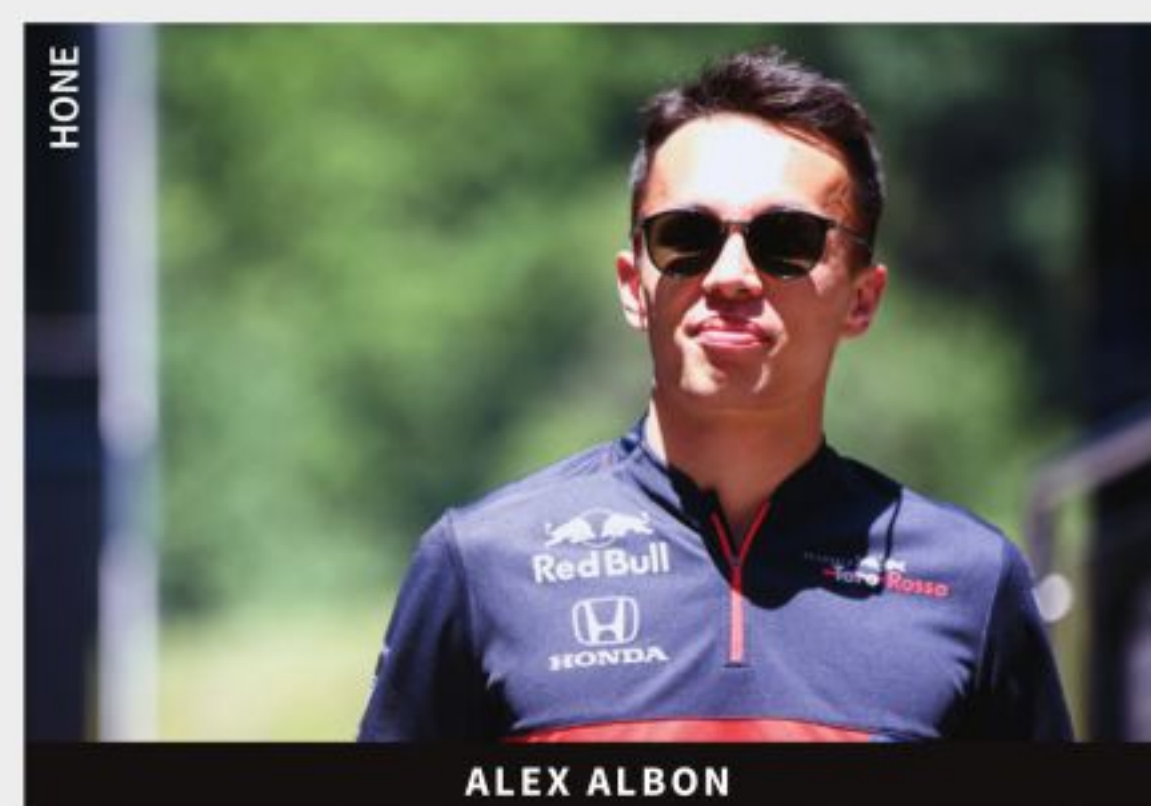
The 19-year-old has made an eye-catching start to his grand prix career, all but matching impressive team-mate Carlos Sainz Jr. He heads into the British Grand Prix on a high after a superb sixth place in Austria, the fourth points finish in his nine starts. He's compared well to team leader Sainz, who has scored eight more points so far in 2019. The McLaren has improved dramatically thanks to finding good rear-end stability with the upgrade introduced for the Spanish Grand Prix, particularly in the fast and medium-speed corners.



GEORGE RUSSELL

Team Williams Starts 9 Best finish 15th

Given he's cursed with a Williams that's well off the pace and has an almost-permanent reservation on the back row of the grid, it's desperately unlikely Russell will be a points threat at Silverstone. Only unexpectedly high attrition or a chaotic race could make that possible. But that doesn't mean he's not having a very fine rookie season. His professionalism and consistency have been impressive and, along with Sergio Perez, he's one of only two drivers to have beaten his team-mate in every qualifying session. Expect him to trouble the midfield stragglers at Silverstone.



ALEX ALBON

Team Toro Rosso Starts 9 Best finish 8th

Holds dual nationality, although he races under the Thai flag and describes himself as a "London-born Thai". So he can be claimed as half a British driver. Has made an exuberant start after his unexpected F1 break (the consequence of Red Bull running out of drivers and picking him up when he was destined to move to Formula E with e.dams Nissan). There have been mistakes, notably shunting during FP3 in China, but he's been fast and managed a trio of points finishes. Toro Rosso is erratic, and not the quickest in the midfield, but Albon shouldn't be too far from the top 10.



The British GP is a key part of the lure for Williams team's partners and sponsors

GORIA

attended race, with a lucrative Paddock Club, significant demand for VIP guest attendance and with the potential to remain a fixture on the calendar almost indefinitely, it's also of huge value to F1 itself.

It's also important for the teams. The majority are based in the UK, so in these days of huge staff headcounts it's the easiest, and often only, opportunity for many factory-based staff to see the cars they work so hard for in action. And for a team such as Williams, the only one on the grid that lives or dies by the cash it can raise given the lack of an owner/investor with almost-bottomless pockets, it is crucial.

"From a purely emotional perspective, I can't imagine Formula 1 not just without the British GP, but without the British GP at Silverstone," says deputy team principal Claire Williams. "I believe that its home is at Silverstone, I don't see that there's another facility in the UK that could accommodate everything that's now required to host our circus.

"Silverstone has taken such a beating over the years yet I think put on one of the most successful races that we see. Last year was just awesome. Silverstone put a whole lot of work in for a great show over four days. You can take things for granted and it's only really when they are taken away that you truly recognise how much you value them. If Silverstone came off the calendar, we would all deeply regret that decision. Whenever those conversations have arisen, Williams has always been adamant that F1 should have a race in Britain and most importantly at Silverstone."

The circuit itself is also a vital asset. Silverstone is often cited among the drivers' favourite tracks, and it has produced some great races over the years. There is also a desire to retain classic circuits among fans.

"The circuit is one of the truest to F1's DNA on the calendar, it is one of the traditional tracks and we have so few of them," continues Williams. "It's a real test of man and machine and requires every element of a race car; it's not a power track, not an aero track. The drivers thoroughly enjoy racing on such an amazing circuit. I'm very passionate about Silverstone because it represents a strand of DNA of our sport and should never be removed; it should be protected and promoted, not scorned and criticised."

Williams has an international partner portfolio, so while it's true to say none of its deals stand or fall on there being a British GP, it is part

of the appeal. Lose Silverstone, and that could make what is already a tough sell for any team trying to land sponsorship even harder.

"Whenever we're talking to prospects, one of the first questions is what are your key markets, and you hope each of those are on the calendar and you can tick the box," says Williams. "Those are the markets they want to activate, so it's important to have them. But for each of our partners, Silverstone is a key market and it's going to be, along with the USA, our busiest race this year. The UK is an incredibly important market and our partners would think it wasn't great not to have that market."

For any sporting series to allow a situation to arise where it could lose its biggest event – and this year's British GP is set for even stronger spectator numbers than last year – seems absurd. And with the possibility of a London race, however fanciful, threatening Silverstone's catchment area, and the length of time it has taken to get close to a deal, nobody should take for granted its long-term future. Fortunately, there's every chance that the deal will be completed, and Silverstone can look forward to a long future.

Silverstone belongs on the F1 calendar. The commercial considerations are secondary – what's important is that one of F1's keystone events lives on.

"I think you cannot have F1 without the British GP," says Mercedes team boss Toto Wolff. "The question is only where. Silverstone is the home of motor racing and it is the most famous track in the UK, and I hope they can find an agreement that is of mutual benefit. Both sides have probably the right argument but they need to find a consensus.

"The British GP is iconic for F1. That is most important. It needs to be on the calendar." ❧

NEXT WEEK

BRITISH GRAND PRIX REPORT 18 JULY ISSUE

Will Lewis Hamilton bounce back from his Austrian blip and add a sixth British GP win to his already extraordinary CV?

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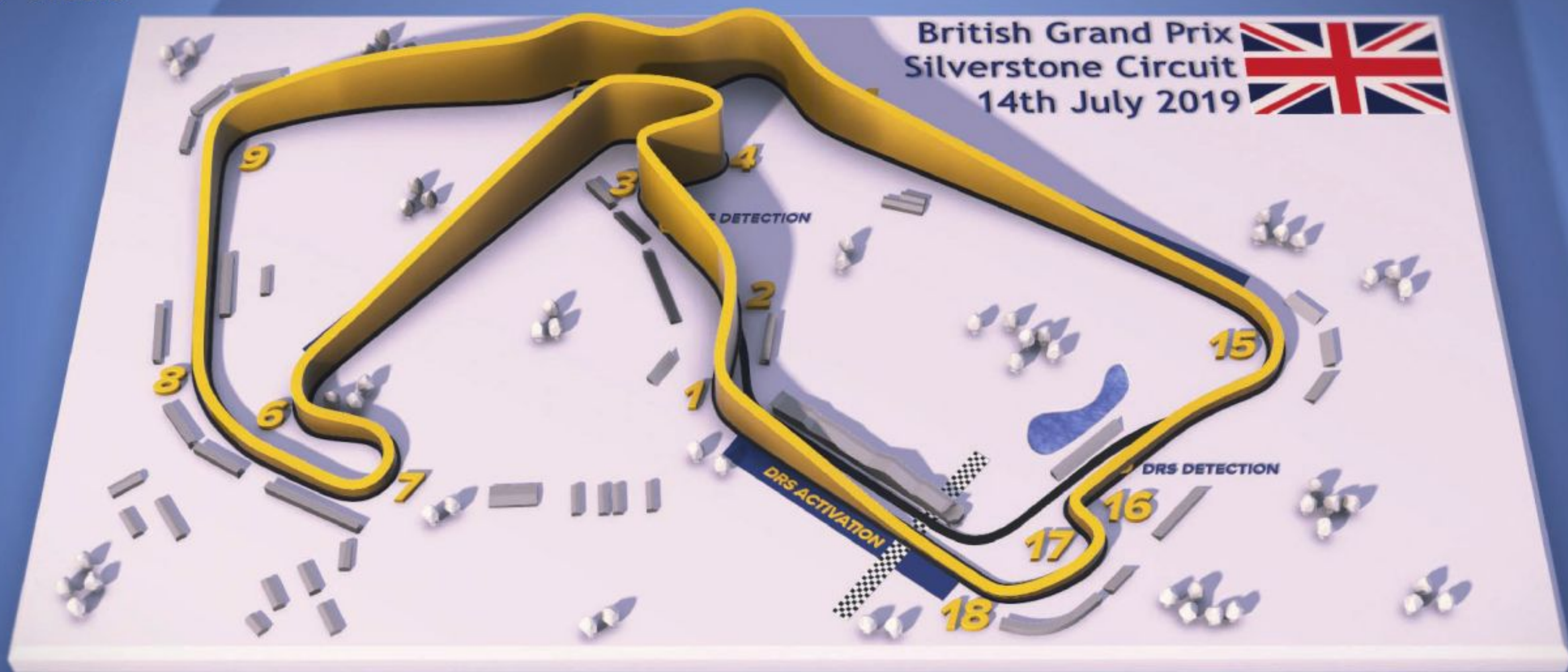
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LENGTH 3.660 miles NUMBER OF LAPS 52

British Grand Prix
Silverstone Circuit
14th July 20192018 POLE POSITION
Lewis Hamilton 1m25.892sPOLE LAP RECORD
Lewis Hamilton 1m25.892s (2018)RACE LAP RECORD
Lewis Hamilton 1m30.621s (2017)

START TIMES

Friday 12 July

FP1 1000

FP2 1400

Saturday 13 July

FP3 1100

QUALIFYING 1400

Sunday 14 July

RACE 1410

CATCH THE RACE LIVE

CHANNEL 4

SKY SPORTS F1

BBC RADIO 5 LIVE

TYRE ALLOCATION

HARD

MEDIUM

SOFT



C1



C2



C3



C4



C5



INTERMEDIATE



WET

CHAMPIONSHIP

Drivers

1	Hamilton	197
2	Bottas	166
3	Verstappen	126
4	Vettel	123
5	Leclerc	105

Constructors

1	Mercedes	363
2	Ferrari	228
3	Red Bull	169
4	McLaren	52
5	Renault	32



TRACK STATS

Previous winners

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



Silverstone masters

Average points per race at Silverstone from the current F1 drivers. Races before 2010 converted to current points system.	Hamilton	17.00
	Raikkonen	11.13
	Vettel	11.09
	Bottas	9.67
	Verstappen	7.50
	Ricciardo	6.38
	Hulkenberg	4.25
	Kubica	3.00
	Kvyat	2.75
	Perez	2.38



A FAN'S GUIDE TO THE BRITISH GRAND PRIX

Silverstone is one of the most popular venues on the Formula 1 calendar, but there are still a few tricks worth knowing to make the most of it

DAVID EVANS

Dear Mr Owen. Sorry to tell you, David's not feeling very well today. He won't be in school today. But he should be fine for Monday.

How could I be in school when I was sitting on the outside of Copse? Just because I wasn't tuned into the roots of the Boer War doesn't mean I wasn't learning stuff. Far more pertinently, I was discovering that, just because Piercarlo Ghinzani's Zakspeed looked insanely quick through the right-hander before me, it didn't necessarily follow that he would win. Or even qualify.

Fridays at the British GP became something of a tradition for my father and I. Last year that tradition moved down a generation as my son and I enjoyed our first trip to Silverstone. I'd been to a few races in the intervening period, but 2018 was the first time I'd gone back with an apparent need to look beyond the cars for entertainment.

Why Friday? Simple, you get three hours of Formula 1 cars. Admittedly, they're not flat-chat quali-speed or wheel-to-wheel racing, but pound for pound it's the best-value day – if you can

call £75 general admission on Friday, £37.50 (11-15) and under-10s free, value – to appreciate the spectacle and get about the place to watch in different corners.

This is about what to expect if you're doing the first family trip this weekend. Like every aspect of F1, planning is vital. What's your timing strategy? Thoughts on refuelling? Vital for the junior team members is an appreciation of sponsorship management through the event – more of this in Ollie's panel (see right).

Traffic management has improved dramatically around Silverstone, but it's still worth considering getting in ridiculously early. Gates to go trackside open at 0730 on Friday and Saturday and 0630 on Sunday, but you can get into the car park much earlier. Do that, then crack open the flask and enjoy a morning coffee listening to Silverstone radio (87.7 FM). Alternatively, if you're going to the race itself, why not be the last of the late-brakers and arrive an hour or so before the start? Folk did that last year and drove pretty much straight into a space.

As you'd imagine, food's pricey when you get in there and not many of the £6 burgers looked like the best investment.



Making a picnic may feel like a 15-minute hassle when you could be watching a classic race on Sky F1, but it'll save you stacks of cash and a whole heap of time – the queues are not small.

The F1 Fan Zone opens at 0800 and this really is a reason to get in early. We'd done our pitstop challenge in the first 10 minutes and were on the grid waiting to start our first sim race before half-eight. Unfortunately, we stalled on the grid and had to wait 15 minutes due to a dodgy internet connection in this corner of a Northamptonshire field. But it was worth the wait. Great race – especially as both were free.

That said, there weren't nearly as many carry-out freebies as I remembered from my youth. The poster, cap and key-ring counts were disappointingly low.

Where you watch largely depends on how early you're in and where you're parked. The Maggotts left-hander bringing the cars into Becketts is a must. Stand at the fence and watch these things turn in practically beneath you – it's amazing. From there it was back to Luffield for a few viewing options.

Walking from one to the other, you'll head down National Pits Straight, which houses the Family Zone complete with Lego-based entertainment, face-painting, electric go-karts and the chance to design and build a model rocket car.

Whatever you do, plan your viewing early. Get to your place as soon as you can and don't be tempted to change strategy mid-session. It's astonishing how much track time folk lose running from one corner to another, only to get there and find there's no room at the fence.

Then there's the obvious stuff – don't forget the sun cream and the common sense. An unusually hot summer made for some fairly unedifying sights – not least a number of chaps who'd forgotten their shirts and gently beer-roasted themselves through Friday afternoon. If, on the other hand, glow-in-the-dark shoulders and sunstroke are your thing, aftersun's probably advisable.

Regardless of the weather, an umbrella is not a bad plan. If the weekend brings cloudless skies and temperatures well into the thirties, you'll soon appreciate that it doesn't need to be raining to make best use of a brolly.

Departure's a tricky one. We were out of there sharpish after second free practice and were back to the M40 in no time. Staying late's not a bad plan, especially if you want to make the most of Silverstone's efforts to deliver a hint of Glasto on the Main Stage alongside the Fan Zone. Razorlight and Craig David are on the list this time around.

Have a good day. ✨

A YOUNG FAN'S VIEW

OLLIE EVANS ON THE SILVERSTONE EXPERIENCE

Both cars cleaned, my bedroom tidied and a week's worth of watering the garden, and I was confident I'd saved enough money. A programme and a Max Verstappen – or maybe Lewis Hamilton – baseball cap were my targets.

I wasn't even halfway there. Sixty pounds for a fancy Lewis hat and a programme seemed a lot, so I went for a Max cap and Autosport. If you do buy a cap, don't let your parents put it in the washing machine. Mine's never been the same since!

Seeing Formula 1 cars for the first time is something I'll never forget. And don't listen to people who say they're quiet – they're still noisy when they're close! But the best thing was probably the simulators. Getting there early and being allowed to stay on for another go was amazing.

And if you're taking sandwiches, go for honey. Even when they get warm, they're still delicious!





5 OTHER THINGS TO WATCH OUT FOR

*This weekend won't just be about the grand prix.
Here's what to look out for in the support categories*

JACK BENYON

The F1 pretender looking to halt F3 dominance

This is the first year that FIA Formula 3 has run to a single-make format. And, just like Formula 1, the championship visits Silverstone after a Red Bull driver provided a welcome end to one team's dominance at the last round in Austria.

For Mercedes read Prema Racing, which won the Formula 3 European Championship last year, and ended any doubts that it would be able to adapt to the new FIA F3 by convincingly winning the first four races of the season. And for Max Verstappen read Red Bull Junior Juri Vips, who fittingly delivered a stonking performance at the Red Bull Ring to jump to third in the standings and prove that Prema can be beaten. His Hitech Grand Prix team is based just across the road from Silverstone, and the young Estonian is excited.

"It's probably one of my favourites," says Vips of Silverstone, where he won a Euro F3 race in 2018. "I think it really suits my driving style – it's very difficult and technical, a real challenge. There's a lot of possibility to make up time there."

But what of his chances to repeat his Austrian feat? "It's been a guessing game in terms of balance so far this season, at least for us," he says. "I think we're finding our routes now, and I just hope we can have a clean weekend like we did at the Red Bull Ring. I still think we were lacking some qualifying pace at the Red Bull Ring, but bit by bit I think we are starting to put the puzzle together and we'll see how it works out."

Robert Schwartzman is the series leader for Prema, and he comes in having been deemed responsible for taking team-mate Marcus Armstrong out of the second Austrian race on the last lap. So how the Prema boys rebound will be interesting to see.



Herbert headlines Masters Historic Formula 1 race entry

The Masters Historic F1 races aren't always the most competitive given the range of machinery from the 1960s-80s, but their trips to Silverstone are always nostalgia-fuelled and have a headline story to tell. This year it's 1995 British Grand Prix winner Johnny Herbert. He's driving an Ensign N180B that hasn't raced for 36 years, but the Sky Sports F1 TV presenter is looking forward to the opportunity.

Three-time grand prix starter Jean-Denis Deletraz joins the entry in an ATS D4 on a weekend where his son Louis will compete for F2 honours, while Indianapolis 500 racer James Davison steers a Lotus 81. Red Bull design wizard Adrian Newey also appears on the entry list in a Lotus 49.



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Ilott says Sauber Junior
Team will give him the
tools to succeed

Formula 2 faces uphill battle to match last year's British success

Last year the Formula 2 season was dominated by three British-born drivers who all ended up making it to Formula 1: George Russell, Alex Albon and Lando Norris. This year the pre-season attention was intense thanks to reigning Formula 3 European champion Mick Schumacher's progression into the championship, but he has failed to produce the form of many of his fellow rookies and lies 13th in the championship after 12 races in a Prema Racing car that was constantly challenging for wins and podiums last year.

Up front, Nyck de Vries of ART Grand Prix and DAMS driver Nicholas Latifi lead the way in the points, while Luca Ghiotto has been arguably the quickest package with Virtuosi Racing but has had a rollercoaster start to the season.

Top rookies Guan Yu Zhou (Virtuosi, sixth) and fellow Renault F1 junior Anthoine Hubert will be worth watching – the Frenchman has taken two sprint-race wins with the Arden team that seized victory with Maxi Gunther in the sprint race at Silverstone last year.

Callum Ilott will likely be Britain's best hope for the Sauber Junior Team: "The team has a good car and it's up to me to make it work. Silverstone was a strong one for them last year and they're looking forward to it."

Jack Aitken lies fifth in the points with Campos Racing, but the British-South Korean driver had a tricky event last time out in Austria that he'll need to bounce back from.

It may lack a headline battle, but the two-race, reversed-grid format always creates entertaining racing, no matter the protagonists.

Britain's best hope for a support-series winner?

After missing out on last year's McLaren Autosport BRDC Award, Max Fewtrell signed a mega-deal to join GP3 Series dominator ART Grand Prix for 2019. With the new FIA F3 car loosely based on the last-generation machine from the GP3 Series, in which ART drivers won eight of the nine titles, it seemed the perfect place for the reigning Formula Renault Eurocup champion to leap to F3 glory.

But then two nightmare weekends started the season, before Fewtrell kickstarted his campaign with a second and a fourth at the Red Bull Ring last time out.

"I'm really confident coming into this weekend," he says. "We'll see in practice as you never know, but previously I've been good here and it's a track I really love. It's probably my favourite track."

"We had such a hard weekend at Paul Ricard and we needed a good weekend in Austria. The team pushed extra hard – I think it all came together and we finally got a good weekend under our belt."

Fewtrell's team-mate Christian Lundgaard won the first race of the season at Barcelona on the road before a penalty, and will also be one to watch.



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Fewtrell is on a
fightback after tough
start to the season



PORSCHE SUPERCUP For the past two years Michael Ammermuller has taken the Porsche Supercup through consistency. Young pretender Julien Andlauer has won two of the three races, but a slip at Monaco means Ammermuller leads. Florian Latorre won the equivalent race last year.

TIMETABLE

THURSDAY 11 JULY

1530 Masters Historic practice

FRIDAY 12 JULY

0730 Public gates open

0835 Formula 3 practice

1000 Formula 1 practice 1

1155 Formula 2 practice

1400 Formula 1 practice 2

1555 Formula 2 qualifying

1650 Formula 3 qualifying

1855 Masters Historic qualifying

2230 Public gates close

SATURDAY 13 JULY

0730 Public gates open

0820 Masters Historic race 1

0925 **Formula 3 race 1**

1100 Formula 1 practice 3

1400 Formula 1 qualifying

1545 Formula 2 feature race

1715 Porsche Supercup qualifying

1810 Masters Historic race 2

2145 Public gates close

SUNDAY 14 JULY

0630 Public gates open

0845 Formula 3 race 2

1000 Formula 2 sprint race

1115 Porsche Supercup race

1230 Driver's track parade

1410 British Grand Prix



24 HOURS OF SPA-FRANCORCHAMPS

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GR TOYOTA
GAZOO
Racing

K. KAKIUCHI



TOYOTA'S CROWN BUT ALONSO'S SEASON

The ex-Formula 1 star's name dominated the World Endurance Championship, although that shouldn't sell his team-mates and rival Toyota crew short

GARY WATKINS

PHOTOGRAPHY JEP  **motorsport**
IMAGES



Toyota finally got a Le Mans 24 Hours victory on the board, and then followed it up 12 months later with another one. But two victories in the jewel in the crown of sportscar racing for the discipline's big underachiever isn't how the one-off 2018-19 World Endurance Championship superseason incorporating two editions of the 24 Hours will be remembered. It's always going to be talked about as the year (and a bit) of Fernando Alonso.

The two-time Formula 1 world champion came, saw and conquered, ending up winning all the big prizes available with team-mates Sebastien Buemi and Kazuki Nakajima. Together they won the 2018 Le Mans to take Alonso a step closer to the unofficial triple crown of motorsport he so craves, and then won it again as they wrapped up the WEC title at last month's superseason finale.

Maybe it was the perfect result for a series that needed a shot

**“ALONSO'S MERE PRESENCE
ON THE GRID GAVE THE WEC
A BOOST IN ITS HOUR OF NEED”**

in the arm after Toyota was left as the last marque standing out front in the LMP1 class. Alonso's mere presence on the grid gave the WEC a boost in its hour of need and his victories, at Le Mans especially, brought the series to the attention of a much wider audience than when the Japanese manufacturer was slugging it out with Porsche and Audi.

The shame was that Toyota had everything its own way against limited opposition over the course of a season that started back in May 2018. If the idea that Alonso was somehow dominating against the less-illustrious names in the second of the two TS050 HYBRIDS took hold in the minds of those who were learning about the WEC for the first time, then that would also be a shame. The stats of the eight-race superseason make for misleading reading.

Alonso, Buemi and Nakajima won five of the eight races, six if >>

RESULTS PROTOTYPE CHAMPIONSHIP

POS	DRIVERS	TEAM/CAR	PTS
1	Fernando Alonso (ESP) Kazuki Nakajima (JPN) Sebastien Buemi (CHE)	Toyota Gazoo Racing/ Toyota TS050 HYBRID	198
2	Jose Maria Lopez (ARG) Kamui Kobayashi (JPN) Mike Conway (GBR)	Toyota Gazoo Racing/ Toyota TS050 HYBRID	157
3	Gustavo Menezes (USA) Thomas Laurent (FRA)	Rebellion Racing/ Rebellion R-13	114
4	Mikhail Aleshin (RUS) Vitaly Petrov (RUS)	SMP Racing (ART) / BR Engineering BR1	94
5	Andre Lotterer (DEU) Neel Jani (CHE)	Rebellion Racing/ Rebellion R-13	91
6	Mathias Beche (CHE)	Rebellion Racing/ Rebellion R-13	73
7	Bruno Senna (BRA)	Rebellion Racing/ Rebellion R-13	73
8	Andre Negrao (BRA) Nicolas Lapierre (FRA) Pierre Thiriet (FRA)	Signatech Alpine Matmut/ ORECA 07	64
9	Nathanael Berthon (FRA)	DragonSpeed ORECA 07/Rebellion Racing Rebellion R13	51
10	Gabriel Aubry (FRA) Ho-Pin Tung (NLD) Stephane Richelmi (MCO)	Jackie Chan DC Racing/ ORECA 07	51



you include the Silverstone round last August in which the two Toyotas were excluded. Team-mates Kamui Kobayashi, Mike Conway and Jose Maria Lopez won only twice. Yet they might have won just as many races as the eventual champions, perhaps more.

Toyota may have had things all its own way, but it let its two cars race and race hard within some pretty strict rules of engagement. It was nip and tuck between the two Toyota crews at the majority of the races. The irony of the season is that the three races where one car had a clear advantage actually went the way of the undeserving Toyota. Alonso and co lost out at Shanghai back in November thanks to some freak events behind the safety

“KOBAYASHI, CONWAY AND LOPEZ HAD THE LION’S SHARE OF TOYOTA’S PROBLEMS”

car and then Kobayashi, Conway and Lopez lost out with technical gremlins in the final two races.

Their season was perhaps summed up at Le Mans this year by the sight of their TS050 slowly making its way back to the pits with what everyone initially thought was its second puncture in the space of two laps. It was nothing of the sort.

The car’s system of tyre-pressure sensors had, in fact, been wired up incorrectly. That resulted in the wrong Michelin being changed when Lopez brought the car into the pits with a shade over an hour of the race to go. The full lap he then had to complete on a punctured tyre meant the two-minute advantage he had enjoyed

before the start of the sorry saga turned into a one-minute deficit.

Kobayashi, Conway and Lopez had the lion’s share of Toyota’s problems last season. A procedural error hit their chances at the season opener at Spa in 2018 and a sensor issue in the hybrid system deprived them of victory at the Belgian track 12 months later.

Alonso conceded that the rival Toyota crew generally had the edge in qualifying, though reckoned that he and his team-mates had a slender advantage when it came to race days. The first part of his claim was undoubtedly correct – Kobayashi, Conway and Lopez took pole in six of the eight races, though ended up losing two – but it’s arguable that he was wide of the mark on the bit about the races.

Any kind of challenge to the dominance of the Toyotas from the privateers never materialised despite the efforts of WEC promoter the Automobile Club de l’Ouest and the FIA. They made a promise of one-lap performance parity, part of the rescue package to save the series announced in September 2017, and edged the Rebellion and SMP teams towards the TS050s over the course of the season. But the non-hybrid machinery was never truly on terms with the Japanese cars.

Toyota had something to do with that, at least initially. It was in a strong position politically as the only manufacturer left standing in LMP1, and had FIA stability statutes on its side, and was able to negotiate what Toyota Motorsport GmbH technical director Pascal Vasselon called a safety margin into what was grandly called the Equivalence of Technology.

Toyota’s simulations suggested the privateers should have been going much quicker with the fuel available to them. That explains why it wanted a theoretical 0.25% lap-time advantage, and to be able to refuel quicker and go longer between pitstops.

Those calculations didn’t take into account that the privateers were just that: independent teams without the huge resources of a manufacturer. What’s more the privateers were, apart from the tiny

ROUND BY ROUND

Spa 1

LMP1 Alonso/Buemi/Nakajima
LMP2 Tung/Richelmi/Aubry
GTE PRO Mucke/Pla/Johnson
GTE AM Lamy/Lauda/Dalla Lana

Alonso scores a debut win in the WEC, though he and his team-mates have it easy. The pole-winning sister Toyota has to start more than a lap down after a procedural error in qualifying. Multiple safety cars aid the cause of Kobayashi, Conway and Lopez, who move into contention in the closing stages until the positions are frozen at the final pitstops.

Le Mans 1

LMP1 Alonso/Buemi/Nakajima
LMP2 Lapierre/Negrao/Thiriet
GTE PRO Estre/Christensen/Vanthoor
GTE AM Ried/Campbell/Andlauer

Alonso begins a fightback on Saturday night after Buemi is penalised for speeding in an 80km/h slow zone. He and his team-mates haul back a deficit to the other Toyota of nearly two minutes. They have a clear edge on pace against a car that is struggling with understeer in the cooler temperatures of the night.

Silverstone

LMP1 Menezes/Laurent/Beche
LMP2 Tung/Richelmi/Aubry
GTE PRO Calado/Pier Guidi
GTE AM Ried/Campbell/Andlauer

Another Toyota 1-2 is led home by Alonso, Buemi and Nakajima. They have the advantage over their team-mates at the start and, crucially, at the end when both cars lose their edge with underfloor damage that ultimately results in disqualification. The winning Rebellion moves ahead of the sister car at the end when it requires a stop to fix the rear lights.

Fuji

LMP1 Kobayashi/Conway/Lopez
LMP2 Jaafar/Jeffri/Tan
GTE PRO Estre/Christensen
GTE AM Bergmeister/Lindsey/Perfetti

The ‘other’ Toyota crew finally chalks up a win despite starting from the back of the P1 pack after losing pole to a pitlane speeding infraction and making the wrong call on tyres for the start. Kobayashi is first onto slicks and takes the lead in a car that is the quicker of the two Toyotas over the race distance.

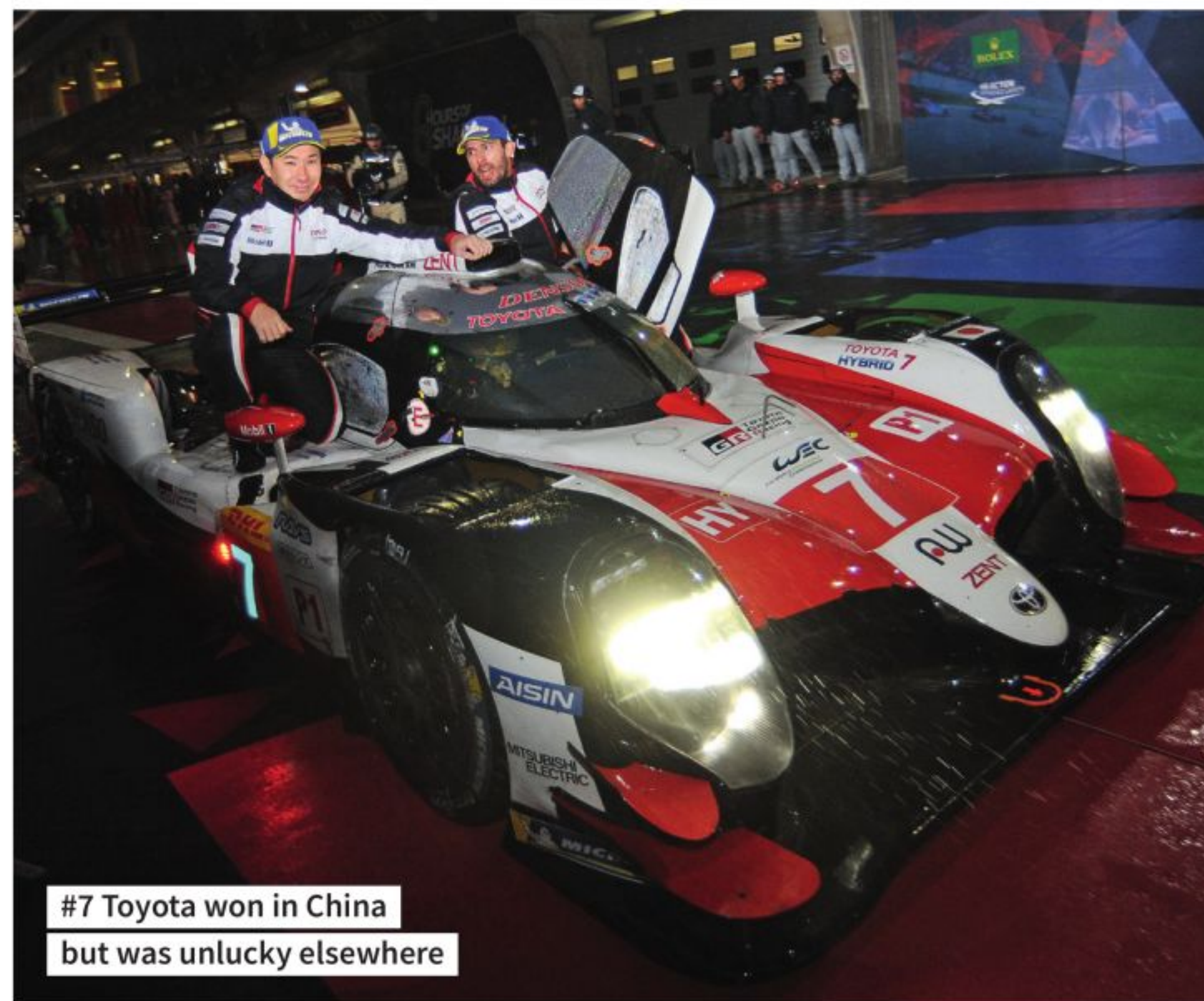


Toyota dominated as the privateer cars struggled to keep up with the TS050s

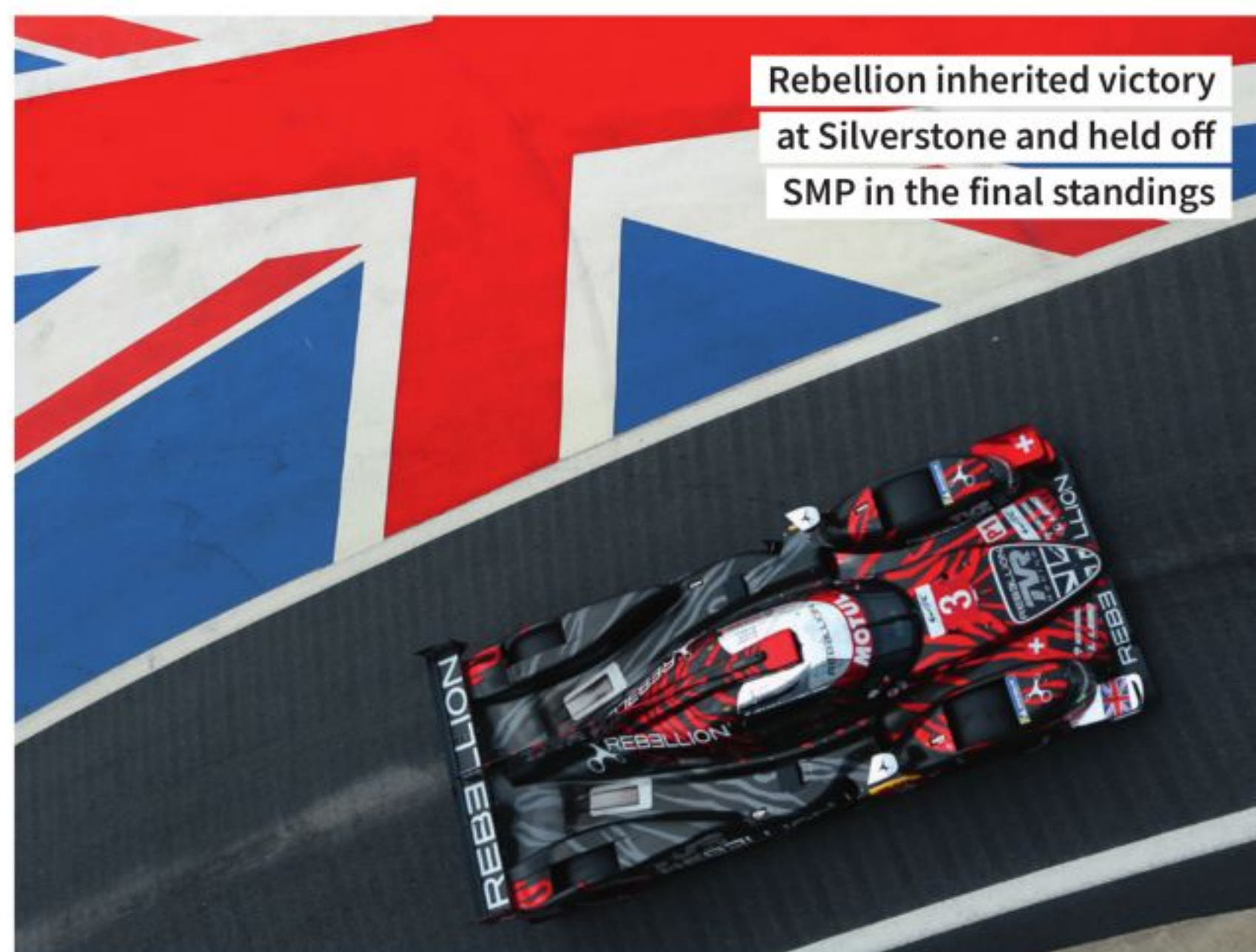
ByKolles team, arriving with new and underdeveloped machinery.

The fact that one of the Rebellion-Gibson R-13s won at Silverstone after the disqualification of the pair of TS050s was neither here nor there. The privateers needed more help, and Toyota took one for the good of the championship and waived its right to the magic 0.25% margin ahead of the Fuji round. The same went for the advantages in the pits, though it made sure it got them back for Le Mans this year.

The privateers edged closer, though never close enough to threaten the dominance of the Toyotas. Right to the end of the season it was effectively shooting fish in a barrel. ❧



#7 Toyota won in China but was unlucky elsewhere



Rebellion inherited victory at Silverstone and held off SMP in the final standings

A PRIVATEER AFFAIR

The battle to be best of the rest behind Toyota, fought out by the Rebellion and SMP Racing teams, swung one way and then the other over the course of the superseason. It can't be said that it resulted in any particularly great racing, but it was intriguing nonetheless.

Rebellion initially held the upper hand with its eponymous Gibson-engined R-13. Although a hastily conceived contender developed by ORECA out of its 07 LMP2 design, R-13 hit the ground running in the hands of a team that had dominated the privateer ranks before its successful one-season sojourn in LMP2 in 2017.

SMP, whose operation was run by the ART Grand Prix squad, had a longer but more problematical gestation period with the Dallara-built BR Engineering BR1 powered by the AER V6. There was a major shunt during early development testing and then an aerial accident for Matevos Isaakyan at the Spa opener that forced it to make aerodynamic revisions.

The balance slowly shifted in SMP's favour as it got on top of the BR1 and the rate of fuel flow allowed to the privateers was increased. That was something that the direct-injection AER turbo engine was better able to exploit than the Gibson normally aspirated V8.

SMP finally notched up a third position behind the two Toyotas at Shanghai and appeared to have the edge in the middle third of the season. It had the faster car in qualifying at Le Mans, but not in the race after Rebellion introduced a new low-downforce aero kit for the big enduro. SMP still ended up taking third spot after Rebellion's drivers went off pushing too hard.

Shanghai

LMP1 Kobayashi/Conway/Lopez
LMP2 Tung/Richelmi/Aubry
GTE PRO Thiim/Sorensen
GTE AM Ried/Campbell/Andlauer

A second straight win for Kobayashi, Conway and Lopez owes everything to good fortune. The Japanese driver takes the lead after pitting while the safety-car queue is being led through the pits as the result of a clean-up operation on the start/finish straight, while Alonso makes his stop a lap later when the course car takes a more conventional route.

Sebring

LMP1 Alonso/Buemi/Nakajima
LMP2 Stevens/King/Heinemeier Hansson
GTE PRO Bruni/Lietz
GTE AM Ried/Campbell/Andlauer

The two Toyotas are close again until Lopez hits a GTE Am Aston in the fifth hour, repairs losing the car two laps. That allows Alonso, Buemi and Nakajima a clear run to victory. The progress of the privateers towards the TS050s is reversed on the bumpy Sebring surface. The best of the SMP Racing BREs is 11 laps in arrears.

Spa 2

LMP1 Alonso/Buemi/Nakajima
LMP2 Maldonado/Davidson/Gonzalez
GTE PRO Lynn/Martin
GTE AM Ried/Campbell/Pera

The victory that Kobayashi, Conway and Lopez need to maintain any realistic chance of winning the title is ripped away from them in the third hour of a race they are dominating. A sensor issue in the hybrid system hands victory to their team-mates, and leaves them in sixth place after a protracted stay in the pits.

Le Mans 2

LMP1 Alonso/Buemi/Nakajima
LMP2 Lapierre/Negrão/Thiriet
GTE PRO Calado/Pier Guidi/Serra
GTE AM Bergmeister/Lindsey/Perfetti

Bad luck strikes for Kobayashi, Conway and Lopez for a second race in a row. An incorrectly wired system of tyre-pressure sensors results in two unscheduled stops with an hour to go. Alonso, Buemi and Nakajima, who have been eating the dust of their team-mates, move up to take a second Le Mans win of the season.



LE MANS DOUBLE DOES IT FOR LAPIERRE AND CO

GARY WATKINS

PHOTOGRAPHY  **motorsport
IMAGES**

The Signatech Alpine squad claimed a second LMP2 title double in three seasons. The difference between its 2016 and 2018-19 triumphs was that this time the French team did it with a silver-rated driver who was a genuine amateur. That must surely make its superseason successes the more impressive of the two.

Pierre Thiriet filled the shoes occupied three years ago by Gustavo Menezes, who owed his silver status to an undistinguished career in the junior formulas. The Frenchman, it should be pointed out, never set foot on the single-seater ladder, even if he is now a seasoned sportscar hand in the LMP2 ranks.

The combination of Thiriet, Nicolas Lapierre and Andre Negrao, now a gold-rated pedaller after a season as one of Signatech's dodgy silvers, took the drivers' title at the end of a season in which they

**“IT WOULD BE WRONG TO SAY
SIGNATECH DOMINATED. IT WON
JUST TWICE OVER EIGHT RACES”**

never finished out of the podium positions. Against that kind of haul, which included a pair of wins at Le Mans when extra points were up for grabs, it was always going to be tough for anyone to beat them.

But it would be wrong to say that Signatech somehow dominated with its Alpine-badged ORECA-Gibson o7. It won just twice over the eight races, its only successes coming at Le Mans, where a second place and WEC points maximum in



2018 turned into the class win proper on the exclusion of the G-Drive Racing entry.

The Signatech ORECA was always there or thereabouts. There were times when Thiriet's driving didn't reflect the experience that has resulted in him being regarded as one of the best genuine silvers around, and every P2 line-up must have one, genuine or not. The 30-year-old certainly didn't show the same kind of form that he had in previous campaigns with the TDS Racing squad. His season

RESULTS ENDURANCE TROPHY FOR LMP2 DRIVERS

POS	DRIVERS	TEAM/CAR	1	2	3	4	5	6	7	8	PTS
1	Andre Negrao (BRA) Nicolas Lapierre (FRA) Pierre Thiriet (FRA)	Signatech Alpine Matmut / ORECA 07	3	1	3	3	3	2	3	1	181
2	Gabriel Aubry (FRA) Ho-Pin Tung (NLD) Stephane Richelmi (MCO)	Jackie Chan DC Racing / ORECA 07	2	6	1	2	1	6	4	2	166
3	Pastor Maldonado (VEN) Roberto Gonzalez (MEX)	DragonSpeed / ORECA 07	6	5	4	6	2	3	1	R	117
4	Jazeman Jaafar (MYS) Nabil Jeffri (MYS) Weiron Tan (MYS)	Jackie Chan DC Racing / ORECA 07	4	4	2	1	4	-	-	-	98
5	Erwin Creed (FRA) Romano Ricci (FRA)	Larbre Competition / Ligier JSP217	7	12	6	5	6	4	8	12	85
6	Frits van Eerd (NLD) Giedo van der Garde (NLD)	Racing Team Nederland / Dallara P217	8	7	5	7	5	5	6	15	85
7	Anthony Davidson (GBR)	DragonSpeed / ORECA 07	-	-	4	6	2	3	1	R	83
8	Francois Perrodo (FRA) Matthieu Vaxiviere (FRA)	TDS Racing / ORECA 07	5	DSQ	7	4	R	R	5	3	66
9	Nyck de Vries (NLD)	Racing Team Nederland / Dallara P217	-	-	5	7	5	5	6	15	64
10	Loic Duval (FRA)	TDS Racing / ORECA 07	5	DSQ	7	-	R	R	-	3	42

11 David Heinemeier Hansson/Jordan King/Will Stevens (Panis Barthez Competition Ligier JSP217) 40; **12 Nathanael Berthon** (DragonSpeed ORECA 07) 34; **13 Nick Boulle** (Larbre Competition Ligier JSP217) 24; **14 Jan Lammers** (Racing Team Nederland Dallara P217) 21; **15 Gunnar Jeannette** (Larbre Competition Ligier JSP217) 15; **16 Jean-Eric Vergne** (G-Drive Racing ORECA 07) 12; **17 Norman Nato** (TDS Racing ORECA 07) 12; **18 Thomas Dagoneau** (Larbre Competition Ligier JSP217) 12; **19 Keiko Ihara** (Larbre Competition Ligier JSP217) 10; **20 Julien Canal** (Larbre Competition Ligier JSP217) 8; **21 Yoshiharu Mori** (Larbre Competition Ligier JSP217) 8; **22 Enzo Guibbert** (Larbre Competition Ligier JSP217) 8.

Teams' champion #36 Signatech Alpine Matmut.



was best described as up-and-down, and explained Signatech's end-of-season switch from Dunlop to Michelin ahead of Sebring. The French rubber, explained the team, offered the driver more feel, so the move was very much designed to help instill confidence in Thiriet rather than to gain outright performance.

Signatech's title double included the teams' trophy, a misnomer if ever there was one. Points are accrued by individual cars rather than teams. Had the title been awarded on the points scored by the best-placed car from one entrant, then the Jackie Chan DC Racing squad would have won hands down. The Jota Sport-run team won five of the eight races, though its victories were spread across two cars, and three driving crews. Three of those victories went to its lead ORECA shared by Ho-Pin Tung, Stephane Richelmi and silver-ranked Gabriel Aubry, who had been plucked from Formula Renault.

The best line-up in class also took a couple of second places on Dunlop tyres, but ultimately fell short in the face of Signatech's consistent scoring. They were only four points behind going into the final race of the season, but a puncture with six hours to go at Le Mans as good as ended their title hopes.

Chan/DC arguably didn't lose the championship at Le Mans with the puncture. It had arguably lost it with another tyre problem – a blowout on the Mulsanne Straight – 12 months earlier. That meant Tung, Richelmi and Aubry could finish no higher than eighth in class, which became sixth (and fourth in terms of points) on the disqualification of the G-Drive and TDS ORECA's. Equally punishing as far as their title challenge went was a gearbox issue at Sebring. They ended up sixth after multiple attempts at a fix.

The second of the Chan/DC cars took a pair of wins. The all-Malaysian crew of Jazeman Jaafar, Nabil Jeffri and Weiron Tan won at Fuji and looked like realistic championship contenders before their deal, bankrolled by the Sepang circuit, went west during the

winter months. The car then scored another victory at Sebring with Will Stevens, Jordan King and David Heinemeier Hansson driving.

US entrant DragonSpeed went into the Le Mans series finale with an outside shot at the title. The French-based squad, making its first full WEC campaign, made a constant improvement through the season with its Michelin-shod ORECA. A first win of the season for Pastor Maldonado, Roberto Gonzalez and Anthony Davidson (who joined the team after Le Mans 2018) in the penultimate round at Spa made them a surprise championship contender going to the Le Mans finale. Maldonado had produced one of his mercurial drives at Spa to claim the win but, as ever with the Venezuelan, the highs were accompanied by lows. Crashing out at Le Mans, claiming to be blinded by the sun, was one of them.

Maldonado and Gonzalez, who'd started the year teamed with Nathanael Berthon, ended up third in the points between the Chan/DC championship-challenging crew and the Malaysian squad.

The rest of the meagre seven-car P2 entry in the 2018-19 superseason were more or less bit-part players. The TDS Racing squad finally made it onto the podium at Le Mans this year with an ORECA shared by Loic Duval, Matthieu Vaxiviere and Francois Perrodo. By then, Perrodo had decided that he was out of his depth and had decided to head back to the GTE Am ranks for 2019-20.

TDS did win a race under the G-Drive banner, however, and briefly two. The Russian entrant's ORECA triumphed against the WEC regulars at Spa in 2018 and again at Le Mans, both times with Jean-Eric Vergne, Roman Rusinov and Andrea Pizzitola. The second win was taken away for illegal modifications to the refuelling system, the same infringement that led to the regular TDS car losing fourth.

Twelve months later, G-Drive was in a thrilling scrap for the win, now with Job van Uitert as the team's silver, before a starter motor problem dropped them to sixth. Signatech took the win on what was its most competitive performance of the season.



PORSCHE DUO TOPS FEARSOME FACTORY FIGHT

GARY WATKINS

PHOTOGRAPHY  **motorsport
IMAGES**

Consistency won Kevin Estre and Michael Christensen the GTE Pro title. That's consistency over the season and consistency over the course of the races at the wheel of their factory Porsche 911 RSR.

Estre and Christensen won twice and finished outside the podium positions just once in the opening seven races, and would have been in with a shout at a third victory of the season in the one they didn't collect some silverware, the Sebring 1000 Miles, but for an avoidable-contact penalty. That meant they were almost home and dry in the championship ahead of the Le Mans finale. They might have added a second victory in the 24 Hours to go with their 2018 win in retro Pink Pig colours but for a broken exhaust manifold in a race when they were again the fastest Porsche crew.

Put simply Estre and Christensen, ably assisted by Laurens Vanthoor at Le Mans both times, were always at or near the front of a highly competitive pack that boasted five manufacturers after the arrival of BMW. Their reward was the renamed World Endurance GTE Drivers' title.

The mid-engined 911 RSR hadn't looked after its Michelins in its maiden WEC campaign in 2017, the first season of the strict limitation of just 18 tyres for the six-hour events. But Porsche and its rubber supplier got it spot on at the second time of asking.

Against Estre and Christensen's consistency no one else really had a chance. That included their team-mates at the Manthey-run factory Porsche squad, Gianmaria Bruni and Richard Lietz, who ended up third in the points. They won just once, taking a last-gasp victory at Sebring, but considered themselves unlucky not to have got at least one Le Mans victory under their belts. They were second both times around, with Frederic Makowiecki, after losing out under the safety car more than once in both years.

Ferrari eventually sneaked home in second position with outgoing champions James Calado and Alessandro Pier Guidi. Victory at Le Mans last month with Daniel Serra leapfrogged the AF Corse duo over the second Porsche. Yet the runner-up spot was a result that they would have considered preposterous

if you'd asked them after the Spa opener.

Ferrari produced an evolution version of the 488 GTE for 2018. Under the automatic system of Balance of Performance, that made it a new car, which meant that the rulemakers and not the computer had to come up with what was known as a starting BoP. Ferrari, along with BMW and Aston Martin, argued vociferously that they were way too conservative in their calculations.

That resulted in so-called black-ball changes outside of the auto system for Silverstone in August. Ferrari still didn't look as though it was on the pace after qualifying. Calado and Pier Guidi lined up only ninth, but a creative fuel strategy allowed them to take benefit from a timely safety car to win.

That was indicative of their season. Calado and Pier Guidi more often than not got results as a result of perfectly executed races rather than outright pace. The exception was Le Mans number two of the season. The Ferrari was very much in the mix at the French enduro, where the BoP is of the non-automatic variety, and came out on top in a fraught three-way fight with Porsche and Chevrolet.

Ford failed to knit together a coherent championship campaign in what quickly became clear was going to be its last season in the WEC. Oliver Pla and Stefan Mücke won first time out at Spa together with Billy Johnson, scored second-place WEC points at Le Mans and then failed to reach the podium again.

The sister car shared by Harry Tincknell and Andy Priaulx, on the other hand, had a disastrous start to the season. The former crashed out at Spa at Eau Rouge when they might have won together with Tony Kanaan, they lost fourth at Le Mans when the Brazilian didn't complete the minimum drive time, and lost out at Silverstone when the safety car played into Ferrari's hands. A lack of pace in the wet hit hard at Shanghai and Spa, and meant they could finish no better than fourth in the points.

Aston Martin won twice over the eight races with the new second-generation Vantage GTE. Ultimately, however, neither of the two Aston Martin Racing crews were a factor in the championship.

The two victories, one for each of the Nicki Thiim/Marco



RESULTS WORLD ENDURANCE CHAMPIONSHIP FOR GTE DRIVERS

POS	DRIVERS	TEAM/CAR	1	2	3	4	5	6	7	8	PTS
1	Kevin Estre (FRA) Michael Christensen (DNK)	Porsche GT Team / Porsche 911 RSR	2	1	3	1	3	5	3	9	155
2	Alessandro Pier Guidi (ITA) James Calado (GBR)	AF Corse / Ferrari 488 GTE Evo	15	7	1	4	5	4	2	1	136.5
3	Gianmaria Bruni (ITA) Richard Lietz (AUT)	Porsche GT Team / Porsche 911 RSR	4	2	DSQ	5	2	1	8	2	131
4	Andy Priaulx (GBR) Harry Tincknell (GBR)	Ford Chip Ganassi Team UK / Ford GT	R	20	2	3	10	3	5	4	90
5	Olivier Pla (FRA) Stefan Mücke (DEU)	Ford Chip Ganassi Team UK / Ford GT	1	6	6	8	7	19	10	6	88
6	Daniel Serra (BRA)	AF Corse / Ferrari 488 GTE Evo	-	7	-	-	-	4	-	1	71
7	Billy Johnson (USA)	Ford Chip Ganassi Team UK / Ford GT	1	6	-	-	-	19	-	6	67
8	Alex Lynn (GBR) Maxime Martin (BEL)	Aston Martin Racing / Aston Martin Vantage GTE	6	21	4	9	4	9	1	24	66
9	Marco Sorensen (DNK) Nicki Thiim (DNK)	Aston Martin Racing / Aston Martin Vantage GTE	7	8	17	6	1	10	7	R	65.5
10	Antonio Felix da Costa (PRT)	BMW Team MTEK / BMW M8 GTE	5	R	R	2	11	7	4	10	61

11 Frederic Makowiecki (Porsche GT Team Porsche 911 RSR) 55; **12 Davide Rigon/Sam Bird** (AF Corse Ferrari 488 GTE Evo) 54.5; **13 Laurens Vanthoor** (Porsche GT Team Porsche 911 RSR) 53; **14 Martin Tomczyk/Nicky Catsburg** (BMW Team MTEK BMW M8 GTE) 53; **15 Jonathan Bomarito** (Ford Chip Ganassi Team UK Ford GT) 42; **16 Augusto Farfus** (BMW Team MTEK BMW M8 GTE) 32; **17 Tom Blomqvist** (BMW Team MTEK BMW M8 GTE) 29; **18 Darren Turner** (Aston Martin Racing Aston Martin Vantage GTE) 25; **19 Alexander Sims** (BMW Team MTEK BMW M8 GTE) 23; **20 Jonny Adam** (Aston Martin Racing/TF Sport Aston Martin Vantage GTE) 16; **21 Egidio Perfetti/Jorg Bergmeister/Patrick Lindsey** (Team Project 1 Porsche 911 RSR) 16; **22 Miguel Molina** (AF Corse Ferrari 488 GTE Evo) 12; **23 Jesse Krohn** (BMW Team MTEK BMW M8 GTE) 12; **24 Francesco Castellacci/Giancarlo Fisichella/Thomas Flohr** (Spirit of Race Ferrari 488 GTE) 10.5; **25 Christian Ried/Matt Campbell** (Dempsey-Proton Racing Porsche 911 RSR) 9; **26 Julien Andlauer** (Dempsey-Proton Racing Porsche 911 RSR) 8.5; **27 Charlie Eastwood/Salih Yoluc** (TF Sport Aston Martin Vantage GTE) 8.5; **28 Bruno Spengler** (BMW Team MTEK BMW M8 GTE) 8; **29 Matt Griffin** (Clearwater Racing Ferrari 488 GTE) 6.5; **30 Ben Barker/Michael Wainwright** (Gulf Racing Porsche 911 RSR) 6.5; **31 Mathias Lauda/Paul Dalla Lana/Pedro Lamy** (Aston Martin Racing Aston Martin Vantage GTE) 5.5; **32 Edward Cheever/Motoaki Ishikawa/Olivier Beretta** (MR Racing Ferrari 488 GTE) 5; **33 Thomas Preining** (Gulf Racing Porsche 911 RSR) 4.5; **34 Philipp Eng** (BMW Team MTEK BMW M8 GTE) 4; **35 Luis Perez Compagnon/Matteo Cressoni** (Clearwater Racing Ferrari 488 GTE) 3.5; **36 Keita Sawa/Mok Weng Sun** (Clearwater Racing Ferrari 488 GTE) 3; **37 Euan Hankey** (TF Sport Aston Martin Vantage GTE) 2.5; **38 Tony Kanaan** (Ford Chip Ganassi Team UK Ford GT) 2; **39 Alex Davison** (Gulf Racing Porsche 911 RSR) 2; **40 Matteo Cairoli** (Dempsey-Proton Racing Porsche 911 RSR) 2; **41 Gianluca Roda/Giorgio Roda** (Dempsey-Proton Racing Porsche 911 RSR) 1.5; **42 Riccardo Pera** (Dempsey-Proton Racing Porsche 911 RSR) 1; **43 Khaled Al Qubaisi** (Dempsey-Proton Racing Porsche 911 RSR) 0.5.

Manufacturers 1 Porsche 288; 2 Ferrari 194; 3 Ford 178; 4 Aston Martin 136; 5 BMW 114. **GTE Am Championship** 1 Egidio Perfetti/Jorg Bergmeister/Patrick Lindsey (Team Project 1 Porsche 911 RSR) 151; 2 Christian Ried/Matt Campbell (Dempsey-Proton Racing Porsche 911 RSR) 110; 3 Charlie Eastwood/Salih Yoluc (TF Sport Aston Martin Vantage GTE) 99; 4 Francesco Castellacci/Giancarlo Fisichella/Thomas Flohr (Spirit of Race Ferrari 488 GTE) 99; 5 Matt Griffin (Clearwater Racing Ferrari 488 GTE) 95; 6 Julien Andlauer (Dempsey-Proton Racing Porsche 911 RSR) 85; 7 Ben Barker/Michael Wainwright (Gulf Racing Porsche 911 RSR) 79; 8 Mathias Lauda/Paul Dalla Lana/Pedro Lamy (Aston Martin Racing Aston Martin Vantage GTE) 77; 9 Edward Cheever/Motoaki Ishikawa/Olivier Beretta (MR Racing Ferrari 488 GTE) 71; 10 Keita Sawa/Mok Weng Sun (Clearwater Racing Ferrari 488 GTE) 57; 11 Thomas Preining (Gulf Racing Porsche 911 RSR) 53; 12 Jonny Adam (TF Sport Aston Martin Vantage GTE) 50. **Teams' champion** #56 Team Project 1.

“ESTRE AND CHRISTENSEN WERE ALMOST HOME AND DRY IN THE CHAMPIONSHIP BEFORE LE MANS”

Sorensen and Alex Lynn/Maxime Martin cars, came in wet conditions at Shanghai and then Spa this year, but the car – for all the progress it made over the season – was never a competitive proposition in the dry. Or rather it wasn't over a race distance. The fact that the Aston was twice on the pole only highlighted the car's appetite for its Michelin tyres.

BMW's foray in the WEC turned out to be short-lived and not entirely successful. Two second places, at Fuji and Sebring, were its best results, though a car that like the Aston was heavy on tyre usage might have won both of those. Tom Blomqvist and Antonio

Felix da Costa made it home a close second in the wet-dry Spa race, and then at Sebring the BMW M8 GTE came alive in the cooler conditions of the night. One might have triumphed in the hands of Nicky Catsburg, Martin Tomczyk and Alexander Sims had it not been for an inspired push from Bruni at the death.

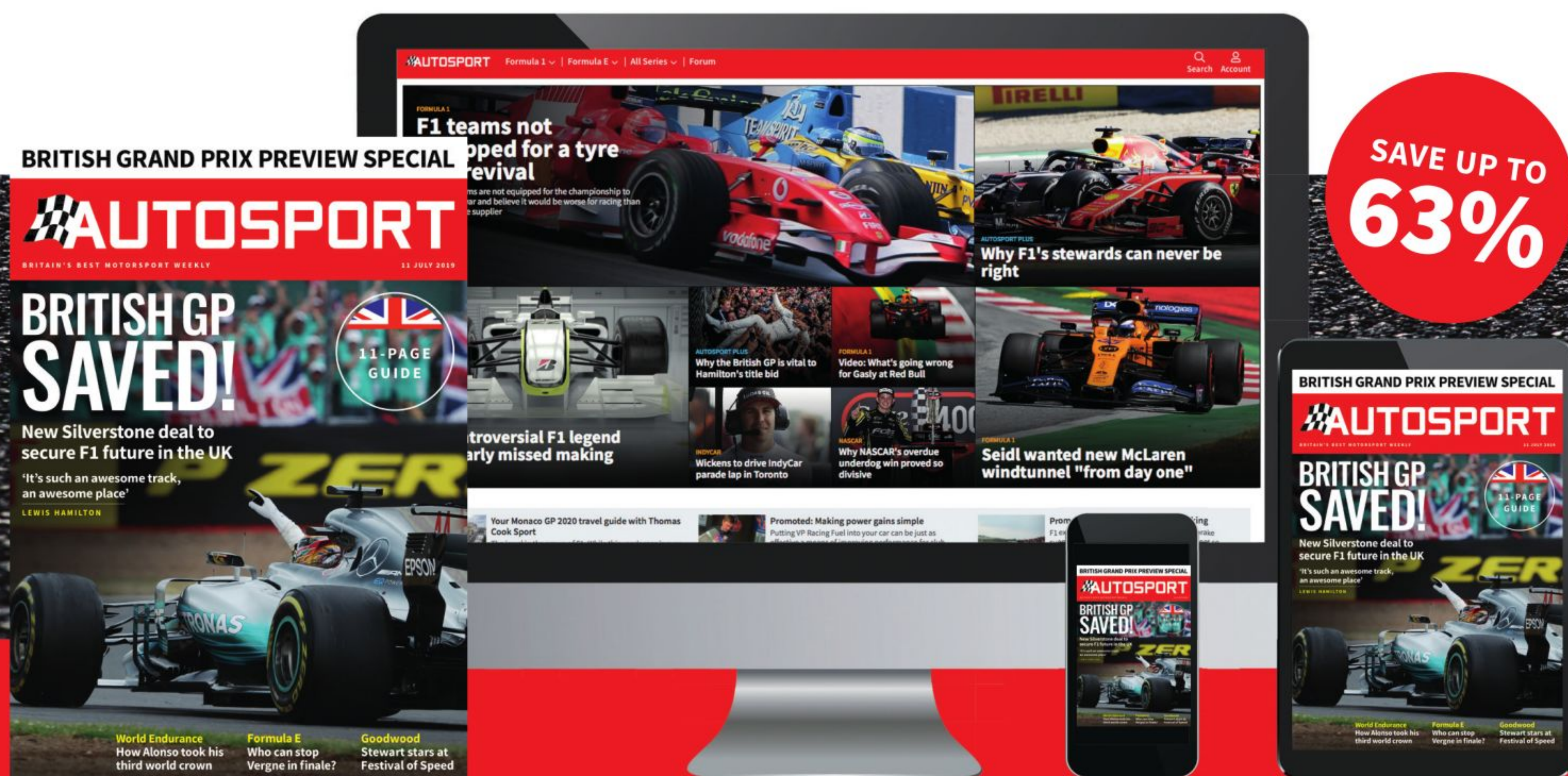
The GTE Am title went to WEC debutant Team Project 1, whose Porsche 911 RSR was shared by factory driver Jorg Bergmeister, Patrick Lindsey and Egidio Perfetti. They won twice with what was the dominant car in class. They scored a first victory at Shanghai and notched up maximum points with second place behind the Keating Motorsports Ford GT at Le Mans, before inheriting the win on its exclusion.

Proton Dempsey Porsche drivers Christian Ried and Matt Campbell would have won the title had the team not lost all its points from the first four races after it was found to have manipulated the information supplied by its data-loggers at Fuji. Ried and Campbell then won three races on the bounce, two with Julien Andlauer and one with Riccardo Pera, to take second in the championship. ❧

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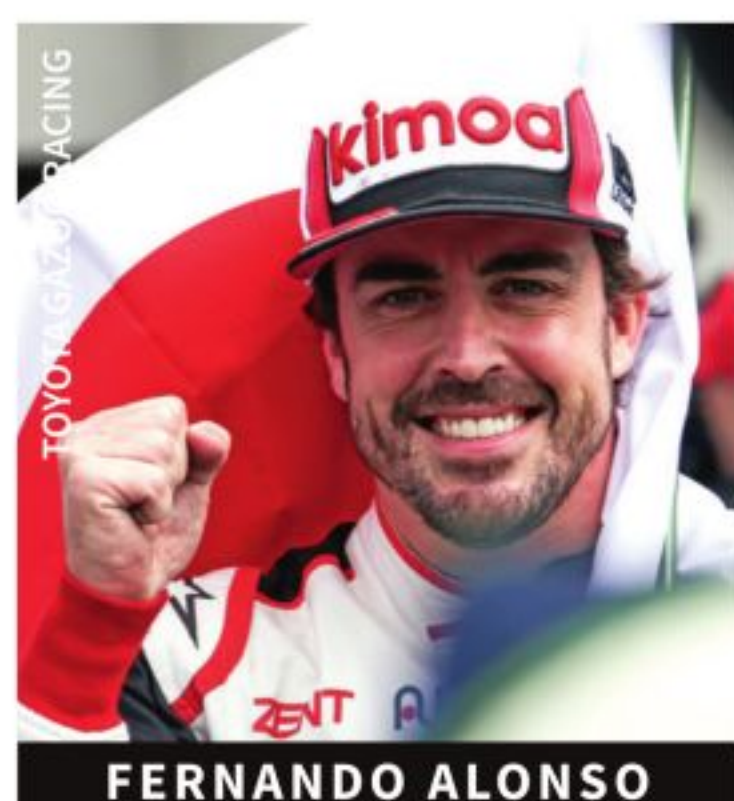
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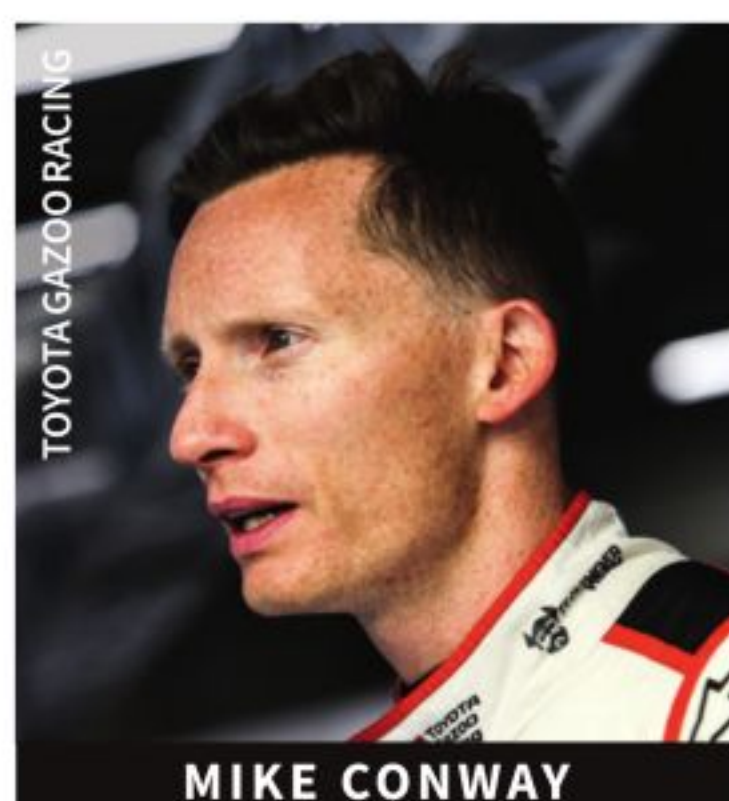
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LMP1



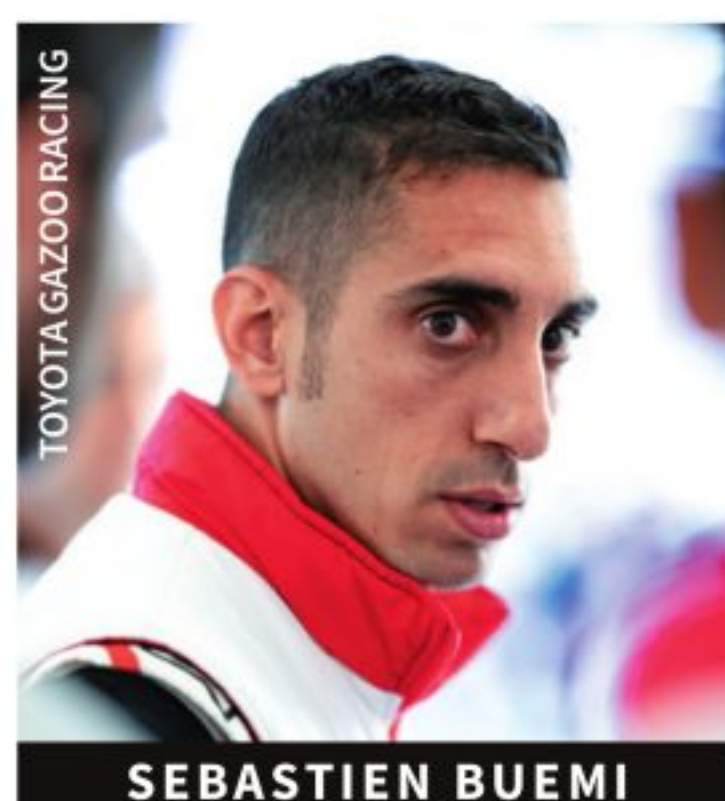
FERNANDO ALONSO

1 It would be wrong to say Alonso stood head and shoulders above his team-mates over the superseason, but he gets the number-one slot after his rookie sportscar racing campaign for one reason: the way he took to Le Mans and all its challenges. He was outstanding on his debut at a track the likes of which he'd never encountered before. There've been plenty of other superannuated ex-F1 drivers who've taken their time to get to grips with the place.



MIKE CONWAY

2 The Brit didn't put a foot wrong over the course of a season in which he and his team-mates deserved much more. Conway was always at or near the top of the race averages among the Toyota drivers as he proved yet again that he's the quiet superstar of the team. He was at least a match for Alonso in the races and had him covered in qualifying. He arguably saved his best until last – he was quite simply imperious at Le Mans last month.



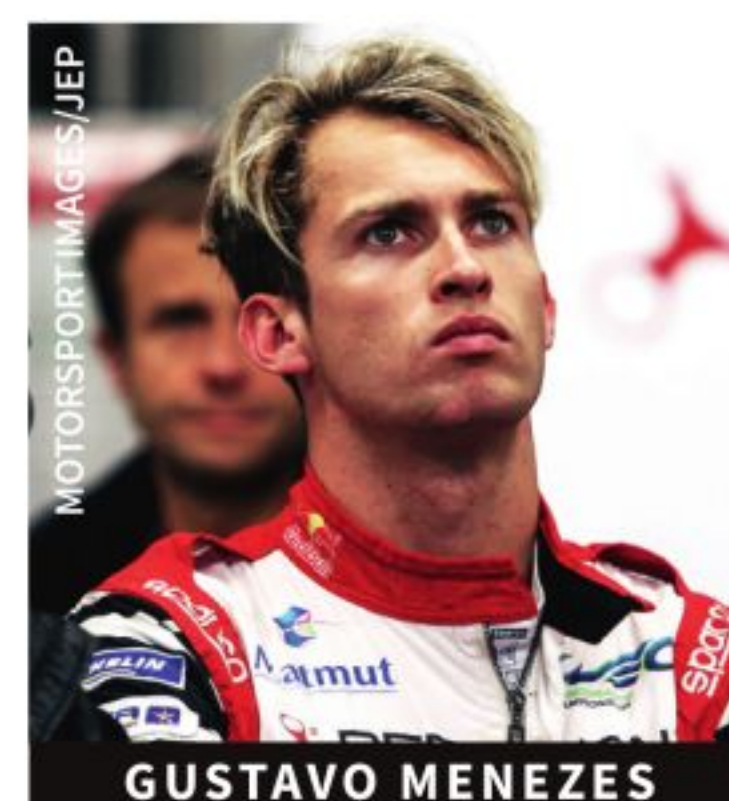
SEBASTIEN BUEMI

3 The Swiss did the job you'd expect of him every time he climbed aboard the championship-winning TS050: he was always bang on the pace and didn't make mistakes. His role in the #8 car's fightback at Le Mans in 2018 has been overlooked because it was started by Alonso, who had the eyes of the world upon him, but Buemi's performance was every bit as impressive as that of his more famous team-mate.



JOSE MARIA LOPEZ

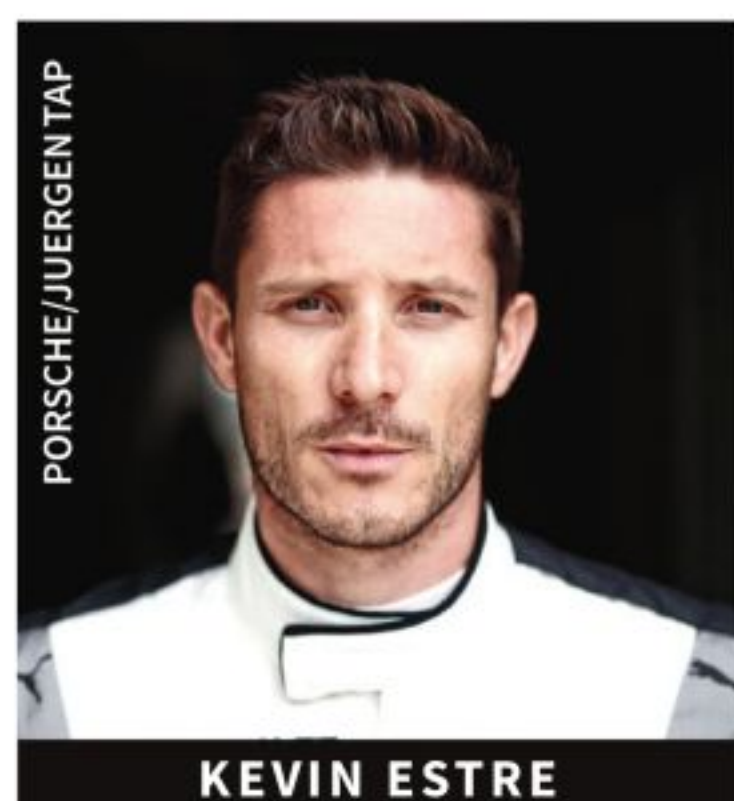
4 Lopez was doing a good job of proving he isn't mistake-prone until he tagged a GTE Am car at Sebring. A shame, because his second season in the WEC was impressive: he was always quick and looked good on more than one occasion when up against Alonso (including Sebring). His step forward was at least part of the reason why he and his team-mates would have been just as worthy world champions as Alonso, Buemi and Nakajima.



GUSTAVO MENEZES

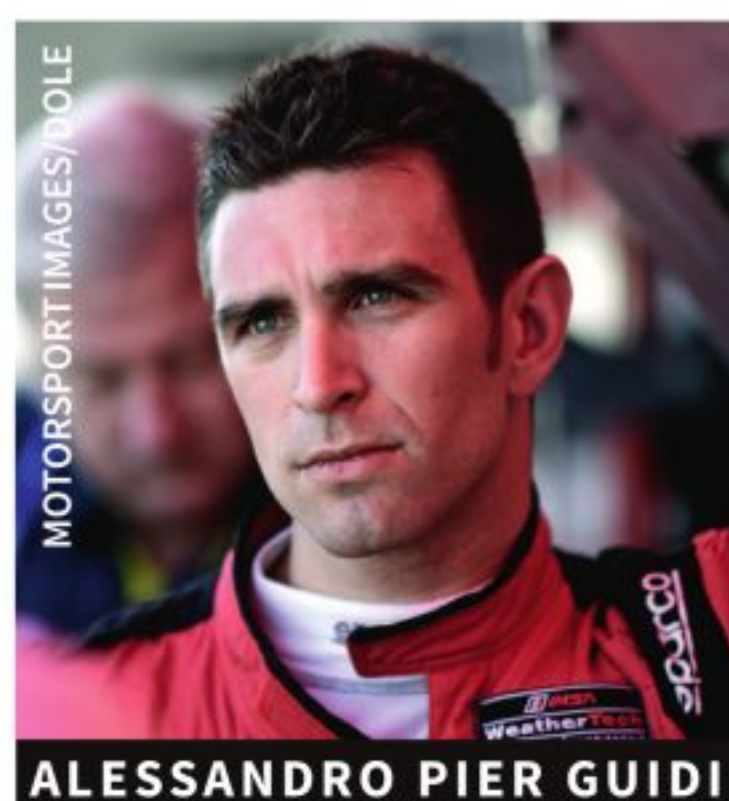
5 There's an argument that Menezes should be nowhere near the top five, but that's to overlook how phenomenally quick he was on multiple occasions. He and team-mate Thomas Laurent were more gung-ho than their more experienced opposite numbers in the sister Rebellion, and it showed on the timesheets and the team's repair bills. A starring performance at Le Mans this year, in which he flew before putting the car off, summed up his season.

GTE



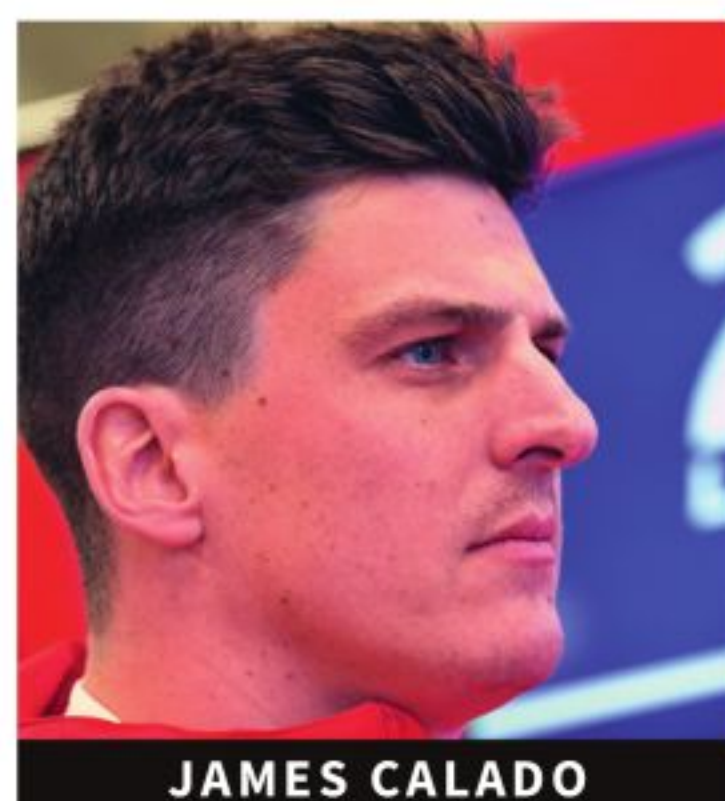
KEVIN ESTRE

1 Finally proved beyond doubt what many of us have known for some time – that he's one of the top GT drivers in the world. He's been on the books at Porsche since 2015, but only over the course of the superseason did he finally get the kind of successes that his talents merit. He was bang on the pace every time out, super-consistent and didn't make mistakes. The avoidable-contact penalty at Sebring, contentious as it was, doesn't count against him here.



ALESSANDRO PIER GUIDI

2 There were times when Ferrari didn't look on the money in GTE Pro in 2018-19 with the evo version of the 488, but Pier Guidi and team-mate James Calado never gave up. Time after time they drove a machine that wasn't particularly 'raceable', courtesy of a straightline-speed deficit, to within an inch of its life. When they did have a truly competitive car, at Le Mans this year, they made the most of it. Pier Guidi was outstanding around the Circuit de la Sarthe in 2019.



JAMES CALADO

3 Calado, number one here 18 months ago after claiming the 2017 class title with Pier Guidi, drove every bit as well this time around in more trying circumstances. A never-say-die attitude, which somehow conflicted with his hangdog paddock demeanour, was the hallmark of his campaign. His comeback drive at Fuji after losing a lap early doors was particularly impressive. He gets edged down to third by Pier Guidi because his team-mate was just so damn good at Le Mans this year.



GIANMARIA BRUNI

4 Bruni reminded the world of his talents on his first campaign back in the WEC after his defection from Ferrari to Porsche ahead of the 2017 season. He and team-mate Lietz weren't quite the consistent force of the championship-winning duo in the sister car, but there were times when the Italian made everyone sit up and take notice just like in the old days. He did that over one lap at Sebring on a wet track on slicks and over multiple laps at Le Mans and Silverstone in 2018.



ANDY PRIAULX

5 The old timer of the GTE Pro grid sneaks into the top five after a season that could have yielded much more, together with Harry Tincknell. The Brit reckons there may be "snow on top, but there's fire down below", and he proved that time after time over the superseason. Great drives at Le Mans in 2018 and Sebring this year went unrewarded. With a bit more luck – or, rather, less misfortune – he and his team-mate might have mounted a challenge for the title.

DEFENDING
THE CROWN

REIGNING CHAMP
IS 32 POINTS AHEAD
WITH TWO RACES
TO GO...

... BUT THERE ARE
SEVEN DRIVERS WHO
COULD STOP HIM



CAN ANYONE STOP VERGNE?

The reigning Formula E champion is in a strong position heading into this weekend's New York double-header, but it's not over yet

ALEX KALINAUCKAS

PHOTOGRAPHY



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IMAGES

The 2018-19 ABB FIA Formula E drivers' championship looked as if it was building into yet another fiercely contested battle that would go down to the wire. After eight different drivers had won the first eight races of the season, it seemed likely that more than half the field would be heading to this weekend's season finale in New York with a shot at claiming the crown.

But then Jean-Eric Vergne turned the screw.

By winning in Monaco in May, a victory the DS Techeetah man secured by leaping from group one in qualifying to the front row (taking pole once Oliver Rowland's grid penalty came into effect), he became the first repeat winner of the season. Last time out in Bern he went one better, putting on a repeat effort to take the win after claiming pole position outright, despite the group-one handicap.

Lucas di Grassi is the only other repeat winner from this campaign so far after his Berlin victory in between Vergne's European triumphs (to go along with his win at Sanya). But around that victory the Audi driver floundered, just when his rival was scoring heavily. He was taken out of proceedings by

a clash with Alexander Sims in Monaco, and then a poor qualifying showing in Bern meant he had to battle brilliantly just to barely make the points.

Vergne, by contrast, kept notching up the points. As a result of his nearest challenger losing momentum at crucial moments, plus misfortune striking many of his other rivals, Vergne heads to the double-header finale with a 32-point advantage – just 58 are available. He is the heavy favourite to win the title, and with it to become the first FE driver to successfully defend a championship.

"Nothing is comfortable in Formula E – I consider nothing done," he says, understandably wary of getting carried away. "Everything can change so quickly in Formula E. It's a good lead. It's bigger than I had last year [Vergne arrived at the 2017-18 New York double-header 23 points ahead of Sam Bird] but I'm not thinking about it too much. I'm going to go to New York with just the same wish: to win and try my best.

"It would be the biggest achievement of my career. I forbid myself to think about the championship."

That is the sensible approach of a professional, and one who does indeed know how quickly things can turn around in

"NOTHING IS COMFORTABLE IN FORMULA E. IT'S A BIG LEAD, BUT NOTHING IS DONE"

FE – as his race-losing penalty in Riyadh and race-costing spin in Marrakech prove. But it is much easier for his DS Techeetah team to control the variables with a healthy points buffer. Vergne's rivals need circumstances to fall their way to varying degrees.

But, again, this is Formula E. Last year, on the eve of his maiden title triumph, Vergne and his team-mate Andre Lotterer were thrown out of qualifying for exceeding the power limit after a software issue. Should something similar happen again and this time Vergne fail to recover, there are still seven drivers who could scoop the crown regardless of how inevitable his triumph seems right now. >>



LUCAS DI GRASSI

WINS 2 (Mexico City, Berlin)

POINTS DEFICIT 32

TEAM Audi Sport Abt

The last time di Grassi headed to New York he was already out of title contention, but was armed with the most efficient powertrain package of last season. Both situations are

reversed this time around – he’s in with a shout, but doesn’t have a tech edge. He needs to nail qualifying for the first race to have a chance of cutting Vergne’s lead, as poor qualifying performances at recent races other than his Berlin win have hurt him. But a fired-up di Grassi with little to lose can’t be underestimated.

HE SAYS “We need a small miracle but the pressure’s on JEV. We’ll go there with less pressure, try to win both races and if something happens [with Vergne], you never know with Formula E.”

“Maybe the gods of Formula E play their rules and we have a chance of winning...”



MITCH EVANS

WINS 1 (Rome)

POINTS DEFICIT 43

TEAM Jaguar

Even if he doesn’t come away with a title, this has been a fine campaign from Evans. He’s been the joint most consistent driver – in terms of points finishes (nine), with Daniel Abt – and when he’s been able to show his pace, especially in Rome and Bern, he has shone. Like di Grassi, and let’s face it, anyone who isn’t Vergne, he’s got nothing to lose but, unlike the two leaders, he’s not won an FE title. But he does have a team-mate not in title contention, and Jaguar would surely be silly not to try to play games if Vergne qualifies behind Alex Lynn.



HE SAYS “There is a big gap to Jean-Eric in the points but I prefer to be the hunter than the hunted. If we get a big points haul on Saturday it will be all to play for on Sunday. I really have nothing to lose. I’ve finished every race this year and I am ready to fight for this championship. It’s not over by a long way.”



ANDRE LOTTERER

BEST FINISH THIS SEASON

2nd (Rome, Paris)

POINTS DEFICIT 44

TEAM DS Techeetah

Another universe surely has Lotterer as the DS Techeetah driver with a commanding points lead. Like Vergne, a regen software infringement penalty cost him in Saudi Arabia. The unfortunate incident with Sam Bird in Hong Kong prevented him from taking a maiden win there, and a post-race penalty cost him precious points in Switzerland. All of which means he’s well adrift of his team-mate and will surely have to play rear gunner as he did in the Big Apple last year if he falls further behind after race one in New York. But if he’s in the position to do so, would he give up the first Formula E win he so desires to aid Vergne’s cause?



HE SAYS “You can never lose hope, right? He has a big gap and we’re in the same team, but who knows? Anything can happen. It’s two races, two qualifying and there’s enough drama in this championship. It’s for him to lose.”



ANTONIO FELIX DA COSTA

WINS 1 (Ad Diriyah)
POINTS DEFICIT 48
TEAM BMW

Another title outsider who must be wishing certain events had gone differently is da Costa. The BMW Andretti driver won the season opener, but then dropped major points when he clashed with team-mate Alexander Sims while they led in Marrakech, and was disqualified from a points finish in Monaco for running in too high a power mode. A non-score following a clash with the DS Techeetah drivers in Santiago also hurt and, like di Grassi, poor qualifying cost him in Bern. But he's had the speed against the clock almost all year and must deliver early again in New York to turn the screw on Vergne if he's to have any hope.



HE SAYS "We have to be realistic. It's going to be hard, very hard. I don't want to say impossible, but very hard. They are strong, they are fast, so it would already be hard even if we were stronger, but it looks like they are stronger. At least the fight for third is very much alive and I'd like to take that."

ROBIN FRIJNS

WINS 1 (Paris)
POINTS DEFICIT 49
TEAM Virgin Racing

It seems remarkable to think that Frijns topped the standings after winning in Paris but hasn't scored a point in the three races since. Being thrust into regular group-one qualifying outings means he's often started down the order, and that proved to be a disaster when he was taken out at the start in Bern, just when he needed to hit back. He really needs his luck to turn around, but when he has scored in 2018-19 he's scored highly.



HE SAYS "After my win in Paris, we've had a run of bad luck, and in a championship as competitive as Formula E you just can't afford to not pick up points regularly. There are still two races left though so we'll keep fighting as we always do and see what happens in New York."



SEBASTIEN BUEMI

BEST FINISH THIS SEASON
 2nd (Berlin)
POINTS DEFICIT 54
TEAM Nissan e.dams

The first of the two title hopefuls who probably needs at least three miracles to stop Vergne is Buemi. He's also another driver whose season could have been so different: he crashed out of first place in Santiago, lost the lead in Paris with a puncture after contact with Frijns, and had the pace to win at Sanya before a practice crash and pitlane start held him back. The Nissan twin-motor saga has both helped and hindered the 2015-16 champion – he's been rapid in



qualifying, but at the price of poor race-energy efficiency. Realistically, he goes to New York aiming to end an FE win drought that stretches back to June 2017.

HE SAYS "New York normally is quite easy to pass so it's going to be a good final. I'm looking forward to finishing off the year strongly."



DANIEL ABT

BEST FINISH THIS SEASON
 3rd (Santiago, Paris)
POINTS DEFICIT 55
TEAM Audi Sport Abt

Abt is the final driver heading to New York in mathematical contention – the driver behind him in ninth in the standings, Sam Bird, goes to an FE finale for the first time without even a slim chance. Abt has not delivered the headline results from last season that earned him a contract extension, which he doesn't yet have for 2019-20. So, there are two ways he could



approach New York: play loyal lieutenant to aid di Grassi's charge and please Audi; or go all out to make a case for a drive elsewhere.

HE SAYS "We will try everything – we want to finish on a high."



NEXT WEEK

NEW YORK FINALE REPORT 18 JULY ISSUE

Our in-depth report will explain how the title was finally clinched in the American double-header, along with any star turns from drivers outside of the championship top eight.



GOODEN / DPPI

Monteiro completes his tin-top comeback with home victory

WORLD TOURING CAR CUP
VILA REAL (PRT)
6-7 JULY
ROUND 6/10

As much as the focus was on the continuous ebb and flow in the title battle between Munnich Motorsport's Esteban Guerrieri and BRC Racing's Norbert Michelisz on the streets of Vila Real last weekend, many would be forgiven for turning their attentions to another driver.

Until the final race of the weekend, Tiago Monteiro's comeback season from serious injury had not been going all that well. He'd racked up just 23 points coming into his home event in Portugal, and a non-score in the opening race on Saturday suggested another tough weekend. But the stars aligned come Sunday and the path was clear for Monteiro to claim his first touring car victory at world level since May 2017.



Michelisz won the first race and closed the gap to Guerrieri

GOODEN / DPPI

Having qualified on the front row of the race three grid alongside polesitting KCMG Honda team-mate Attila Tassi, Monteiro held second before seizing the lead under braking for Turn 14 on the third lap. The local hero then produced a stunning defensive drive to beat the Cyan Racing Lynk & Co of Yvan Muller to the line by 2.295 seconds.

That Tassi's race ended in retirement following a loss of power was a poor reflection of just how impressive the rookie had been. The Hungarian dominated second qualifying by topping Q1 and Q2, before keeping his cool in the top-five shootout to claim his maiden pole by over a tenth.

Tassi was marginally outshone by this year's outstanding newcomer Mikel Azcona, who again proved his talent by taking a well-deserved first series victory in race two.

Undoubtedly the best of the Cupra pilots this weekend, Azcona broke the track record before his joker lap to leapfrog Guerrieri for second, and then pressured erstwhile leader Ma Qing Hua into a mistake during the Alfa Romeo driver's own joker a few laps later.

In terms of the title battle, it was an up-and-down event for Michelisz. Arriving in Portugal 45 points adrift of Guerrieri following his race-three retirement in Germany, the Hyundai driver reduced the deficit to just 15 after completing a pole-to-flag victory on Saturday.

The points difference swayed in Guerrieri's favour in race two as he salvaged third in his Honda behind Azcona and Ma.

WEEKEND WINNERS

WORLD TOURING CAR CUP VILA REAL (PRT)

Race 1 Norbert Michelisz
BRC Hyundai N Squadra Corse
(Hyundai i30 N TCR)

Race 2 Mikel Azcona (below)
PWR Racing (Cupra Leon TCR)

Race 3 Tiago Monteiro
KCMG (Honda Civic Type R TCR)



BONILLA / DPPI

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Keen to make up ground after qualifying a lowly 16th, Michelisz whacked the back of Ma's team-mate Kevin Ceccon, causing significant front-end damage to his i30 and forcing both out.

But it was Guerrieri who came out of the weekend losing the most; a clumsy collision with Michelisz's Hyundai stablemate Nicky Catsburg at the start of race three put the pair into the barriers and retirement.

A ninth place for Michelisz means that the Hungarian clawed his way back to be 24 points behind Guerrieri as the WTCR fraternity takes a summer break before heading to the far east in September.

STEPHEN BRUNSDON

THE RISE OF A TITAN

Opening
TitansRX rounds
took place at Essay
in France
last month

TitansRX will hold its inaugural season in 2019, featuring a star-studded line-up

A NUMBER OF HIGH-PROFILE NAMES FROM THE world of motorsport will compete in the inaugural season of the TitansRX rallycross series in Europe this year.

The new-for-2019 series is a single-make category which runs Pantera RX6s that have been developed by MJP Racing and have a similar level of performance to that of a current World Rallycross Supercar, but for just a fraction of the price.

Of the star-studded driver line-up competing at the next round at Lydden Hill this month, no fewer than two homegrown drivers are expected to feature. These include 2013 British Touring Car champion Andrew Jordan – who is competing full-time in TitansRX – and a wildcard entry in the shape of former Top Gear ‘Stig’ and ex-Formula 1 driver Perry McCarthy.

Irishman and World Rally Championship driver Craig Breen, who made his rallycross debut at the second round of the season in Essay, France, will also compete.

“I love Lydden Hill, I was there not long ago to do some circuit racing and I just love the whole environment, how you can see everything from anywhere pretty much,” said Jordan, who was the first Brit to finish on the World Rallycross podium at Lydden Hill in 2014.

“It’ll be really interesting that

everyone’s in the same car, that’s something I’m really looking forward to, in theory it should be more down to driving. The fact that they’re all the same cars excites me a lot.”

Aside from the local heroes, the driver with perhaps the biggest calibre competing at Lydden Hill is Nelson Piquet Jr. The maiden Formula E champion and ex-Formula 1 driver is due to compete at four venues throughout the season. And the Brazilian is no stranger to the unique discipline of rallycross, having competed in the now defunct Global Rallycross series between 2013-16 in America.

“Rallycross is actually really fun and I enjoyed doing it a lot in America,” he said.

“What TitansRX is trying to do is make an equal car, a cheaper car that delivers the same show, delivers the same kind of racing but with a much smaller budget.

“Rallycross for its whole history has always

been very successful without spending too much money but the last six years budgets just sky rocketed.

“TitansRX however uses a one-design car that delivers the same show and racing as Supercars but with a much smaller budget.

“I think they’re trying to find a format that will bring costs down.”

Twelve rounds will take place at six venues throughout the year for the new series, including in France, Great Britain, Portugal, Austria, Hungary and Germany.

Piquet had a baptism of fire at the opening round last month in Essay, failing to make the final on both days as Toomas Heikkinen and Timmy Hansen took a win apiece.

The next round of the championship will be at Lydden Hill on July 27/28, a venue Piquet has raced at before when he competed in the RX Lites Cup in 2014.

“I remember racing at Lydden Hill,” recalled Piquet.

“It is totally different to Essay. All tracks of TitansRX are classic rallycross and not artificial or temporary. So I look forward to all of them.

“Rallycross is pure adrenalin especially the launches. The cars are really close together and we have contact as soon as we let go of the brake. Truly nerve wrecking!”



The top three
celebrate their
success in Essay

#3

Nelson Piquet Jr



#6

Reinhold Sampl



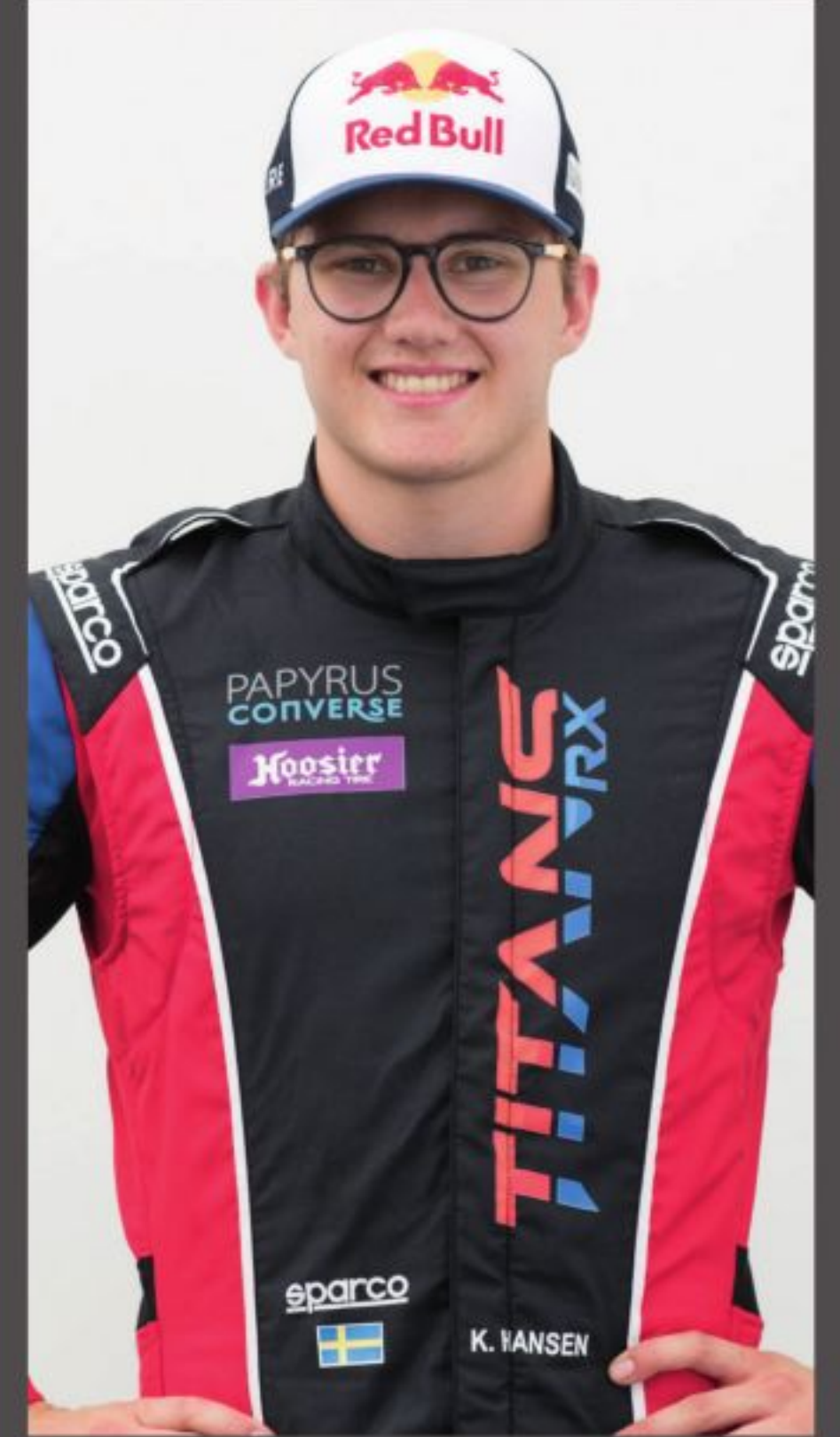
#10

Lukacs 'CsuCsu' Kornel



#21

Timmy Hansen



#55

Andreas Steffen



#57

Toomas Heikkinen



#71

Kevin Hansen



#74

Jerome Grosset-Janin



#22

Perry McCarthy



#25

Tamara Molinaro



#42

Craig Breen



#77

Andrew Jordan



#90

Ronny Wechselberger

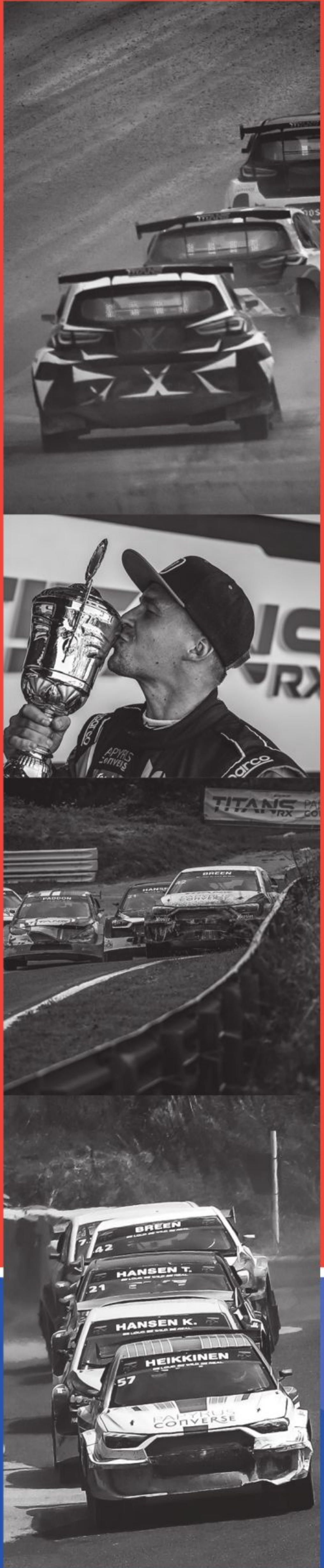


Advance Ticket Prices*
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WELCOMING BACK THE ELITE



An international rallycross series will return to Lydden Hill for the first time since 2017

LYDDEN HILL WILL ONCE AGAIN OPEN ITS DOORS to an international rallycross series when it hosts the third and fourth round of the TitansRX series later this month.

As the birthplace of rallycross the Kent-based circuit is a focal point for the sport, having been a venue for the World Rallycross Championship in previous years, and still a current host of the British Rallycross Championship.

A number of homegrown drivers are expected to compete at the TitansRX event, including 2013 British Touring Car champion Andrew Jordan, as well as Top Gear's original Stig, Perry McCarthy.

But there will be a plethora of international talent in the shape of World Rally Championship driver Craig Breen, plus inaugural Formula E champion Nelson Piquet Jr amongst others.

As well as a star-studded line-up spectators can also expect to be entertained by an impressive support bill at the venue on July 27/28.

"We had the World Rallycross here in 2017, which was our last FIA rallycross event and we're sure TitansRX will impress as we reopen the gates to our international guests" said general manager of Lydden Hill, Hannah Rynston.

"It's an equal playing field [between the cars] and for our round we're adding some exciting support classes – British RX Supercars, Group B, Junior Rallycross Suzuki Swifts and Retro Rallycross."

Bringing international rallycross back to the circuit is part of a larger

plan for Lydden.

Planning for a £5.5million investment has recently been submitted to the local authority, which if granted will allow for a new access road to be built into the circuit, as well as a new building in the lower paddock to replace the existing office block. This will include a new VIP hospitality centre, garages, medical centre, shop, marshal/spectator facilities and circuit offices. Along with the addition of 'quiet days' to the calendar, to allow the circuit to diversify into other activities and be used more than the current 52 days per year.

This would compliment the work which has already taken place at the track, including rebranding, a new hospitality suite, new race control tower, new toilet and shower facilities, and the start of a resurfacing programme.

Rallycross events will continue throughout 2019 with round five of the Motorsport UK British Rallycross Championship on August 26 followed by BTRDA Clubman's Rallycross in September.

A number of circuit race meetings will continue to be held at Lydden Hill and which are expected to be popular.

One of those is Lord of Lydden, taking place on October 26/27, which has been extended to a two-day event in 2019 and will host an abundance of motorcycle action.

"Lord of Lydden has been running since 1966, it had a 10 year break but we brought it back last year," said Rynston.

"Last year's event was really popular, the crowd for an October event were really impressive – we're looking forward to seeing what names will be battling to steal the crown from the current title holders Tim Reeves, Mark Wilkes and Danny Webb this year."

The 2019 calendar has held a variety of events, including Historics on the Hill, feature racing from the Historic Racing Drivers Club and the VMCC Vintage Bike Festival last month. Other events yet to take place include The Bike Shed Festival and Motormanania amongst plenty of others.



LINKS

For more information on future events at Lydden Hill, or to purchase tickets, visit:
www.lyddenhill.co.uk

More information on the planning application and how to express your support can be found at:
www.lyddenhill.co.uk/planning/

Garcia strikes as Visser closes on Chadwick in title contest

W SERIES
NORISRING (DEU)
6 JULY
ROUND 4/6

The famous Norisring street circuit was the scene of a commanding drive by 18-year-old Marta Garcia, who claimed her first victory in the championship in emphatic style as W Series returned to action after a short summer break.

Garcia returned to racing this year after being dropped from the Renault Sport Academy at the end of the 2017 Spanish Formula 4 season, in which she finished ninth. She beat points leader Jamie Chadwick to pole on Saturday morning and held on to the lead of the field from the very start.

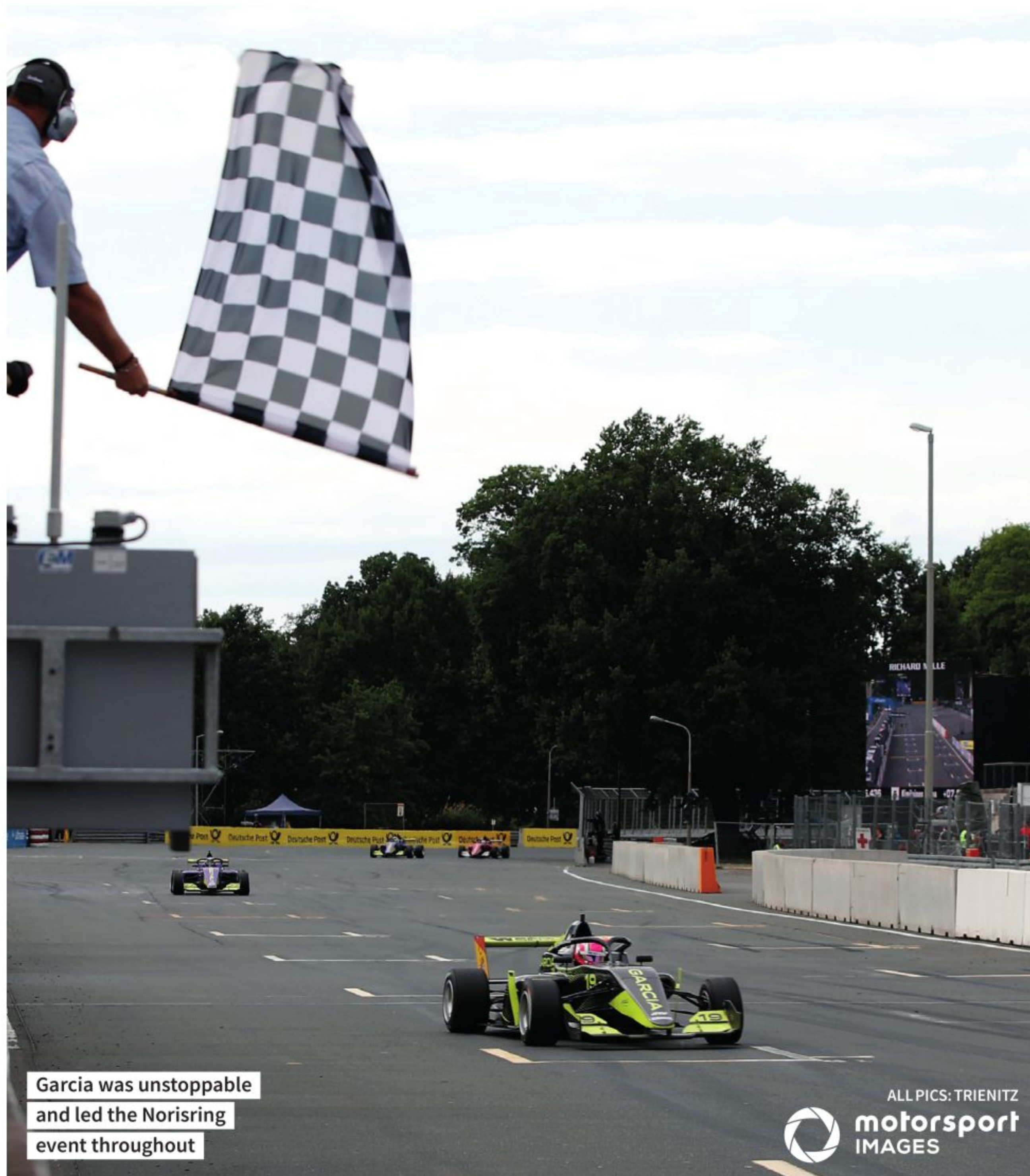
Garcia ran the remaining 36 laps completely untroubled and crossed the line three and a half seconds ahead to move within 23 points of the championship lead.

"I had a really good start actually, probably one of the best I've ever done, and after that I managed to maintain good pace throughout the race," said Garcia.

Points leader Chadwick's slow start enabled main rival Beitske Visser to pass her for second, from fifth on the grid, as the 18-car field filtered through the tight Turn 1 hairpin.

Visser was unmoved by a challenge from Chadwick in the last three laps and took the runner-up spot. She is now just 10 points behind the Williams Formula 1 team development driver with the final two rounds, at Assen and Brands Hatch, to go.

Garcia's Norisring victory means that she is mathematically still in with a chance of the inaugural W Series crown. Misano polesitter Fabienne Wohlwend is also in the mix after once again impressing with



Garcia was unstoppable and led the Norisring event throughout

ALL PICS: TRIENITZ
motorsport
IMAGES

another consistent finish in fourth place.

Wohlwend had to resist Emma Kimilainen, who returned to the grid after missing the Zolder and Misano rounds due to an injury sustained in her first-lap clash with Megan Gilkes at the Hockenheim opener. Kimilainen's determined charge from eighth meant she completed the top five and scored her first W Series points.

Former GP3 driver Alice Powell had another weekend to forget and is now all but out of title contention, having suffered a crash with Esmee Hawkey in the first free practice session after which she was taken to hospital with a badly sprained wrist.

Powell returned but was struck with a gearbox problem in qualifying and placed last on the grid. She put in an impressive drive to eighth, but was then forced to retire with a fuel-pump problem in the final five minutes of the race.

Jessica Hawkins suffered similar heartbreak, pulling into the pits at the same time as a suspension issue scuppered her chance of a season-best sixth.

A trio of British retirements was completed by 2009 Ginetta Junior champion Sarah Moore, who pulled to the side after sustaining damage on the first lap.

LUCY MORSON

WEEKEND WINNER

W SERIES
NORISRING (DEU)
 Marta Garcia

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Garcia became the third W Series race winner



Visser beat Chadwick and is now 10 points behind with two races to go



Spengler hits back after Rast success

Spengler took his first win since Norisring 2017

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DTM NORISRING (DEU) 6-7 JULY ROUND 4/9

Of the things you could level against the DTM, one thing you can rarely accuse the series of is being susceptible to domination by one standout driver – certainly not to the extent it is experiencing at the moment.

But already it's hard to see past Rene Rast – who looks untouchable at times – as red-hot favourite for this year's title. DTM boss Gerhard Berger said as much during the Norisring weekend ("Rast is running on a different level than anyone else"), and it's hard to argue against that. The Audi driver already has three victories this season, and the same tally in the pole position stakes.

That's not to say that a handsome points lead is completely without fortune, which

was certainly on his side in Saturday's opening race. Rast started it by stalling his Team Rosberg RS5 on the grid, but ended up winning, with the largest margin of victory yet in a DTM race at the Norisring.

Rast lined up third, but thought his "race was over" when he failed to get off the line – a result of him having "too little throttle application" plus "too aggressive clutch release" – and plummeted through the field. But just as the DTM's mandatory pitstop rule has hindered Rast this season, it came to his aid big time in Nuremberg as his stop on lap three coincided almost perfectly with the deployment of the safety car, meaning not only did he rejoin without losing a position but, sat in 10th, he was the lead runner to have visited the pits.

A combination of picking off others and patience until those ahead pitted meant Rast assumed the lead at the end of lap 30 of 69,

at which point he led BMW's Joel Eriksson by just shy of 10 seconds. A solid buffer, then, but Rast continued relentlessly, and eventually closed out victory by 34.498s.

Eriksson had stopped earlier than Rast – at the end of the first lap, on a circuit where tyre supplier Hankook suggested it was entirely possible to run a set for the race distance without issue – to run second, but he was unseated at the final corner by Audi polesitter Nico Muller, whose faultless drive deserved runner-up spot given that circumstances put victory out of his reach.

Not everything went to plan for Rast, though. While he started Sunday's race from pole and got off the line at the first attempt, he was outflanked on the run to the first corner, at which he was one of three Audi drivers to be overtaken by BMW's Bruno Spengler. Muller then proved that Rast was touchable after all by tapping him into a



Rast stalled at the start, and won by over half a lap

TRIENITZ
motorsport
IMAGES



Green bounced back with second after appendix op

MOTOSPORT IMAGES/TRIENITZ

WEEKEND WINNERS

DTM

NORISRING (DEU)

Race 1 Rene Rast

Team Rosberg (Audi RS5 DTM)

Race 2 Bruno Spengler (below)

Team RMG (BMW M4 DTM)

AUSTRALIAN SUPERCARS

TOWNSVILLE (AUS)

Race 1 Scott McLaughlin

DJR Team Penske (Ford Mustang)

Race 2 Shane van Gisbergen

Triple Eight Racing (Holden Commodore)

For full results visit motorsportstats.com

spin at the chicane, a move that earned the Swiss a drivethrough penalty.

That meant the fight for victory was effectively a battle between Norisring *meisters* Spengler and Jamie Green, although Spengler always appeared to have this one under control. Audi veteran Green, who missed June's Misano round while recovering from surgery to have his appendix removed, showed strong mid-race pace and ran within a second of Spengler for a handful of laps until the BMW edged away, as Spengler claimed his first victory since the series' Norisring round two years earlier.

Rast's Sunday turnaround was less miraculous, though he did recover to seventh, a result that actually helped him extend his lead to 25 points as the penalised Muller, now his closest championship rival, finished eighth. A victory's worth of points in hand indicates a driver in command of his destiny but, with his tongue half in his cheek, Rast explained that he would not be getting ahead of himself just yet.

"Do you know who was leading coming to the Norisring last year?" said Rast, when asked about his burgeoning points lead. "Timo Glock. He was leading coming to the Norisring. And where did he finish at the end of the year? Yep, nobody knows [Glock was fifth]. It's still quite early in the season – a lot of things can happen yet."

JACK COZENS



Rival teams rushed to put out Percat fire...

Rain and fire help bring end to McLaughlin domination

AUSTRALIAN SUPERCARS

TOWNSVILLE (AUS)

6-7 JULY

ROUND 8/15

A spectacular combination of rain and fire helped Holden to its second race win of the Supercars season on the streets of Townsville.

For the first time in the event's 11-year history, there was wet-weather running in tropical Far North Queensland, drivers greeted with damp conditions for Friday practice.

The rain held off when things got serious on Saturday, with David Reynolds taking a slightly unexpected pole before runaway points leader Scott McLaughlin charged to a comfortable win in the opening 200km race at the wheel of his DJR Team Penske Ford.



On Sunday the rain returned, light-yet-consistent showers falling as the cars sat on the grid. The first to get caught out were McLaughlin and Reynolds (Erebus Motorsport Holden), the fierce rivals clashing on the run to Turn 2 on the opening lap. It was deemed a racing incident by officials, but the pair would later stage two heated post-race exchanges in the paddock.

As conditions worsened midway through, a well-timed stop for rain tyres helped Shane van Gisbergen come right into contention. When early pacesetter Cam Waters ran wide, the Red Bull Holden driver took over the lead, holding off a lingering challenge from Fabian Coulthard before establishing a two-second gap.

A safety car threatened to bring Coulthard back into contention, but the race never went green again. A malfunctioning fuel rig at Brad Jones Racing sparked a frightening fire when Nick Percat made a late stop, teams up and down pitlane helping to extinguish the pool of burning fuel and the back of Percat's Holden.

Van Gisbergen later joked that he was annoyed at having to follow the safety car – a red Ford Mustang – as he took the chequered flag.

ANDREW VAN LEEUWEN



Joest Mazdas strike again at Mosport

IMSA SPORTSCAR
MOSPORT (CAN)
7 JULY
ROUND 7/12

Just one week after claiming a long-overdue maiden IMSA Daytona Prototype international victory, Mazda Team Joest repeated the feat in last Sunday's 170-minute contest at the supremely challenging Mosport circuit in Canada. This time it was the #77 RT24-P that emerged on top of the pile as Oliver Jarvis/Tristan Nunez took advantage of a pitstop delay for team-mates Harry Tincknell/Jonathan Bomarito in the closing stages.

Unlike at Watkins Glen, where the Mazdas were firmly in control after Jarvis blitzed the old track record in qualifying, this time the Soul Red cars had to work a little harder.

For the second year in a row, Colin Braun led the way in qualifying with a new record of 1m05.452s aboard the CORE Autosport Nissan DPi. Just as it did one year ago, the team chose to relinquish the pole position in favour of starting from the back of the prototype field with team owner Jon Bennett at the wheel. The decision gifted the coveted inside-front-row starting position (on a track where overtaking is always difficult) to Acura Team Penske's Helio Castroneves. Bomarito lined up alongside, with respective team-mates Juan Pablo Montoya and Nunez on row two.

The top three held station at the start, while reigning series champion Felipe Nasr (Whelen/Action Express Cadillac) quickly overtook Nunez and forced Montoya to adopt a stout defence over the course of the first lap. But it wasn't

long before the Mazdas showed their hand. Nunez regained fourth on lap two before finding a way past Montoya for third on lap 10, by which time Bomarito had already taken advantage of traffic to oust Castroneves from the lead.

The two Acuras exchanged positions during the first round of pitstops, with Dane Cameron taking over from Montoya and running second until his third scheduled pitstop on lap 86 of 125. In addition to their pace, the Mazdas also exhibited excellent fuel economy, and seemed set to reach the finish with one pitstop fewer until the caution flags flew with 46 minutes remaining after an LMP2 car stopped on the track.

The leaders were able to take on service moments before the caution flags waved, but a slow stop for Tincknell enabled Jarvis to emerge comfortably in the lead. Another caution, followed by a brief red-flag stoppage after Victor Franzoni crashed the Juncos Racing Cadillac heavily in Turn 2, concluded with just under 15 minutes remaining. After this the two Mazdas maintained their advantage. Cameron/Montoya finished a close third, thereby extending their championship lead to three points over Nasr and Pipo Derani.

Laurens Vanthoor/Earl Bamber scored an impressive fifth straight win for the factory Porsche team in GTLM, while veteran Bill Auberlen and Robby Foley (BMW) beat GTD points leaders Trent Hindman/Mario Farnbacher (Acura).

JEREMY SHAW



Bamber/Vanthoor
 continued Porsche's
 fine run in GTLM

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Eriksson takes shock victory on first outing of 2019

WORLD RALLYCROSS
HOLJES (SWE)
6-7 JULY
ROUND 6/10

Swede Sebastian Eriksson is an ever-present face in the World Rallycross Championship paddock but, by working as a mechanic and spotter, predominantly for the RX2 support category, he stays well out of the limelight. For his home round, Eriksson was given the opportunity to make his fourth WRX start aboard an updated version of the Olsbergs MSE team's 2018 Ford Fiesta. The squad almost withdrew from its one-off return to the series after a pre-event test failed to resolve oil-temperature issues. But, confident of good pace, the team

competed in one of the most dramatic weekends in the series' history. Another wildcard driver, Reinis Nitiss, rolled his GRX Hyundai i20 in the opening corner of the first qualifying race as chaos ensued in Q1, making for an upturned order as Andreas Bakkerud set the best time. Incredibly, Nitiss bounced back with the fastest time in Q2, helped by running in the final group as a soaked track dried. Bakkerud was again fastest in Q3 on Sunday morning, but it was Eriksson who topped the timesheets in Q4, while Bakkerud took top spot at the Intermediate stage. Bakkerud's fight for victory was short-lived, however. He lost the lead of semi-final one with driveshaft failure. Eriksson was ousted from the front in semi-final two and ran

second to Niclas Gronholm until the Finn was slowed by a late puncture. Punctures influenced the finale too. Eriksson led from pole on the opening lap, chased by Kevin Hansen, as Timmy Hansen passed Gronholm to run third. The Swede jumped his brother when Kevin took his joker on lap three, but the positions changed again when Timmy's Peugeot suffered a flat tyre half a lap later. Gronholm's Hyundai had also sustained another puncture from contact, leaving Kevin Hansen to pressure Eriksson. Despite losing pace with oil-temperature issues, Eriksson held on to score a maiden win, while Nitiss completed his comeback with third. Kevin Hansen moved back into the points lead.

HAL RIDGE



An incredible Daytona race's surprise winner

NASCAR CUP
DAYTONA (USA)
7 JULY
ROUND 18/36

A pile-up, a strategic gamble and a lightning strike combined to propel Spire Motorsports' Justin Haley to a shock maiden NASCAR Cup victory in a Daytona weekend where Mother Nature dominated. Initially scheduled for Saturday night, the race (scheduled for 160 laps) was postponed until Sunday afternoon due to rain. On lap 119, race leader Austin Dillon aggressively defended from a surging Clint Bowyer entering Turn 1. As Dillon squeezed Bowyer to the bottom of the track, the two touched and Dillon spun around in front of the pack, triggering a pile-up involving half the field. Kurt Busch squeezed through into the lead but was wrong-footed when officials



were forced to call off a restart owing to a lightning strike 7.4 miles away from the circuit. Busch among others had pitted and dropped to 10th the lap before the red flag was called. Haley, who was running 27th before picking his way through the lap 119 chaos, stayed out to inherit the lead and further storms eventually led to the final 33 laps being abandoned and the result declared. Xfinity Series regular Haley was the winner in only his third career Cup start on a day in which "the stars were aligned".

KYRAN GIBBONS

WEEKEND WINNERS

IMSA SPORTSCAR

MOSPORT (CAN)

DPI Tristan Nunez/Oliver Jarvis
Mazda Team Joest (Mazda RT24-P)

GTLM Earl Bamber/Laurens Vanthoor
Porsche GT Team (Porsche 911 RSR)

GTD Bill Auberlen/Robby Foley
Turner Motorsport (BMW M6 GT3)

WORLD RALLYCROSS

HOLJES (SWE)

Sebastian Eriksson
Olsbergs MSE (Ford Fiesta Mk8)

NASCAR CUP

DAYTONA (USA)

Justin Haley
Spire Motorsports (Chevrolet Camaro)

NASCAR XFINITY SERIES

DAYTONA (USA)

Ross Chastain
Kaulig Racing (Chevrolet Camaro)

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Marquez extends German domination

MOTOGP
SACHSENRING (DEU)
7 JULY
ROUND 9/19

A 10th-successive Sachsenring victory for Marc Marquez never looked in doubt as he cruised to the flag aboard his Honda, unrivalled in a German Grand Prix that could well have been the final sting in the tail for his rivals' championship hopes.

The shadow of his Austin race crash hovered above the Saxony track, and offered a glimmer of hope to the rest that perhaps the 'King of the 'Ring' could be dethroned. The emergence of wunderkind Fabio Quartararo and the return to form for Dutch TT winner Maverick Vinales set the board with some worthy combatants to

challenge Marquez's German dominance.

After claiming pole, Marquez stated that he would sacrifice his Sachsenring victory streak if a threat to his comfortable points lead was posed. However, a devastating race simulation run during FP4 on Saturday afternoon suggested it was already game over for the rest.

Despite a shocking launch off the line, Marquez completed the first step on his journey to victory, moving into the lead ahead of Vinales. The Yamaha rider ran with him in the early laps and thought about making a move, but soon reasoned that doing so was "impossible".

By lap four, Marquez was already down to the pace his FP4 run predicted of 1m21.4s. He reeled off low-mid 1m21s laps effortlessly until lap 11, by which time the damage was done. Dipping back into the high 1m21s mark until lap 15, Marquez was three seconds clear of the field.

Now out of reach, and comfortable on his medium rear tyre to raise the pace again if needed, Marquez defaulted into self-preservation mode, knowing that needlessly pushing could result in an Austin repeat.

And what a waste of an opportunity that would have been, with his nearest title rivals at Ducati suffering. Andrea Dovizioso failed to make it out of Q1 and started from 13th as a result. Just like at Assen a week prior, slightly cooler conditions for race day offered the potential of a reprieve. Dovizioso was seventh by the end of lap two, closing

down team-mate Danilo Petrucci, and the fifth place he felt was all he could reasonably hope for pre-race was looking good.

The Ducatis engaged at Assen, with Petrucci wary of being too aggressive towards Dovizioso due to the former's status as a title contender. After mugging him for the win at Mugello, allowing Marquez into second in the process, Petrucci vowed to play wingman from thereafter. But his title situation has changed since, and he battled hard with Dovizioso. Petrucci prevailed for fourth, and Dovizioso's championship hopes faded further as his deficit grew to 58 points.

Vinales lost out to Alex Rins early on, but inherited second when the Suzuki rider crashed out for the second race in succession. If his championship aspirations were slim before the race, they've all but gone now.

Cal Crutchlow, nursing a knee injury sustained mid-week, piled the pressure on Vinales. But a moment with the rear end at Turn 10 led to the LCR rider's surrender, and he settled for a first podium since the season-opener.

Quartararo could have been a factor in that duel. The Petronas SRT Yamaha rider partially dislocated his left shoulder in FP3, but still threatened to add to his rostrum haul. A poor start left him making up ground, and he'd just moved back into the top five having passed Petrucci at Turn 3 when he went down. He took it on the chin



Petrucci beat team-mate
 Dovizioso to secure
 fourth spot



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RESULTS ROUND 9/19, SACHSENRING, 7 JULY (30 LAPS – 68.432 MILES)

POS	RIDER	TEAM	TIME
1	Marc Marquez (ESP)	Honda	41m08.276s
2	Maverick Vinales (ESP)	Yamaha	+4.587s
3	Cal Crutchlow (GBR)	LCR Honda	+7.741s
4	Danilo Petrucci (ITA)	Ducati	+16.577s
5	Andrea Dovizioso (ITA)	Ducati	+16.669s
6	Jack Miller (AUS)	Pramac Ducati	+16.836s
7	Joan Mir (ESP)	Suzuki	+17.156s
8	Valentino Rossi (ITA)	Yamaha	+19.110s
9	Franco Morbidelli (ITA)	Petronas Yamaha	+20.634s
10	Stefan Bradl (DEU)	Honda	+22.708s
11	Tito Rabat (ESP)	Avintia Ducati	+26.345s
12	Pol Espargaro (ESP)	KTM	+26.574s
13	Andrea Iannone (ITA)	Aprilia	+32.753s
14	Takaaki Nakagami (JPN)	LCR Honda	+32.925s
15	Karel Abraham (CZE)	Avintia Ducati	+37.934s
16	Hafizh Syahrin (MYS)	Tech3 KTM	+41.615s
17	Francesco Bagnaia (ITA)	Pramac Ducati	+56.189s
18	Miguel Oliveira (PRT)	Tech3 KTM	+57.377s
R	Aleix Espargaro (ESP)	Aprilia	28 laps-accident
R	Alex Rins (ESP)	Suzuki	18 laps-accident
R	Johann Zarco (FRA)	KTM	2 laps-accident
R	Fabio Quartararo (FRA)	Petronas Yamaha	1 lap-accident

WEEKEND WINNERS

MOTO2

SACHSENRING

Alex Marquez (below)
Marc VDS (Kalex)

MOTO 3

SACHSENRING

Lorenzo Dalla Porta
Leopard Racing (Honda)



Rossi hit the deck in
Q1 as his downturn
in form continues

and displayed level-headed maturity, which combined with his immense speed will take him to the title one day.

Conversely, Yamaha counterpart Valentino Rossi continued to display a lack of speed, which prompted Giacomo Agostini to tell Italian media the nine-time champion was past it. Falling in Q1 again, he at least advanced into the pole shootout phase this time. But he made little progress from 11th, crossing the line eighth, just ahead of Franco Morbidelli on the second SRT M1 and 20s slower than he did on his way to the podium in 2018.

Rossi partially pinned his woes on choosing the medium rear tyre, but believes the problem lies deeper, as he is unable to “ride the bike as well as I did last year”. With Yamaha now worthy of fighting for wins again in the hands of Vinales and Quartararo, Rossi’s mystifying downturn could not have come at a worse time.

LEWIS DUNCAN

Winner’s average speed 99.808mph. **Fastest lap** Marquez 1m21.228s, 101.095mph.

QUALIFYING 2 1 Marquez 1m20.195s; 2 Quartararo 1m20.400s; 3 Vinales 1m20.406s; 4 Rins 1m20.531s; 5 Miller 1m20.690s; 6 Crutchlow 1m20.857s; 7 Morbidelli 1m20.964s; 8 P Espargaro 1m21.023s; 9 Mir 1m21.061s; 10 Nakagami 1m21.104s; 11 Rossi 1m21.137s; 12 Petrucci 1m21.486s.

QUALIFYING 1 1 Rossi 1m20.933s; 2 Nakagami 1m21.102s; 3 Dovizioso 1m21.105s; 4 Bradl 1m21.227s; 5 A Espargaro 1m21.313s; 6 Iannone 1m21.433s; 7 Bagnaia 1m21.446s; 8 Syahrin 1m21.465s; 9 Zarco 1m21.637s; 10 Oliveira 1m21.683s; 11 Abraham 1m21.796s; 12 Rabat 1m22.119s.

RIDERS’ CHAMPIONSHIP 1 Marquez 185; 2 Dovizioso 127; 3 Petrucci 121; 4 Rins 101; 5 Vinales 85; 6 Rossi 80; 7 Miller 70; 8 Quartararo 67; 9 Crutchlow 67; 10 P Espargaro 56; 11 Morbidelli 52; 12 Nakagami 50; 13 Mir 39; 14 A Espargaro 31; 15 Iannone 21; 16 Jorge Lorenzo 19; 17 Zarco 16; 18 Oliveira 15; 19 Rabat 14; 20 Bradl 12; 21 Bagnaia 11; 22 Michele Pirro 9; 23 Sylvain Guintoli 3; 24 Abraham 3; 25 Syahrin 3; 26 Bradley Smith 0.

MANUFACTURERS’ CHAMPIONSHIP 1 Honda 191; 2 Ducati 157; 3 Yamaha 153; 4 Suzuki 118; 5 KTM 56; 6 Aprilia 45.



Marquez extended his
Sachsenring monopoly

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Nothing can stop the Sato winning run

EUROFORMULA OPEN
HUNGARORING (HUN)
6-7 JULY
ROUND 5/9

The cameo appearance of Formula 2 race winner Nobuharu Matsushita with Carlin and a failure to get pole in either race around a circuit renowned for its lack of overtaking should have meant the end of Marino Sato's remarkable winning run in Euroformula Open at the Hungaroring. As it turned out, it didn't.

Teo Martin Motorsport's Lukas Dunner beat Motopark driver Sato to race one pole, leaving a cloud of dust for his rival to drive through during the crucial moment of qualifying. In the race, Sato struck back by going around the outside of Dunner at Turn 1, having been pinched towards the wall off the line, and withstood 17 laps of constant pressure from the Austrian to take his third straight win.

Motopark-run Red Bull juniors Liam Lawson and Yuki Tsunoda finished third



and fourth, with Double R Racing man Linus Lundqvist fifth.

Matsushita edged Lawson to pole on Sunday by 0.012 seconds. Matsushita had suffered from his best time being deleted in qualifying for race one, which he chose to start a lap down and use as a test, setting fastest lap on the way.

Pole for race two validated that strategy, and he benefited from Lawson and Tsunoda making dreadful starts and dropping to the back. Their team-mate Sato was the strongest though, and he was past

Matsushita for the lead long before Turn 1. Like Dunner the previous day, Matsushita could pressure Sato but the leader responded each time. A mid-race safety car didn't play into Matsushita's hands either, as he now had his mirrors filled by Dunner, whose third-place finish has moved him up to second in the standings behind Sato.

Christian Hahn (Carlin) and Lundqvist completed the top five, with Lawson recovering to 10th. Billy Monger had an anonymous weekend with two 12th places.

ELLIOT WOOD

Three-wheeling Vesti holds on

FORMULA REGIONAL
EUROPEAN CHAMPIONSHIP
HUNGARORING (HUN)
6-7 JULY
ROUND 3/8

Frederik Vesti won all three Formula Regional European Championship races at the Hungaroring, but if you wanted to measure how strong he was last weekend then you only needed to watch the final six corners of race three.

The Dane had built up a 2.7s lead over Prema team-mate Olli Caldwell, but as he clipped the Turns 6/7 chicane kerbs the bracket that attached his front-right wishbone to the car's tub detached itself. He only had three wheels' worth of grip through the remaining corners.



Caldwell had closed onto his gearbox by the penultimate turn, but thought better of lining up a move at the finish and conceded a remarkable victory to a shocked Vesti. It was great drama but, given the lack of overtaking in FREC so far, the fact that a driver with broken suspension couldn't be passed wasn't a great sight.

Vesti beat his other Prema team-mate Enzo Fittipaldi in the first two races, dominating the first and then soaking up pressure from Fittipaldi in the second. In race three, Fittipaldi's engine cover flew off but he was able to finish third.

Marcos Siebert, Sophia Florsch and Igor Fraga were best of the rest in each of the races. Van Amersfoort Racing's Florsch was the top non-Prema scorer, also picking up a seventh and sixth place.

FIA Central European Zone Formula 3 title contender Tom Beckhauser and Technorace made their championship debut, making solid progress but only contesting two of the races.

ELLIOT WOOD

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WEEKEND WINNERS

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Race 1 Marino Sato (above)
Motopark (Dallara-Spiess)
Race 2 Marino Sato
Motopark (Dallara-Spiess)

FORMULA REGIONAL
EUROPEAN CHAMPIONSHIP
HUNGARORING (HUN)
Race 1 Frederik Vesti
Prema Powerteam
Race 2 Frederik Vesti
Prema Powerteam
Race 3 Frederik Vesti
Prema Powerteam



For full results visit motorsportstats.com



STEWART FAMILY STEALS THE SPEED SHOW

A touch of class and a moment shared by Sir Jackie and Lady Helen pushed any car and driver pairing into second place

MATT KEW

The Duke of Richmond's annual Festival of Speed has evolved into an event that transcends pure motorsport. Arguably, it's closer in nature to Glastonbury for its something-for-everyone appeal.

Make no mistake, it always feels as though the car line-up and anniversary parades have been built around racing fanatics first and foremost. But, every once in a while, it's important to remember that life goes on beyond the sport. Last weekend, Jackie Stewart demonstrated that beautifully.

This year marks his 80th birthday and half a century since he won the first of his three world titles. But for a moment, that faded totally into the background.

Testament to the Festival's draw, Stewart has returned year on year. As quite possibly

the greatest ambassador motor racing has ever had, he has never been anything but a star attraction. However, his frequent appearances might have been taken for granted. That cannot be said for 2019, as he created a truly emotional moment.

On his last run of the weekend, he stopped his Matra MS80 on the hill outside the paddock, pulled out a pink rose from the cockpit and beckoned over to the side where his wife Lady Helen was waiting. She came over, took the rose, kissed it and sent her husband on his way. And he did just that, dumping the clutch and departing in his 1969 championship winner with a healthy dose of wheelspin. It was a touch of total class.

The moment was made all the more poignant by his on-road company: sons Paul and Mark Stewart, who were driving

the Tyrrell 003 and 006 in which Stewart won his two further F1 crowns. Dario Franchitti, giving chase in the BRM P261, looked close to tears at the top of the hill, and it was easy to see why.

"Helen's here, my wife," Stewart said. "Of course, as many people may know, Helen's got dementia. She was in a wheelchair, the two nurses were there and Paul, Mark and I. I thought it was a good idea to stop. I gave her a little flower and a far-away kiss. She's been part of my motor racing career all of my life."

For all the ceremony of the Festival of Speed, for all the fantastic machinery it attracts, nothing came close to the moment shared by the Stewart family. Not even the efforts of Romain Dumas, who 'unofficially' blitzed Nick Heidfeld's two-decade record up the hill with the first sub-40-second run in the Volkswagen I.D. R. >>



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Touching moment Lady Helen
greeted husband Jackie



Debutant Ocon holds
a real passion for the
history of motorsport

MOTORSPORT IMAGES/BLOXHAM

OCON CATCHES THE FESTIVAL OF SPEED BUG

It was Esteban Ocon's first Goodwood experience, and as a passionate fan of the history of motor racing, the Mercedes Formula 1 reserve driver was in his element.

A drive in the 300SLR raced by Hans Hermann on the 1955 Mille Miglia was his personal highlight, and for the duration of his stay he indulged the fans.

"I've heard so much stuff about it but never had the opportunity to come to this beautiful festival," he said. "Arriving here, it didn't disappoint. As a hardcore fan like I am, there is everything you need to see. Beautiful machines with so much history – you won't even believe. It's amazing to see all those different cars from different series, but with fantastic drivers and fantastic stories behind it."

His enthusiasm was infectious and the fact that he wanted to go undercover among the crowds to have a more thorough look around the paddocks was a true reflection of his deep-held interest.

Reunited with chassis #5 that he crashed at Zandvoort in 1973, Emerson Fittipaldi also joined the Stewart trio in a car that, like Jackie in the Matra MS80, was befitting of his age – driving the Lotus 72 of a type that brought him the first of two F1 titles.

No fewer than six of the current grand prix grid, including Daniel Ricciardo, Valtteri Bottas, plus McLaren duo Carlos Sainz and Lando Norris – sideways in the seven-litre M8D Can-Am monster – took to the hill prior to this weekend's British Grand Prix.

Other highlights included Rene Arnoux marking 40 years since Renault earned its first grand prix win as a constructor thanks to the RS10, and Rubens Barrichello celebrating a decade passing since Brawn GP's title double.



Barrichello drove the
Brawn, 10 years after
its underdog success

MOTORSPORT IMAGES/BINGHAM

THE RALLY STAGE

OSTBERG STAGGERS
WITH C3 IN THE WOODS

Perhaps the greatest attribute of a professional driver is the speed at which their brain can process the terrain ahead of them. As Mads Ostberg annihilates the wooded section of the 1.7-mile Goodwood rally stage, Autosport's head – and stomach – remains on the startline. Nothing prepares you for how punishing the 2017 Citroen C3 WRC is off the mark.

Ostberg's feet dance from one pedal to the next, the steering wheel is a blur and he's relentlessly snatching

through the gears. It's staggering that he has the mental capacity to keep us out of the trees, and that this is a driver who was benched for the current World Rally Championship season to make way for Sebastien Ogier and Esapekka Lappi.

It's a physical onslaught for the 2m29.70s duration of the run, but only through the forces on the body as Ostberg stamps on the brakes and then hits the throttle on the exit of a corner. The ride is so compliant that, as we crest the Flying Finn jump, the body braces itself for a hard impact that never arrives. The C3 comes into land with total composure.

That leaves your eyes on a washing machine-like spin cycle. Trying to pick out trees or spectators on which to focus as the banks lining the narrow course fly by only heightens the sense of speed. To all intents and purposes, the 1.6-litre four-cylinder engine's almost modest 380bhp output feels closer to 600 around the tight confines.

And yet, through it all Ostberg is smiling, he's able to crack a joke and isn't particularly bowled over by his time. For him, this is only a fun runout, and both car and driver have plenty more to give.

It doesn't leave Autosport quite speechless, but we're only able to muster laughter and shrieks that come from a place of total excitement. There's quite some way to go before Ostberg would be getting a consistent set of coherent pacenotes from the passenger seat this time around.

How he and his contemporaries can maintain that pace over a four-day rally in Germany, Argentina or wherever is almost beyond comprehension.

Ostberg launches over jump, and C3 seems to thank him for it



THE TIMED SHOOTOUT

VW SMASHES RECORD,
SOLBERG FAMILY BATTLE

Officially, Nick Heidfeld still holds the record up the 1.16-mile course thanks to his 1999 effort in the McLaren MP4/13, clocked at 41.6 seconds. In the timed shootout last weekend, Romain Dumas returned with the revised Volkswagen I.D. R and ran shy with his 42.32s time on a drying surface. For the second year in succession, the double Le Mans winner went slower in the final compared to his qualifying run.

But unofficially, the 40s barrier fell for the first time at the Festival of Speed. The I.D. R was sent out with 670bhp and carrying fewer batteries for the shortened run compared to its electric lap-record-breaking stint at the Nordschleife last month.

On Friday, Dumas completed the hillclimb in 41.18s – beating Heidfeld straight off. Then, somehow, in qualifying he found another 1.3s to post a staggering 39.90s. After rain on the final day it was inevitable that Dumas wouldn't improve on his time, and that he would win the shootout overall.

That left the Solberg family to duke it out for the runner-up spot. Oliver was first out in a Citroen DS3 WRX, which his father took to back-to-back World Rallycross titles in 2014 and 2015.

The 17-year-old was aggressive on turn-in for the



Solberg Jr was spectacular, but slower than his dad

first corner and ploughed on with understeer. But he brought the rear of the car round with generous throttle application and drifted wildly for the remainder of his run.

A technical problem for the Mahindra M6Electro Formula E car of Heidfeld delayed his outing, so Petter Solberg was next up. He was far cleaner in his Volkswagen Polo WRX to find 1.35s over his son and claim the personal bragging rights.

Katsu Kabota was the biggest casualty of the timed finale. In his March 761, he clipped the haystacks through the Carnes Seat turn and ripped the rear-left corner away to cause a lengthy stoppage.

Renowned historic racer Julian Majzub starred in a Bugatti Type 35B. He was sideways in the 1927 car and even claimed the scalp of a Benetton B192 – the car in which Michael Schumacher took his first Formula 1 victory at Spa in 1992.





Dumas posted the first sub-40s time up the hill



Rain for Schumacher celebrations felt apt

25 YEARS SINCE THE FIRST OF SEVEN TITLES

If it had to rain over the weekend – and it did – then it was appropriate that the wet weather should coincide with a celebration of the career of Michael Schumacher, which topped the 2019 theme of ‘Speed Kings’. He was a master of low-grip conditions, and this year marks his 50th birthday and 25 years since he won the first of his Formula 1 titles.

The Van Diemen RF88, which kick-started Schumacher’s career in German and European Formula Ford, through the Mercedes C11 sportscar and a 190E DTM runner signalled his prowess outside of grand prix racing.

But it was his seven championship-winning cars that hogged the limelight. In front of Corinna Schumacher, Ross Brawn, Luca di Montezemolo and Jean Todt – the cornerstones of Michael’s 91 wins and 77 fastest laps in F1 – it made for an incongruous sight to see Damon Hill driving the Benetton B194, the model with which he famously collided at Adelaide. But unsuspecting driver and car combinations are so much a part of Goodwood.

Ferrari stalwart Marc Gene took to the hill in the F2003-GA, although singled out the following year’s challenger as his pick. The 7-Up Jordan 191 – in which Schumacher made his grand prix debut at Spa and is heralded by many as the prettiest F1 machine ever penned – and the 2011 Mercedes marked the bookends of Schumacher’s top-flight career.

“It was very emotional when you see all the cars he’s driven,” said Gene. “All the Ferraris with which he won the championships, you realise how successful a driver he is.”



Unlikely combo: Hill drove Benetton B194

AN UNDERDOG STORY

MARCH ENGINEERING
ODDITIES CELEBRATED

Lola's 60th birthday was celebrated last year and this time around it was March Engineering that received some deserved recognition. The Bicester-based company – founded 50 years ago by Max Mosley, Alan Rees, Graham Coaker and the late Robin Herd – was launched with its 693 Formula 3 contender in 1969.

Plans exploded the next year, as March burst into Formula 1, and took up F2 and Can-Am. There was success, with Jackie Stewart winning in that first season thanks to the 701. The 1975 and 1976 seasons returned a further brace, as March punched above its weight.

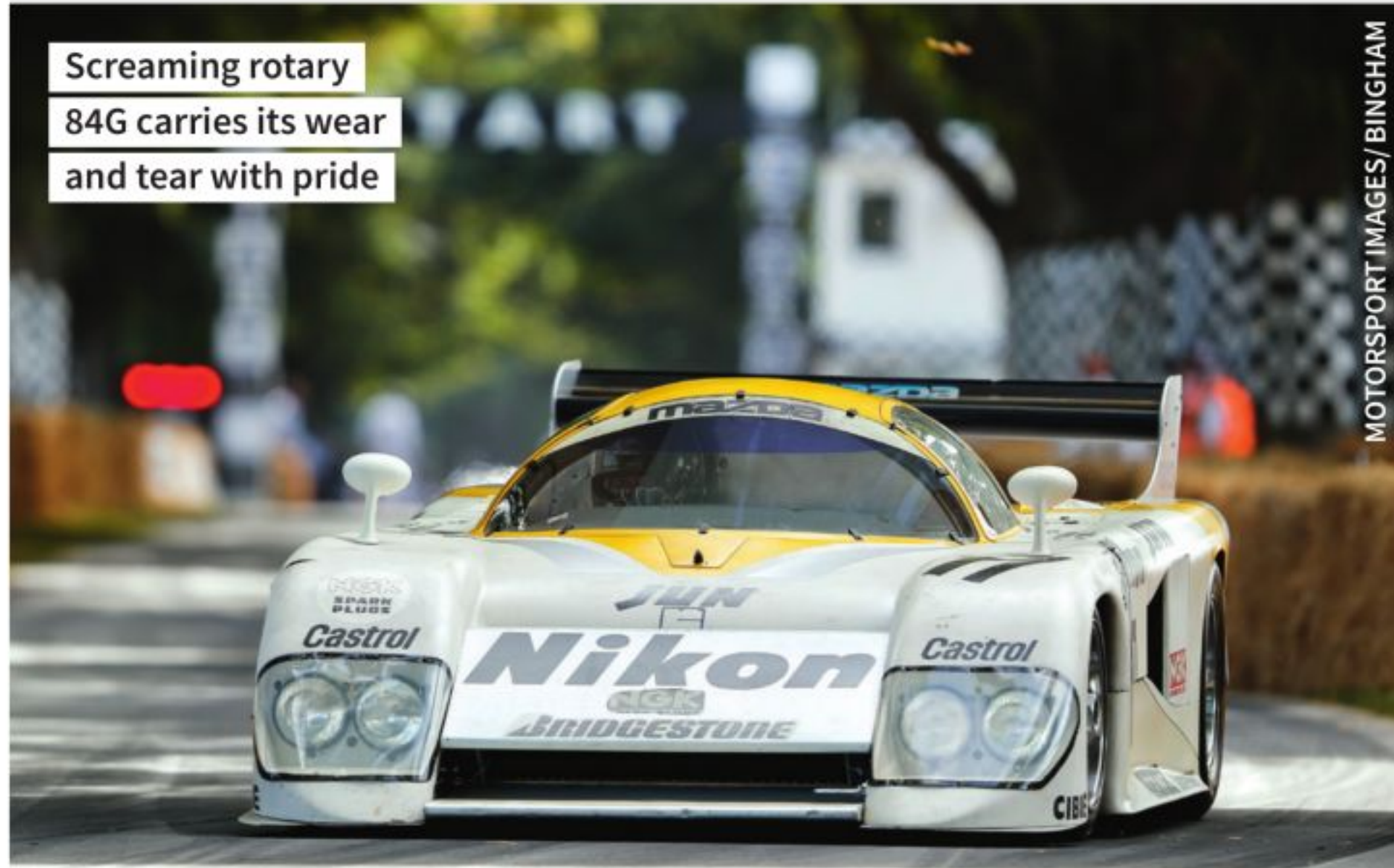
But at the Festival of Speed it wasn't the firm's single-seater prowess that stood out. Instead, it was an ill-fated tie-up in sportscar racing. The 1.3-litre twin-rotor Mazda-powered 84G was the forerunner for the Japanese firm's iconic 787B that took it to the top step of the Le Mans podium in 1991.

Arriving from New Zealand, Warwick Mortimer was out to demonstrate his Group C and IMSA machine last weekend. While the car has had a full mechanical restoration, the bodywork has been left untouched and carries a characterful patina as a result.

And the car was reunited with its builder, Ian Gillings, who had not seen it since 1984. The mechanic specialised in crafting the March tubs, and he stayed with the company until 1987. After a brief spell with Comtec, Gillings returned for the Leyton House March project – which enjoyed a return to form thanks to the craft of Adrian Newey.

"It's about time March was recognised," Gillings said. "They did a lot of good work over the years. Then you think of the variety – IndyCar, Formula 1, sportscars, Interserie, Formula 2, 3 – and the model of selling customer cars."

Screaming rotary
84G carries its wear
and tear with pride



MOTORSPORT IMAGES/BINGHAM

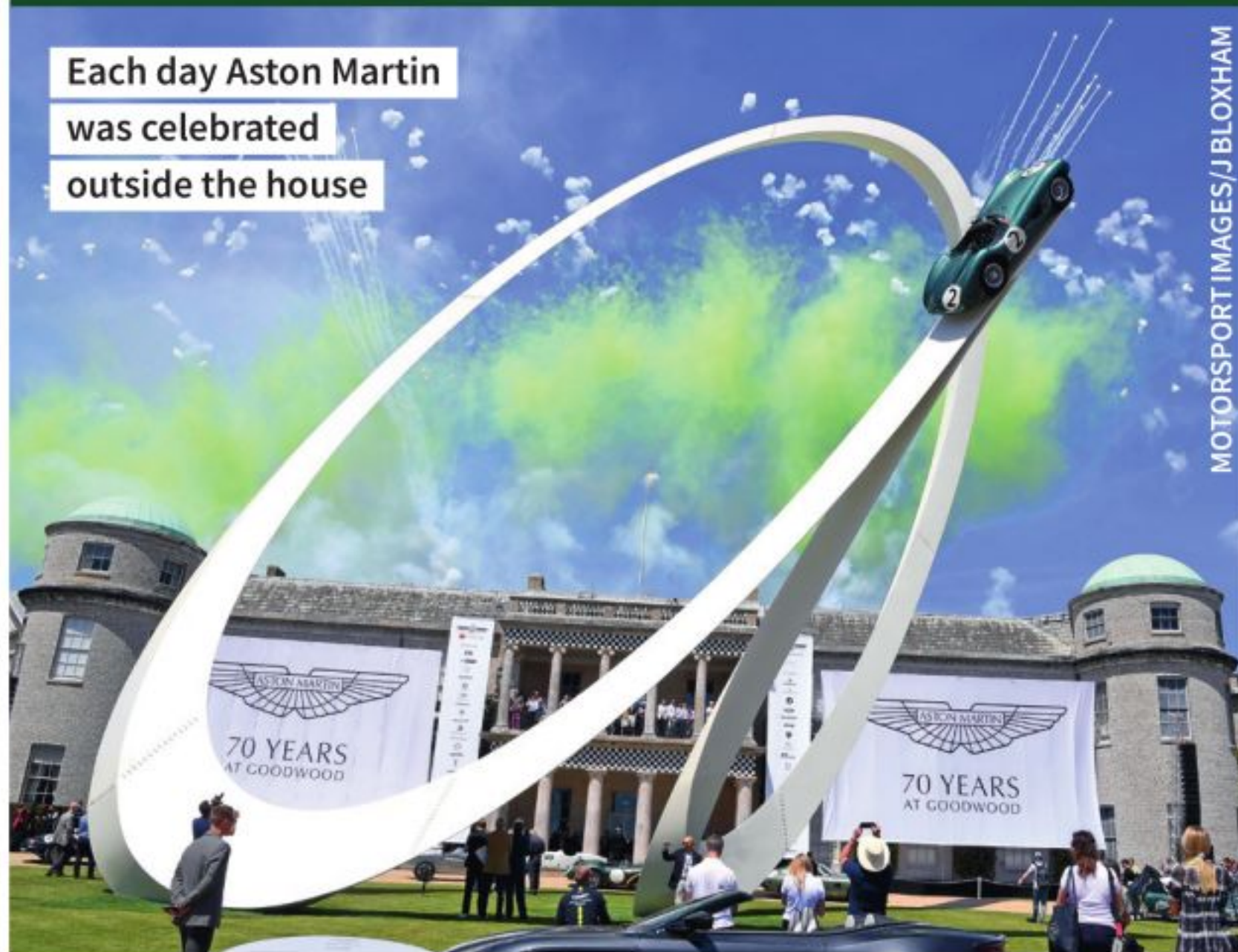


The 693 was genesis
for March, giving it a
launchpad up to F1

J BLOXHAM

DAILY MOMENTS

Each day Aston Martin
was celebrated
outside the house



MOTORSPORT IMAGES/J BLOXHAM

ASTON AND BENTLEY
ANNIVERSARIES

The incredible ensemble of Porsche 917s that paraded at the Members' Meeting earlier this year graced Goodwood once more, but it was the daily 'Aston Martin Moment' that arrived with the most pomp.

In the shadow cast by the Gerry Judah-designed central sculpture that featured a DBR1 pointing to the clouds, the lawn filled to mark Aston's Le Mans success and 70 years since the marque first raced at Goodwood.

The Project Cars 212 and 215 gathered on the gravel, joined by the ex-Stirling Moss/Peter Collins DB3S and the (unsuccessful but no less charming) DBR4. More recent GT forays were represented by a DBR9 and the current World Endurance Championship GTE Pro class Vantage.

In true Goodwood fanfare, a string orchestra played *I Vow to Thee, My Country* before the brass and woodwind chimed in with a rendition of the James Bond theme.

It would seem that six-time World Rally champion Sebastien Ogier doesn't care that much for *Goldfinger*, however. Not to be outdone, as Citroen celebrates its centenary in 2019, he interrupted by sliding the C3 WRC in front of the house with the engine bouncing off the limiter.

Bentley was also out to mark 100 years, as Guy Smith and Tom Kristensen piloted the Speed 8 they shared with Rinaldo Capello to 2003 success at the Circuit de la Sarthe. The 3.0-litre Sport, with which Walter Owen's company made its French enduro debut in 1923, was present alongside the 4.5-litre Pacey-Hassan that won at Brooklands in 1936.



Vintage Bentley expert
William Medcalf put the
4.5-litre through its paces

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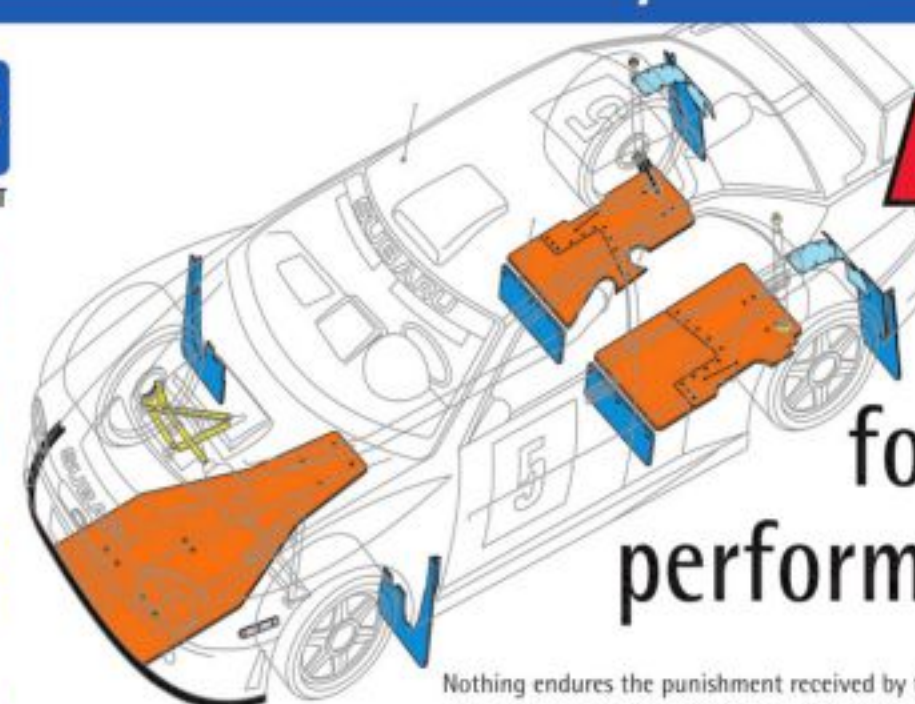
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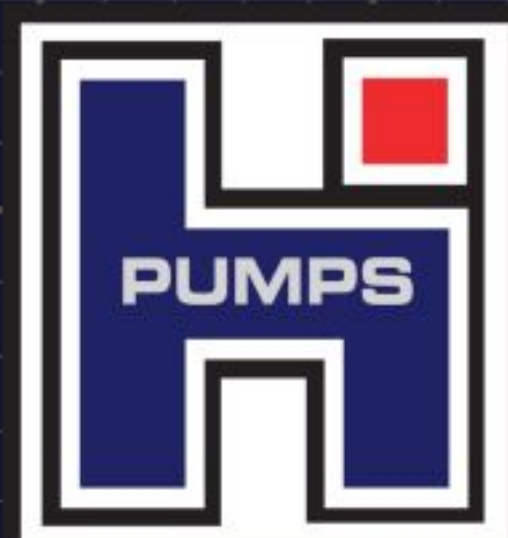


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INQUEST RULES F3 MECHANIC'S DEATH WAS ACCIDENTAL

BRDC BRITISH FORMULA 3

Double R Racing principal Anthony 'Boyo' Hieatt has described the team's late mechanic JJ Wilson as "a wonderful person" after an inquest jury ruled last week that his death in a testing crash was accidental.

Wilson, 23, died when the BRDC British Formula 3 Tatuus he was shaking down hit a concrete block during the final lap of a test run at Longcross Studios near Chertsey on 21 February last year. He was pronounced dead at the scene. The jury of seven women and four men concluded its verdict following a three-day inquest at Woking Coroner's Court.

"It was a nightmare when it happened and it's still a nightmare now – it's incomprehensible," Hieatt told Autosport. "It's still difficult to put into words, and it's the hardest thing that's ever happened to me."

Hieatt added that Wilson was an accomplished test driver "and he had a good little karting career for seven or eight years".

"He was a wonderful person," said Hieatt. "I never met anybody who spoke badly of him. He was a master technician, a master mechanic, and a really gifted driver as well. He was ready to move onto bigger and better things. He was a legend; hugely popular."

The inquest heard that the wishbone broke away from the chassis, causing a loss of control. Accident investigator David Price carried out an examination of the car, and

said the "failure to tighten the bolt to its correct torque would seem the most probable cause".

Analysis of the test laps revealed Wilson reached speeds of 137mph in the moments before the collision – nearly double the speed limit at the test track.

In a concluding statement, the jury said: "During his final lap, control of the car was lost. The car skidded off the track, hitting the concrete lighting block. He crashed into trees and the car turned over. His colleagues went to assist and righted the car. The paramedics cut the straps and took JJ out of the car. CPR was performed but they were unable to revive him due to his head and neck injuries."

The Longcross venue has since stopped allowing single-seaters without cockpit protection from testing at its track.

The inquest heard Wilson was wearing "normal work clothes", mechanics' gloves, and approved race helmet and boots at the time.

At the inquest, Hieatt said Wilson was "extremely competent" and he "had never seen him drive recklessly before". "JJ had been around forms of motor racing since he was a young boy," he added. "I was happy with his level of ability to do it [the shakedown]. The cars are extremely expensive – the last thing I would want is for them to be ruined."

When asked why Wilson may have been driving so quickly, Hieatt said there may have been "a bit of complacency" or that he "wanted to finish the job quickly".



New calendar praised by BTCC supports

TOCA SUPPORTS

The British Touring Car Championship's support series have welcomed the changes to the 2020 calendar that were announced last month.

Next year's schedule features a number of alterations to the traditional BTCC itinerary. These include Donington Park replacing Brands Hatch as the opening round, the introduction of the Silverstone International circuit in place of a second visit to Thruxton, and Croft moving to later in the year.

British Formula 4 has already confirmed it will again appear at all 10 BTCC events next season.

Championship manager David Lowe praised the early announcement of the new calendar, saying it "makes planning so much easier".

He added: "A bit of change is good, it makes it a little bit more interesting. It's a great package for us."

Porsche GB motorsport manager James MacNaughton said the second Silverstone round is perfect for the manufacturer as it has the Porsche Experience Centre on site, and he also praised the Donington and Brands swap.

"I'm over the moon [with the changes]," he said. "It builds on an already very strong platform TOCA creates for the support race series."

"Brands Hatch is a fantastic venue, and it absolutely needs to be on the calendar, but it's a difficult place to start your championship, especially when you've got new drivers getting used to a very powerful car. The really fast guys catch the slower guys about a third of the way through the race."

Ginetta motorsport manager Ash Gallagher added: "They're limited to what they can do but a bit of variety is nice. It's a different first round, which is good as we have a showroom at Donington Park, so it's almost like a second home race for us."

STEPHEN LICKORISH

Double R mechanic Wilson worked with 2016 BRDC British F3 champion Leist

ALL PHOTOGRAPHY: JEP



Double R engineer Peter Sliwinski, who was predominantly responsible for building the gearbox, explained that it is customary for a mechanic to be assigned his own car, which is "self-checked". But examinations after the crash revealed there was "a nearside front upper suspension bolt missing".

A post-mortem examination revealed the cause of death was blunt head and neck trauma. Assistant coroner Anna Loxton said she was concerned that fire-retardant overalls were not required to be worn for test-track driving and will write a prevention of future death report to the Health and Safety Executive. But she said "it is clear that the clothing he was wearing did not contribute to the death".

In a statement, Wilson's family said: "JJ was such a happy and special person to be around – he was not short of friends. The effect of losing JJ cannot be put into words. As parents, we could not have asked for a better son. JJ was kind, polite, funny, hardworking and a loving person. The void left by JJ's death will never be filled."

Wilson had worked on Double R's F3 European Championship machinery before switching to British F3, where he was mechanic to Matheus Leist when he won the 2016 title. He was to have worked on the car of Linus Lundqvist, who went on to claim the 2018 crown. "We've been running stickers on our cars to remember JJ," Hieatt told Autosport. "We just want to remember him in a good way."

MARCUS SIMMONS AND ELEANOR FLEMING



Wilson was a "hugely popular" mechanic



Hieatt (r) with Lundqvist, who Wilson was set to work with

Ginetta racer faces ban after picking up 12 licence points

GINETTA JUNIOR

Ginetta Junior driver Roman Bilinski is facing a three-month ban after receiving 12 penalty points on his licence in the first half of the year.

It has been an eventful few months for rookie Bilinski, who won the first race at the Donington Park round but was later excluded because of a wheelbearing oil-seal technicality. He has since switched from In2Racing to Alastair Rushforth Motorsport.

But Bilinski has also been involved in a number of incidents where he was deemed to be at fault, and contact with Tom Emson in the first Oulton Park race at the end of last month took him to the total of 12 licence points.

Team boss Rushforth is yet to see the latest incident, but Bilinski could appeal that decision and may also appeal to the National Court to have the ban reduced, as Motorsport UK rules permit.

"The question we've got is does the



penalty fit the crime?" said Rushforth. "We went into Oulton Park with a different mindset because of the bad luck we had in the previous races.

"We needed to start finishing races and said, 'Let's not look at winning races outright, let's go back a notch and look at rookie podiums.' He qualified fifth but had a 10-place penalty from Croft. Starting 15th, you're in the thick of it."

Bilinski didn't contest the second race at Oulton, with Rushforth saying: "We're going to speak to Motorsport

UK so didn't want to run the risk of anything happening in race two."

Rushforth added that Bilinski would be devastated if he is banned for three months – which would rule him out of the Snetterton, Thruxton, Knockhill and Silverstone events.

"This is all he lives for and puts everything into it," he said. "He lives, breathes and sleeps it. He learns from his mistakes – he's never made the same mistake twice."

STEPHEN LICKORISH

Blomqvist lands dream Ford Galaxie Classic drive



SILVERSTONE CLASSIC

World Rally champion Stig Blomqvist will turn the clock back 45 years at the Silverstone Classic to race the Ford Galaxie that first inspired his desire to start competing in motorsport.

Blomqvist will share the seven-litre car of Bill Shepherd in the Pre '66 Touring Car race. Back in 1964, the 18-year-old Blomqvist rode his moped to his home track of Karlskoga in Sweden to watch the European

Touring Car Championship.

The vast Galaxie, driven by team boss Alan Mann, was on the grid to ensure maximum points for the team's Lotus Cortinas of John Whitmore and Henry Taylor. Thanks to a chance conversation earlier this year, Shepherd invited Blomqvist to race the very same car.

"It's a very good story, isn't it?" said Blomqvist. "Seeing that big car all those years ago really made a huge impression on me when I was young – it looked four times

bigger than all the other Cortinas and two-stroke Saabs on the grid back then!

"I could never have dreamt that one day I'd be actually racing the very same car that first excited me at Karlskoga. It's going to be an incredible personal moment and it will be a lot of fun."

Blomqvist had invited Shepherd to go ice driving with him, when the Swede mentioned the Galaxie. It then transpired that Shepherd owned that exact car.

PAUL LAWRENCE

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RYAN
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Single-seater action enthrals in Swedish historic event at Knutstorp

HISTORICS

Danish Formula Ford 2000 racer Jannik Sadolin (Reynard SF87) saved the best until last at Knutstorp on Sunday, turning the tables on Alfa Romeo-powered F3 rivals Anders Lofthammar (Ralt RT32) and first race winner Sonny Johansson (ex-Robert Amren/Nicke Blom Reynard 883) to narrowly win a cracking finale to Sweden's longest-established Historic and Classic racing event.

Zapped on the start straight by Johansson on the penultimate lap of the opener, Sadolin burst between home competitors Johansson and Lofthammar at race two's start.

Lofthammar wore Sadolin's defences to pass the Camel tribute Ford Pinto-engined Reynard past the pits with a lap to run, but the Copenhagen man calmly slipstreamed the black Ralt past the pits and dived ahead

decisively under braking seconds later.

Touring and GT classes comprised the majority of the action with unusually diverse entries. Stunning Pre-'76 duels between Claes Andersson in his snarling 260bhp Opel Kadett GT/E twin-cam and Tomas Hall's Ford Escort RS1600 resulted in a win apiece and, following a soggy Saturday, animated petrolhead spectators on a beautiful Sunday afternoon.

There was another close finish in the popular 'Modsports' set as Lucky Eddie Racing's Pekka Nystrom's thunderous tubeframe Chevrolet Camaro – the first cab off the rank in its eyecatching airbrushed taxi company livery – staved off the faster finishing Toni Berggren's heavier Corvette Z06, the combo first past the chequered flag in the previous afternoon's rain.

MARCUS PYE



IN THE HEADLINES

NEW DAD GRAVES MISSES OUT

Production BMW Championship leader David Graves lost the chance to defend his points lead when he became a dad on the eve of the latest round at the Brands Hatch Deutsche Festival and missed three races. The 2017 champion Matt Swaffer made the most of Graves's absence by winning three times with Ross Stoner, Graves's nearest points challenger, earning two second places and a third.

FOWLER IN FOR JACKSON

Neil Fowler, the only driver to win the Historic Formula Ford title five times, will return to the series at Anglesey this weekend in place of title leader Cameron Jackson. Jackson has won eight of the nine rounds to date in his Fowler-prepared Winkelmann, but will miss the Anglesey races due to a friend's wedding. Fowler, who has won at Pau in the car, said: "I've never been there [Anglesey] before, and so that's another reason to do it."

WILLIAMS BACK TO FF1600

British Formula 4 driver Carter Williams made a Formula Ford 1600 return last weekend at Croft, aiming to help Festival-winning Oldfield Motorsport turn around its poor 2019 form. Williams's Croft weekend was hampered by wiring problems, which meant his best result was eighth in race one.

SVENSSON GRADUATES TO F3

Swede Roland Svensson, a regular Historic Sports Car Club Historic Formula Ford competitor with a Merlyn in recent seasons, graduated to F3 at Knutstorp last weekend in a recently acquired 1982 Ralt-Toyota RT3 (below). He plans to contest selected Classic F3 races in Britain with the ex-Bertram Schafer Racing/Bruno Eichmann car later raced in period by Finn Jari Nurminen.



Mix-up threatens Brands marshals

MSVR

An alarming incident halted a BMW Car Club race at Brands Hatch last weekend as marshals waiting on the grid scattered when cars drove towards them through Clark Curve at close to racing speed.

The race was red-flagged after two cars collided and hit the pitwall, but misunderstandings when messages were passed on about the restart caused the startline scare.

"A marshal told me we were starting behind the safety car," said eventual winner Gary Hufford. "We followed the safety car round and it turned into the pit road, but we came round the corner and

found lots of marshals on the track."

Michael Cutt hit the brake pedal so hard a suspension wishbone broke as he brought his car to a halt on the grass. "My heart was in my mouth, and I hope I never see anything like that again," he said.

MotorSport Vision Racing senior clerk of the course Simon Gnana-Pragasam said drivers were meant to follow the safety car round to form a standing-start grid.

"It's a standard procedure and not unusual, but it clearly wasn't communicated successfully to everyone," he said. "Afterwards a number of drivers apologised to the startline marshals for the misunderstanding."

BRIAN PHILLIPS



Can Barwell hold on?

The Surrey team has traditionally been in a strong position at this point in the British GT Championship, only to lose out in the lunge to the tape

JAMES NEWBOLD

H eading into this season, the British GT Championship promised to be the most open in years, with a raft of new machinery threatening to rip apart the established pecking order.

The first race of the year at Oulton Park looked set to follow that script. Ian Loggie scored a first series pole – his RAM Racing squad is one of the few teams to have prior knowledge of its Mercedes – and led the early stages until his removal from the equation by second-placed qualifier Ryan Ratcliffe opened the door for series returnee JRM and 2017 champions Rick Parfitt and Seb Morris to win in their Bentley.

But a glance at the GT3 points standings with three rounds to go shows Barwell Motorsport's pair of Lamborghini Huracans 1-2 atop the order. Their nearest competitor – the TF Sport Aston Martin Vantage of Donington winners Jonny Adam and Graham Davidson – is 31.5 points adrift of leaders Phil Keen and Adam Balon, and 23 behind the other Barwell Lambo pairing of Jonny Cocker and Sam de Haan. So, what happened to that pre-season utopian vision?

For starters, Barwell got on top of its Evo package – which built on the best features of the Huracan rather than being a ground-up redesign – quicker than anybody else. This was emphasised by the two Oulton sprints being followed by Snetterton, another track that favours the Lambo's mid-engined layout.

All that was left was to execute while the sun shone, and two wins from Snetterton added to a second and a fourth at Oulton meant Keen and impressive GT4 graduate Balon took a slender lead they have maintained over Oulton race-two-winning teammates Cocker and de Haan. The only major blip came at Silverstone when Balon hit de Haan on the first lap, resulting in a puncture for de Haan and a penalty for the mortified Balon. But on a weekend when wet weather left Barwell second-guessing its set-up, seventh and eighth was nothing to be sniffed at.

Amid that, Barwell's rivals have hit numerous bumps in road. In the TF Aston camp, Davidson crashed out on the final lap at Oulton and was given a grid penalty at Snetterton for overtaking under the safety car, but that paled by comparison with Adam's tangle with a GT4 car while leading at Silverstone. For the JRM Bentley team, Silverstone was an event that ended in exclusion for running underweight. And the RAM Mercedes was absent from Snetterton owing to Loggie's cycling shoulder injury, won at Silverstone, but had a nightmare weekend at Donington last month.

"We knew that we could hit the ground running while the others were still finding their feet and we certainly capitalised on that," says Barwell boss Mark Lemmer.

But far from patting his team on the back and settling into coasting mode, Lemmer – perhaps more than anybody else – knows the job is far from over yet. This is the fourth time in the

past five years that his team has led the points with three rounds to go, but it hasn't won the title since Marco Attard's success in 2014. Moreover, it's clear that the latest iteration of the Lambo hasn't been the quickest car on track at the past two rounds. After a tough start, the new Aston and McLaren 720S are now genuine contenders each week, although persistent comments that the Vantage has a narrow set-up window for gentleman drivers is borne out by Mark Farmer's difficult start to the season.

Having missed Oulton due to electrical problems that couldn't be solved trackside, McLaren pairing Shaun Balfe and Rob Bell finished in the wheeltracks of Adam and Davidson at Donington. They were in the thick of the victory battle at Silverstone until a door problem at the final pitstop resulted in a penalty.

Last year, Spa and Brands Hatch – the next two venues on the calendar – were circuits that favoured the Aston Martin V12 Vantage, and it's not unreasonable to expect the new model to go well there too. And since Balfe, RAM, JRM and the new WPI Motorsport Lamborghini – a contender since factory driver Dennis Lind joined Michael Igoe at Silverstone – are also capable of taking points off Barwell, Lemmer is leaving nothing to chance.

The team was at Spa last week for the Official 24 Hour test with its British GT crews, and returned earlier this week.

"The Merc was the fastest car at Oulton and the Aston has been the fastest car ever since, but we can't do anything about that," says Lemmer. "All we can do is prepare ourselves the best that we can and try to extract a little bit more performance out of our cars and drivers – the only way to do that is work harder and test more."

Even with the healthy gap, it would be a foolish man to bet on the outcome now given the series' propensity for the random, with Lemmer adding that it's "totally impossible to predict" how the next few races will shake out. "We're in the position that we normally are at this stage of the season – we've been more or less leading the championship at the mid-stage of the season for the last seven years", he says. "Hopefully we can stay there until the end." ❧

BARWELL'S POINTS POSITION WITH THREE ROUNDS TO GO

2013	3rd	8.5 points ahead of eventual champion Howard*
2014	2nd	11.5 points off the lead, before clinching title*
2015	1st	14.5 points ahead of eventual champions Adam/Howard*
2016	2nd	11.5 off the eventual champions Adam/Johnston*
2017	1st	4 points ahead of eventual champions Morris/Parfitt*
2018	1st	21.5 points ahead of eventual champions Adam/Haigh
2019	1st & 2nd	31.5 points ahead of nearest rivals Adam/Davidson

* Four races to go

Double victory
has propelled
Hands into the
Formula Vee
title fight

Hands grasps double Vee victory

SNETTERTON
750MC
6 JULY

Snetterton proved a happy hunting ground for Daniel Hands as he made it two from two in the Formula Vee races, his first victories of the season.

The series' first race of the one-day event proved to be a tight battle between the frontrunners, with both Graham Gant and Ben Miloudi in the mix for the win. A couple of braking errors and a spin for Gant in his WEV FV1 at Oggies eventually dropped him to fourth while a small mistake from poleman Miloudi left him fighting to hold on to second on the final lap.

The worst of the weather hit as the Formula Vees went out for their second, more chaotic, race but the rain failed to faze Hands, who brought himself into the championship fight with a second victory in his GAC. Meanwhile, championship contender Ian Jordan staged an impressive drive from 19th to fourth in his Sheane Jordan despite a tough weekend.

Danny Andrew took his maiden win in the RGB Sports 1000 championship after two and a half years of trying, which he quickly followed with his second victory. Andrew ended fellow Mittell MC-53 driver Chippy Wesemael's run of dominance, chasing him down after polesitter Richard

Morris had retired with a gear-linkage issue. Later in the day Wesemael had his first non-finish of the season, sliding into the gravel at Riches in the rain and, with Morris's Spire GT3S also spinning, Andrew had a 30-second lead after two laps. A penalty for Ryan Yarrow promoted Phil Hutchins to second, his best finish in the series.

In Bernie's Sports Racing and V8s there was an intense battle for the win between the ASCARs of Marcus Bicknell and Andrew Knight, with Knight gaining the lead right at the end only to lose it with an off, allowing Bicknell to take the victory. Nearly a minute behind, Geoff Taylor (TVR Griffith) and Simeon Chodosh (Corvette) engaged in a fight for third that was just as nailbiting, with Taylor grabbing the place.

MGB GTV8 racer Peter Samuels took his first series win in the second race, climbing from third on the first lap and disappearing into the distance as 2013 *X Factor* contestant Sam Callahan (Taydec Mk3) took second.

Despite a first-lap slide, Shaun Traynor held off Ben Rowe to take his fifth win of 2019 in the MR2 Championship. Behind, there was a photo-finish to distinguish third place, with Alastair Topley deemed to have crossed the line fractionally earlier than Stuart Nicholls. Topley's luck continued as he took his first MR2 victory in the second race, with Traynor only bagging fourth from a messy afternoon.

WEEKEND WINNERS

FORMULA VEE CHAMPIONSHIP

Races 1 & 2 Daniel Hands (GAC Vee)

RGB SPORTS 1000 CHAMPIONSHIP

Races 1 & 2 Danny Andrew (Mittell MC-53)

BERNIE'S SPORTS RACING AND V8s

Race 1 Marcus Bicknell (Ford Fusion ASCAR V8 Mk3)

Race 2 Peter Samuels (MGB GTV8)

TOYOTA MR2 CHAMPIONSHIP

Race 1 Shaun Traynor (below)

Race 2 Alastair Topley

116 TROPHY

Bobby Trundley

TYPE-R TROPHY/MX-5 CUP

Race 1 Dan Thackeray (Civic EP3 Type R)

Race 2 Simon Walker-Hansell (Civic EP3 Type R)



For full results visit: theresultslive.co.uk

Andrew finally took maiden
RGB Sports 1000 win –
and soon added another



Snetterton marked the first standalone event for the 116 Trophy, with Bobby Trundley taking his third win of the season. Delays throughout the day shortened the race to 75 minutes, down from the planned 90, but Trundley still had almost a lap in hand over the second-placed car of Anthony Seddon and Alan Corfield at the finish.

Dan Thackeray took his first win of the year in the opening Type-R Trophy race of the event from Mervyn Beckett, while Simon Walker-Hansell took victory by 15s later in the day. They shared the track with the MX-5 Cup, in which Ben Abbitt took a double victory to challenge Ben Hancy for the championship.

ANNA DUXBURY



Ross the boss as Martin takes FF1600 hat-trick

CROFT
BRSCC
6-7 JULY

National Formula Ford 1600 Championship leader Ross Martin took an amazing treble win at Croft, showing a clear pace advantage over the rest on his first visit to the North Yorkshire track. His Van Diemen RF99 claimed dominant lights-to-flag wins from pole in the first two races, then rose rapidly to win the reversed-grid race three.

In the first two races Martin broke clear of a squabbling pack. Rory Smith (Medina JL18) and James Clarke (Ray GR15) finished second and third respectively in race one, and the pair completed the podium in race two in the opposite order. Smith took third from Neil MacLennan at the last, when MacLennan's Spectrum ran wide trying to pass Clarke through the complex.

Then in race three Martin climbed

from starting sixth to be second within three laps, before taking the lead from Jamie Sharp at a safety-car restart, the caution caused by Clarke spinning at Tower.

"I don't know where I found that pace from – best drive of my life by far," said an emotional Martin of his weekend. "I made an awesome start [in the reversed-grid race] and going into the race I wasn't sure what to take from it; I had two wins under my belt and I wanted to get the car home. But the way I did it there, I don't know how. The moves were clean, I never hit anyone off."

Lewis Kent took both TCR UK/Touring Car Trophy wins and with it claimed his long-overdue first victories in the series after technical woes with his Hyundai in previous races. Kent dominated race one, then, with extra ballast in race two, was able to hold off James Turkington's SEAT.

"We knew we had pace all year, we've just had bad luck, so we've got that gone

now," Kent said. "We weren't too fazed with the extra weight we had to carry in the second race – we had to do it all last year so we knew how to do it."

Jack Harding won the first two Mazda MX-5 Supercup races, holding off a multi-car train in both. His championship rivals followed him home in race one, Aidan Hills heading Luke Herbert. The pair looked set to finish behind Harding in the opposite order in race two, but Hills dropped to fifth on the last lap after running off trying to pass both Harding and Herbert at Sunny. Steve Roberts took the reversed-grid race-three win, resisting Herbert and Harding, while Hills stopped on the formation lap when his power-steering pump blew.

Lee Deegan continued his strong Civic Cup form by winning race one. He took the lead when Daniel Hobson faltered momentarily on the start-finish straight, the close-following Deegan making accidental contact on the way by. Jason Ballantyne won the reversed-grid race two, while Deegan rose to finish a close third.

Josh Coggan won the opening Volkswagen Racing Cup contest in his Golf to put recent reliability woes behind him. Rob Allum (Golf) took the reversed-grid race two, with ballast-laden Coggan fifth after a track limits penalty.

Garry Lawrence won the first two Porsche Championship races. He was left with a sizeable lead in race one when fellow Boxster runner Andrew Porter broke a wheelhub running over a kerb while lapping a backmarker. Porter also headed



WEEKEND WINNERS

NATIONAL FORMULA FORD 1600

Races 1, 2 & 3 Ross Martin (Van Diemen RF99)

TCR UK/TOURING CAR TROPHY

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

BRSCC MAZDA MX-5 SUPERCUP

Races 1 & 2 Jack Harding

Race 3 Steve Roberts

CIVIC CUP CHAMPIONSHIP

Race 1 Lee Deegan (EP3)

Race 2 Jason Ballantyne (EP3)

VOLKSWAGEN GROUP RACING CUP

Race 1 Josh Coggan (Golf)

Race 2 Rob Allum (Golf)

BRSCC PORSCHE CHAMPIONSHIP

Races 1 & 2 Garry Lawrence (Boxster)

Race 3 Andrew Porter (Supersport Boxster)

BMW COMPACT CUP CHAMPIONSHIP

Races 1 & 2 Ian Jones

DDMC NORTHERN SALOON & SPORTSCARS

Race 1 Paul Brydon (Solution F BMW)

Race 2 Matty Cobb (Lotus Elise, below)

For full results visit: tsl-timing.com

Lawrence briefly in race two, but then spun at the complex. He recovered to finish second, and won race three while Lawrence stopped with gear problems.

The Alfa Romeo Championship shared the track with the Porsches, and Bryan Shrubbs won race one. His Alfa Romeo 33's crownwheel and pinion broke as he crossed the line, which kept him out of race two. Gary Miller's 156 took that win.

Ian Jones won both BMW Compact Cup races, twice beating Matthew Parkes in fine battles. It was a frustrating meeting for championship leader Steven Dailly, who crashed out early in race one, hitting the chicane's tyre bollard. He then sat out race two, not wanting to risk penalties battling from the back and having hurt his wrist in the accident.

Paul Brydon in his Solution F BMW won the opening Northern Saloon & Sportscar Championship race after Lotus Elise-mounted leader Matty Cobb tripped over a backmarker. Cobb won race two, passing Brydon on the last lap.

GRAHAM KEILLOH

A NEW NEAL AND TURKINGTON TOURING CAR RIVALRY



The TCR UK/Touring Car Trophy's entry at Croft contained two very familiar tin-top names, in Neal and Turkington. Matt's son Henry and Colin's younger brother James, respectively, are both trying their hands at a touring car campaign this year.

Former Mini Challenge competitor Neal is now competing in the Touring Car Trophy in a Team Dynamics Honda Civic previously raced by his dad.

"We'd been in Minis three years but we'd had our time there; we had a lot of mechanical issues," Neal said. "The [TCT] championship came about and we had a car in the garage just sat there doing nothing so we thought, 'Why not livery it up and let's go touring car racing?' It gives me a good year in the car without having to spend the budget of BTCC.

"It's mega, the car's just a totally different animal compared to the Mini. The car's planted and when it goes sideways it's predictable.

"Dad's been at every session, every shakedown, every race. He's my dad and driver coach – so I'm very lucky!"

Matt Neal's BTCC team-mate Dan Cammish also helped Henry at Croft. "We compared data and stuff, and he talked me through his lap on the in-car. That's helped me go much quicker," Neal Jr noted.

He has been on the pace throughout this season and in Croft's first race picked

up his third second place of 2019, though race two ended early with a puncture. "I'm learning every day – I need to get the monkey off my back and get that win!" Neal concluded.

Turkington's path into the series was less regular. "We sort of ended up in a TCR car by default!" he admitted.

He started the season trying the Touring Car Trophy in his decade-old SEAT Leon Supercopa Mk2 he'd competed with in the Northern Ireland Saloon Car Championship. "We thought it's five rounds, it's a good opportunity, then we went to Oulton [for round one] and were four seconds a lap off!" Turkington said.

After that, championship boss Stewart Lines gave him access to a more up-to-date TCR Leon. "I never really planned to end up in TCR, but here we are!" Turkington added. "We're taking it weekend by weekend at the minute."

Turkington is making good on it too, as he took two podium finishes at Croft, including second in race two having shadowed double victor Lewis Kent.

"It's a bit of a challenge but I'm enjoying it," Turkington continued. "I was surprised by how good the TCR car and platform really is – it's such a step on from our own Supercopa in every aspect. You can really wring the neck out of them.

"We're just gaining more confidence every time we get into the car, everything's becoming that bit more familiar, we're making progress." As with Neal, a win is his next target.

And Colin, of course, has been helping. "He has been good, he was at Donington for the test day so that brought us on leaps and bounds," said James. "Not a bad tutor to have, I guess!"

GRAHAM KEILLOH



Prebble wins from the back after car woes

CASTLE COMBE

CCRC

6-7 JULY

Gary Prebble turned his fortunes around in the Castle Combe Saloons when, after an initially torrid weekend, he snatched an unlikely victory from the back of the grid.

The SEAT Leon Cupra driver suffered a drivershaft failure in qualifying which left him 25th on the grid for race one and 30th – and last – for the second. Things got even worse for the Prebble clan as brother Adam was unable to take up his front-row start for either race because the crankshaft in his Vauxhall Astra had broken, sidelining him for the rest of meeting.

Tenth place at the flag in race one turned to 11th for Gary Prebble after he was hit with a 10-second penalty following contact with Robert Ballard's VW Scirocco on the run to Quarry at the start. Overall championship leader Simon Thornton-Norris in his Mitsubishi Colt Ralliart, meanwhile, took a comfortable win in the shortened race, after extensive damage was caused to the barriers along Dean Straight when Neil Greenland's Colt was forced off by a backmarker.

"Not a good weekend" was Gary Prebble's summation of proceedings prior to the second race but, after making "radical changes" to his car, he was a man on a mission. He made his way up to third by the end of lap five and second place five laps later in the 15-lap encounter. With just three tours remaining, leader Thornton-Norris suffered a drive-by-wire issue, forcing him to turn his Colt off and on and allowing Prebble to surge into the lead for an impressive victory.

Not to be outdone, the Castle Combe



Thornton-Norris chased Prebble after car fault in race two

JONES

Formula Ford Championship produced two thrilling contests and a brace of wins for 2017 champion Josh Fisher in his Van Diemen JL14. Fisher held off brother Felix, while reigning champion Luke Cooper, the series leader heading into the weekend, had to settle for third with gearbox problems.

In the second race, Felix Fisher retired early on when the selector fork in his Ray GR05's gearbox broke, leaving Cooper and Josh Fisher to engage in a thrilling duel. Cooper's Swift SC16 took victory on the road but controversy reigned when he was immediately handed a five-second penalty for infringing track limits, dropping him to second and handing the win to Josh Fisher.

Track limits were at the forefront of the second MGOC Championship race too, as the top five drivers all received penalties for infringements. Steve McDermid and William Sharpe held on to first and second respectively, with Stuart Plotnek promoted to third after finishing sixth on the road. Sharpe had won from McDermid in the earlier race, both finishing without penalties.

Of the visiting series to Combe, arguably the one that provided the greatest entertainment was the Classic Touring Car Racing Club's Pre '66 and '83 field. Featuring an eclectic grid of 30 cars, Mike Luck's BMW secured victory in the first race as behind Mark Osborne (Triumph Dolomite Sprint), Stephen Primett (Ford Escort Mk1), Steve Cripps and Mark Cholerton (both in Escort RS2000s) were covered by just over a second.

Luck lost the lead on the final lap in the second race after running wide at Bobbies, allowing Osborne's Dolomite to pass the BMW for the win.

Dean Warren (Speads RMO4A) was on for a hat-trick of wins in the Monoposto 1600, 1800, 2000 and M1000 races but was taken out from the lead in race three by Douglas McLay when he was being lapped, and for which McLay received two points on his licence. Max Hart came through to win in his Leystone 1000.

Ashley Dibden took two wins from three Monoposto Classic, F3 and M1400 races, as championship leader Alex Fores



Leading MGOC Championship drivers were hit with penalties for track infringements

READ

WEEKEND WINNERS

CCRC SALOONS

Race 1 Simon Thornton-Norris (Mitsubishi Colt Ralliart)

Race 2 Gary Prebble (SEAT Leon Cupra)

CCRC FORMULA FORD

Races 1 & 2 Josh Fisher (Van Diemen JL14)

MGOC CHAMPIONSHIP

Race 1 William Sharpe (MG ZR)

Race 2 Steve McDermid (MG ZR)

CTCRC PRE '66 & '83

Race 1 Mike Luck (BMW E21 320)

Race 2 Mark Osborne (Triumph Dolomite Sprint)

MONOPOSTO 1600, 1800, 2000 & M1000

Races 1 & 2 Dean Warren (Speads RM04A)

Race 3 Max Hart (Leystone 1000)

MONOPOSTO CLASSIC, F3 & M1400

Race 1 Jason Timms (Dallara F301)

Races 2 & 3 Ashley Dibden (Dallara F301)

CCRC HOT HATCH

Race 1 Josh Harvey (Honda Civic)

Race 2 Craig Tomkinson (Vauxhall Nova)

CCRC GT

Race 1 Lucky Khera (McLaren GT3)

Race 2 Kevin Jones (Noble M12 RSR)

CTCRC BOSS & CLASSIC THUNDER

Races 1 & 2 Ilsa Cox (SEAT Leon Cupra Cup)

MGCC BCV8

Races 1 & 2 Robert Spencer (MGB GTV8)

CTCRC PRE 93, 03 & 05

Races 1 & 2 Ray West (BMW M3)

BIG WEEKEND CHALLENGE

Jordan Billinton (Reiter Lamborghini Gallardo)

For full results visit: tsl-timing.com

was forced to retire from the second race when his Dallara F301 developed a misfire. He could only salvage sixth in race three as the problem persisted. Jason Timms took victory in the opener in his Dallara F301.

Josh Harvey and Craig Tomkinson were in a league of their own in the Castle Combe Hot Hatch series and shared a win apiece. Honda Civic driver Harvey benefited in the first when he pressured Tomkinson's Vauxhall Nova off the road with two laps to go, but Tomkinson held on to win later on.

After winning the opening Castle Combe GT race in his McLaren GT3, Lucky Khera lived up to his name after he and fellow front-row starter David Krayem (Chrysler Viper ORECA GT3) touched at 120mph heading up Avon Rise at the start of the second race.

The pair spun in front of the chasing pack but miraculously were avoided, before Kevin Jones took the spoils in his Noble M12 RSR in the restarted race.

STEFAN MACKLEY

THE 'QUEEN OF COMBE'



Cox has raced SEAT Leon

Cupra for 10 years

Despite living nearly 150 miles away from the Castle Combe circuit, Ilsa Cox considers visiting the Wiltshire venue 'like coming home'.

It's perhaps not surprising as the 52-year-old has had considerable success at the track over the past two decades. She competed aboard a Peugeot 205 in the inaugural season of the Saloon series in 1995, taking several wins, before winning the championship outright two years later.

More recently, she's claimed back-to-back Castle Combe GT titles in her SEAT Leon Cupra and has even been dubbed 'the queen of Combe', such is her affiliation with the circuit.

"It's a lot like coming home when I go to Castle Combe," said Cox, who travels to the circuit from her home in Brighton. "I was friendly with Howard Strawford [former owner] and I worked here as an instructor for 15 years; I'd get up at 0500 and get to work at 0800 to work with Alan Cooper and the rest of his team.

"People come up to me now and say they remember watching me race in the 205. It's a wonderful circuit to race on, but I do like racing other circuits because I do think it isn't that great for your driving if you're only racing on the same circuit."



Combe regular

began racing in 1987

She began racing in 1987, driving a Suzuki Swift in the Production Saloon Car Championship, having got into the sport after meeting her now husband, Brian, who retired from racing himself in 2012 but still attends meetings alongside his wife. After competing for more than three decades, Cox has established herself as a leading female driver in a sport which is still considered male-dominated.

"I think, when you're new to it, they don't want to be beaten by a girl but then they realise you're just another person on the grid," she said.

"I really enjoy being in a race. I had a few years in the 205 where I was leading from the front after taking pole, but my love is to be in the middle of the pack, honing your defence and attack skills. I love it when I'm out in the car."

At last weekend's meeting she took a brace of wins in the Classic Touring Car Racing Club's BOSS and Classic Thunder races, repassing Andy Robinson's Ford Falcon for the lead in the opener and holding off Lucky Khera's BMW M3 in the second race.

Any effort to repeat her success in the two Castle Combe GT Championship outings was thwarted by rising temperatures in the car. After taking seventh overall and second in class during the first race, she decided to withdraw from the second race and will be next out in the CNC Heads Sports/Saloons at Donington Park next month.

As for her long-term plans for the future, Cox is keen to carry on racing for as long as she can.

"We've been saying it will be our final year for the last five years, but we will keep going all the time he [Brian] wants to," she added. "Because we have always been together, as soon as he's had enough that will be it for me."

STEFAN MACKLEY

Gibbins works hard for Sports 2000 double



MCR driver won second race by 0.244 seconds

OULTON PARK
AMOC
6 JULY

Michael Gibbins won both Sports 2000 races at Oulton Park last Saturday from lights to flag, but had to work hard for his second success.

The track was still damp as Gibbins's MCR made a flying start in race one, with Joshua Law holding second through Old Hall after Tom Stoten (Gunn) bogged down.

Stoten's hopes of responding were

thwarted when he spun at Britten's on the second lap, bringing Dominic Lesniewski (MCR) into the final podium place. "I was all fired up after a bad start and could see them getting away, then spun, made places back and spun again," Stoten explained.

Peter Williams's MCR and the Lola Fox of Peter Brouwer completed the early top five, which soon became spread out until Stoten mounted a recovery — only to spin again at Lodge after climbing to 10th.

"I was in a little world of my own," said Gibbins after taking the flag over 15 seconds

clear of the MCR of Law. Lesniewski held on to third, but Stoten's second recovery brought him back to fourth, after ousting Williams on lap 10 of 13. Williams kept fifth place, with Chris Yarwood a close sixth.

Gibbins got away again at the start of the second race, while Stoten was soon attacking Lesniewski for second, and squeezed between his rival and the pitwall to snatch second into Old Hall as they started lap two. The lead soon started to reduce and, with four laps to go, Stoten was only 0.564s down on Gibbins and

McAleer Jr earns breakthrough win at Brands Deutsche Fest

BRANDS HATCH
MSVR
6-7 JULY

Four races in, the Porsche Club Championship headlined a low-key third Deutsche Fest at Brands Hatch, with wins shared by Kevin Harrison and father-and-son Mark and Jake McAleer.

Two of the races replaced those cancelled to allow for Silverstone's resurfacing but, sadly for spectators attending only the formally designated 'festival' part of the weekend on Sunday, they missed the best action.

Three times on Saturday, Harrison showed mastery of the standing start. From second on the grid for race one he bottled up a train of cars for 28 laps, narrowly heading poleman Mark McAleer and Simon Clark at the flag. Peter Morris

and the other Class 1 cars followed, the queue broken up by lapped traffic.

Harrison did it again in race two, but Clark's Cayman found a way past on lap four and held the lead until red flags flew when Richard Higgins (996) performed a multiple roll after clipping a Boxster at Graham Hill Bend. Clark couldn't repeat his feat in a shortened rerun, as Harrison won from Clark, Craig Wilkins and Chris Dyer.

Sunday qualifying brought drama when Harrison plunged off at Clearways in company with two Boxsters on another car's dropped fluids, damaging the 996 beyond immediate repair.

As a result, Mark and Jake McAleer started together on the front row and finished race three neatly in formation ahead of Morris. It was McAleer Jr's turn to win a processional fourth race, his first outright victory, beating Dyer and dad



Harrison scored Saturday double

Mark, who held the lead until lap nine when his tyres started to fade.

"I had wins in Class 2 but this is the first overall and in C1, and it's an absolute dream to share the podium with dad," said the younger McAleer.

Three outings for Racing Saloons brought a matching hat-trick of wins for the Nigel Innes BMW. On Sunday morning he raced clear of an exciting scrap for second between Marcos Burnett's M3 and the Cliff Pellin Fiesta, which had been a four-way contest involving Colin Philpott's Jaguar XJS and Peter Seldon's M3 before contact at Druids. Innes was also in good form in the Production BMW Championship,

was poised to challenge. It remained close right to the flag, but Gibbins's defence held and he took win number two by 0.244s from Stoten.

Law had a fairly solitary race in third, while David Houghton's MCR took fourth from Lesniewski with three laps remaining. Nick Bacon (Gunn) rounded off the top six, after taking Yarwood on the last lap.

The Jack Fairman Cup, which combined Jaguar XKs with the Mike Hawthorn and Innes Ireland Cups, gave Darren McWhirter's Jaguar Mk1 a dominant win from the XK150 of poleman Marc Gordon.

Glenn Pearson was third until he pitted after six of the 13 laps, which then left the similar Jaguar Mk1 of Nigel Webb in the clear. Chris Keith-Lucas's XK150 was fourth, with David Reed (Aston Martin DB2) winning a race-long duel with Rick Wilmott (XK150) for fifth and sixth.

Intermarque was combined with the Aston Martin GT4 and GT Challenges, but quickly turned into a duel between the Ginetta G55s of Tom/Nick Cresswell and James Guess/James Hilliard. Tom led initially for the Cresswells, until Guess shot ahead into Britten's before the opening lap was completed.

Ryan Hooker's Porsche 964 vacated an early third to the 911 SC of Tim Bates after losing grip with fuel leaking onto a rear tyre. But Bates pitted with his car smoking excessively, which moved Gavin Dunn's BMW E36 into third. Hilliard kept Cresswell Sr at bay for the win, with Dunn retaining third from Bates and the Aston Martins of David Tinn and Robin Marriott.



Only six cars turned out in the Pre-War Team Challenge but, with one lap to go, it suddenly sprang to life. Christopher Scott-MacKirdy's Aston Martin Le Mans had a 0.692s lead to defend over the final lap, as the Aston Martin Ulster of John Briggs closed in.

Scott-MacKirdy's defence only held until Knickerbrook, as Briggs claimed the win by 4.5s. David Ozanne's Aston Martin Speed managed to hold on to third, but had Jo Blakeney-Edwards (Frazer Nash Supersport) closing in at the flag.

PETER SCHERER



netting podiums in the three races, which were all won by Matt Swaffer.

Gary Hufford's M3 won both races for the BMW Car Club Championship, helped by four of the top five qualifiers not completing race one because of mechanical or accident damage. David Kempton (mended differential) and Michael Cutt (replaced wishbone) charged from the back to second and third on the road in race two, but Kempton was penalised for being too eager to pass while behind the safety car. Graham Crowhurst won his class both times in third and fourth overall.

The improving Z Cars numbered 14 this time round, but there was no change

at the front, where Edd Giddings added wins seven, eight and nine to maintain his perfect score.

Champion of Brands Formula Fords appeared twice on Saturday, Matt Rivett winning both contests in his Van Diemen RF91. His 0.124-second margin over the Van Diemen RF01 of Max Marzorati was slender in race one, but seemed huge in comparison with race two when Marzorati looked in control until he was hindered by traffic. Rivett pulled alongside approaching the flag to take victory by 0.001s, the decision only made when officials examined photo-finish evidence.

BRIAN PHILLIPS

WEEKEND WINNERS



OULTON PARK SPORTS 2000

Races 1 & 2 Michael Gibbins (MCR S2)

**JACK FAIRMAN CUP/JEC XK CHALLENGE/
MIKE HAWTHORN & INNES IRELAND CUPS**
Darren McWhirter (Jaguar Mk1)

**INTERMARQUE/ASTON MARTIN GT4
CHALLENGE/GT CHALLENGE**
James Guess/James Hilliard
(Ginetta G55 GT4, above)

PRE-WAR TEAM CHALLENGE
John Briggs (Aston Martin Ulster)

**BRANDS HATCH
PORSCH CLUB CHAMPIONSHIP**
Races 1 & 2 Kevin Harrison (996 C2)
Race 3 Mark McAleer (997 C2S, below)
Race 4 Jake McAleer (996 C2)

RACING SALOONS
Races 1, 2 & 3 Nigel Innes (BMW M3)

PRODUCTION BMWs
Races 1, 2 & 3 Matt Swaffer (320i)

BMW CAR CLUB
Races 1 & 2 Gary Hufford (E46 M3)

Z CARS
Races 1, 2 & 3 Edd Giddings (Z4)

CHAMPION OF BRANDS FF1600
Races 1 & 2 Matt Rivett (Van Diemen RF91)

CLASSIC RESTORACING
Race 1 Benedict McLoughlin
Race 2 Matt Bird



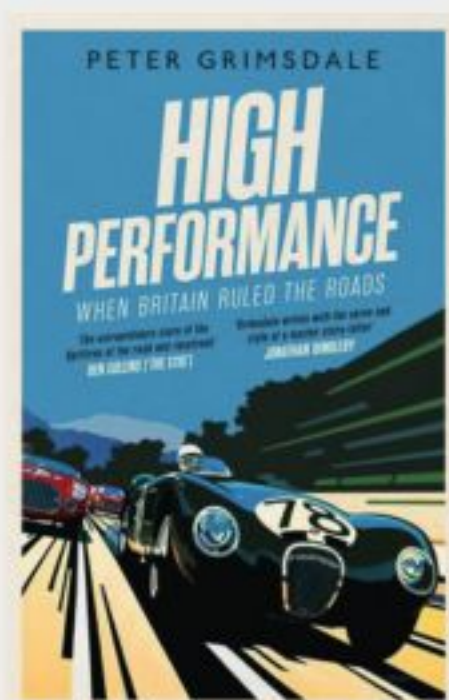
For full results visit: tsl-timing.com



BRM (left) and Lotus took it to Ferrari on the F1 stage



A MOTORSPORT MONOPOLY



BOOK REVIEW
HIGH PERFORMANCE:
WHEN BRITAIN
RULED THE ROADS
RRP £20.00

Peter Grimsdale's *High Performance: When Britain Ruled the Roads* does a superb job of telling many stories

of Britain's good and great from the automotive and motorsport world during a period that risks becoming lost in time. Considering this is his first attempt at non-fiction, it is a very solid product.

The book covers a period from when war was dominating the globe for a second time right through until Lotus and BRM were taking it to Ferrari in Formula 1, and some of the heroes – some unsung and some widely covered many times over – behind the success.

Familiar names such as John Cooper, Colin Chapman, Mike Hawthorn, Stirling Moss and Jim Clark are explored in fine detail, while some others, who may be lesser known to the wider readership – such as Raymond Mays, Tony Vandervell, Walter Hayes and Alec Issigonis – all receive the justice that they deserve.

There is no denying that Britain has contributed a monumental amount to the industries and that it continues to do so to this day. A lot of innovation, which was brought in from the 1940s through to the '60s, is explored very well but the book does not overcomplicate explanation of technical details.

Grimsdale does occasionally come across as too nationalistic – with this feeling that those racing in red, silver or blue are the ones targeted as the 'villains' to the British heroes. But this is a small gripe against what is

otherwise a very enjoyable tome.

There is a lot of 'traditional' English slang used throughout and, while this adds to the tone and style of *High Performance*, it can be at times difficult to understand for those who do not, perhaps, have English as a first language.

The chapters are short, swift and straight to the point. This is ideal for getting through a couple, several or many sections in one sitting. But the pacing does sometimes feel inconsistent, with important moments such as the 1955 Le Mans 24 Hours not given as much coverage as it warrants, considering the race's significance.

It also heads off on tangents throughout, predominantly at the start, but the loose ends do get tied up nicely. For this reviewer, in particular, it helped to make a few train journeys through the English countryside much more tolerable.

Be it to reminisce about a so-called 'golden era' for British engineering and driving talent, or to learn vital historic aspects to British, motorsport and automotive history, this is a very good read and full of great stories on how crucial parts of the industries shaped themselves into what they are today.

CRAIG WOOLLARD



Hawthorn (left) and Cooper (second left) are featured


youtube.com/AUTOSPORTdotcom


GASLY'S RED BULL F1 STRUGGLES EXPLAINED



Pierre Gasly's time at Red Bull is going from bad to worse, as he slides away from the leading pack to battle the midfield runners in what is now a race-winning car thanks to Max Verstappen. Autosport analyses whether he deserves more time. Go to bit.ly/GaslyWoes


autosport.com/podcast


SECRETS – AND CONTROVERSIES – OF HISTORIC MOTORSPORT



The historic racing landscape has changed wildly over the past 15 years. Ace driver and preparer Simon Hadfield joins Autosport to discuss the joys of historic racing – and some of the challenges it faces – ahead of the blue-riband summer events.

WHAT'S ON

INTERNATIONAL MOTORSPORT

IndyCar Series

Round 10/16

Toronto, Ontario, Canada

14 July

TV Live Sky Sports F1, Sun 2000

Indy Lights

Round 6/10

Toronto, Ontario, Canada

13-14 July

Formula E

Round 12/12

New York, USA

13-14 July

TV Live BT Sport 2, Sat 2030, Sun 2030. BBC Red Button, iPlayer, online

Jaguar I-PACE etrophy

Round 9/9

New York, USA

13-14 July

TV Live BT Sport 2, Sat 1845, Sun 1845

Super Formula

Round 4/7

Fuji, Japan

14 July

Livestream

Motorsport.tv, Sun 0600

Japanese Formula 3

Round 5/8

Fuji, Japan

13-14 July

Blancpain GT World Challenge Europe

Round 3/5

Zandvoort, Netherlands

13-14 July

Livestream Motorsport.tv, Sat 1300, Sun 1500

Euroformula Open

Round 6/9

Red Bull Ring, Austria

13-14 July

TV Live BT Sport ESPN, Sat 1430, Sun 1200

International GT Open

Round 4/7

Red Bull Ring, Austria

13-14 July

TV Live BT Sport ESPN, Sat 1545, Sun 1300

Formula Regional European Championship

Round 4/8

Red Bull Ring, Austria

13-14 July

TCR Europe

Round 4/7

Red Bull Ring, Austria

13-14 July

NASCAR Cup

Round 19/36

Kentucky Speedway, USA

13 July

TV Live Premier Sports 1, Sun 0000

UK MOTORSPORT

British Grand Prix

Formula 1 World Championship

Round 10/21

Silverstone

14 July

TV Live Sky Sports F1, Sun 1230. Channel 4, 1255

TV Highlights Sky Sports F1, Sun 1900. Channel 4, 2310

Formula 2

Round 7/12

Silverstone

13-14 July

TV Live Sky Sports F1, Sat 1545, Sun 0905

FIA Formula 3

Round 4/8

Silverstone

13-14 July

TV Live Sky Sports F1, Sat 0925, Sun 0750

Porsche Supercup

Round 4/9

Silverstone

14 July

TV Live Sky Sports F1, Sun 1105

Anglesey HSCC

13-14 July

Formula Atlantic, XL Aurora, Historic FF1600, Historic/URS Classic FF2000, Formula Junior, Historic F3, Historic Touring Cars, 70s Road Sports, Historic Road Sports, Derek Bell Trophy

Mondello Park CKMC

13-14 July

Special Saloons/Modsports, Formula Vee, Strykers, Touring Cars, SEATs, BOSS, Ginetta Junior, Fiesta Zetecs, Fiesta STs, Legends





FROM THE ARCHIVE

Team Lotus mechanics make the best of the primitive conditions in the Clermont-Ferrand 'paddock' ahead of the 1970 French Grand Prix.

Star driver Jochen Rindt (#6 Lotus-Ford 72) was no fan of the track – this mini-Nurburgring's twists, turns and undulations reportedly made him sick – but he still managed to qualify in sixth

place and went on to win the race, crossing the line 7.61 seconds ahead of Chris Amon (March-Ford 701). Rindt's team-mate John Miles lined up 18th on the grid and finished eighth.



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QUIZ

WHO, WHAT, WHERE, WHEN?

McNEIL
motorsport
IMAGES

WHO IS THIS?

This racing stalwart was faster than he looked.

His sprouting talent on the domestic scene made him a dominant force, although he had to play second fiddle on the bigger stage. This led to a test of endurance as he took the long route to the top.

He was all of a quiver when opportunity knocked, although often his hopes went up in smoke. Still he remained a star on a different scene and this brought about an offer from a returning icon uniting with a new partner.

A series of solid performances marked him as a diamond in the rough, particularly one who washed up well. But when he held his own against the odds, it was widely decried and ignored by his team.

A rodeo ride down the order ultimately took him back to his roots and put a roof over his head, although he couldn't quite relive past glories.

ON THIS DAY

1 Which future touring car legend made his world championship Formula 1 debut on this day in 1964?

2 Pedro Rodriguez was killed on this day in 1971. He won two world championship F1 races, for which marques?

3 Which track held its first world championship grand prix on this day in 1964?

4 Which German claimed his first GP2 win on this day in 2009?

5 Rolf Stommelen was born on this day. Where did he score his only world championship F1 podium finish?

NAME THE HELMET



LAST WEEK'S ANSWERS Who, what, where, when? Kimi Raikkonen, NASCAR Nationwide Toyota Camry, Charlotte, 28 May 2011. **Who is this?** Keke Rosberg. **On this day** 1) Damon Hill. 2) Martini, Surtees, Renault, Ferrari, Ligier. 3) Mercedes. 4) Patrick Racing. 5) Makoto Tamada. **Name the helmet** Wilson Fittipaldi.



IN NEXT WEEK'S ISSUE

BRITISH GRAND PRIX

Can Hamilton take his sixth home win?

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CUPRA ATECA



PLAY BY YOUR OWN RULES. WHAT CAR? SPORTS SUV WINNER 2019.

CUPRA ATECA. CREATE YOUR OWN PATH.

When we created a sport SUV with 300HP, DSG Automatic Gearbox and 4Drive, we were not following the crowd. When we crafted each detail, inside and out, we were not taking an easy road. When we chose to have 19-inch alloy wheels in aluminium and carbon fibre details, we didn't settle for the standards. We only knew. Not what we would find along the way, but exactly where we wanted to go. And here we are.

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Official fuel consumption for the CUPRA Ateca mpg (litres/100km): 33.6 (8.3) – 34.0 (8.4). CO₂ emissions 168 (g/km) (model year 19 vehicles only). For model year 20 vehicles, fuel consumption figures and CO₂ emissions are not yet available.

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