F1 Inside the deal that saved the grand prix

BRITISH GP SPECIAL ISSUE FE Vergne makes history despite controversy

MAUTOSPORT

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18 JULY 2019





...as Vettel blunders again



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Hamilton stars on a good weekend for motorsport

What a fine few days for motorsport we've just had. The deal securing the British Grand Prix for at least the next five years is good news for everyone, backed up by an exciting race at Silverstone in which future stars Charles Leclerc and Max Verstappen again crossed swords. Just 0.183 seconds covering the top three teams in qualifying was also encouraging.

As expected, the driver on top was Lewis Hamilton, who moved ahead of Jim Clark and Alain Prost with his sixth British GP win. He was helped to the front by the safety car but, as Edd Straw shows in our report on page 18, Hamilton was always likely to come out on top against Mercedes team-mate Valtteri Bottas, despite the Finn's pole lap and stout battling in the early stages.

Hamilton now leads the championship by 39 points, with Verstappen third — a whopping 87 points behind. Something pretty dramatic surely has to happen for Hamilton not to win his sixth world title this season.

A driver looking increasingly unlikely to stand in his way is Sebastian Vettel. A year after his fine victory at Silverstone, Vettel was off the pace and then made *another* error in combat, though fair play to the four-time world champion for apologising to Verstappen.

Vettel needs to dig deep and find something, otherwise it won't just be Hamilton who has the psychological advantage; it will be team-mate Leclerc too, which could be even more of a problem.

Elsewhere, Jean-Eric Vergne became the first driver to successfully defend a Formula E crown, though events in New York were not without their drama and controversy (see p15 and p32), and Simon Pagenaud was in devastating form in Toronto (p38).









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Motorsport Images/Portlock; Bratic

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BRITISH GRAND PRIX SAVED -

FORMULA 1

Last season's British Grand Prix had the highest attendance figures of any race on the Formula 1 calendar — 140,500 turned up at Silverstone on race day, 340,000 across the whole weekend. But the venue's F1 future had been in doubt since 2017, when track bosses triggered a break clause in the contract that had been signed with Bernie Ecclestone in 2009. That meant Silverstone would opt out of the remaining 2020–26 seasons, with much of the kickback owing to the financial uncertainty caused by a 5% escalator fee in the original deal, which would have taken the hosting cost up to £26million.

Further doubt over the likelihood of Silverstone signing a new deal was then raised courtesy of Liberty Media's renewed push for a race in London.

But last week, the immediate F1 future for Silverstone was secured as series CEO Chase Carey announced a new five-year deal, which will keep the British GP circuit on the schedule until 2024.

"It's particularly a pleasure to announce we have formally — well, it's been rumoured in the press — renewed the Silverstone agreement for at least the next five years through to 2024," Carey said. "Clearly, we are thrilled to have this in place. Silverstone is one of the signature races on our calendar. Having this race in place is one of the core foundations to the future of our sport. It was clear our goal was to renew this race, an

important race. We still had to get an agreement that works for both of us, and we did. It was our goal all along to get to an agreement."

As a privately owned entity, Silverstone does not receive any public subsidies. In recent years, the British Racing Drivers' Club — which owns Silverstone — has restructured its business model so that the venue was not financially dependent on the British GP.

BRDC chairman John Grant added: "We have signed a new contract that we see as great for us, and we see it as great for Formula 1 as well. We believe Formula 1 is stronger with Silverstone, and equally we believe Silverstone is stronger with Formula 1. We're very comfortable with the deal we have done. We can now look forward to five races, and a period of stability.

"We absolutely wanted to be able to secure the race here as long as it was on sensible economic terms for us. I'm pleased to say that we got to that solution with good cooperation on both sides. Would Silverstone have worked without Formula 1? It's a bit of an academic question. We've got a lot of things going on; Silverstone would be able to sustain itself with or without the grand prix. But we're stronger with it and we're delighted to have this deal."

Grant also explained that the new contract has built-in arrangements to protect Silverstone against a grand prix in London, suggesting that



FOR FIVE MORE YEARS

the two races could take place at different times of the year if they are to co-exist.

"We recognise Formula 1's desire to have destination city races, and frankly if that brings a new audience to Formula 1 I think that's in general a good thing," said Grant (right).

"Of course, we are concerned about the commercial threat to us having a competitor event just on our doorstep, and so we've had very frank and open discussions with our friends in Formula 1 about that. They understand those concerns and I think it's fair to say we've come up with a modus operandi, a set of arrangements, that protect our interests to our satisfaction should that London event ever actually become a reality. We think there is room for the two races to co-exist side by side as long as they had sufficient separation in time and as long as our commercial interests are recognised in some reasonably flexible way."

Carey reiterated that discussions with city officials about holding a London race were still taking place. "We have interest from a lot of places, and obviously it's been well reported that we have discussions ongoing in London," he said. "We look forward to continuing to have those discussions. It would be a different experience, and we'll see where they take us. Certainly, in the short term our focus is purely here on Silverstone to really make sure we continue to build on what is a truly great event."

MOTORSPORT IMAGES/SUTTON

MATT KEW

Todt wants return of refuelling

FORMULA 1

FIA president Jean Todt has asked Formula 1 bosses to consider whether refuelling should return from 2021 to help improve the spectacle.

Motor racing's governing body is working with teams and Formula 1 owner Liberty Media on a raft of new rules for the 2021 season, designed to simplify cars while also making the racing closer.

Speaking to UK media at Silverstone ahead of last weekend's British Grand Prix, Todt said one of the things he wanted to evaluate was whether the return of refuelling should form part of the new rules package. Refuelling was banned ahead of the 2010 season due to concerns from F1 chiefs over costs and safety implications.

"I would like to see refuelling, but I am happy to see a study on the positives and negatives," said Todt. "Cars are probably becoming a bit too heavy. That is something we discussed.

"I am pushing for analysing what it would mean if we reintroduced refuelling, because then you will have lighter cars at the start of the race and you can have smaller cars."

A return of refuelling would appear to contradict the push for lower costs as teams would need to buy new equipment. But Todt was sceptical about such concerns. "When I hear it will be more expensive it makes me smile," he said. "When I see the size of the [teams'] motorhomes I don't think it is price that will be the killer to introducing it."

P13 OPINION

JONATHAN NOBLE





FORMULA 1

Long before Romain Grosjean and Kevin Magnussen drove into each other on the opening lap, the Haas team had already been embroiled in a bizarre and bemusing saga at the British Grand Prix involving sponsor Rich Energy and its colourful CEO William Storey. Rich Energy tweeted on Wednesday that it was terminating its deal with Haas due to "poor performance" and an "unacceptable" showing in the preceding Austrian Grand Prix, and slammed F1's "politics and PC attitude" for "inhibiting our business". Haas then released a statement on behalf of Rich Energy's apparent majority shareholders, accusing a "rogue" individual — understood to be Storey — for the tweet.

A Thursday tweet from Rich Energy claimed the statement was the work of minority shareholders and that Storey remained in command. "Their attempted palace coup has failed," it said. "I [Storey] control all of the assets of Rich Energy and have support of all key stakeholders."

Rich Energy is also embroiled in a copyright-infringement case over its stag logo with Whyte Bikes.

THREE OF OUR FAVOURITE...

INFAMOUS F1 SPONSORS

If you think William Storey is a colourful character, check out these team backers from the annals of grand prix history



FRANCO AMBROSIO

The Italian financier leant his support to Shadow in 1977 (pictured), before being a central figure in the formation of the Arrows team – the 'Ar' in the acronym 'Arrows' was Ambrosio Racing. He was jailed in 1978 and the money supply ran out. Arrows was also involved with Nigerian self-styled 'Prince' Malik in 1999.



DAVID THIEME

Thieme had made a fortune from his Essex Petroleum oil-trading company when he got involved with Lotus from 1979. His lavish launches and parties pre-dated F1's excess by a good two decades. It all stopped when he was arrested in Zurich. He was bailed out of jail and disappeared, as did Essex Petroleum from F1...



JEAN-PIERRE VAN ROSSEM

A former Marxist who had developed a stock-market prediction system called Moneytron (it turned out to be a Ponzi scheme – no, we don't understand either), this Belgian's largesse funded the small Onyx team in 1989. Not long after its first and only podium, he withdrew his support and the team passed to Peter Monteverdi.



McLaren's youthful future means no room for Alonso

FORMULA 1

McLaren says that Carlos Sainz and Lando Norris are the "future" of its Formula 1 team after confirming both drivers for 2020 ahead of the summer break to avoid being caught up in the 'silly season'.

Sainz joined McLaren from Renault this season on what was billed as a multi-year agreement, while Norris graduated to the Woking-based team after finishing runner-up in Formula 2 in 2018.

Ex-Red Bull protege Sainz is seventh in the points with best finishes of sixth at Monaco, Paul Ricard and Silverstone, while Norris's efforts have helped McLaren to a comfortable fourth in the constructors' standings, 21 points clear of fifth-placed Renault.

McLaren F1 CEO Zak Brown said: "I'm really pleased with our driver line-up, which is why we wanted to confirm it ahead of the silly season, which seems to be ramping up. Carlos has been extremely quick every weekend and then Lando specifically, he also is extremely quick, a quick learner. He's not making some of the mistakes — knock on wood — that you maybe anticipate from a rookie driver."

Team principal Andreas Seidl added: "I think the fact that we announced them that early shows that we have a lot of confidence in them. We are very, very happy with the speed, with the work they are doing together with us as a team, with the spirit and the morale, the positive one which they also bring. They're the future for this team. That's all I can say, really."

It does confirm that if McLaren

ambassador Fernando Alonso wishes to return to the grid after walking away after 2018, he will not be able to do so with his most recent F1 employer. Alonso has tested with McLaren this year but will play no further role in the team's on-track work.

He had initially suggested that his 2019 absence could be a temporary break should he have a competitive option to return in 2020 or beyond, but McLaren's driver plans cement Alonso's effective F1 retirement.

"Fernando decided last year, with not having a competitive car, to stop his F1 career," said Seidl. "Which we had to accept, and Zak made the decision to sign Lando and Carlos. With these two guys being the future of the team it simply makes sense that they do everything which is available in terms of testing, which is quite limited anyway."



IN THE HEADLINES

JAKARTA CLOSE TO FE DATE

The ABB FIA Formula E Championship is in "advanced negotiations" to hold a race in Indonesian capital city Jakarta as early as next season. Jakarta governor Anies Baswedan announced that he flew to last weekend's 2018-19 season finale in New York to "complete negotiations" with FE, but Autosport understands that talks remain ongoing, although at a well-developed stage. A June date following the inaugural Seoul E-Prix is most likely.

IT'S APT THAT ABT STAYS AT ABT

Formula E race winner Daniel Abt will remain with the Audi squad, which is run by his family's Abt Sportsline operation, for the 2019-20 season. Abt, who did not win a race in 2018-19, had recently started talks with other FE teams as he was yet to receive clarification, but Audi has confirmed that he will once again join 2016-17 champion Lucas di Grassi.

ABT AND HWA FOR EXTREME E

Meanwhile, Abt Sportsline and fellow German motorsport leviathan HWA have announced that they will compete in the Extreme E electric off-road series, which is due to kick off in January 2021. They join Venturi to make it three teams on board so far for the Formula E sister series.

BOCCOLACCI'S F2 RETURN

Cash-strapped Formula 2 racer Dorian Boccolacci returned to the grid at Silverstone last weekend with Trident, after previously losing his Campos Racing seat. Trident recently parted company with similarly euro-less Ralph Boschung and replaced him with Ryan Tveter for the Red Bull Ring. Tveter is expected to make two more appearances for the Italian team. Frenchman Boccolacci failed to finish race one at Silverstone, before claiming 14th in the sequel.

FILES FLIES TO THE TOP

British tin-top ace Josh Files has taken the lead of the TCR Europe standings following victory and a second at last weekend's Red Bull Ring round. Files passed polesitting BRC Racing Hyundai driver Luca Filippi at the start to win in his Target Competition Hyundai. He was second to Luca Engstler (M1RA Hyundai) in race two. Serbian Dusan Borkovic was excluded from race two and reported to the FIA for improper conduct and unsporting behaviour. He tried to tear open the door of Natan Bihel, and knocked over a woman in the process.



Moffat and Laser Tools bring Infiniti back to the BTCC

BTCC

British Touring Car Championship race winner Aiden Moffat has begun a development programme with an Infiniti Q50 that he will race for the rest of 2019.

The Laser Tools Racing driver, who has campaigned a Mercedes A-Class for the past four and a half seasons and taken three wins, will switch to the rear-wheel-drive car from the next round at Snetterton on 4 August.

The car, an ex-Support Our Paras machine, broke cover at the series' annual two-day tyre test at Snetterton this week.

The Infiniti last ran in the championship in 2015, when the category used older GPRM-specification parts. The initial programme started as a factory-backed entry before becoming a privateer effort in the second half of the season.

The revamped machine is fitted with the latest RML-derived mandated parts and Moffat said the inherent advantages of the saloon-shaped machine became clear when the team started investigating the project.

The original plan was to swap into one of the machines in 2020, but the plans were pushed forward after analysis on the car. Moffat, 22, said: "When we first purchased the two Infiniti cars we called in our race engineers. In particular, my race engineer Federico Turrata, measured, weighed, checked, photographed and took all this data back to Italy to run simulations on how viable an improved chassis would be.

"The result was incredibly positive, and Federico was convinced that this was the way forward. The car has been completely re-engineered. And, of course, the benefits of a fantastically aerodynamic design, plus rear-wheel-drive are obvious."

MATT JAMES

Furious Gelael pulls out of Silverstone

FORMULA 2

Formula 2 racer Sean Gelael withdrew from last weekend's Silverstone round as "a matter of principle" after receiving a penalty for an incident in practice.

The Indonesian collided with Louis Deletraz, who was on an out-lap and moving slowly at Brooklands with two wheels on the racing line. The Prema Racing car was ruled out of the rest of the session from damage, while Deletraz recovered.

Gelael was initially given

a reprimand and penalty points on his licence. Then, when Prema appealed, he was hit with a three-place grid drop.

"When they told me the decision I was shocked," he said. "It was really where I draw the line in terms of how the things are handled and the stewards.

"They gave me a reprimand and two penalty points. My thought was, 'You can't blame someone who is not wrong'. We tried to appeal, and we found in the rulebook that if you give a reprimand you can't also give penalty points.

"In the morning Guillaume [Capietto] the team manager went to talk to the stewards. We said, 'We don't agree with this, but if you give us the reprimand, we at least don't want the penalty points' as it was unnecessary.

"Apparently they just came back with the three-place grid penalty."

Deletraz said: "The penalty was harsh on him. It was a racing incident."

JACK BENYON





Double-century to Aston

INTERNATIONAL GT OPEN

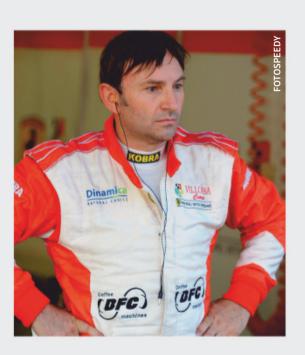
While it's never been the highestprofile of championships, International GT Open is still going strong in its 14th season and celebrated its 200th race at the Red Bull Ring last Sunday.

Launched in 2006, GT Open was a spin-off from the Spanish GT Championship, run alongside what was then Spanish Formula 3 — and is now Euroformula Open — by the GT Sport organisation of Jesus Pareja. Originally headlined by GT2 cars, the series had a period of GT2 and GT3 competing together before the GT3 category took over completely.

Notable champions include thennewly signed Porsche factory driver Richard Lietz in 2007 (Autorlando Porsche 911 RSR), ex-Formula 1 racer Andrea Montermini in 2008 (Scuderia Playteam Ferrari 430) and 2013 (Villorba Corse Ferrari 458), Le Mans 24 Hours winner Marcel Fassler in 2009 (Trottet Racing 430), ex-Macau Grand Prix winner Soheil Ayari in 2011 (JMB Racing Ferrari), World Endurance GT talisman Gianmaria Bruni in 2012 (AF Corse Ferrari 458) and ex-Formula Renault 3.5 champion Alvaro Parente in 2015 (Teo Martin Motorsport McLaren 650S).

Jonny Adam and Ollie Wilkinson were the winners of that 200th race, taking their maiden GT Open success in the Optimum Motorsport Aston Martin Vantage GT3 (above) from the Teo Martin McLaren 720S GT3 of Fran Rueda and Andres Saravia. Honours in the Saturday race went to Albert Costa and Giacomo Altoe in their Emil Frey Racing Lamborghini Huracan.

WINS **Andrea Montermini** (right) 20 **Miguel Ramos Richard Lietz** 13 **Joel Camathias** 12 Alvaro Barba 11 **Patrick Pilet** 11 5= **Raymond Narac** 11 5= **Marcel Fassler** 9 Raffaele Giammaria 9 Gianluca Roda 9



United ditches Ligier to join ORECA hordes



WEC

United Autosports will not be armed with a Ligier chassis when it arrives full time in the World Endurance championship at the start of the new season at Silverstone in September. The Anglo-American team has made the decision to swap to an ORECA chassis for its 2019-20 LMP2 prototype campaign.

It is a significant move, because United is the most successful team to run the Ligier JSP217 since the start of the current P2 formula in 2017. Not only that, but it is also the British importer of the French constructor's chassis.

United won a pair of European
Le Mans Series races in each of the
2017 and 2018 seasons and twice
finished in the top four in class at the
Le Mans 24 Hours with the Gibsonengined JSP217. Now, it has opted to
swap to the ORECA-Gibson 07 after
the best of its cars, driven by the
new-season WEC combination of Paul
di Resta, Filipe Albuquerque and Phil
Hanson, finished three laps down on
the class-winning Signatech Alpine
ORECA at Le Mans last month.

"I think we executed a pretty good race at Le Mans from a team and driver point of view, so it is hard to argue that we could match the best ORECAs lap for lap," said United managing director Richard Dean. "We were a bit outclassed at Le Mans and we are switching to the ORECA to see if the car is the reason."

Autosport understands Ligier will continue to support the team in LMP3, but United will no longer be the constructor's British importer.

GARY WATKINS



Bentley chief Gush to retire following Spa 24 Hours

SPORTSCARS

One of the unsung heroes of British motorsport is retiring at the end of this month. Brian Gush, who twice brought Bentley back to international motorsport, is stepping down from his position as motorsport boss of the marque.

Gush was the architect of the British manufacturer's return to the Le Mans 24 Hours as a factory team in 2001 and its victory with the Speed 8 at the French enduro in 2003. Ten years later, the South African brought Bentley back for a second time with the GT3 programme that continues to this day.

He 'rescued' a project that was originally conceived to put Volkswagen on the grid at Le Mans with a car powered by a W12 engine. The project foundered before the powerplant even made it into a car designed and built by Racing Technology Norfolk.

Bentley had been purchased by VW in 1998 and Gush saw the potential of the RTN project. He picked it up and ran with it. Key was securing an engine, and he did that at Le Mans in 2000 when he approached Audi boss Franz-Josef Paefgen in the pitlane.

The definitive EXP Speed 8 that brought Bentley back to Le Mans in 2001 was powered

by the same twin-turbo V8 in the back of the Audi R8 LMP900 that won that year's race. The British manufacturer finished third in its first factory participation at Le Mans since 1930 and then fourth in 2002.

An all-new car with a revised Audi V8 gave Bentley its comeback win, Tom Kristensen, Rinaldo Capello and Guy Smith leading home a 1-2. Job done, the programme was brought to an end as the company focused on its new model range.

But Gush always promised that Bentley would be back in motorsport. It took 10 years, but when it happened it was with one of those new models, the Continental GT.

The Continental GT3, developed by M-Sport, made its debut at the end of 2013. The car was a winner in what was then known as the Blancpain Endurance Series in its maiden season with a factory team run by the British organisation.

A total of 26 cars were built before the original Bentley GT3 racer was superseded by a second-generation car for the 2018 season. Gush's last race at the helm before he hands over to Paul Williams, currently director of powertrain, will be this month's Spa 24 Hours in which M-Sport is running four factory cars.

GARY WATKINS

Money raised to save Donnelly's leg

FORMULA 1

Over £50,000 has been raised to support the recovery of ex-Formula 1 driver Martin Donnelly from a charity moped-riding accident, which could result in him losing his leg.

Donnelly suffered a high-speed crash during practice for the 1990 Spanish Grand Prix at Jerez in which he was thrown from the cockpit of his Lotus 102. He received brain and lung contusions as well as multiple leg fractures, which almost resulted in amputation.

On a recent moped ride in Ireland for the Teenage Cancer Trust, former British Touring Car Championship driver and single-seater team owner Donnelly fell and was hit by another rider.

Jonathan Lewis, who was due to set up a Ginetta Junior team with Donnelly this season, has started a GoFundMe campaign while Donnelly is unable to work. "[Martin] never made any money in Formula 1," the campaign said. "He works his nuts off every week instructing and doing anything he can to pay his way.

"Only last week Martin set off on a moped to ride around Ireland to raise money for the Teenage Cancer Trust. During this event he fell off his moped and was hit by another rider — this has broken his already damaged leg just above his knee. There is a real possibility Martin will lose his leg — something Martin has fought for over 30 years to keep."

Updates to the page report that Donnelly had an operation to pin the leg, but an infection means hospital staff are unable to fit a cast. "Every day, it's looking worse not better," read the original message from Lewis. "Martin cannot work for a minimum of three months, if at all, and he has no savings."

The original target was to raise £10,000 but that goal was exceeded within 24 hours. As Autosport closed for press over 730 donations had been pledged, and the total stood at close to £53,000.

Ex-F1 drivers Ralf Schumacher and Narain Karthikeyan, BTCC champion and commentator Tim Harvey and former DTM and Le Mans racer Peter Dumbreck are among the names to have donated.

Donnelly (below, right) also received widespread support on social media, with Damon Hill, Johnny Herbert and Jason Plato all sharing the campaign.

MATT KEW



AOTORSPORT IMAGES/SUTTON



RALLYING Craig Breen made his debut with the Hyundai team at a star-studded Rally Estonia last weekend. The Irishman, competing on the event ahead of his World Rally Championship return with the squad at next month's Rally Finland, finished fifth in a 2017-specification i20 Coupe WRC. Toyota's WRC points leader Ott Tanak won. His compatriot, five-time world rally winner Markko Martin, drove a Ford Fiesta WRC for the first time to sixth.

Ahmed inherits maiden win in Japanese F3

FORMULA 3

Formula 3 European Championship race winner Enaam Ahmed inherited his maiden victory in the Japanese F3 Championship at Fuji last Saturday after the leading two drivers were hit with penalties.

Series leader Sacha Fenestraz, Ahmed's team-mate in the B-Max with Motopark squad, was leading the race when he was hit with a drivethrough penalty for a safety car restart violation — the Frenchman had

overtaken Ritomo Miyata for the lead when the race went green following the clear-up for an incident on the opening lap.

Toyota protege Miyata crossed the line first, but was excluded for the second successive race for a technical infringement on his TOM'S car — Autosport understands that neither this, nor the fault that led to his exclusion from the previous race at Sugo, were performance-enhancing matters.

Fenestraz dominated the Sunday race in wet conditions, with Ahmed taking second

and Miyata third. Ahmed is now just one point adrift of third-placed Honda junior Toshiki Oyu in the standings.

"It's been a hard few race weekends and Fuji is a track I struggled with in pre-season, so to get my first win and score the most points of anyone this weekend was a great feeling," said Ahmed. "We've been working incredibly hard behind the scenes so I really want to thank my team. It's now about kicking on and picking up more points."

MARCUS SIMMONS

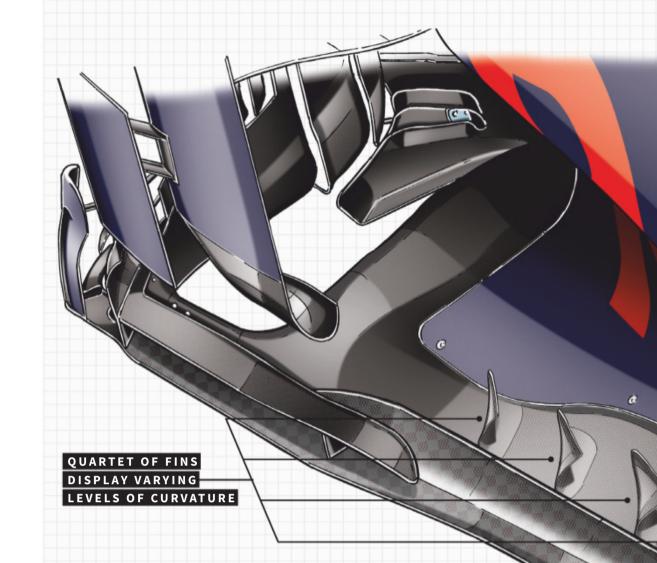




DRAWING BOARD



GIORGIO PIOLA



RED BULL GIVES YOU FINS

As if Red Bull's front-face sidepod undercut wasn't dramatic enough, the team has bolstered the floor area next to it with a quartet of fins to further direct the airflow passing underneath the inlet.

They all display dramatic degrees of curvature, where the bottom and top edges seem to be doing different things. Any air moving immediately along the floor's top surface is directed outwards through the slot, which can assist with sealing the floor's edges to better control the airflow moving

towards the diffuser.

Presumably, the air at a slightly greater height is to be either fired at the curled section of the floor (which the two fins at the front seem to do) or around the sidepod, which appears to be the job of the rearmost pair of fins.

Red Bull has, at the very least, closed the gap to Ferrari - although the Max Verstappen-Sebastian Vettel crash ended the team's chance of a Silverstone podium. Pierre Gasly's fourth-place finish was ultimately a small

crumb of comfort, as the Frenchman enjoyed a much-improved weekend to match his best F1 finishing position.

JAKE BOXALL-LEGGE



RACING POINT CLIPS NEW WING

With the changes to the prescribed endplate designs for 2019, teams are very much restricted with what they can do. Last year's endplates controlled the airflow quite considerably, but the newest generation of designs seem to be operating on a less-is-more policy.

Turning up with a somewhat unconventional approach to the front-wing footplate, or distinct lack thereof towards the trailing edge, Racing Point appeared to look at the merits of releasing the developed vortex sooner around the front-wheel assembly.

The footplate curvature is rather tightly regulated by the front-wing regulations.

Teams have to employ creative means to eke out that extra degree of performance. It develops and squashes a small vortex underneath, which rolls up but is then released much sooner than usual. That is then drawn outward into the ambient air, presumably trying to pitch it around the front wheel from a further-forward position.

But it seemed to be just an experimental step for Racing Point. After very little running in the opening practice session it was not used again, but checking its effect in the real world gives the engineers enough data to assess whether it worked, and whether it's worth persisting with.

JAKE BOXALL-LEGGE





Fuelling foolishness

Both FIA president Jean Todt and the Grand Prix Drivers' Association think Formula 1 should consider adopting refuelling again. Their thinking is flawed

EDD STRAW

efuelling returned to the agenda of Formula 1's chattering classes last week thanks to a combination of FIA president Jean Todt suggesting that such a move be analysed and the Grand Prix Drivers' Association lending him its support.

But while refuelling is not without its positives, for the drivers in particular, it would be a mistake for F1 to go back there.

The arguments in favour are that it would allow drivers to push more during races — a laudable aim — and would help reverse the trend for modern GP cars to become increasingly bloated. It would also introduce a new strategic variable that, so the argument goes, would make the races more interesting.

It's true that cars would spend far more of the race closer to their ultimate lap times, and the space saved by not requiring a fuel cell to lug 105kg around should also confer a gain because the tank would be smaller. But fuel isn't at the root of the cars gaining weight.

From 2009 to today, the minimum weight of car plus driver (including their race kit) has increased from 605kg to 743kg. That's an increase of 22.8% from 2009 to 2019. But fuel is only part of this equation, and it should be noted that when refuelling was brought back in 2010, when cars carried significantly more fuel than today, the increase was just 15kg over 2009.

A far bigger contribution to the minimum weight has been made by the introduction of measures such as the halo, the common

"Overtaking statistics are flawed, but the numbers were poor during the refuelling era"

crash structures, wheel tethers, and the vastly more complex power-unit packages plus associated coolers. The main impact would be on race weight, given the need to carry a race's worth of fuel, and it's true that this would ameliorate matters — but not in a way that represents more than fiddling around the edges.

The drivers are absolutely right that the weight of the cars is a problem, less so in terms of lap time than in terms of how the cars look on track. This generation of F1 cars still look spectacular when on the limit on a qualifying lap, but seem lazy compared with the razor-sharp machines of 15 years ago.

Let's take a theoretical 60-lap race at a track with a 90-second lap time in flat-out trim. Today's cars would start with the maximum 105kg but, if refuelling was allowed, they would start with 52.5kg for an even-split one-stopper, 35kg for a two-stopper

and 26.25kg for a three-stopper. Carrying 105kg of fuel will be worth just over 3.5s in terms of lap-time penalty. In the real world, that's compounded by the need to protect tyres, manage engines and other race-situation factors, but it's a useful ballpark figure. Convert that to a one-stop race and the time loss is just under two seconds per lap, for a two-stopper just under 1.4s, and a three-stopper just under one second.

For a race situation, which strategy works best would be a function of track position, the time required for a pitstop based on track configuration, and the permitted refuelling rate and relative pace. But in this hypothetical situation, the difference in peak lap time between a car starting on a one-stopper versus a three-stopper is about nine tenths.

It's true that the management of the car, brakes and tyres would be less of a challenge with a lighter fuel load than it currently is in the early stages of the race, so drivers would push more. But it wouldn't guarantee flat-out racing. Even in the days of refuelling, lifting-and-coasting still happened because efficiency is part of performance. You always want to carry as little fuel as possible.

There was also the problem of races playing out based on strategy. Overtaking was incredibly difficult, even with offsets in fuel load, so the majority of position changes happened in the pits. This meant the real flat-out, on the edge, laps tended to be the outlaps, in-laps and anything in clear air during the pitstop sequences.

Overtaking statistics in F1 are flawed, but the numbers were poor during the refuelling era. In the last season of refuelling in 2009, the average per-race figure was 13.2; in 2010, with refuelling banned, it rose to 23.8; in 2011, with no refuelling and the arrival of Pirelli high-degradation tyres and the DRS, it increased to 43.2.

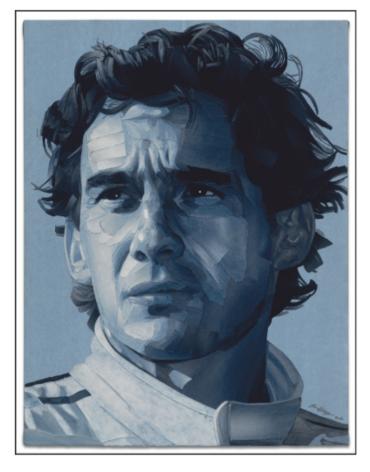
Quantity of passes does not equal quality of racing, so you can have a great race with fewer overtakes. But the correlation is strong enough that refuelling militates against on-track moves, even though adding it to the current rules package should generate more passes than from 1994–2009.

What's more, during that period, the strategic divergence was not so great. On 77% of occasions, the top two made the same number of fuel stops, and 60% of the time the top three had the same strategy. Yes, there were variations in stint lengths within that, but it wasn't a constant battle of varied strategies.

Still not convinced? The clincher is that during that last refuelling era, the powers that be introduced a rule to distort the grid by forcing drivers to qualify on their race-start fuel load. Refuelling wasn't magically creating the desired excitement.

There will be ways to make the cars lighter and to create closer competition while also ensuring those outside the cars enjoy it as much as those in the cockpits. F1 has a habit of chasing panaceas that make matters worse, and refuelling would be another.





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No he's not a (Te)cheater

The pitchfork mob on social media wanted Jean-Eric Vergne hauled over the coals for his radio call after the crash in New York — but they were missing the point

ALEX KALINAUCKAS

be believed, DS Techeetah's Jean-Eric Vergne committed the most heinous crime in motorsport last weekend. Except he didn't.

As is explained in the New York ABB FIA

Formula E race report on page 32, Vergne landed himself in trouble with the FIA because of radio messages he sent after he and his team-mate Andre Lotterer were involved in a pile-up early in the opening race. So far as the court of public opinion was concerned,

f certain howling social-media wolves are to

a crime punishable by him losing his 2018-19 drivers'title.

"You crawl by, you see your team-mate one lap down, car broken, front wing [underneath], in the wall — it's something normal [to speak up],"said Vergne, who was ordered to complete a day of community service by the FIA as penance.

Vergne's call to DS Techeetah to order Lotterer to stop on track was

"Everyone would have asked the same. It's not like he was running for position with the car fine or I asked to put it in the wall like something in the past that has happened. I didn't create a'Crashgate', I haven't done that. Ask any other driver and they would have done the same, it's no big deal."

Vergne is right. He wasn't emulating the infamous actions of former Jaguar Formula E driver — and 2014–15 champion — Nelson Piquet Jr at the 2008 Singapore Grand Prix, where Piquet was ordered to crash deliberately in order to provoke a safety car and

"There is no evidence Audi did protest Vergne – and it wasn't cited in the stewards' finding"

enable his team-mate to win the race. It would have been wrong had the baying social-media mob been indulged by giving Vergne a harsher sanction than the 'community-service' order he received. Not that the FIA would listen to such nonsense anyway.

Here's why those calling for a harsher penalty are wrong.

Firstly Vergne's remarks, although unsporting and ill-judged, were said in the heat of the moment — just after a big incident that had had a major impact on his chances in the race. Yes, he had a massive points lead heading to New York, but he was still very keen to wrap up the title as early as possible.

Secondly, people are allowed to express their emotions, even if it does get them into trouble at times. If motorsport fans want human beings to compete in the sport they love rather than PR-trained robots, then we must be understanding at those times

when they demonstrate human frailties. And finally, Vergne's messages reflect his raging desire to win — even if he said ahead of the race that he hates losing "more than I like winning". That attitude, frankly, is fair enough in this instance.

All of the above are valid simply because nothing ultimately happened. If it had — say DS Techeetah had indeed told Lotterer to stop or crash — then the assessment of the situation would naturally and rightly be different. In that hypothetical scenario, only the strictest penalties would have been fitting.

A slight sidenote to all of this concerns the Audi team. On Saturday night, as Vergne reflected on his ragged race — and possibly his radio remarks — DS Techeetah protested against the driving standards of Audi's Lucas di Grassi to the stewards. But the stewards rejected the protest (see page 36).

On Sunday night Vergne said: "Audi were extremely pissed off that my team protested them yesterday. So, they found anything to protest us. As simple as that."

There is no evidence that Audi protested Vergne — and the team was not cited in the stewards' document announcing his community-service penalty. But that did not reassure Vergne in the immediate aftermath or stop him briefly confronting Audi team principal Allan McNish in the pitlane over his suspicions. Autosport contacted Audi to ask if it had done what Vergne suggested and the team denied on multiple occasions that was the case.

Ultimately this proved to be a great fuss over nothing, a storm in a teacup — or bickering over a bagel, to invent a more Brooklyn-appropriate expression. So, let's return to Vergne's triumph and give him the final words on his two titles.

"We will give it all next season, that's for sure,"he said. "I want more. The [Saturday] race made me realise a lot of things. Nothing is won until the chequered flag, and it gave me even more hunger to be more successful in the future, to arrive with [a bigger] points lead in the final next year, but you never know how next season plays out. It was the best example in race one. There was more action than in a Michael Bay movie.

"I don't know the feeling [about winning a second title]. I need a little bit of time to calm down and realise what we've done, but we've done something absolutely incredible with this team. I'm so proud of the guys working there, also back at the factory — I think they're clearly the best."

The furore took some of the gloss off Vergne's title triumph. But it should not dilute the brilliance of his season. He will return for the next campaign with a target on his back that is now twice as big as it was. Not because of this incident, but because with two titles he has established himself as FE's premier star.

P32 FORMULA E REPORT





27th & 28th July 2019

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1965 Ford Mustang 289 Notchback Race Car	Lot 215	2008 Ferrari 430 Scuderia	Lot 255
2000 Ferrari 360 Challenge	Lot 261	1961 Lotus Elite	Lot 433
2006 Ferrari F430 Challenge	Lot 257	1985 MG Metro 6R4	Lot 241
1973 Triumph Dolomite Sprint	Lot 213	1965 Ford Lotus Cortina - Ex-Sir John Whitmore	Lot 244
2012 Ferrari 458 Challenge	Lot 442	1972 Lola T 290 Sports Racing Car	Lot 214
1991 BMW E30 M3 2.5 Competition	Lot 425	1988 Rouse Ford Sierra RS500	Lot 422
1971 Coldwell C14B Cosworth Sports Race Car	Lot 444	1962 Jaguar E-Type FIA	Lot 253
1995 Ferrari F355 Berlinetta to Challenge Spec	Lot 459		







All the front pages of the newspapers and the TV and radio programmes are full of cricket and tennis, even netball. F1 hardly gets a look-in

SIMON SCOTT

Formula 1 gets lost in busy sporting weekend

Silverstone was buzzing at the weekend and Hamilton's record-breaking sixth win capped off a great weekend. But Liberty and the FIA have sold the sport short and turned it into a third-rate sporting event by putting the race on the same weekend as other major UK sporting events.

All the front pages of the newspapers and the TV and radio programmes are full of cricket and tennis, even netball. F1 hardly gets a look-in. Surely it would not be beyond the capabilities of the 'powers that be' to make sure the grand prix is not held on the same day as these other events in July.

It must be for the good of F1 and motorsport in general in this country if the front pages were full of photos and news from Silverstone. A missed opportunity.

Simon Scott

Byemail

Crash course in Formula E

Watching Saturday's Formula E race in New York, I could not help but notice that not only do the cars sound like dodgems, they are now also being driven like them.

GraemeInnes-Johnstone Elland, WestYorks

Highlights show that less is more

Since the mid-1970s I've tried to watch every available live F1 race. When Channel 4 had to stop showing live races [although last weekend's British Grand Prix was the one exception — ed], I thought it was bad news. I could afford to subscribe to Sky, or NowTV, but couldn't justify the cost.

Now I've come to realise that watching the Channel 4 highlights makes so much sense. During summer afternoons it was always tricky to watch live races, as there are so many other things going on that don't involve spending time indoors!

Provided I manage to avoid hearing the results — not easy with today's social media — watching the highlights in the evening makes life a lot simpler. I don't feel I miss anything, as their highlights are so well edited, you almost feel you are



watching a live race. I also prefer the Channel 4 presenting line-up. The few times I have watched F1 on Sky, I always feel they have too many people giving their opinions.

Channel 4 proves, to me at least, that less is more.

Simon Roffey Witney, Oxfordshire

Recovery time limits enjoyment

I have regularly attended race meetings at Donington Park since its reopening in 1977. I applaud MSV for their efforts in restoring and improving the circuit and spectator facilities; however, having been to both the Historic and British GT meetings this year, I have become disturbed by the apparent reduction in the number of vehicles available for recovering competitors beached in the gravel traps.

The time spent travelling to the problem by the recovery vehicle extends the time spent behind a safety car, which not only detracts from the spectators' enjoyment, but more importantly must be frustrating to the paying competitor, especially in shorter races.

Peter Dring Codnor, Derbyshire

HAVE YOUR SAY, GET IN TOUCH

Autosport editorial

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RAGE GENTRE

WORLD OF SPORT • FORMULA E NEW YORK • INDYCAR TORONTO GRAND PRIX BRITISH







fter qualifying second for the British Grand Prix, Lewis
Hamilton revealed that to maintain his focus while leading
a race he visualises himself chasing an imaginary rival. The
next day, a very real rival appeared to have been rendered
a nonentity by the unfortunate timing of the safety car to ease
his path to a record sixth Silverstone victory. But there was more to
Hamilton's success than happenstance, and his Mercedes team-mate
Valtteri Bottas was always on a collision course with defeat.

Not that it seemed that way at first. Bottas looked more comfortable throughout the weekend and didn't even need to string together a perfect lap to pip Hamilton to pole position.

When he moved to the right to cover Hamilton off the line, Bottas achieved what he had failed to do in both China and Spain by converting pole position into the lead. But any hope he had for an easy time was dispelled as he proved to be unable to shake off Hamilton during a scintillating opening four laps.

Bottas was forced to defend when he should have been trying to get out of DRS range, and the battle came to a head on lap four of 52. Into The Loop, the tight left-hander that precedes the kink at the start of the Wellington Straight, Bottas had to cover the inside line and that compromised his exit.

Hamilton's resulting run, augmented by the deployment of the DRS that gave him a straightline advantage of up to 15km/h (9mph), meant Bottas had no choice but to defend into Brooklands.

Hamilton drew alongside and took a wide entry, cutting back to the inside and carrying enough speed to slip across the front of Bottas, whose exit was compromised, just before they turned into the long Luffield right-hander. It seemed to be a decisive move for the lead, but Bottas came back at Hamilton on the run to Copse down the old start/finish straight. Hamilton jinked to the right, but too late to cover his team-mate who had the inside line for the fast right-hander. Hamilton had to let him go and the order was restored. It was a stunning battle that had the crowd on its feet, even though the duo were polite with each other to avoid breaking the golden rule of team-mates not to make contact.

This was as close as it got in the first stint. But Hamilton, who briefly dropped out of DRS range and was then able to close back up to search for another chink in Bottas's armour, clearly had a pace advantage. The Finn, however, remained rock-solid up front.

With the twin Ferrari-versus-Red-Bull battles behind raging — the first with Charles Leclerc leading Max Verstappen and the second with Sebastian Vettel under pressure from Pierre Gasly — the Mercedes drivers had pulled a gap of almost eight seconds by the time the pitstop sequence began. This was triggered by Gasly diving into the pits to change from medium tyres to hards on lap 12, having just passed Vettel for fifth place up the inside of the Village right-hander.

Leclerc and Verstappen interrupted their battle to stop a lap later, both taking mediums. While Leclerc had started on softs and had to work increasingly hard to keep Verstappen at bay during the stint,



"I WAS STUCK INTO A TWO-STOP STRATEGY AT THAT STAGE, WHICH WAS A MISTAKE FROM OUR SIDE. TWO-STOP WE THOUGHT WOULD BE FASTEST, BUT ONE-STOP WAS POSSIBLE AS WELL"

Verstappen started on mediums so was locked in to a two-stopper by this. This meant only Vettel, having a lacklustre weekend and struggling to extract pace from the understeery Ferrari with its shortage of front-end downforce, remained in the pitstop window of the Mercedes drivers. So Bottas, whose front-left was in an advanced stage of wear, pitted at the end of lap 16. He emerged third, 4.4s behind Vettel and 18.3s down on Hamilton after his out-lap. Crucially, Bottas took mediums, which committed him to a two-stopper.

Bottas set about closing on Hamilton on his new mediums, chipping an average of four tenths of a second on each of the next two laps. At that stage, the challenge he faced was to make up what ground he could while Hamilton continued to extend his stint in chasing a one-stopper. This meant Bottas was destined to be chasing Hamilton in the closing stages with a tyre offset of perhaps 8–10 laps in a bid to make up for the pitstop time loss and take the lead from his team-mate.

It was a big ask, but a rim failure on the Alfa Romeo of Antonio Giovinazzi prevented this scenario from playing out. Giovinazzi locked the rears at the entry of Club while running 10th before his stop and spun, burying himself in the gravel trap. The effect was a well-timed safety car for Hamilton. He pitted, bolted on fresh hards and had every chance of being able to make it to the finish without stopping again.

Bottas stayed out rather than making his second stop to put him on an even footing with Hamilton. It was the logical move since not only would he have lost track position to Vettel, who was still on his starting set of softs and about to capitalise with a cheap pitstop, but he was only four laps into his stint on mediums. He was also unsure of the durability of the hards, since neither Mercedes driver had tried them during practice. But the safety car had cost him.

"After my first stop I felt like it was under control," said Bottas. "I was following the pitstop gap I had to Lewis and I was just waiting for him to stop and obviously the safety car got him ahead of me at that point. I was stuck into a two-stop at that stage so I had to stop in the end, which was a mistake from our side. Two-stop we thought would be by far the fastest, but actually one-stop was possible as well."

That was certainly the case for Hamilton, but whether Bottas could have pulled it off was a moot point. Not only was Hamilton's pace formidable, but so was his tyre management. Given that Bottas's first set of mediums were on the limit when they were removed after 16 laps, it's legitimate to ask whether he could have kept the front-left wear under control long enough to pull it off even if he were attempting to manage it from the start. And even if Bottas had extended the first >>>



stint, and could have made the hards last as well as his team-mate, Hamilton's pace advantage would have ensured he was under attack at regular intervals. It would have been a big ask.

With Hamilton seemingly home free, Bottas's new challenge was to build up enough of a gap over the squabbling Ferrari and Red Bull drivers to retain second. Vettel led that group thanks to the timing of the safety car, with Gasly and Verstappen separating him from the unfortunate Leclerc, who also lost out due to the safety car. Almost a second ahead at the restart, Bottas pulled six tenths per lap from Vettel and had built a 10-second advantage while keeping Hamilton in check when Vettel came under attack from Verstappen in a scrap that was to change the race again.

Verstappen had already prevailed in a dramatic fight with Leclerc during the second stint. They emerged from their pitstops side by side, with Verstappen just ahead before Leclerc squeezed past the Red Bull as it ran wide out of The Loop after defending on entry. There was subsequently an alarming moment on the Hangar Straight when Leclerc jinked right as Verstappen pulled alongside him in a bid to get the inside line into the corner, with the pair narrowly avoiding contact.

They swapped positions again when they both pitted for a second time under the safety car. Verstappen was called in sharply on lap 20 and Leclerc a lap later, putting them fifth and sixth respectively and

both on hard tyres. Leclerc almost got fifth place back by forcing Verstappen to defend at the slow left-handed entry to Club, then squeezing up the inside into the right-hander.

He then showed he'd digested the implications of the controversial stewards' decision that allowed Verstappen to keep Austrian GP victory, forcing Verstappen wide onto the runoff via light contact. Verstappen came back at him out of the corner to retake the place. That dramatic fight won, Verstappen set about Vettel.

This battle did Bottas a big favour. Verstappen looked to have it won decisively when he passed Vettel around the outside into the fast Stowe right-hander on lap 37. But he ran a little wide at the exit and gave Vettel the chance to come back at him on the run to Club. Verstappen stayed left, while Vettel searched forlornly for an opening to dive up the inside that the Red Bull was parked in. He realised the gap was non-existent too late and started to jink right but, shorn of downforce running so close, Vettel locked up and drop-kicked the Red Bull into a spin.

Vettel also spun, recovering to the pits while Verstappen rejoined having dropped to fifth behind Leclerc, whose rightful third place was restored having been stolen by the safety car, and the resurgent Gasly. Despite damage to the rear of the car, Verstappen's lap times were respectable to the finish and he held fifth place without any real difficulty. Without the



"BOTTAS WAS ALWAYS GOING TO HAVE TO PIT, BUT HAMILTON WAS CALLED IN FIRST FOR WHAT WOULD HAVE BEEN A PRECAUTIONARY PITSTOP. HAMILTON OVERRULED THE CALL AND STAYED OUT"

clash, he would have jumped Bottas when the Mercedes made its second stop, potentially setting up a battle for second in the closing stages.

With that, the race was seemingly set. But there was a sting in the tail. With Vettel out of the way — and also having to serve a 10-second penalty for causing a collision in such a cack-handed way — and Verstappen delayed, Mercedes now had plenty of space behind to make pitstops without losing its 1-2. Bottas was always going to have to pit, but Hamilton was called in first for what would have been a precautionary pitstop, one that would also have given him a shot at fastest lap. Hamilton overruled the call and stayed out.

Meanwhile, Bottas made his stop and rejoined second. At that point, Hamilton radioed in a concern with a blister on his front-left Pirelli that led Mercedes to call him in, before aborting amid fears that the gap to Bottas wasn't big enough to avoid losing the lead were a small mistake to cost a few seconds in the stop.

It was a last-minute drama that ultimately made no difference to the result, and Hamilton was expected to cruise to the finish while Bottas had a clear run at fastest lap. The Finn duly knocked in a 1m27.406s on his used softs on lap 47, which everyone, including the Mercedes team, thought had secured the bonus point.

Only Hamilton didn't agree and, blister or no blister (actually, there was no blister but there was some minor damage to the tyre), he made an audacious attempt to steal fastest lap. He took the chequered flag to win, in the process setting a time 0.037s quicker than Bottas's, using hards on their 32nd time around Silverstone. Even though Bottas's lap was compromised a little by not having the maximum electrical energy to utilise, and a small fuel-load disadvantage, this was a shock and underlined just how quick Hamilton was on race day.

QUALIFYING



Forty-three centimetres. That's the margin by which Valtteri Bottas beat Mercedes team-mate Lewis Hamilton to British Grand Prix pole position – 0.006 seconds at a fraction under 155mph and the seventh-closest margin in world championship history. While it was business as usual for Mercedes, it was the tightest qualifying session of the year at the front, with the fastest cars from the top three teams separated by just 0.183s.

Hamilton was frustrated not to have capitalised on the door Bottas left open for him. The Finn was fastest on the first runs in Q3, with Hamilton a quarter of a second down thanks to carrying too much speed into the Brooklands right-hander, the rear wobbling and pitching him wide at the exit. It was a trait he struggled with all weekend, and increased the pressure for the second runs.

Bottas's hopes of improving were extinguished early in the lap when the rear snapped at the entry to Village, meaning he missed the apex by some distance. Hamilton didn't have a great start to his lap but a storming final sector, gaining significant time through Club Corner, almost denied Bottas – whose time was beatable – a 10th F1 pole position.

"Going into the second run, there were a couple of places where it was clear there was a margin to improve [Village, The Loop and the entry to Club, according to feedback from the team] so I wouldn't say it was a perfect lap, but I doubt anyone got a perfect lap today," said

Bottas. "It was not easy to get everything right, and super-sensitive to tiny mistakes here and there with this new Tarmac and a bit of wind."

Charles Leclerc put in a strong lap for third in a Ferrari that didn't quite have the pace to challenge for the front row, dealing far

"HAMILTON'S STORMING FINAL SECTOR ALMOST DENIED BOTTAS A 10TH F1 POLE POSITION"

better with the car's understeer than sixth-fastest Sebastian Vettel. They sandwiched the two Red Bulls; Max Verstappen bemoaned mid-pedal turbo-lag he believed cost him up to two tenths, while Pierre Gasly was happy to have turned around his recent poor form.

Daniel Ricciardo, in the slippery Renault that was ultra-fast on end-of-straight speed, was seventh ahead of Lando Norris and the impressive Alexander Albon. The second McLaren of Carlos Sainz was surprisingly absent from Q3, ending up 13th having elected not to dial out front wing to chase the track and suit the runplan as the session progressed.



TRACKSIDE VIEW

Watching Friday's free practice sessions trackside only gives you a window into how Formula 1 cars are performing in the one or two corners you choose as your vantage point – in this case, we're judging it primarily around the Brooklands left-hander into the long Luffield right-hander. But it still gives you the chance to pick out the cars that are the most impressive.

That's not in terms of lap time or how fast the car can potentially go; we're looking at which cars maintain their balance even when the driver carries a bit more speed into the corner, and how they respond. Brooklands is a corner where you brake into the apex and it then tightens up a bit so you need to apply more steering lock. It does show car characteristics very well.

Top of my list was the Red Bull, which seemed the most consistent in that the drivers can come into the corner a bit too quick but just run a fraction wide and scrub the speed off – the car doesn't oversteer or understeer much.

The second best car to me was the McLaren. While it isn't second fastest on the timesheets, although Lando Norris and Carlos Sainz Jr did lead the midfield, it's clear that the team has worked very hard to get to this level.



Then we come to Ferrari. If the drivers come in a little bit too quick it goes into understeer. The rear is pretty secure so usually they just run a bit wide, but the Red Bull and the McLaren don't do that anywhere near as much.

Mercedes' car looks as if it takes a bit of driving. When Lewis Hamilton or Valtteri Bottas come into the corner too fast, they run wide, put more steering lock on and get snappy oversteer. In general it's the rear that's giving up, but carry too much speed in and it's the front that throws in the towel.

The rear looks nervous, but I think that comes from the front end. Aerodynamic sensitivity to steering is a very big thing on these cars. I think Mercedes is probably using it so it can put the lock on and move the centre of pressure forward, creating more front grip, so if the drivers apply even more lock it moves even further forward.

Hamilton looks like he is overdriving. There is a limit the drivers can work on and Bottas seems to be on that limit where you see a little movement but not too much. Hamilton is causing problems for the car, but he's doing it with a view to familiarising himself with its limits.

GARY ANDERSON





It was an outstanding performance, the foundations of which had been laid by Hamilton's first stint. The safety car made it seem more fortunate than it was since it denied Bottas the lead in the middle stages of the race, but he would have had to stop again.

There was nothing to suggest that he would have had enough of an advantage to close the gap to Hamilton after that second stop had the race stayed green, even though Bottas later suggested that he would have been able to.

"The safety car wouldn't have made a difference," said Hamilton.

"When he pitted on lap 16 my plan was to offset as much as I could,
so I went four laps [longer] and probably could have done another lap
or two. At the time, he was not catching me and he should have been.

"He came out of the pits seven tenths inside my window, then it came to one, then 1.5s, but it stayed at 1.5-2s. If I'd done another lap, it would have got to 2.5s. Maybe then I would have come out on fresh hards and could have just sat behind him if I wanted to as he would have had to pit, so I'd have still had that 21s gap. Even though I was behind him I would have tried to overtake him, but in hindsight I didn't need to."

He's right that without the safety car he would likely have won, but the only real question is whether Bottas could have extended his first stint. The wear of his front left in that stint suggests not, although he made the mediums in his second stint last well and was only just starting to leak time to Hamilton when he made his final stop.

Whatever might have happened, it was clear that Hamilton was the fastest in race conditions and would likely have found a way to win whatever transpired. That's not because Bottas was poor, because he drove very well; it's just that Hamilton, on form, on home soil, was close to unbeatable.

Any suggestion of an unfair split of strategy, an unusual move from Mercedes that ran counter to its usual policy, was balanced up by the fact that Bottas and Hamilton both had access to exactly the same data and strategic plans. Bottas, perhaps mindful of his historic tyre-management deficit, did not believe a one-stopper would work and avoided the hards, whereas Hamilton went for it from the start. And while Mercedes boss Toto Wolff suggested the second-place car was always likely to try the one-stopper, it seems unlikely that Bottas would have dared attempt that had he slipped to second in the first stint.

Bottas said he was "double unlucky" in reference to the performance

of the hard making the onestopper not just possible but (for Hamilton) straightforward, and the timing of the safety car. It was a shame the race didn't play out as it should have done to remove all doubt and give Bottas his chance, but Hamilton's execution had nothing to do with luck. Again, this was a day on which Bottas performed well but came up second best to an all-time great in a race that will live long in the memory.

NEXT F1 REPORT

GERMAN GRAND PRIX 1 AUGUST ISSUE

Hockenheim is home soil for the all-conquering Mercedes team. Is another silver 1-2 in the offing or can Ferrari and Red Bull pull off a coup?



Vettel apologetic after Verstappen collision

Ferrari's Sebastian Vettel apologised to Max Verstappen after rear-ending him at the entry to the Club complex on the 37th lap of the race. The contact pushed the Red Bull driver into a spin and dropped him from third to fifth, while Vettel also spun and had to crawl back to the pits for a change of nose.

Vettel rejoined and finished 15th, but was hit with a 10-second penalty that dropped him to 16th behind Robert Kubica.

Vettel walked over to Verstappen's car in parc ferme to issue his apology and later admitted it was his error, explaining he believed there was a gap on the inside.

"I got overtaken on the way to Stowe and he ran a bit wide, so I was able to get a better exit out of 15 [Stowe]," said Vettel. "Then from my point of view it looked like he was giving a bit of room on the inside, so I wanted to go for that.

"But by the time I went that gap closed again and then it was too late. I tried to go back to the right, but it was too late to avoid him."

Verstappen accepted Vettel's apology and was surprised it was possible to get to the end of the race and finish fifth despite the damage.

"I was hit very hard and then I went over the kerbs, then through the gravel," said Verstappen. "It was not easy after that, the power steering didn't really work any more and the floor was damaged, but the speed was not too bad."

Verstappen had earlier been involved in a spectacular battle with Charles Leclerc. Both strayed beyond track limits through Club, as a consequence of Leclerc making contact while attempting to repass the Red Bull in the long right-hander, but the stewards took no action over this crowd-pleasing moment.

"It was the most fun race I've had since I started in F1," said Leclerc. "It was very enjoyable, very hard racing that was always borderline but still within the rules. I really enjoyed that fight."

It was clear that Leclerc had learned from what was permitted by the FIA stewards in the duo's battle for victory in the Austrian Grand Prix. Leclerc earlier made a late move to the right to squeeze Verstappen on Hangar Straight.

"I think he was a little bit sore still from Austria so he was defending really hard, but it's fine, I'm all for that," said Verstappen.

"I didn't want to take too much risk in those battles to damage the car, because I knew we were quite a bit faster. So I just needed to pick my moment, but then luckily the team did it for me with a good strategy, and then it was all looking good of course for a good result."

Sainz's lucky pitstop break

Carlos Sainz Jr won the midfield battle for McLaren at Silverstone, capitalising on the timing of the Antonio Giovinazzi-triggered safety car to finish sixth.

Sainz started 13th but climbed to 11th on the first lap. He started on medium tyres and pitted for hards when the safety car was deployed. This allowed him to rejoin ahead of Daniel Ricciardo and Lando Norris, who had disputed the lead in 'Class B' from the start.

Sainz was under pressure from Ricciardo's Renault in the closing stages, but held on to finish 0.762s ahead.

Norris made a second pitstop and slipped to 11th behind Kimi Raikkonen, Daniil Kvyat and Nico Hulkenberg, who all made a one-stop strategy work.



Haas duo clash again

After receiving a stern warning and strict orders not to repeat their Spanish Grand Prix restart collision, Haas drivers Romain Grosjean and Kevin Magnussen collided again on the first lap of the British Grand Prix, once more earning the wrath of team principal Gunther Steiner.

The pair went side-by-side through the Aintree kink while contesting 14th place, with Magnussen on the outside line. They banged wheels coming off the corner, causing damage that meant both had to pit immediately then retire shortly afterwards, capping a terrible weekend for a team plagued by an ongoing saga concerning title sponsor Rich Energy.

Both drivers were summoned to Steiner's



office after the race, and the team boss did not mince his words. "The best that our drivers could bring to the battle was a shovel," he said. "To dig the hole we're in even deeper."

Q&A

GUNTHER STEINER HAAS TEAM PRINCIPAL

On the first-lap incident – what have you said to the drivers? What was going on? Who's in trouble?

Both of them. It's not acceptable what happened. I was pretty clear with them after Barcelona what not to do. In the end, we are in a difficult position at the moment, trying to find out about the car on track. Everybody works hard like hell, and we crash into each other on Turn 5, which is not acceptable.

How do you progress from here? Because, like you say, it's not the first time.

I don't know the solution – I need to sleep over it. I need to



wind down and come up with the solution.
I normally come up with solutions how to go forward, that's my job, and whatever they are I will push them through because we

are a team and everybody needs to work for the team and not for himself. I want everybody to be steering in the same direction. When I saw it on TV I almost couldn't believe it.

Is it a wheel-to-wheel thing?

I don't know exactly. I saw the onboard, but you don't see clearly one or the other. But the instruction was, even if somebody has to give up, you give up and we sort it out later.

You talked about this scenario before the race?

After Barcelona. If I have to talk

about it before every race... I don't do that, that's not me. At some stage you need to take your own decisions.

I guess they're going side by side at a part of the circuit where you don't usually go side by side. Therefore they are taking too much risk on the first lap in a situation where you've expressly said, 'Don't take that risk'.

Exactly, yeah. Barcelona I said, if you are [in the] right and you know you lose the position, you lose the position and I give it back to you [later].

How useful is it to sit down after and hear both sides?

I need to calm down. In the moment for me there is no point sitting down with anybody. Later in the week, maybe I want to hear it, maybe I don't...

High-voltage problem costs Albon

An unusual high-voltage problem denied Toro Rosso's Alex Albon a points finish in the British Grand Prix because it prevented him from making a planned second pitstop.

Albon was among the first drivers to make a scheduled stop, on lap 13 of 52, and he was on course for a points finish from the early stages of the race. But when Honda detected aberrant readings from the power unit, the team elected not to risk him pitting again. He was running ninth when his tyres ran out of grip and he dropped out of the points with two laps left.

Albon's problem, which has not been fully identified yet, meant the car would be unsafe until the ignition was switched off.

"We had a caution from our high-voltage system," said Honda F1 technical director Toyoharu Tanabe. "If you have some caution from the high-voltage system you need to turn the engine off to touch the car. Which is better — you keep running, or stop and turn the engine off to change the tyres? The compromised answer which we and the team made was to stay out."

Such a problem is highly unusual. Tanabe admitted he had not seen it occur since assuming his F1 role ahead of the 2018 season.

"This is the first time in one and a half years it's happened in person, trackside," he said.

Gasly banks best Red Bull finish



Pierre Gasly responded to recent speculation about his Red Bull future after a poor start to the season by finishing fourth at Silverstone. It was a match for his best result in Formula 1, achieved in Bahrain last year.

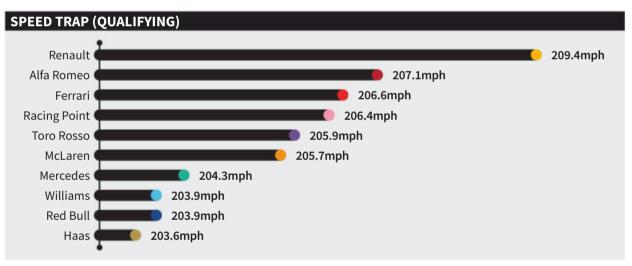
Gasly qualified 0.3s behind Max Verstappen and ran sixth early on before passing Sebastian Vettel at Village just before his first stop. He went from sixth to fourth when Vettel hit Verstappen. "It was by far the best weekend of the year, so we can be pleased," said Gasly. "There was quite a lot of things going on after Austria, a lot of meetings with the team checking how we can improve, and we made a few changes.

"From the first session we could see a big step forwards. Strong Friday, strong Saturday, strong Sunday. I just enjoyed the whole weekend a lot more so I think we can be pleased with the step."





FREE	PRACTICE 1		FREE	PRACTICE 2		FREE	PRACTICE 3	
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Gasly	1m27.173s	1	Bottas	1m26.732s	1	Leclerc	1m25.905s
2	Bottas	1m27.629s	2	Hamilton	1m26.801s	2	Vettel	1m25.931s
3	Verstappen	1m28.009s	3	Leclerc	1m26.929s	3	Hamilton	1m25.954s
4	Hamilton	1m28.122s	4	Vettel	1m27.180s	4	Gasly	1m26.118s
5	Leclerc	1m28.253s	5	Gasly	1m27.249s	5	Verstappen	1m26.440s
6	Vettel	1m28.304s	6	Norris	1m27.546s	6	Bottas	1m26.456s
7	Hulkenberg	1m28.803s	7	Verstappen	1m27.562s	7	Norris	1m26.689s
8	Ricciardo	1m29.031s	8	Sainz	1m27.987s	8	Hulkenberg	1m26.945s
9	Albon	1m29.093s	9	Albon	1m27.997s	9	Ricciardo	1m26.965s
10	Sainz	1m29.162s	10	Perez	1m28.002s	10	Albon	1m26.976s
11	Norris	1m29.170s	11	Kvyat	1m28.008s	11	Giovinazzi	1m27.036s
12	Perez	1m29.453s	12	Magnussen	1m28.059s	12	Sainz	1m27.106s
13	Kvyat	1m29.500s	13	Raikkonen	1m28.126s	13	Kvyat	1m27.108s
14	Stroll	1m29.657s	14	Ricciardo	1m28.128s	14	Grosjean	1m27.110s
15	Giovinazzi	1m30.099s	15	Hulkenberg	1m28.217s	15	Magnussen	1m27.275s
16	Magnussen	1m30.605s	16	Stroll	1m28.240s	16	Raikkonen	1m27.424s
17	Russell	1m30.741s	17	Giovinazzi	1m28.294s	17	Stroll	1m27.544s
18	Raikkonen	1m30.747s	18	Grosjean	1m28.794s	18	Perez	1m27.598s
19	Grosjean	1m30.811s	19	Kubica	1m29.935s	19	Russell	1m29.065s
20	Kubica	1m32.121s	20	Russell	1m30.514s	20	Kubica	1m29.450s
WEATHER 20C, sunny WEATHER 23C, cloudy WEATHER 19C, cloudy								



QUALIFYING 2						QUAL	QUALIFYING 3			
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME		
1	Hamilton	1m25.513s	1	Leclerc	1m25.546s	1	Bottas	1m25.093s		
2	Leclerc	1m25.533s	2	Bottas	1m25.672s	2	Hamilton	1m25.099s		
3	Verstappen	1m25.700s	3	Hamilton	1m25.840s	3	Leclerc	1m25.172s		
4	Bottas	1m25.750s	4	Verstappen	1m25.848s	4	Verstappen	1m25.276s		
5	Vettel	1m25.898s	5	Vettel	1m26.023s	5	Gasly	1m25.590s		
6	Norris	1m26.079s	6	Gasly	1m26.038s	6	Vettel	1m25.787s		
7	Sainz	1m26.203s	7	Ricciardo	1m26.283s	7	Ricciardo	1m26.182s		
8	Gasly	1m26.273s	8	Norris	1m26.385s	8	Norris	1m26.224s		
9	Grosjean	1m26.347s	9	Hulkenberg	1m26.397s	9	Albon	1m26.345s		
10	Ricciardo	1m26.428s	10	Albon	1m26.403s	10	Hulkenberg	1m26.386s		
11	Giovinazzi	1m26.449s	11	Giovinazzi	1m26.519s	WEATH	ER 19C, cloudy			
12	Albon	1m26.482s	12	Raikkonen	1m26.546s		130, cloudy			
13	Raikkonen	1m26.558s	13	Sainz	1m26.578s					
14	Hulkenberg	1m26.568s	14	Grosjean	1m26.757s		NEXT RA	CE		
15	Perez	1m26.649s	15	Perez	1m26.928s	4	20 1111	~		
16	Magnussen	1m26.662s					28 JUI			
17	Kvyat	1m26.721s					GERMAN			
18	Stroll	1m26.762s					Hockenhei			
							701.00			

	SEA	S O 1	l S	TATS				
DRIVERS' CHAMPIONSHIP PTS BEST FINISH QUAL								
1	Hamilton	-	223	1	1			
2	Bottas	1	L84	1	1			
3	Verstappe	_	136	1	3			
4	Vettel	-	123	2	1			
5	Leclerc	1	L20	2	1			
6	Gasly		55	4	5			
7	Sainz		38	6	6			
8	Raikkoner	1	25	7	7			
9	Norris		22	6	5			
10	Ricciardo		22	6	4			
11	Hulkenbei	g	17	7	7			
12	Magnusse	n	14	6	5			
13	Perez		13	6	5			
14	Kvyat		12	7	6			
15	Albon		7	8	9			
16	Stroll		6	9	15			
17	Grosjean		2	10	6			
18	Giovinazzi	i	1	10	8			
19	Russell		0	14	17			
20	Kubica		0	15	18			
CONS	TRUCTORS'	СНАМІ	PIONS	НІР				
1	Mercedes				407			
2	Ferrari				243			
3	Red Bull				191			
4	McLaren				60			
5	Renault				39			
6	Alfa Rome	-			26			
7	Racing Poi				19			
8	Toro Rosso)			19			
9	Haas				16			
10	Williams				0			
	IFYING BATT			5				
	nilton	6	4	Bottas				
Vett	••	6	4	Leclerc				
Gasl	y iardo	1 7	8	Verstapp				
		3	2	Hulkenbe	-			
Nori	ijean ris	3 6	6	Magnuss Sainz	ell			
Pere		10	0	Stroll				
	konen	5	4	Giovinaz	zi			
Albo		4	4	Kvyat	41			
Russ	•	10	0	Kubica				
Sco	res ignore sess qualifying or h	sions if	a drive	r didn't parti				
NINS			FAS	TESTLAPS				
Ham	nilton	7	Во	ttas	2			
Bott	as	2	Ga	sly	2			
Vers	tappen	1	На	milton	2			
			Le	clerc	2			
POLE	POSITIONS		Ve	rstappen	1			
Bott	as	4	Ve	ttel	1			
Ham	nilton	3						
Lecl	erc	2						
Vett	el	1						

11 Giovinazzi #99

1m26.519s

1m27.789s

1m28.257s

19 Russell

20 Kubica

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STARTING GRID 1m25.099s

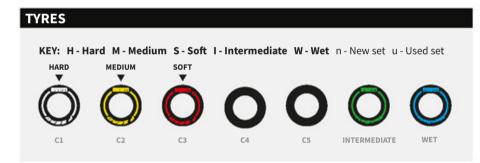


DAG	E DECILITE DOLLAR	0/21 /F2 LADC - 100) 27 MU EC)		
POS	E RESULTS ROUND 1 DRIVER	U/21 (52 LAPS - 190 TEAM	FINISHTIME	LED	TYRES
1	Lewis Hamilton (GBR)	Mercedes	1h21m08.452s	36	Mu, Hn
2	Valtteri Bottas (FIN)	Mercedes	+24.928s	16	Mu, Mn, Su
3	Charles Leclerc (MCO)	Ferrari	+30.117s		Su, Mu, Hu
4	Pierre Gasly (FRA)	Red Bull-Honda	+34.692s		M u, H n
5	Max Verstappen (NLD)	Red Bull-Honda	+39.458s		M u, M n, H n
6	Carlos Sainz Jr (ESP)	McLaren-Renault	+53.639s		M n, H n
7	Daniel Ricciardo (AUS)	Renault	+54.401s		Su, Mn, Hn
8	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	+1m05.540s		M n, H n
9	Daniil Kvyat (RUS)	Toro Rosso-Honda	+1m06.720s		S n, M n, H u
10	Nico Hulkenberg (DEU)	Renault	+1m12.733s		S u, H u
11	Lando Norris (GBR)	McLaren-Renault	+1m14.281s		S u, M n, H n
12	Alexander Albon (THA)	Toro Rosso-Honda	+1m15.617s		S u, M n
13	Lance Stroll (CAN)	Racing Point-Mercedes	+1m21.086s		M n, H n, S n
14	George Russell (GBR)	Williams-Mercedes	-1 lap		M n, H n
15	Robert Kubica (POL)	Williams-Mercedes	-1 lap		M n, H n
16	Sebastian Vettel (DEU)	Ferrari	-1 lap		S u, H u, M n
17	Sergio Perez (MEX)	Racing Point-Mercedes	-1 lap		M n, H n, S n, S u
R	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	18 laps-rim/spun off		M n
R	Romain Grosjean (FRA)	Haas-Ferrari	9 laps-accident damage		S n, H n
R	Kevin Magnussen (DNK)	Haas-Ferrari	6 laps-accident damage		S n, H n

FAST	EST LAPS			
POS	DRIVER	TIME	GAP	LAP
1	Hamilton	1m27.369s	-	52
2	Bottas	1m27.406s	+0.037s	47
3	Vettel	1m28.733s	+1.364s	46
4	Verstappen	1m29.272s	+1.903s	45
5	Leclerc	1m29.313s	+1.944s	47
6	Stroll	1m29.390s	+2.021s	49
7	Perez	1m29.456s	+2.087s	50
8	Gasly	1m29.544s	+2.175s	48
9	Ricciardo	1m29.624s	+2.255s	50
10	Norris	1m29.636s	+2.267s	50
11	Sainz	1m29.757s	+2.388s	50
12	Kvyat	1m29.910s	+2.541s	51
13	Hulkenberg	1m29.949s	+2.580s	51
14	Raikkonen	1m30.034s	+2.665s	51
15	Albon	1m30.872s	+3.503s	46
16	Russell	1m31.013s	+3.644s	50
17	Kubica	1m31.509s	+4.140s	50
18	Giovinazzi	1m32.464s	+5.095s	17
19	Magnussen	1m33.425s	+6.056s	5
20	Grosjean	1m34.350s	+6.981s	4

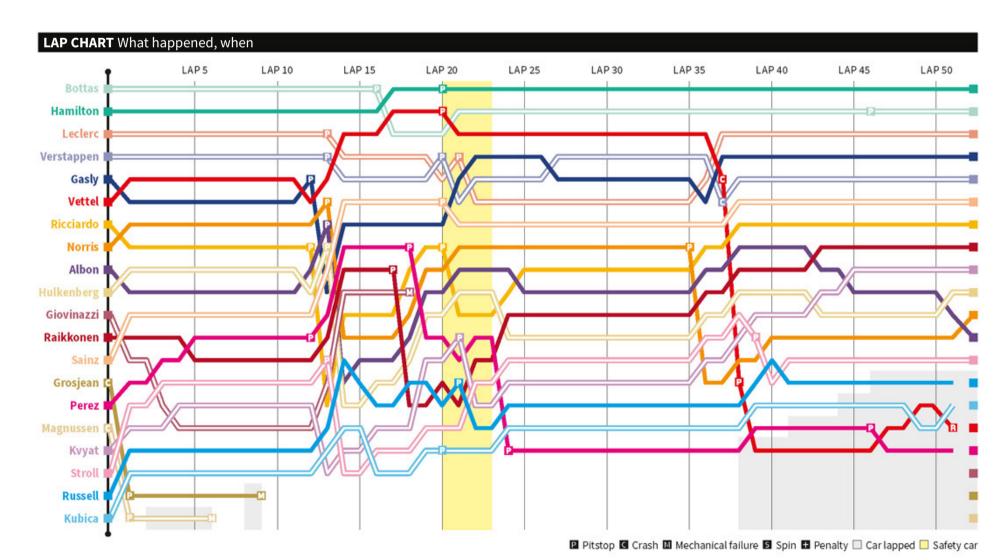
WEATHER 18C, cloudy

WINNER'S AVERAGE SPEED 140.70mph FASTEST LAP AVERAGE SPEED 150.84mph





RACE PENALTIES VETTEL 10-second penalty and two licence points for causing a collision with Verstappen



SIX COME CLOSE BUT NO ONE STRIKES GOLD AT SILVERSTONE

Hamilton, Leclerc, Verstappen, Ricciardo, Norris and Albon are Autosport's highest scorers, while the Haas team-mates and Vettel share the wooden spoon

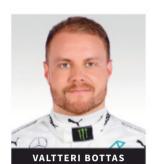
EDD STRAW

MERCEDES



LEWIS HAMILTON

Struggled at times during practice and qualifying, but came within 0.006 seconds of nicking pole with his stunning pace through the last sector. Committed to the one-stopper from the start and executed it brilliantly, with his pace so good he set fastest lap on 32-lapold hard tyres.



Took his fourth pole of the season, and did brilliantly to hold – and regain – the lead in the battle with Hamilton. The safety car cost him the lead in his second stint, but his two-stopper would always have led to that and Hamilton did

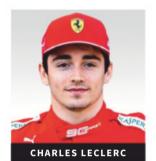
seem to have a pace

advantage in the race.

FERRARI



Once again he lagged behind Leclerc, resulting in a massive 0.6s deficit in qualifying. By extending his first stint he did gain third place, but lost it to Verstappen at Stowe before locking up and rear-ending the Red Bull. Time lost recovering to the pits, and a penalty, left him nowhere.



Did a better job with the understeering Ferrari than Vettel, hustling it to third on the grid. Held third early in the race and fought forcefully with Verstappen, but the safety car timing relegated him to sixth. Fortune paid him back when Vettel harpooned Verstappen and returned him to third.

RED BULL



Went into the weekend in desperate need of a good showing, and settled in by setting the pace in FP1. While he could not match Verstappen, lapping 0.3s down, he qualified and raced respectably and was rewarded with a fourth place that matched his best result of Bahrain last year.



Oualified within two tenths of pole despite losing time to mid-pedal turbo lag. Spent the first half of the race caught up with Leclerc, eventually seeing him off after their dramatic battle, but was robbed of what would have become second place once Bottas pitted by Vettel's hit.

RENAULT



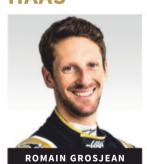
Renault dropped parts of its recent upgrade package and Ricciardo

took the slippery machine to the front of the midfield in qualifying. Undercut his way past Norris, but found himself behind Sainz thanks to the McLaren driver getting a cheap safety-car pitstop and couldn't get back past.



Struggled to get the front and rear of his car to cooperate, and was 0.2s behind Ricciardo in qualifying. Ran ninth early on before Albon passed him, and also lost a place to Raikkonen when he was hit by Perez after the restart. Was able to pick off the ailing Albon to secure 10th late on.

HAAS

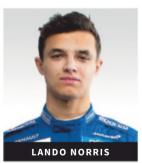


Despite reverting to the car's Australia spec, looked to have the speed to get into the top 10 in qualifying only for problems with tyre prep to leave him slower than he had been in Q1. His race was effectively over on lap one when he clashed wheels with team-mate Magnussen out of Aintree.

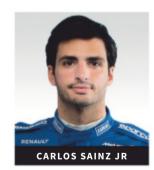


Running with the normal-spec car, was unable to escape Q1 and had an off on his final quali lap while trying to find pace in the car. His attempt to pass Grosjean contributed to the intra-Haas wheelbanging that ruined both their races and cost the team a valuable opportunity to gather data.

MCLAREN



Again did a good job in qualifying, although perhaps could have taken 'Class B' pole with a perfect lap. Made up for it by battling past Ricciardo early on, but the combination of pitting on lap 13 for a two-stopper and the safety car ruined his race and left him just outside the points.



Qualifying went badly, as he didn't adapt the front-wing level to suit the track conditions. This left him 13th, but he climbed to 11th at the start. The safety car gave him a cheap pitstop and allowed him to jump to the front of the midfield before holding off the faster Ricciardo.



RACING POINT



SERGIO PEREZ

Did about all he could in qualifying by escaping Q1, lapping a tenth faster than Stroll. First part of the race went well and he was in a position to claim a top 10 finish before bashing his front wing on Hulkenberg thanks to not being able to adjust his brake bias at the restart.



Fell in Q1 again but, given the car was marginal to break the top 15, that wasn't a great crime. Climbed the order and was potentially in points contention but started to feel the tyres going and, after losing 11th to Kvyat, made a second stop. Might have nicked a point had he stayed out.

ALFA ROMEO



The Alfa Romeo wasn't quite Q3 material, but Raikkonen started 12th after being pipped by Giovinazzi. Ran 12th early on before being passed by Perez, but climbed from 13th to his finishing position of eighth without having to overtake anyone other than Albon.



ANTONIO GIOVINAZZI

Continued his run of strong qualifying form by pipping Raikkonen to 11th on the grid. Slipped to 12th at the start, then to 13th when he ran wide at Brooklands. An off allowed both Racing Points past, then Kvyat overtook him before he spun thanks to a rearwheelrim failure.

TORO ROSSO





Throughout the weekend he seemed to have the legs of Kvyat running a slightly higher-downforce configuration. The result was his second appearance in Q3 and a race that went very well until he wasn't able to make his second stop because of concerns over the car's electrical safety.

Lagged behind Albon through the weekend and struggled to get the car "in the window". Running a little less downforce, he didn't find the pace he needed. But he delivered a good, consistent race, capitalising on the safety car to take a ninth place that had looked very unlikely.

WILLIAMS



First British GP yielded his best finish yet, albeit only 14th. He outqualified Kubica by 0.468s and had a clear advantage over him in the race, although the final gap between the pair was smaller than it would have been without the safety car. More experience banked and another good impression.



Continued to struggle with tyre warm-up and balance, resulting in a gap of close to half a second to Russell. Race-pace deficit looked around four tenths, although he closed up thanks to the safety car. If you add the first-stint time loss to Russell to the second half of the race it's a similar picture.

AUTOSPORT'S RATING AFTER ROUND 10 Verstappen 8.8 Hamilton 8.7 Sainz 8.5 Bottas 8.0 Perez **7.8** Russell 7.8 Leclerc **7.6** Norris 7.6 Raikkonen 7.5 Kvyat 7.3





The trials of Vergne's second Formula E title

Jean-Eric Vergne made Formula E history in New York last weekend, but getting the championship over the line proved tougher than expected

ALEX KALINAUCKAS

PHOTOGRAPHY



ast weekend in New York,
Jean-Eric Vergne made
history. By winning the ABB
FIA Formula E Championship
title for the second season
in succession, he became the electric
series' first double champion.

But it wasn't easy. Certainly not as easy as many had expected it to be ahead of the event, given Vergne's 32-point advantage coming into the weekend. This is the day-by-day story of Vergne's quest.

Thursday

A staggeringly hot and humid day in New York segued into intense rainfall at times in the mid-afternoon. But at Vergne's DS Techeetah garage, calm serenity prevailed regardless of what was going on outside. On a day when most teams put their drivers forward for media work, Vergne spent the afternoon giving interviews.

In a chat with Autosport he discussed his season — Techeetah's first as DS's works team. Topics ranged from the shaky start, the squad's fightback, his approach to turning things around, and doubts — from himself and elsewhere — about his desire to win another FE title. But on his approach to the New York double-header he was clear.

"I have no reason to change my approach," he said. "It's not the time to change my approach. I just want to maximise everything — all of the package we have this weekend. Do the same as usual — it's been working so far. I'm not going to be extra cautious."

Vergne remained relaxed throughout the interview. Focused, calm — the ease of a driver in a dominant position compared with their rivals.

Friday

The official Formula E media day featured more questions for Vergne — first in the press conference and then in the open media-pen chaos immediately afterwards. But the outlook was the same: calm sights set on the goal, no change in approach. Do that and the title would come.

By mid-afternoon it was time for shakedown — and the focus turned from the talking to the driving.

Saturday

After finishing fourth and 17th in the morning's two free practice sessions, qualifying for the first race of the weekend quickly loomed into view.

None of the championship contenders in group one — Vergne plus Lucas di Grassi, Mitch Evans, Andre Lotterer and Antonio Felix da Costa — felt particularly confident about making it through to superpole. And so it proved. Da Costa was the top group one runner and his BMW would start race one in eighth place. Vergne was next up in 10th, with Evans (Jaguar) 13th, di Grassi (Audi) 14th and Lotterer (DS Techeetah) 16th.

The championship-order group qualifying rules have worked a treat in 2018-19, regularly leaving the points leaders down the field and forcing them to try and charge through the pack. But at the same time it leaves them at the mercy of the chaotic FE midfield action, and in the first race Vergne was at the centre of that maelstrom.

Behind Nissan e.dams star Sebastien Buemi — who scored a brilliant first FE win since June 2017 by resisting pressure from a host of drivers after claiming pole — Vergne was involved in two major incidents.

On the second lap, Sam Bird tapped Jose Maria Lopez into a spin at Turn 7 as Bird >>>







ran side by side with Maximilian Gunther, and Bird later picked up a 10-second penalty for causing the incident. Lopez's half-spun car created an obstruction forcing drivers behind to slow sharply. Vergne, who had dropped from 10th to 13th on the first lap, collected some nose damage in the crush, and was then hit from behind by Lotterer.

Vergne came in to change his nose and emerged at the rear of the field — but ahead of team-mate Lotterer, who had come in for his own repairs after trying to stay out with his front wing wedged underneath his car before hitting the barrier on the outside of Turn 2. That might have been the end for Vergne's hopes of collecting points but for a safety-car deployment when Jaguar's Alex Lynn ground to a halt with a powertrain failure. Good for Vergne but cruel for Lynn, given that he had qualified third and then pressured Buemi hard for the lead.

After the restart, Vergne climbed into the points, taking advantage of his remaining attack-mode activations compared with many of the others. Concerns over high battery temperatures in the hot conditions forced almost all drivers in both races to take the higher power time early on.

At the start of the final lap, Vergne dived to the inside of Venturi's Felipe Massa at the Turn 1 switchback and the pair made contact. Vergne was forced deep but still alongside Massa. They came together at Turn 2, with Vergne hitting the wall on the inside, heavily damaging the front of his car again and spinning Massa.

Lotterer and Stoffel Vandoorne hit the stranded Massa and Vergne, while Jerome d'Ambrosio smashed over the top of Massa's car. They were all able to escape, but Vergne had to crawl to the chequered flag, falling to 15th and finishing over 90 seconds behind Buemi.

"I'm OK," Vergne said after seeing his points lead cut to 22. "In motorsport, you have bad days, you have good days. You have to live with it. It's life. I have a good lead, a good car. It would have been good to be done today but I need to make it tomorrow. Simple as that."

The crash with Massa was investigated after the race, but no further action was taken against either the Brazilian or Vergne. Both drivers, naturally and vocally, felt the other was to blame.

Sunday

The last day. The first season of the Genz FE era was drawing to a close. The atmosphere at several teams was tense and crackling with anticipation.

This could certainly be said of DS
Techeetah, which had worked hard to repair
both its cars, virtually running out of spare
parts in the process, the broken bodywork
piled up high behind its garage.

Vergne was sixth in practice, but the story was largely the same as the day before in group one qualifying.

With Lotterer, da Costa, Robin Frijns and Daniel Abt losing their already utterly faint hopes of the title after the first race (Abt was out after the first qualifying, because





he had needed the three pole points just to stay in contention), only di Grassi, Evans and Buemi were left in contention.

Buemi was nearly eliminated in the second race's group qualifying as he squeaked through to superpole in sixth place — largely thanks to Tom Dillmann impeding Gary Paffett, the last driver who could demote Buemi, for which the NIO driver was given a three-place grid penalty for the finale. But Buemi couldn't take the pole he needed to stay in the hunt with the points on offer and was out of contention after a blockbuster series of emotions struck him in that session. Evans took eighth on the grid, with di Grassi 11th and Vergne 12th.

Considering the crashfest that was the opening race — there were almost countless touches, bumps and clashes up and down the order on Saturday — the second event was an altogether tame affair.

It was won by the Audi of Envision Virgin Racing's Frijns, who pulled off a pair of sensational passes on Buemi and BMW's polesitter Alexander Sims to rise to the front and claim a second win of the season. Remarkably, that meant Frijns scored his first points since he won in Paris five races previously — after which he had led the standings. On any other weekend a drive like this, or Buemi's the day before, would be the focus of attention. But Vergne's tribulations were the only show in town, even if his race-two drive wasn't the most compelling part of the final day.

Vergne did what he had to do — stayed out of trouble, attacked when he had to (and his lap-one pass around the outside >>>

JUMPING JIMENEZ



Ex-GP2 driver Sergio Jimenez sealed the inaugural Jaguar I-PACE eTrophy title in New York a race early, as title rival Bryan Sellers failed to start Saturday's sprint race due to a qualifying crash.

Jimenez entered the weekend just six points clear of Rahal Letterman Lanigan Racing driver Sellers, and remarkable consistency had installed the Jaguar Brazil driver as the favourite, having failed to make the podium just once in the first eight races.

When sportscar regular Sellers crashed in qualifying for the first race it put him out of championship contention. Sellers clipped the wall on the outside of the Turn 13 left-hander, and RLLR was unable to repair the Jaguar in time for the race, leaving a distraught Sellers to watch on from the sidelines.

That meant Brazilian Stock Car star



Caca Bueno became Jimenez's main rival, 16 points behind him in the standings going into the weekend's first race. Bueno needed to win and for setbacks to afflict Jimenez to take the championship.

Bueno was unable to find a way past on the wide New York circuit in the first race; indeed, none of the four Pro drivers were able to make up positions.

A late safety car called for VIP driver and journalist Mark Hacking's crash at the Turn 10 hairpin while battling Ziyi Zhang meant Jimenez had to resist Bueno in a one-lap shootout. A rapid restart allowed him to pull a decisive gap on Bueno to seal the crown. Sellers's Sunday performance therefore only raised 'what ifs?' about the loss of a true title showdown.

Resigned to starting at the rear of the field after his qualifying crash on Saturday, Sellers impressively carved his way through the field to take fifth after starting 10th, while Jimenez made it back-to-back wins.

The eTrophy has averaged a grid of 11 cars in its first campaign and is currently evaluating its direction for the second season. A Formula E-style attack mode is expected to be added in a bid to improve the spectacle of SUVs racing on narrow street circuits.

The series claims it could have 17 cars on the grid for the next campaign, having hosted various teams during 2018-19, and it is understood another squad could be close to committing to the series.

TOM ERRINGTON

IN THE HEADLINES

LYNN LOSES HIS COOL

Alex Lynn was left frustrated after his retirement in the first race as he felt he could have "won my first E-Prix". He reported a coolant-pressure error when his Jaguar stopped on track just past half distance. Powertrain failure was later given as the official cause.

TECHEETAH PROTESTS AUDI

DS Techeetah lodged a protest against Lucas di Grassi over his part in the first pile-up in the opener. The team felt the Audi driver had driven Andre Lotterer into Jean-Eric Vergne and then spun Lotterer around. But the stewards rejected the protest, saying Sam Bird had already been punished for causing the original track blockage and that Lotterer had hit Vergne before being hit by di Grassi.

BIRD FALLS WITH PENALTY

Bird crossed took the two chequered flags in sixth and fourth places in the respective races, but dropped to eighth in the final race-one reckoning after his penalty was applied. He harried Sebastien Buemi in the finale but held station once it became clear his Envision Virgin Racing Audi team would take third in the teams' standings.

MORE DRAMA FOR LOTTERER

Lotterer was involved in a second crash at the same place as the opening race's first pile-up – the tight Turns 6/7 complex – in the finale as he tapped Jose Maria Lopez into a half-spin on the first lap. Lopez then hit Lotterer's car as the German tried to squeeze by and both later retired.

SIMS GETS HIS PODIUM

Alexander Sims's rookie FE season ended on a high as he claimed a first category pole and podium in the final race. The BMW Andretti driver (below) might have finished third the day before, but gave that place up to give team-mate Antonio Felix da Costa's title chances a boost following a team order.





of Edoardo Mortara was simply sublime given the stakes), and brought it home in one piece. He took seventh, boosted from ninth by a last-lap collision between Evans and di Grassi, which was caused by Evans losing momentum with suspected battery-temperature issues and moving over on the straight heading towards the 90-degree left at Turn 11; he collected di Grassi and put them both into the wall, then the Turn 11 barriers. Since they scored no points, Buemi was unchallenged to take second in the standings.

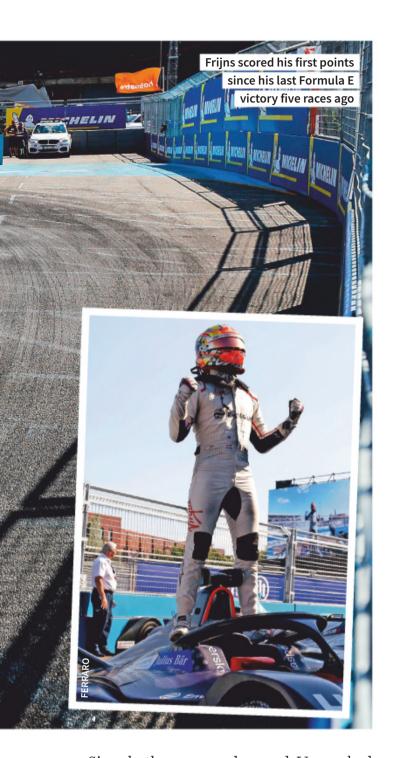
But Vergne had his prize. "I don't know the feeling," he said at a hastily convened post-race press conference. "I need a little bit of time to calm down and realise what we've done, but we've done something absolutely incredible with this team."

And with that, he was gone. To see the stewards, as it turned out.

In an almost incredible twist, Vergne was under investigation for something he'd *said* over his team radio the day before, just after the first pile-up involving both DS Techeetah cars.







Since both cars were damaged, Vergne had twice asked his team to tell Lotterer to stop on track to try to trigger a safety car. He then asked if the team had heard him and Techeetah told him that it had.

Vergne's defence to the stewards — who were investigating him for "allegedly acting in an unsportive [sic] manner" — was that he was concerned "for his safety and that of other drivers due to debris on track and made the request to his engineer that [Lotterer] be requested to stop for that reason only", per an FIA bulletin.

When asked about the messages by Autosport, Vergne said: "If I asked every other driver in Formula 1 or in Formula E, they would have asked the same."

Vergne was found guilty. What an ending. Except it didn't change the result at all. The newly crowned double champion received no sporting penalty, but was told he must serve a day of community service with the FIA within the next six months.

The other thing that didn't change was the shine on Vergne's season. He was simply the best driver — having had to fight his way through the grid many times — with probably the best car to boot. His drives in Sanya, Monaco and Berne boosted him to the top, and in New York he (eventually) smashed home his advantage and passed his tests to become FE's undisputed new king.



RESULTS ROUND 12/12, NEW YORK (USA), 13-14 JULY (36 LAPS – 51.897 MILES)					
POS	DRIVER	TEAM/CAR	TIME		
1	Sebastien Buemi (CHE)	Nissan e.dams/Nissan IM01	46m16.399s		
2	Mitch Evans (NZL)	Jaguar/JaguarI-TYPE3	+0.932s		
3	Antonio Felix da Costa (PRT)	BMW/BMWiFE.18	+1.216s		
4	Alexander Sims (GBR)	BMW/BMWiFE.18	+2.971s		
5	Lucas di Grassi (BRA)	Audi Sport Abt / Audi e-tron FE05	+3.537s		
6	Daniel Abt (DEU)	Audi Sport Abt / Audi e-tron FE05	+4.380s		
7	Pascal Wehrlein (DEU)	Mahindra Racing/Mahindra M5Electro	+6.543s		
8	Sam Bird (GBR)	Virgin Racing / Audi e-tron FE05	+13.829s		
9	Jerome d'Ambrosio (BEL)	Mahindra Racing/Mahindra M5Electro	+23.719s		
10	Oliver Turvey (GBR)	NIO/NIO004	+25.038s		
11	Gary Paffett (GBR)	HWA / Venturi VFE-05	+27.831s		
12	Jose Maria Lopez (ARG)	Dragon Racing / Penske EV-3	+34.729s		
13	Stoffel Vandoorne (BEL)	HWA / Venturi VFE-05	+50.564s		
14	Oliver Rowland (GBR)	Nissan e.dams / Nissan IM01	+1m23.962s		
15	Jean-Eric Vergne (FRA)	DS Techeetah / DS E-Tense FE19	+1m34.508s		
16	Felipe Massa (BRA)	Venturi / Venturi VFE-05	35 laps-accident		
17	Andre Lotterer (DEU)	DS Techeetah / DS E-Tense FE19	-1 lap		
R	Maximilian Gunther (DEU)	Dragon Racing / Penske EV-3	28 laps-accident damage		
R	Edoardo Mortara (ITA)	Venturi / Venturi VFE-05	27 laps-accident damage		
R	Alex Lynn (GBR)	Jaguar/JaguarI-TYPE3	18 laps-powertrain		
R	Robin Frijns (NLD)	Virgin Racing / Audi e-tron FE05	15 laps-electrical		
R	Tom Dillmann (FRA)	NIO/NIO004	1 lap-accident damage		

 $\textbf{Winner's average speed} \, 67.291 mph. \, \textbf{Fastest lap Vergne} \, 1m12.063s, 72.016 mph. \, \textbf{Constitution of the property of$

SUPERPOLE 11 Buemi 1m10.188s; 2 Wehrlein 1m10.600s; 3 Lynn 1m10.696s; 4 Abt 1m10.894s; 5 Sims 1m10.899s; 6 Bird 1m11.094s.

QUALIFYING 1 Buemi 1m10.556s; Bird 1m10.588s; Wehrlein 1m10.589s; Sims 1m10.590s; Lynn 1m10.669s; Abt 1m10.761s; 7 Lopez 1m10.836s; 8 da Costa 1m10.845s; 9 Frijns 1m10.854s; 10 Vergne 1m10.933s; 11 Gunther 1m11.005s; 12 Dillmann 1m11.006s; 13 Evans 1m11.065s; 14 di Grassi 1m11.080s; 15 Paffett 1m11.095s; 16 Lotterer 1m11.222s; 17 Turvey 1m11.413s; 18 Vandoorne 1m11.449s; 19 Rowland 1m11.605s; 20 Massa 1m14.862s; 21 Mortara 1m11.326s*; 22 d'Ambrosio 1m18.262s.

RACE 2 (36 LAPS – 51.897 MILES)

1Frijns 47m22.289s; 2 Sims +3.200s; 3 Buemi +3.912s;

NEXT MONTH

SEASON REVIEW 15 AUGUST ISSUE

It's been a dramatic and (at times) confusing Formula E campaign, but all will be explained in our season review.

4 Bird +4.270s; 5 Abt +4.757s; 6 Rowland +8.382s; 7 Vergne +9.446s; 8 Vandoorne +9.738s; 9 da Costa +11.727s; 10 Paffett +12.251s; 11 d'Ambrosio +18.944s; 12 Wehrlein +27.144s; 13 Turvey +28.045s; 14 Dillmann +28.580s; 15 Massa +28.635s; 16 Lynn +41.420s; 17 Evans +1 m27.009s; 18 di Grassi 35 laps-accident; 19 Gunther 34 laps-DNF; R Mortara 17 laps-brakes; R Lotterer 3 laps-accident damage; R Lopez 2 laps-accident damage.

SUPERPOLE 21 Sims 1m09.617s; 2 Frijns 1m09.712s; 3 Buemi 1m09.729s; 4 Bird 1m09.895s; 5 Vandoorne 1m09.994s; 6 Abt 1m10.096s.

QUALIFYING 2 Sims 1m09.690s; Vandoorne 1m09.856s;
Abt 1m09.902s; Frijns 1m09.912s; Bird 1m09.925s;
Buemi 1m10.003s; 7 Rowland 1m10.052s; 8 Evans
1m10.063s; 9 Paffett 1m10.155s; 10 Mortara 1m10.217s;
11 di Grassi 1m10.255s; 12 Vergne 1m10.278s; 13 Lopez
1m10.352s; 14 da Costa 1m10.369s; 15 Turvey 1m10.439s;
16 d'Ambrosio 1m10.504s; 17 Wehrlein 1m10.574s;
18 Gunther 1m10.653s; 19 Lotterer 1m10.699s; 20 Dillmann
1m10.573s*; 21 Lynn 1m12.537s*; 22 Massa 1m19.831s.
* grid penalty.

CHAMPIONSHIP 1 Vergne 136; 2 Buemi 119; 3 di Grassi 108; 4 Frijns 106; 5 Evans 105; 6 da Costa 99; 7 Abt 95; 8 Lotterer 86; 9 Bird 85; 10 Rowland 71.



Pagenaud is unstoppable as Wickens has emotional return

While the 2016 IndyCar champion showed why he's so at home on the Toronto street course, a special reappearance on track left few observers unmoved

DAVID MALSHER

PHOTOGRAPHY



he 2019 edition of IndyCar's visit to Toronto was about two drivers. One was Team Penske's Simon Pagenaud, who may never come to be considered as one of the true greats in the series' history but who has produced several days of greatness (this year's wet Indianapolis Grand Prix, for example) and weekends of invincibility (Barber Motorsports Park and Mid-Ohio in 2016, his championshipwinning season). This year, his Toronto campaign fell into the latter category, which comes as no great surprise to close observers of his work over the years.

Pagenaud has always been able to produce something special on the

1.786-mile street course, its bumps and surface changes demanding a more compliant set-up, and the trajectory of its curves favouring those who prefer their cars to have a stable rear end and who are comfortable with understeer. That's why Dario Franchitti set pole here five times, why Sebastien Bourdais almost always shines here, and why Pagenaud is usually better than his team-mates.

Last weekend Pagenaud topped two practice sessions and then grabbed pole, as he had in 2017 with the greatest qualifying lap of that season. This time, the Chevrolet-powered driver's margin over his closest pursuers — the Chip Ganassi Racing Dallara-Hondas of Scott Dixon and

rookie Felix Rosenqvist — was smaller, but he still demolished the team-mates who generally outpace him over a flying lap of a road or street course with the current breed of IndyCar.

Josef Newgarden and Will Power were jittering around with harder, more knifeedge handling through Friday practice and, when they ended the day around 0.6 seconds in arrears of their pacesetting team-mate, they felt compelled to go in his set-up direction for Saturday. Yet their deficit actually extended in third practice to 0.7s. Power had gone the 'full Pagenaud' route but lacked confidence with the new vagueness he felt from extra wallow induced by softer springs and, when he also



encountered some bad gearshifts in qualifying, he was knocked out at Q1 stage and consigned to 15th on the grid. It was the first time Power has emerged from a 'standard' qualifying procedure on a road/street course lying outside the top dozen since Long Beach four years ago.

Newgarden scraped through Q1, excelled in Q2 (going top) and then smacked the wall in the Firestone Fast Six shootout. Ahead of him on the grid would be Pagenaud, Dixon, Rosenqvist and, perhaps most crucially, his closest pursuer in the championship hunt, Alexander Rossi of Andretti Autosport. Alongside him would sit the Ed Carpenter Racing car of Ed Jones.

If Pagenaud played the lead role in last weekend's event, five-time and reigning champion Dixon, Toronto winner in 2018, was also in the spotlight. He struggled to sew his best lap sectors together through practice, but cometh the hour, cometh the man. He spun as he attempted a final flyer in qualifying, but he outpaced team-mate Rosenquist by just under a tenth of a second, despite the Swede looking very much at home throughout the event having won here in Indy Lights, and Dixon was still confident he had something for Pagenaud on race day. He did too, but it wasn't enough, despite the dearth of caution periods — just three laps run under yellow, an all-time record for this 33-year-old event! — seemingly set to favour the more fuel-efficient Hondas.

Taken as a whole event, however, there was a third driver who played a significant role in Toronto: Robert Wickens. This sparkling comet of an IndyCar driver is still recuperating from the spinal-cord injury incurred in that horrendous accident at Pocono Raceway, and in an ideal world he will get both legs working as they once did. Being an absolute realist, however, Wickens knows that while he will probably walk unaided once more – albeit not quite in time for his wedding later this year, his original ambition! – he is unlikely (barring a miracle) ever again to have the sensitivity and/or ankle articulation necessary to become the driver he was this time last year without extra technological aids.

Thus back in March he spoke to Honda Performance Development's outgoing and incoming presidents, Art St Cyr and Ted Klaus respectively, along with Arrow Schmidt Peterson Motorsports president Jon Flack and Arrow Electronics global director of corporate social responsibility Joe Verrengia and asked if it would be possible to rig up a car with hand controls. This is right in Arrow's wheelhouse as the company developed the Corvette semi-autonomous SAM car for quadriplegic Arrow SPM co-owner Sam Schmidt to drive. All parties agreed it was feasible and the plan came together in time for Wickens to test an Acura NSX replete with hand throttle/brake controls at Mosport on Wednesday, briefly drive it on track >>>

HAS ROSENQVIST FINALLY TURNED A CORNER?

Three years ago, during a part-time season of Indy Lights with Belardi Auto Racing, Felix Rosenqvist took pole and won both races in Toronto. This year, despite the pressure of knowing that Chip Ganassi ditched Ed Jones after one year and is now interested in Alexander Rossi's services, Rosenqvist qualified within one tenth of legendary team-mate Scott Dixon and finished a solid fifth.

It wasn't spectacular, and he found himself outmanoeuvred by Rossi at the start and not quite able to get on terms with Josef Newgarden in the final stint, but it was a decent points day when he most needed it. Most significantly, it was error-free – or free of *significant* error – and that's what his team owner was looking for, to back up his sixth-place finish last time out at Road America.

'Rosie' arrived in IndyCar with a strong reputation – definitely one of the most versatile twentysomethings in racing – and he starred at St Petersburg, in qualifying at Circuit of The Americas and the IndyCar Grand Prix on the Indianapolis road course. But his rookie campaign has also been peppered with incidents and accidents through practice, qualifying and races – he's been fast, yes, but a little too fractious.

Now, 11 races down with six to go, Rosenqvist is leading the rookie standings and lies 10th overall. Fellow rookie Santino Ferrucci of Dale Coyne Racing is only 16 points behind, while the newbie who won at Austin, Colton Herta, is 30 points down. But Rosenqvist's confidence is building once more and just in time. He knows that it's not just an ROTY trophy at stake now; it's his future with one of the greatest teams in IndyCar history.



RACE CENTRE INDYCAR TORONTO



between practice sessions at Toronto, and then complete a fast lap followed by a parade lap on race day. There were many of his compatriots in the grandstands and others around the world who love and respect Wickens who had to pretend they had something in their eye last Sunday afternoon...

At the drop of the green flag, Pagenaud struggled to hold off Dixon and ran wide through Turn 1, giving Dixon a hint of a chance to go up the inside of the polesitter, but on the long drag down to Turn 3 Pagenaud maintained his slight advantage and the Ganassi driver instead had to protect the inside line from Rossi. Last year's championship runner-up went into the race feeling he probably had little with which to threaten the two drivers ahead and was more focused on beating title rival Newgarden. But having jumped Rosenqvist, Rossi thought it worth a try around the outside of Dixon at Turn 3, but his challenge was fairly easily rebuffed.

Everyone appeared to be behaving themselves on the opening lap, but Power — despite starting on the harder primary Firestones — was already making moves. He had already passed 11th-placed starter Ryan Hunter-Reay and thought he saw a chance to pass Graham Rahal's Rahal Letterman Lanigan Racing machine into Turn 8. He would have done it too, but Rahal had already flicked to the middle

Rossi is now just four points off the championship lead

of the track to threaten a pass on Marco Andretti. Rahal kept moving over and a collision was inevitable.

Later he reflected he should have let Power go; Will reflected he shouldn't have pushed his own luck. The two made contact and, without the hindsight of replays, vigorously remonstrated with each other through hand signals as they were parked in the tyre barrier. Andretti was struck by Rahal and completed a 360-degree spin, but was able to resume having lost only a couple of places, but others were less lucky. Hunter-Reay, Matheus Leist, Marcus Ericsson and Colton Herta all had to swerve down the escape road or come to a standstill. All wended their way to the pits for repairs, but all except Leist and Ericsson avoided going a lap down, and the caution period lasted just two laps.

Up at the serious end of the field, Pagenaud held onto the lead at the restart, ahead of Dixon and Rossi, but Jones went down the inside of Rosenqvist at Turn 3 to claim fourth. Rossi started the frontrunners' pitstop sequence to get off the more fragile alternate compound Firestones on lap 14 of 85 and, just to prevent being caught out by an untimely caution period, the rest followed suit soon after. But Pagenaud had pulled a five-second gap on Dixon by the time they pitted at the end of lap 18 and, when they returned to the track, that margin was about the same but filled by those who

had taken advantage of the early caution to switch to an alternate strategy and grab the primary tyres. Just ahead of Pagenaud for four laps ran the Andretti Autosport car of Zach Veach, while the buffer between him and Dixon consisted of Santino Ferrucci, Rahal and Hunter-Reay.

Dixon wasn't

helped by early

brush with a wall

and off-centre

steering column

Veach and RHR stopped on lap 31, while Rahal went one lap longer and Ferrucci two laps further. Dixon now had a clear run at Pagenaud but initially it seemed that every time he laid down an extra-fast lap, Pagenaud more than equalled it, so that by lap 50 the 2019 Indy 500 winner was seven seconds ahead. Rossi, as expected, couldn't keep up, but equally seemed untroubled by Newgarden and the RLLR car of Takuma Sato, which would eventually retire with engine failure.

Again, Rossi was first of the frontrunners to stop, and again his rivals felt compelled to follow suit to protect themselves. But it did little to the order or even the gaps between them all. But what did make a difference was the parade of backmarkers the leader then encountered. Dixon, who had noted Pagenaud's straightline speed advantage, started lacerating his deficit to the Penske driver when they hit traffic.

The champ got the gap down to under one second, and Pagenaud had to start using his push-to-pass boost to get around the likes of Tony Kanaan, Max









ı	RESU			
	POS	DRIVER	TEAM/CAR	TIME
	1	Simon Pagenaud (FRA)	Team Penske / Dallara-Chevrolet	1h30m16.4388s
	2	Scott Dixon (NZL)	Chip Ganassi Racing / Dallara-Honda	+0.1373s
	3	Alexander Rossi (USA)	Andretti Autosport / Dallara-Honda	+4.3720s
	4	Josef Newgarden (USA)	Team Penske / Dallara-Chevrolet	+18.6722s
	5	Felix Rosenqvist (SWE)	Chip Ganassi Racing / Dallara-Honda	+20.7432s
	6	James Hinchcliffe (CAN)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	+27.6710s
	7	Colton Herta (USA)	Harding Steinbrenner Racing / Dallara-Honda	+32.6040s
	8	Sebastien Bourdais (FRA)	Dale Coyne Racing with Vasser Sullivan / Dallara-Honda	+33.5415s
	9	Graham Rahal (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+35.3604s
	10	Marco Andretti (USA)	Andretti Herta Autosport / Dallara-Honda	+45.4178s
	11	Santino Ferrucci (USA)	Dale Coyne Racing / Dallara-Honda	+53.4942s
	12	Ed Jones (ARE)	Ed Carpenter Racing / Dallara-Chevrolet	-1 lap
	13	Zach Veach (USA)	Andretti Autosport / Dallara-Honda	-1 lap
	14	Max Chilton (GBR)	Carlin/Dallara-Chevrolet	-1 lap
	15	Spencer Pigot (USA)	Ed Carpenter Racing / Dallara-Chevrolet	-1 lap
	16	Ryan Hunter-Reay (USA)	Andretti Autosport / Dallara-Honda	-1 lap
	17	Tony Kanaan (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1 lap
	18	Will Power (AUS)	Team Penske / Dallara-Chevrolet	83 laps-accident
	19	Matheus Leist (BRA)	AJ Foyt Enterprises / Dallara-Chevrolet	-2 laps
	20	Marcus Ericsson (SWE)	Arrow Schmidt Peterson Motorsports / Dallara-Honda	-4 laps
	21	Sage Karam (USA)	Carlin/Dallara-Chevrolet	-6 laps
	22	Takuma Sato (JPN)	Rahal Letterman Lanigan Racing / Dallara-Honda	67 laps-engine

 $\textbf{Winner's average speed } 100.900 mph. \textbf{\textit{Fastest lap Ericsson}} 1m00.0407s, 107.087 mph. \\$

Chilton and Jones, which exacerbated the Chevy's fuel economy problems.

Then he simply couldn't find a way

Then he simply couldn't find a way past Hunter-Reay, who had already made an extra pitstop due to loose seatbelts, and had to wait until the 2012 champ ducked into the pits for a late splash-and-dash. But Pagenaud had cannily figured out where he was strong relative to Dixon and also timed to perfection his passing of backmarkers, so that Dixon — who had clipped a wall early in the race and was already troubled by an off-centre steering column — always remained at arm's length.

This was rendered academic when Power, who had been passed by Rahal but remained in the top 10, locked his rear brakes and struck the tyres just over a lap from home, forcing IndyCar to end the race under yellow. Inadvertently, Power had helped both his team-mates, because not only was Pagenaud's win now assured, so too Newgarden was able to drive cautiously to the chequered flag in fourth after smiting the Turn 11 wall and bending his right-rear suspension with just a couple of laps to go. Newgarden did, however, see his series lead to Rossi shrink to just four points.

Rosenqvist claimed fifth, his best result since the first Detroit race, ahead of James Hinchcliffe, Herta, Bourdais, who'd slid into the Turn 3 tyres but resumed unassisted, Rahal and Andretti. **

Q31 Pagenaud 58.4293s; 2 Dixon 58.5948s; 3 Rosenqvist 58.6793s; 4 Rossi 58.9215s; 5 Newgarden 59.3103s; 6 Jones 59.5353s. Q2 Newgarden 58.4129s; Rosenqvist 58.4685s; Dixon 58.5061s; Jones 58.5360s; Pagenaud 58.5896s; Rossi 58.6305s; 7 Andretti 58.7663s;

NEXT REPORT

IOWA 25 JULY ISSUE

There's no let-up for the IndyCar teams as they head straight to Iowa. Can Rossi finally take the points lead from Newgarden?

8 **Bourdais** 58.7781s; 9 **Pigot** 58.8221s; 10 **Sato** 58.9110s; 11 **Hunter-Reay** 59.0444s; 12 **Rahal** 59.0985s.

Q1-GROUP 1 Jones **58.6011s**; Pagenaud 58.7174s; **Rossi** 58.7507s; **Hunter-Reay** 58.7543s; **Newgarden** 58.8200s; **Dixon** 58.8897s; 14 **Hinchcliffe** 58.9293s; 16 **Herta** 59.0549s; 18 **Veach** 59.2890s; 20 **Ericsson** 59.6299s; 22 **Kanaan** 59.7317s.

Q1-GROUP 2 Rosenqvist 58.7306s; Bourdais 59.0743s; Rahal 59.1497s; Pigot 59.2448s; Sato 59.2877s; Andretti 59.4301s; 13 Chilton 59.4811s; 15 Power 59.5508s; 17 Ferrucci 59.9761s; 19 Leist 1m00.1853s; 21 Karam 1m01.1134s.

CHAMPIONSHIP

1 Newgarden 434; 2 Rossi 430; 3 Pagenaud 395; 4 Dixon 348; 5 Power 306; 6 Sato 301; 7 Hunter-Reay 285; 8 Rahal 266; 9 Hinchcliffe 244; 10 Rosenqvist 239.



FORMULA 2 SILVERSTONE (GBR) 13-14 JULY ROUND 7/12

It's incredible to think that Luca Ghiotto had never won a feature race in Formula 2, so it was no surprise when he declared that "I think I've never been so happy" when he finally managed the feat at Silverstone.

In terms of raw speed at least, the Italian has arguably been the fastest driver on the grid this year. The 24-year-old may be considered too old or underfunded to make it to Formula 1, but if anyone embodies the 'never-give-up' attitude it's Ghiotto and his family, who own a small factory in Italy.

Mistakes or bad luck have come at every turn this year, and no weekend has gone to plan. This weekend it was his team-mate stitching him up (which he congratulated him for). Virtuosi Racing is known for bringing on young drivers, and rookie Guan Yu Zhou has the backing to head to F1. But he has talent too — being top rookie in this championship is no mean feat, and Zhou took his first pole in the country the Chinese driver has made home. But after a season of mostly strong starts so far, Zhou got off the line poorly and dropped behind Ghiotto, who had started second.

Normally the leading team-mate takes the first pitstop in F2 to avoid the tyre-boosted undercut, but Virtuosi gave Zhou the first stop, allowing Ghiotto to pit a lap later in a silent pitlane that had been congested when

most stopped with Zhou on lap six.

Zhou encountered traffic in the pits and lost out to Williams junior Nicholas Latifi. After Ghiotto had stopped, he emerged just in front of DAMS driver Latifi, who began to attack. It reached fever pitch when Latifi punted Ghiotto from behind on the exit of Copse Corner, such was his superior traction, and Latifi moved ahead when Ghiotto locked up at Brooklands. But on lap 11 of 29, Ghiotto attacked at Stowe and made a daring move count to take the initiative. He extended a lead that fluctuated, but Latifi never got close enough to attack Ghiotto again.

Zhou looked like a sitting duck as he

came under pressure from the second DAMS car of Sergio Sette Camara, who had been jumped by team-mate Latifi in the early stages. But Zhou managed the pressure and then consolidated a fourth podium of the year. The first win feels within reach.

Brit Callum Ilott took eighth and the reversed-grid pole, but his Charouz-run car fell back on Sunday almost immediately with a poor start, and Louis Deletraz emerged in the lead. Behind the Carlin driver, points leader Nyck de Vries made a phenomenal move around the outside of Jack Aitken — who had been fifth ahead of the Dutchman on Saturday — to take second.









De Vries began to struggle early on in his ART Grand Prix car and the Campos Racing machine of Aitken moved back ahead. He and Deletraz traded fastest laps until, once Aitken was just over a second back, he smelt blood. A sensational lunge down the inside of Brooklands from a mile back left Deletraz with a decision: crash or cede the place. He chose the sensible one and British-South Korean driver Aitken ended a tricky spell in which Campos has struggled in qualifying to score vital points and take victory in front of his home crowd.

De Vries held on for third, Ilott chasing him for most of the race all the way to the flag, but unable to get close enough to de Vries in the fast turns leading onto straights.

Ghiotto had looked prime for a late-race charge from fifth after battling with Latifi once again. But a puncture in the second half of the race eliminated him and proved he can't have a weekend full of luck like most drivers. As Ghiotto slowed, Mick Schumacher and Zhou attacked Latifi. Schumacher ran around the outside of Stowe and got shoved off, going up on two wheels as he rejoined the track. Zhou tried to capitalise but instead got a slow run, which meant Nobuharu Matsushita jumped him for seventh with an incredible move at Abbey.

Schumacher's strategy didn't work in qualifying, but for the second weekend in a row his sprint-race pace was sensational and now he needs to bring that peak form earlier into the weekend to live up to the hype.

JACK BENYON

RESU	JLTS ROUND 7/12, SILVER	RSTONE (GBR), 13-14 JULY RAC	E 1 (29 LAPS – 106.071 MILES)
POS	DRIVER	TEAM	TIME
1	Luca Ghiotto (ITA)	Virtuosi Racing	50m21.114s
2	Nicholas Latifi (CAN)	DAMS	+3.314s
3	Guan Yu Zhou (CHN)	Virtuosi Racing	+7.186s
4	Sergio Sette Camara (BRA)	DAMS	+11.841s
5	Jack Aitken (GBR)	Campos Racing	+13.744s
6	Nyck de Vries (NLD)	ART Grand Prix	+18.969s
7	Louis Deletraz (CHE)	Carlin	+19.466s
8	Callum Ilott (GBR)	Sauber Junior Team by Charouz	+23.144s
9	Nobuharu Matsushita (JPN)	Carlin	+24.263s
10	Jordan King (GBR)	MP Motorsport	+30.176s
11	Mick Schumacher (DEU)	Prema Racing	+31.100s
12	Juan Manuel Correa (USA)	Sauber Junior Team by Charouz	+47.708s
13	Arjun Maini (IND)	Campos Racing	+52.072s
14	Tatiana Calderon (COL)	Arden	+1m19.155s
15	Mahaveer Raghunathan (IND)	MPMotorsport	+1m31.116s
16	Nikita Mazepin (RUS)	ART Grand Prix	28 laps-accident
17	Giuliano Alesi (FRA)	Trident	-1lap
18	Anthoine Hubert (FRA)	Arden	-1lap
R	Dorian Boccolacci (FRA)	Trident	1 lap-accident damage
NS	Sean Gelael (IDN)	Prema Racing	angeroverpenalty

Winner's average speed 126.395mph. Fastest lap Sette Camara 1m40.858s, 130.656mph.

QUALIFYING 1 Zhou 1m38.182s; 2 Ghiotto 1m38.410s; 3 Sette Camara 1m38.511s; 4 Latifi 1m38.519s; 5 Deletraz 1m38.547s; 6 Ilott 1m38.549s; 7 de Vries 1m38.613s; 8 Aitken 1m38.686s; 9 Matsushita 1m38.877s; 10 Hubert 1m39.046s; 11 Correa 1m39.071s; 12 King 1m39.225s; 13 Schumacher 1m39.227s; 14 Maini 1m39.512s; 15 Alesi 1m39.574s; 16 Mazepin 1m39.615s; 17 Boccolacci 1m39.622s; 18 Calderon 1m40.530s; 19 Raghunathan 1m41.725s; 20 Gelael 1m39.790s*. *= grid penalty.

RACE2 (21 LAPS – 76.787 MILES) Grid decided by result of Race 1, with top eight finishers reversed. **1 Aitken 36m47.822s**; 2 **Deletraz** +4.997s; 3 **de Vries** +8.194s; 4 **Ilott** +8.850s; 5 **Latifi** +16.203s; 6 **Schumacher** +19.222s; 7 **Matsushita** +19.666s; 8 **Zhou** +20.181s; 9 **King** +21.731s; 10 **Correa** +25.820s; 11 **Hubert** +34.309s; 12 **Mazepin** +37.426s; 13 **Maini** +40.581s; 14 **Boccolacci** +47.259s; 15 **Ghiotto** +57.696s; 16 **Calderon** +59.998s; 17 **Sette Camara** +1m09.991s; 18 **Raghunathan** +1m10.157s; R**Alesi** 1 lap-stalled. **Winner's average speed** 125.206mph. **Fastest lap** Aitken 1m39.993s, 131.787mph.

CHAMPIONSHIP 1 de Vries 170; 2 Latifi 139; 3 Ghiotto 122; 4 Sette Camara 121; 5 Aitken 113; 6 Zhou 105; 7 Hubert 77; 8 Matsushita 65; 9 Deletraz 60; 10 King 41.





FIA FORMULA 3
SILVERSTONE (GBR)
13-14 JULY
ROUND 4/8

Formula 1 silly season is in full swing, but there's absolutely nothing silly about Juri Vips being considered an outsider for a spot on that grid with Toro Rosso, especially based on his recent FIA Formula 3 form.

The Red Bull-backed Estonian will require a great deal of movement and luck to bag an F1 seat, but for now he's doing all he can do: succeeding in the face of adversity, working with those around him to improve his team and car, and delivering under intense pressure when the race is on the line.

But before that on-the-line moment, Vips finally took a pole position. He struggled at the start of the season to hook up qualifying, as did his Hitech Grand Prix team, but the pole at Silverstone proved the hard work done by all has paid off. With the top 10 spread by less than 0.6 seconds, the slightest adjustment was absolutely vital.

In the race the car set-up was wrong and the partnership's usually bulletproof race pace was gone after five laps, dispersing in a cloud of smoke along with the life of Vips's rear tyres. That meant Prema Racing's Jehan Daruvala could zoom in and attack, trying moves on two consecutive laps around the outside of Brooklands. But Vips kept parking his car on the apex and Daruvala came under pressure from team-mate Marcus Armstrong. In Daruvala's second attempt to oust Vips at Brooklands, he ran wide and Armstrong got alongside at Luffield before Daruvala held on.

With five laps to go, a safety car gave

Vips a reprieve. When racing resumed, he backed up the pack and cannoned off Club. Daruvala closed in, but not enough to deny Vips a second consecutive Saturday F₃ win.

Armstrong had to settle for third, while Vips's team-mate Leonardo Pulcini took fourth ahead of erstwhile points leader Robert Shwartzman, whose result slipped him behind Daruvala in the standings.

Vips's hopes of a strong reversed-grid race ended when he was barged off the track by Armstrong on the first lap. But Hitech — based on the doorstep of Silverstone — had a secondary weapon in Pulcini. The Italian was the pre-season title favourite but struggles in qualifying, silly errors and technical issues have all added up to woe.

Pulcini was soon past Pedro Piquet and working on Liam Lawson for the lead, as droplets of rain peppered the track. It's usual this season for anyone from outside the top teams starting from reversed-grid pole to plummet, but Red Bull-backed MP Motorsport talent Lawson bucked the trend. The youngest driver on the grid and the Dutch team have been working hard, and he kept Pulcini at bay until half distance.

While the 17-year-old Kiwi couldn't stop Pulcini, and Ferrari-backed SMP Racing protege Shwartzman sneaked by for second not long afterwards, Lawson gave everything in his battle against Piquet's Trident machine. Piquet was taken out on the penultimate lap by Daruvala, allowing Lawson a podium finish.

That gave Shwartzman, who is still yet to finish outside the top five this season, the points lead back at the halfway stage.

JACK BENYON



Turkish delight as Guven takes maiden win

PORSCHE SUPERCUP SILVERSTONE (GBR) 14 JULY ROUND 4/9

Rookie Porsche Supercup star Ayhancan Guven powered to a commanding maiden victory at Silverstone, converting his pole position into a lights-to-flag victory as second-placed Julien Andlauer reclaimed the points lead from Lechner Racing team-mate Michael Ammermuller.

Reigning French Carrera Cup champion Guven has immediately cemented his reputation as top newcomer with the Martinet by Almeras team, and the 21-yearold Turk put the established runners to the sword in only his fourth Supercup outing.

Guven's strong getaway was coupled with good fortune, as fellow front-row occupant Florian Latorre was immediately swallowed up by Jaxon Evans at the lights. Australian Porsche junior Evans was unable to temper his reflexes at the start with good race pace and began to toil, quickly letting Latorre plot an assault for second place as Guven continued to build his lead.

Andlauer soon joined the battle for



second, and by the fourth lap Latorre had trickled past Evans, who was then overcome by an unstoppable move by Andlauer at the Loop. As the trio squabbled, Guven continued to excel at the front, cracking the gap open to two and a half seconds as Evans began to fall out of contention.

With four laps remaining, Andlauer put an excellent move on Latorre to give himself a small chance of victory. Hanging around the outside of Latorre at Brooklands, Andlauer held the inside line for Luffield and pulled clear, freeing him up to go after Guven.

Andlauer immediately began to chomp

away at Guven's advantage, halving it within two laps and getting within a second by the final tour. But Guven, perhaps aiming to save his Michelins, maintained a halfsecond buffer to clinch his maiden win.

Andlauer's consolation was the points leadership as Ammermuller finished sixth, behind Latorre, Larry ten Voorde and Evans. Ex-GP3 racer Joey Mawson threw away a potential fifth with a botched overtake on Evans and finished ninth, one spot behind Carrera Cup GB points leader Dan Harper. Sir Chris Hoy finished 28th.

JAKE BOXALL-LEGGE

Palou ends Nakajima drought

SUPER FORMULA FUJI (JPN) 14 JULY ROUND 4/7

Alex Palou headed a rookie 1-2 in grotty wet conditions at Fuji to take his maiden Super Formula win — and the first for the Honda-powered Nakajima Racing team since the opening round of 2010.

Catalan Palou qualified on pole position by 0.085 seconds over the Cerumo-Inging Dallara-Toyota of



reigning Japanese Formula 3 champion Sho Tsuboi. Palou then took the lead from a safety car start, and was pursued by Tsuboi and Team Impul driver Yuhi Sekiguchi's Toyota-engined car.

With wet weather, there were no mandatory tyre changes and it became a question of eking out the fuel without having to make a pitstop at all. Palou managed that to perfection, but Sekiguchi couldn't and had to pit.

That moved TOM'S Toyota star Nick Cassidy, who had slithered past Tomoki Nojiri (Team Mugen) for fourth early on, up to third place. Cassidy put Tsuboi under pressure in the late stages, but Tsuboi beat him to second by 1.3s.

Nojiri hung on for fourth, although was being caught by a great battle between Kazuki Nakajima and Kamui Kobayashi. Points leader Naoki Yamamoto ran in the midfield and spun on his way to 11th.

JIRO TAKAHASHI

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WEEKEND WINNERS

FIA FORMULA 3

SILVERSTONE (GBR)

Race 1 Juri Vips

Hitech Grand Prix

Race 2 Leonardo Pulcini

Hitech Grand Prix

PORSCHE SUPERCUP

SILVERSTONE (GBR)

Ayhancan Guven Martinet by Almeras

SUPER FORMULA

FUJI (JPN)

Alex Palou Nakajima Racing (Dallara-Honda)

INDY LIGHTS

TORONTO (CAN)

Race 1 Aaron Telitz Belardi Auto Racing

Race 2 Oliver Askew Andretti Autosport



ASP fortunes turn in last-gasp title challenge

BLANCPAIN GT EUROPE ZANDVOORT (NLD) 13-14 JULY ROUND 3/5

It's fair to say that things hadn't quite gone to plan for the ASP Mercedes-AMG pairing of Raffaele Marciello and Vincent Abril in the Blancpain GT World Challenge Europe season so far. But a breakthrough first win of the year and subsequent seventh place in the two races at Zandvoort may have turned the tide for the duo's title hopes.

Amazingly, it was the first time in 2019 that Marciello and Abril had finished inside the top 10 in both races, following a clutch-related retirement at Brands Hatch and a botched pitstop while leading at Misano.

Abril's stellar performance in qualifying set the tone for Saturday's wet-dry opening race, with the former Bentley driver storming to pole by 0.5 seconds from Mirko Bortolotti's Grasser Racing Team Lamborghini Huracan.

The Mercedes comfortably led away from the rolling start, leaving Bortolotti to fend off the attentions of Lambo stablemate Andrea Caldarelli's FFF Racing machine. Abril was then made to do it all again as Markus Winkelhock spun backwards into the barriers on the entry to Scheivlak on the opening tour, bringing out the safety car.

Once again, the Merc remained out front and built a comfortable, if slender, 1.5s advantage over the two Huracans before the mandatory pitstop window opened.

Nine of the top 10 cars came in at the earliest opportunity, with the Pro-Am Mercedes of Felipe Fraga the only one of



the frontrunners to stay out.

After taking over from Abril, Marciello rejoined in front of the Grasser Huracan, now with Christian Engelhart at the wheel, and the Italian built a commanding 8.647s winning margin at the flag. "We were maybe a bit lucky that the FFF Lambo got stuck behind the Grasser because they were very quick," Marciello said.

Inclement Dutch weather made sure that Sunday's race was equally difficult to judge. The Sainteloc Audi R8 of Christopher Haase took pole and the car was utterly dominant either side of the mandatory pitstops en route to its first win of the year. Haase was particularly impressive, opening up a 13-second advantage before handing over to Simon Gachet.

Engelhart and Bortolotti secured second, while Ezequiel Perez Companc, who had

taken over his WRT Audi from Dries Vanthoor, withstood sustained attacks from Luca Stolz's Black Falcon Mercedes-AMG, started by Maro Engel. Stolz and Engel remain 8.5 points clear of Caldarelli and Marco Mapelli. Seventh place ensured that Marciello and Abril head into the final two rounds at the Nurburgring and Hungaroring just 19 points adrift of Stolz and Engel and with form on their side at long last.

A Silver Cup double went to R-Motorsport Aston Martin pair Hugo de Sadeleer and Aaro Vainio. Pro-Am honours were split by Phil Keen and Hiroshi Hamaguchi (FFF Lambo) and David Perel and Rinat Salikhov (Rinaldi Racing Ferrari).

STEPHEN BRUNSDON

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Kurt tops Busch brothers battle

NASCAR CUP
KENTUCKY SPEEDWAY (USA)
13 JULY

ROUND 19/36

Sibling rivalry underpinned a thrilling overtime duel in Kentucky as Kurt Busch beat brother Kyle to claim his first win of the 2019 NASCAR Cup season and his first for Chip Ganassi Racing.

Team Penske's Joey Logano had looked to be cruising to a third win of the season after successfully dispatching Kyle Busch, but renewed threats arrived when a late caution sent the race into overtime. One such threat was Kurt Busch, who had opted for four fresh tyres at the final pitstop while his brother and Logano went for two.

The advantage proved pivotal as Kurt Busch surged from the second row to challenge his now race-leading sibling, while Logano slipped back.

The brothers then spent the next two laps aggressively side-drafting. Kurt charged around the outside of Turn 4 on the final lap, and while his brother 'lightly' tagged the left-rear of his Chevrolet on corner exit, it was not enough to halt Kurt's momentum in the drag-race to the line.



"He gave me a little bit of room on the outside," Kurt Busch said. "He could have clobbered us against the wall and third place [Erik Jones] probably would have got it."

KYRAN GIBBONS

Sato's unabating dominance

EUROFORMULA OPEN RED BULL RING (AUT) 13-14 JULY ROUND 6/9

It's only July, but we already know that come October's season finale at Monza, Marino Sato will be leading the Euroformula Open standings.

Just as at Spa and the Hungaroring, Motopark man Sato won both races at the Red Bull Ring despite several obstacles.

In race-one qualifying, his early laps were deleted for track-limits violations and he had to push to ensure pole. He succeeded, but lost the lead to Motopark team-mate Julian Hanses at the start. But Hanses had launched early, earning himself a penalty. Sato inherited first place, and held off Double R Racing-run Red Bull junior Jack Doohan to win. Austrian Lukas Dunner, sporting a Niki Lauda tribute helmet, finished third.

Race-two qualifying was interrupted by a red flag, which resulted in a one-lap shootout for pole. Sato was fastest despite being first to cross the line.

This time he kept the lead, Hanses was second, and Linus Lundqvist (Double R) denied Dunner a double podium.

Besides Sato, the weekend's star was Billy Monger. After finally overcoming his qualifying issues, the Carlin driver was denied a place at the front through track-limits violations both times.

A clash at the start of race one dropped him to last. Despite having bent steering he stormed to fifth, but a trip through the gravel undid his work. He had made it back to ninth when he was caught in a penultimate-lap crash, ending a race in which he thought he could have challenged Sato.

After starting last in race two, Monger came through to finish sixth.

ELLIOT WOOD



WEEKEND WINNERS

BLANCPAIN GT EUROPE

ZANDVOORT (NLD)

Race 1 Vincent Abril/Raffaele Marciello ASP

(Mercedes-AMG GT3)

Race 2 Simon Gachet/Christopher Haase Sainteloc Racing (Audi R8 LMS Evo)

NASCAR CUP

KENTUCKY SPEEDWAY (USA)

Kurt Busch

Chip Ganassi Racing (Chevrolet Camaro ZL1)

NASCAR XFINITY SERIES

KENTUCKY SPEEDWAY (USA)

Cole Custer

Stewart-Haas Racing (Ford Mustang)

NASCAR TRUCK SERIES

KENTUCKY SPEEDWAY (USA)

Tyler Ankrum DGR-Crosley (Toyota Tundra)

EUROFORMULA OPEN

RED BULL RING (AUT)

Races 1 & 2 Marino Sato

Motopark (Dallara-Spiess)

FORMULA REGIONAL EUROPEAN CHAMPIONSHIP

RED BULL RING (AUT)

Races 1 & 2 Frederik Vesti

Prema Powerteam

Race 3 Igor Fraga

DR Formula



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Polesitter Vesti makes a meal on way to brace

FORMULA REGIONAL EUROPEAN CHAMPIONSHIP RED BULL RING (AUT) 13-14 JULY

ROUND 4/8

After winning without a wishbone last time out in Hungary, Frederik Vesti didn't expect to have two even more unlikely wins in Austria.

The championship leader started all three races from pole, but failed to finish the opening lap of any of the races in the lead.

In race one Vesti was passed by Prema team-mate Enzo Fittipaldi and DR Formula by RP Motorsport's Esport star Igor Fraga. A scary wheel failure for Alexandre Bardinon brought out the safety car, which handed



Vesti the chance to reclaim the lead. He was assisted by Fittipaldi dipping his left wheels into the gravel after Turn 4.

Vesti's second-race hopes looked far slimmer after he was rear-ended off the track by Fraga on the opening lap, falling to seventh. He rose back up the field and was in second after Fraga was penalised for the collision. This became the lead when he passed US Racing's David Schumacher.

Fraga beat Vesti off the grid in the final race of the weekend, which was noticeable for an extremely close top seven, but

very little overtaking. The only big change came when 16-year-old Matteo Nannini fell from fourth to 11th on the final lap.

Fittipaldi got the better of Vesti for second place, with Raul Guzman (DR by RP) and Sophia Florsch (Van Amersfoort Racing), who started from the back after clutch problems stopped her from recording any qualifying laps, completing the top five. **ELLIOT WOOD**

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MAY THE BEST DRIVER WIN

McLaren's supercar business is booming so loud it now has its very own private GT4 racing series. We sent two of our office racing drivers along to uncover the mystery and engage in a bit of healthy head-to-head competition...

BEN ANDERSON AND DAN RYAN

PHOTOGRAPHY BEADYEYE





CAR TECH SPEC

McLAREN 570S GT4

Engine 3.8-litre (3799cc) twin-turbo V8 M838TE, over 400bhp

Transmission Seven-speed paddle shift sequential

Chassis Carbonfibre 'MonoCell II' tub; aluminium front/rear frames and crash structures

Wheels Cast magnesium (9x18in front; 11x18in rear)

Tyres Pirelli racing slicks (265/645-18in front; 305/680-18in rear)

Suspension Two-way adjustable motorsport dampers with front and rear coil-over springs

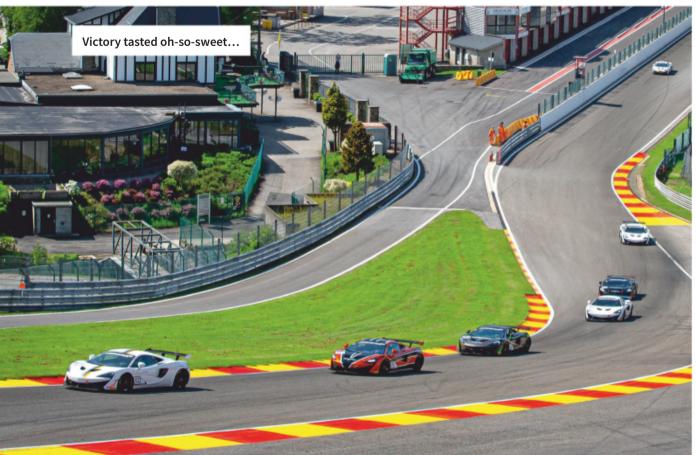
















BEN'S RACE

Qualified 2nd (out of 14) **Race** Finished 3rd (demoted from 1st by 10s track limits penalty) **Best lap** 2m33.506s

he pure joy of driving a car with this much power and grip, around a circuit as wonderful and iconic as Spa, is almost beyond compare for me. Silverstone is fast, but the expansive runoffs make it feel less so. Suzuka, Le Mans, the Nordschleife, Bathurst, Macau are all probably on a similar level — but I haven't been fortunate enough to find that out for myself, yet... What a happy accident that our original race weekend at the Autodromo do Algarve was cancelled due to safety concerns with the tyres.

No such trouble for Pirelli in Belgium, which meant a full schedule of track action for me and my social media 'rival', Dan Ryan. With my extensive racing CV, I expected to have the edge overall. That said, I haven't done much at all in GT cars, and I did wonder if Dan's greater experience of Spa might give him an advantage if he got on well with the 570S.

I absolutely love racing at Spa. Who doesn't? But I hadn't raced there for 10 years, and it turned out my prior experience in Formula Jedi was next to useless anyway. Spa in a big, heavy, powerful GT car is nothing like it is in a super-nimble single-seater, principally because the two fastest sections of the circuit — Eau Rouge and Blanchimont — suddenly become proper corners again, rather than relatively simple extensions of the straights that precede them.

Jonny Kane, the 1997 British F3 champion and winner of the LMP2 class at Le Mans in 2010, says Spa is much tougher in a GT car than in single-seaters or sportscars, and now I understand why. Usually I find I have little trouble committing myself at high speed in an unfamiliar car; it's the finessing of technique in the lower-speed sections that requires most time and effort. But in this case that trend was completely reversed.

With the expert help of 2017 British Touing Car champion Ashley Sutton (who I competed against when he was a car racing rookie in Formula Vee back in 2010) sitting alongside me in Friday's

DAN ON BEN

benchmarks for me to target – he was a great barometer off track too. At times I probably put too much pressure on myself and he was quick to help me with my focus. He's competitive to his core, even starting the day off by winning the race to breakfast! There is a reason why his driving skills are in demand from championships looking to ratify themselves. I could do worse than trying to stay in Ben's tow. Bring on round two!

test session, I (reasonably) quickly got a decent handle on the car around much of the track — braking late, managing the tyre slip, achieving rear rotation in the right places, balancing the throttle to achieve strong corner exits, etc. But for the life of me I just could not nail the approach to Eau Rouge and Blanchimont. Solving this problem would be key if I wanted to claim victory in my private battle with the guy sharing my car.

I was way too aggressive as it turned out, and those corners only started to make proper sense once I'd watched Dan at work. It infuriates Lewis Hamilton, but data and video are very useful when you're going wrong! Come the business end of the weekend I was in much better shape — to the point where I qualified on the front row, with 50kg of 'success' ballast in the car. I managed to pressure reigning series champion Mia Flewitt into a mistake at the Bus Stop to win my race on the road, principally because of my pace advantage over her through Blanchimont.

That's all down to good coaching, which is the absolute bedrock of this series. Everywhere you look there are professional drivers with decorated CVs around to guide the (well-paying) customers towards the light. Danny Buxton's rotating cast of seasoned pros does an excellent job of using V-Box data and onboard video to iron out your creases and make sure you're making proper use of the traction circle of the Pirelli tyres.

It's difficult to describe the intensity of the adrenaline rush I got from winning a race at Spa — an emotional high that was shattered by a 10-second track limits penalty administered several hours after the race. Everyone was nevertheless very kind afterwards, praising my performance, which meant a lot in the circumstances.

Despite the bitter disappointment of having the result stripped away, I was delighted with my effort in an unfamiliar car, with limited track time, and a 50kg penalty. The memory of cresting Eau Rouge flat-out at more than 120mph will not leave me quickly.

WHAT IS THE 'PURE McLAREN' GT SERIES?

McLaren's Pure GT Series is probably the most professional GT4 championship you've never heard of. It follows the template laid down by fellow supercar manufacturers Ferrari and Lamborghini, which run their own single-make series for marque enthusiasts who wish to try their hands at high-performance GT racing.

The racing takes place on some of the most iconic circuits in Europe (this year McLaren's Pure GT Series will also visit Bahrain), but it all takes place behind closed doors, thanks to McLaren renting these venues privately for its range of 'Pure McLaren' driving experiences,



which have grown in scope alongside the rise of its burgeoning Automotive business and growing range of supercars.

There's everything from half-day tuition in 570S, 600LT or 720S models (£1095), to two-day 'arrive and drive' trackday packages for owners (£23,995), to a three-stage 'Performance Academy' for budding racing drivers, which introduces enthusiasts to slick tyres, race driving tuition and guides them towards earning their race licences (the cumulative cost for all three steps comes in at just under £43,000). >>



DAN'S RACE

Qualified 10th out of 14 **Race** Finished 13th of 14 (after a pitstop for a coil replacement) **Best lap** 2m35.183s

W

ould I like to race a McLaren GT4 at Portimao? It didn't take long to answer our editor-in-chief in the affirmative! Before I knew it, we were whisked away to the Autodromo do Algarve by the McLaren Pure GT team, which would allow Ben and me to contest

Autosport's 'battle for the ages' between print and social media. It all seemed too good to be true, and after a short while it was. Due to safety concerns with the Pirelli tyre, the Autodromo do Algarve was ruled off-limits. However, after sampling some of McLaren's road cars on track, we were invited to head over to the Kartodromo do Algarve, where I took a clean sweep of pole position and race wins (including from a reversed grid)!

Fast forward a month and there we were in the paddock at Spa-Francorchamps with the McLaren Pure GT team welcoming us back. Danny Buxton arrived to introduce us to our driver coach — Ben and I started guessing who from Danny's extensive list of factory drivers and professional racers we'd be teamed with.

Step forward 2017 BTCC champion Ashley Sutton, who immediately had Ben and me switching in and out of the car during open testing. He sat in the passenger seat coaching us, something I found incredibly beneficial in learning the car (and a thing or two about technique). I thought my previous Spa seat-time in the Citroen C1 24-hour race last summer, and the multiple one-hour endurance races in classic saloons I've done here, would work to my advantage. I just had to get to grips (quite literally) with slick tyres and the electronic driving aids.

After my first few laps — some 30 seconds faster than I had ever been around this circuit before — I returned to the garage with an incredible amount of data to digest that identified my room for improvement. By the close of play I was within a second of my 'rival' and feeling good.

I spent my Saturday watching Ben battle it out at the front,

BEN ON DAN

66 Considering Dan's only prior experience was in classic saloons and Citroen C1s, he acquitted himself extremely well. Stepping up into powerful cars with slick tyres is not easy, but he learned step by step and his technique in the high-speed corners helped me refine my own. I do think he put a bit too much pressure on himself to do well, perhaps overthinking things as lap time became harder to find. I'm sure my success the day before didn't help. Great effort for a first time though. ??

before resuming driving duties on Sunday. Despite many of my competitors getting a full extra day of track time, I managed to end the first free practice session fifth fastest, right where I wanted to be. But in qualifying, I pushed too hard and made mistakes, which moved me backwards in the classification for the first time all weekend. P10 is where I would line up on the grid.

After making a flying start, I found myself in sixth going up the Kemmel Straight after passing another car through Eau Rouge. Then suddenly I was at the back of the pack after the door was shut on me as I arrived at the apex of Les Combes, having thought I had completed another overtake in my effort to get into the top five. After closing back up and beginning to work my way through the field again, I was forced to pit. The car hadn't skipped a beat all weekend and in the very last session it had developed a misfire... Two laps down, I headed back out and, after unlapping myself, took the chequered flag in 13th.

The Pure GT programme was a far cry from a typical race weekend for me, which usually involves going straight into qualifying on old tyres and then into the race, with the data on the timesheet the only real reference available. What's on offer here is an unparalleled programme that pushes all drivers to develop their abilities in an intense timeframe. There's an incredible amount of track time and information to process and learn from, with help from professional driver coaches who pair up with competitors for the full season, allowing you to push on at every round.

Although we had more limited track time, as Ben and I were sharing the car across the weekend, I made a marked improvement and can only imagine the progress I'd make if I had the budget to do a full season. It's a very competitive environment on track, but there's also a huge sense of camaraderie off track.

I didn't come away with the result I'd hoped for, but I did overtake someone going up Eau Rouge in a McLaren!



You'll need to budget north of £200,000 if you want to upgrade to the Pure GT Series itself, but this means "from the moment you arrive to the moment you leave, everything is taken care of: accommodation, hospitality, car transport and preparation, one-to-one driver coaching and

consumables are all included".

Think of it as motorsport's equivalent of a five-star golfing holiday. This is about enjoying yourself on location while racing GT4 McLarens. As you might expect, the drivers are mostly successful, high-net-worth business types who now want to enjoy the money they've made.

The category is strictly for non-professional drivers, mainly trackday enthusiasts who may subsequently wish to graduate to British GT, European GT4 or Blancpain as Bronze-graded drivers. There is a separate sub-class for novices, and success ballast for the top three cars in each race to help keep things close.

There is a strong emphasis on education too, with Danny Buxton and his team of coaches –

Warren Hughes, Danny Watts, Jonny Kane, Paul O'Neill, Rob Barff, Phil Glew, Joe Osborne, Duncan Tappy, Bradley Ellis, Tom Onslow-Cole, Ashley Sutton, Josh Cook, Phil Quaife, Ollie Millroy and Paul Rees are among the rotating roster of pros – holding racecraft workshops before every race to help drivers improve.

It's expensive, but you get a lot of track time for your money: a full day of testing on Friday – open pitlane and with coaches allowed to sit alongside the drivers – followed by two days of racing that, with free practice sessions included, totals 200 minutes of driving time. So, you get a lot of bang for your (not inconsiderable) buck, and five-star treatment while you're at it.















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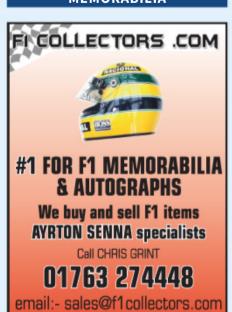
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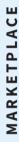
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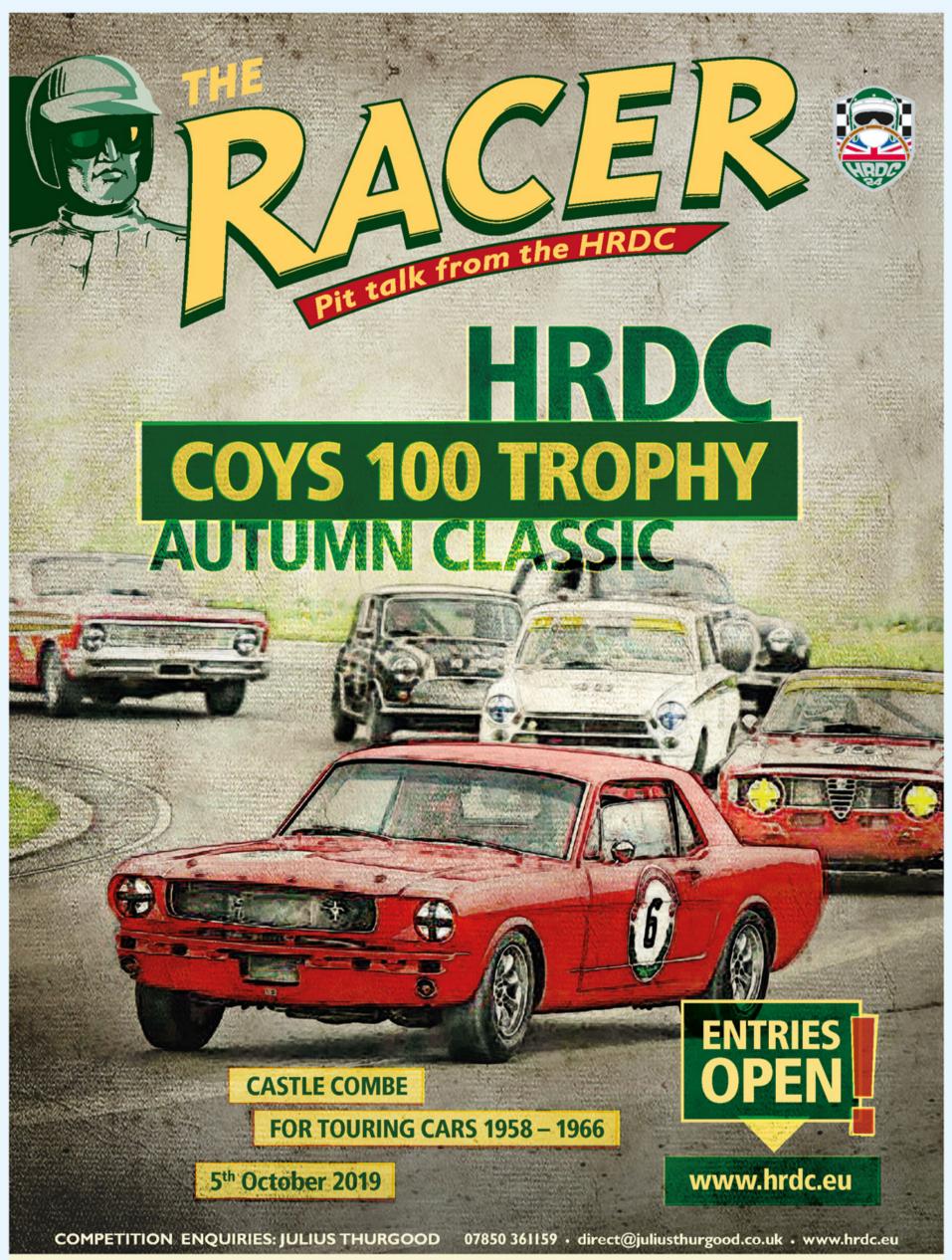
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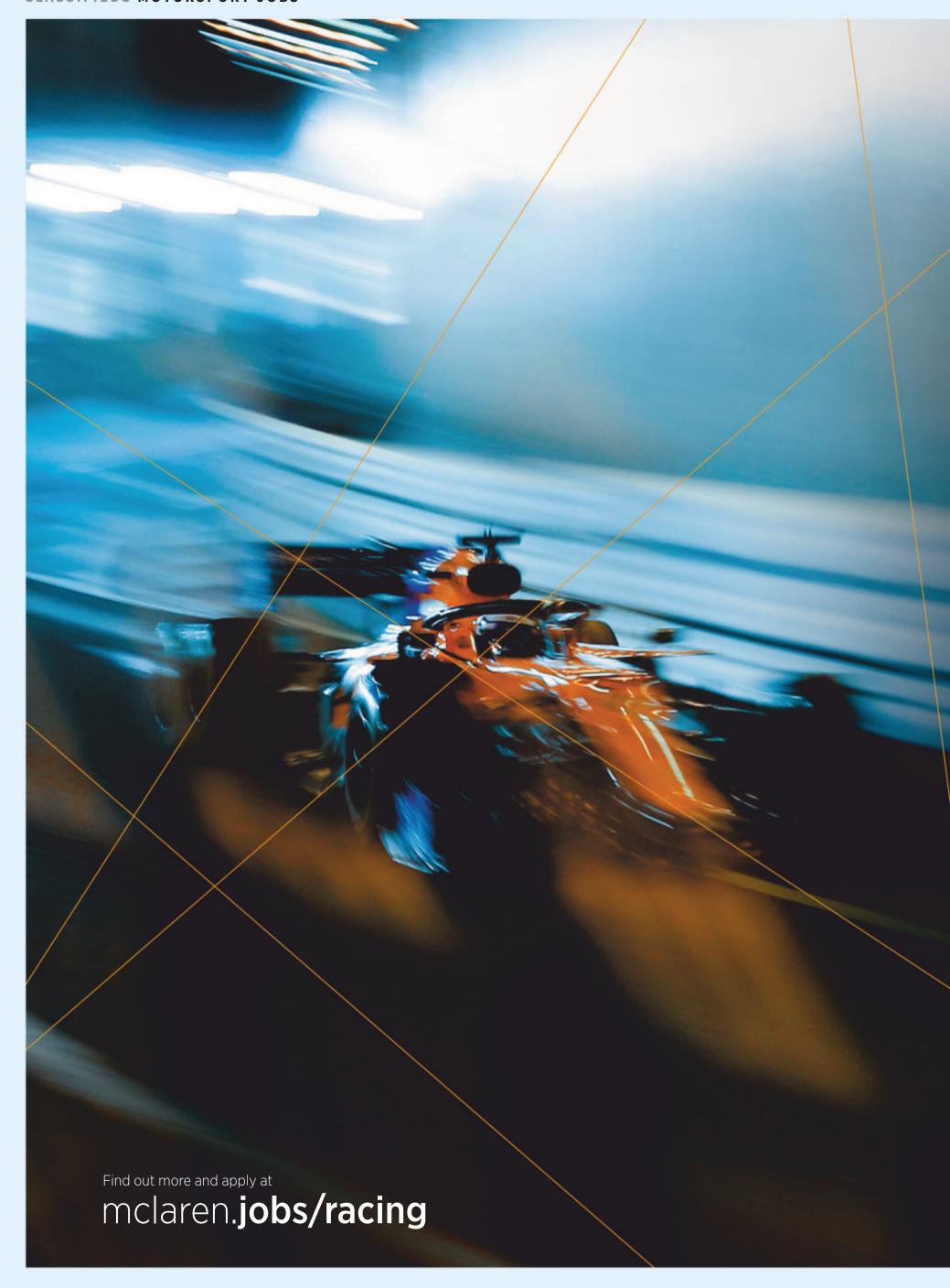
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FEATURES HISTORICSTRACK TESTS **■** @AutosportNational ● @AS_National RACING NATIONAL

Renault UK Clio Cup has been a popular series, but is seen as too professional, which limits grid numbers NEW RENAULT CLIO COULD STILL RACE IN UK NEXT YEAR

RENAULT UK CLIO CUP

The new, fifth-generation Renault Clio Cup car could be introduced into the UK after all, as Renault Sport Racing evaluates whether to run a significantly revised Clio championship next year.

It was revealed in December that the current category was going to be axed at the end of the 2019 season after Renault UK decided it no longer fitted with its marketing strategy.

Following the announcement the series has struggled with small grids this year, and just nine drivers took part in the most recent round at Oulton Park.

Renault Sport insisted that it was still looking at how it could feature in UK motorsport in the future, and plans for a revised series are now being discussed.

As well as the new car, changes for the proposed series include fewer rounds, two races at continental European circuits and a move away from the British Touring Car Championship's support package.

Renault Sport Racing sporting manager Tarik Ait Said explained that the plans are still a "work in progress" and interest levels are being assessed, with a decision on whether to go ahead with the category being taken by the end of September at the latest.

"It would be a Clio Cup championship

but in a different format to what it is right now," he told Autosport. "We would reduce from eight or nine meetings that there's been until now to perhaps seven. We would also assess the possibility to do races outside of the country.

"The FIA now allows national series to go to other countries two times, not one, so this makes many new options that we couldn't consider until now.

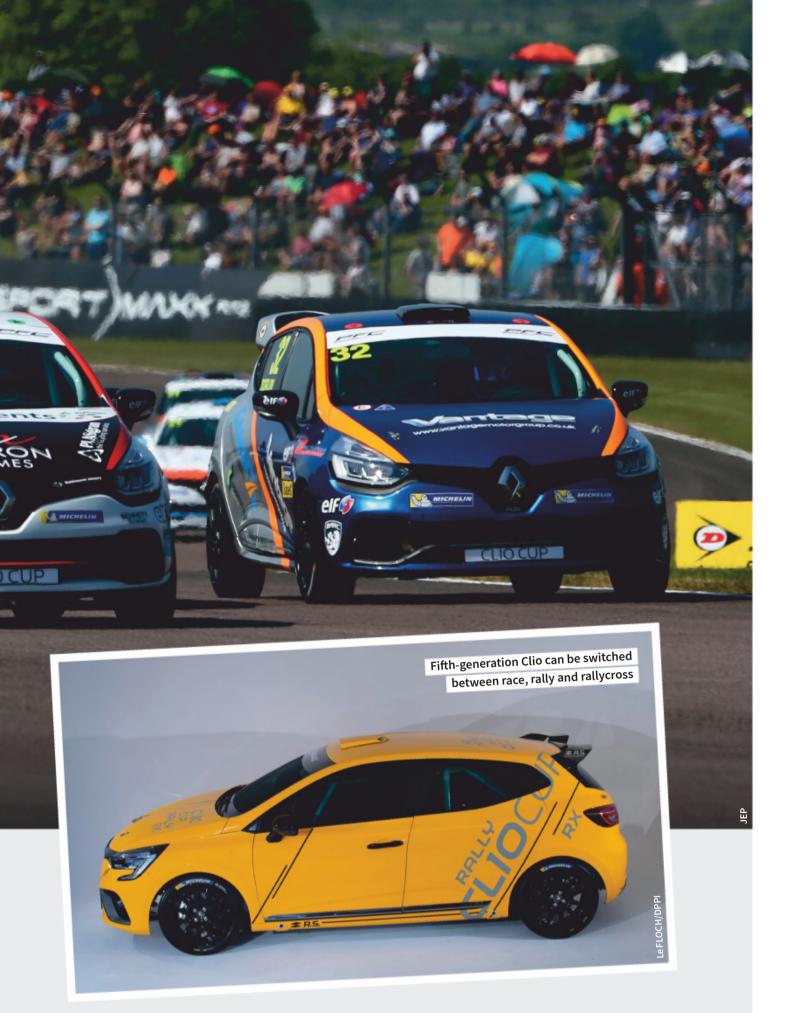
"We've organised Clio Cup Open races at Paul Ricard and Hockenheim and what we saw from all those races was that, if it's an interesting track, all the British drivers are responding positively. They want to go to famous tracks."

It is planned that Clio Cup championships across the world will work more closely together in the future.

"Each championship will have its own base and they would all have one or two meetings with other championships," added Ait Said. "It makes strong budget sense — whenever you do things together, you share the cost of the tracks."

If a Clio Cup series does go ahead next year — with Ait Said admitting that Brexit uncertainty makes for a "scary" and "special" UK situation — it would be targeted at a different type of driver.

"A few years back the Clio Cup UK became the necessary step for drivers wanting to have a career in the BTCC," he said. "This was a



limiting factor for the UK Clio Cup — it was way too professional.

"The championships that have the big grid numbers, the bulk of their grids are not the top, professional drivers. The bulk of their grid is made up of drivers who are here to have a good weekend and this is who we want to target. This makes it sustainable."



Ait Said says there are a number of options for where the series could run next year after moving away from the "fantastic" TOCA platform. He says one option is to work with SRO — with which Renault Sport has existing partnerships — and join the British GT package.

The fifth-generation Clio Cup car was launched last month. One of its significant features is that kits can be bought to convert the 1.3-litre turbocharged car between race, rally and rallycross.

Ait Said describes there already being "quite a lot of interest" in the new car and that the way it can be easily transformed between different disciplines makes it more attractive.

"This was something that the big teams really wanted because it lowers the risk when they buy the cars," he said. "This will open up the market and give teams more piece of mind. The feedback's been good."

STEPHEN LICKORISH

Jones eyes full-time campaign

GT4 SUPERCUP

British GT4 runner-up Declan Jones is targeting a full-time return to racing next season after enjoying a Ginetta GT4 Supercup outing at Oulton Park at the end of last month.

Jones, 24, who was second in the 2013 GT4 standings, last raced regularly in 2017, when he finished fourth in the Supercup points.

His main focus this season has been team management he has run Lee Frost and Lucky Khera in the Supercup under the Declan Jones Racing banner.

Jones finished fourth in both Oulton contests (below), missing out on a podium in the second race to Reece Somerfield.

"It was good fun," said
Jones. "The results were quite
respectable considering I had
been out for so long. Reece had
the widest car on the track so
I couldn't get past him! To
engineer the car to be up at
the front is a good success
for DJR. It shows we can go
and mix with the big boys.

"It's a one-off at this point. I would like to do something next year, whether in Supercup or in something else. [Sponsor] Peaky Blinder lager loved the weekend and the coverage."

Jones admitted the switch from driving to management has been "difficult", saying that it's been a "learning year".

"My dad ran quite a successful historic team for many years, Kelvin Jones Racing," he added. "To go out and do it on my own — yes, my dad's there for a phone call, but he's not here all the time — it's hard."

STEPHEN LICKORISH





MASTERS ENDURANCE LEGENDS

A Bentley Speed 8 will race on British soil for the first time at the Silverstone Classic later this month.

The model won the Le Mans 24 Hours in 2003 in the hands of Tom Kristensen, Guy Smith and Rinaldo Capello, 73 years after the British marque's previous victory at the event.

Shaun Lynn, father of Aston Martin World Endurance Championship and Jaguar Formula E racer Alex, owns one of the cars and will race it in the Aston Martin Masters Endurance Legends series on 26-28 July.

"We are absolutely thrilled that Shaun is joining us at the Classic to race his Speed 8," said Masters Historic Racing president Ron Maydon. "This will be another iconic addition to our already impressive grid and is sure to be a massive crowd-pleaser.

"The Speed 8's debut in a Masters race is all the more pertinent, of course, as Bentley is celebrating its centenary at the Classic and its Le Mans victories

are very much a highlight of the brand's incredible heritage."

"We must thank Shaun massively for bringing the Speed 8 to Silverstone," said Silverstone Classic CEO Nick Wigley. "It's an incredible car. Our special Saturday evening Twilight Tribute to Le Mans is now complete: it will kick off with a wonderful array of vintage Bentleys competing in the Pre-War Sportscar race and conclude at dusk with the Speed 8 racing into the sunset."

STEFAN MACKLEY

Ex-Hobbs F5000 Surtees back out on track

XL AURORA TROPHY

Historic Formula Ford stalwart Gislain Genecand debuted his F5000 Surtees-Chevrolet TS5A at Anglesey last weekend, finishing an impressive second in Sunday's Tom Pryce Memorial XL Aurora Trophy feature.

Buoyed by strong second and third-place finishes in the Historic FF1600 races at the wheel of his Crossle 16F, the Swiss lapped increasingly confidently, chasing winner Matt Wrigley (March 79B)



in the second Aurora outing. "It's the same as driving a big Formula Ford, but a lot quicker," he said.

This followed on from an unfortunate incident with another competitor, which

resulted in exclusion from the previous day's opener.

Chassis 007 was Briton David Hobbs's 1970 Team Castrol works car, driven to victory in the SCCA Formula A championship round at Lime Rock. Hobbs, who finished third in the points having joined mid-season, had raced a TS5 in the previous year's inaugural British F5000 championship and in the US.

The TS5A was subsequently raced in South Africa with Ford V8 engines by future F1 competitor Eddie Keizan and Nols Niemann, but returned to Europe in the late 1990s. Several owners on, it was restored for Genecand by French historic racer Didier Mantz.

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Turkington to drive ex-Soper BMW E30 M3 at Silverstone Classic

HISTORIC TOURING CARS

British Touring Car Championship points leader Colin Turkington will race an ex-Steve Soper BMW E30 M3 in the Historic Touring Car Challenge at the Silverstone Classic next week.

The three-time BTCC title winner will swap his current G20-model BMW 3 Series for its 1991 predecessor, in which Soper won three times on his way to fourth in the standings.

Originally run by Prodrive, the E₃0 is now prepared by Amspeed and raced regularly by its current owner, Mark Smith.

Turkington has tested the car, but has yet to race it. "I've had a few sessions in this car before so it should be reasonably familiar, and I can't wait to get it out on the Grand Prix circuit at

Silverstone," he said. "The team that looks after this car is one of the best in the business, and I can look forward to this event knowing the preparation will be second to none.

"The Silverstone Classic is one of my favourite events on the calendar outside of the BTCC. It's such a super festival to enjoy as a spectator and as a driver — it delivers on all fronts with the massive crowds.

"Getting the opportunity to drive a piece of BMW history and compete in the touring car event is amazing. The entry list for this class looks amazing and I reckon we should see some proper tin-top racing."

BTCC counterpart Adam Morgan is also included on the entry list, sharing a three-litre Ford Capri with Ric Wood.

MATT KEW



Rule tweak opens up relay grid

EQUIPE RELAY

A wider range of cars is set to tackle this weekend's Equipe Three Hour Classic Relay race at Donington Park after a tweak to the regulations.

The under-three-litre engine-capacity rule was removed for the handicap contest this weekend, resulting in a 30-team entry featuring a diverse range of cars.

"We started it originally three years ago to be for cars eligible for Equipe GTS, so less than three litres," said co-organiser John Pearson.

"With that series we don't allow sports-racers — Ginetta G4s, Lotus Elans — because they're just too fast. We kept everybody on the same lap. Now we've opened it [the relay race] to any FIA pre-1966 car as it's not a sprint race.

"We've got Jaguar E-types to a Mini, and an Austin A40, so there's a good variety of cars. We've got 30 teams and over 100 cars taking part. It just gets bigger every year and is great fun."

The regular Equipe 40-minute pitstop race on the Sunday has a 42-car entry.

STEPHEN LICKORISH

IN THE HEADLINES

KNOCKHILL RETURN

Superkarts will return to Knockhill this weekend for the first time since October 2008. Paul Platt was victorious on that occasion with three wins in the F125 Open class, and will return to the venue to defend his British Superkart title in the F250 National class. Gareth James leads the championship, with Platt 64 points in arrears.

RAISING MONEY FOR CHARITY

Ex-Castle Combe Formula Ford champion Josh Fisher won the circuit's annual karting event, which raises money for the Teenage Cancer Trust, beating Hot Hatch driver Josh Harvey. Organised by reigning Castle Combe FF1600 champion Luke Cooper and commentator Ian Sowman, the event raised more than £1400.

GEORGE HADFIELD

Lotus racer George Hadfield, who died last week, was well respected in Formula 1 circles as the knowledgeable link between Imperial Tobacco's John Player brand and Colin Chapman's Team Lotus in the 1970s. Father of racers Simon and Mark, and grandfather of James, who has followed the family tradition, George competed in a Lotus 11 GT and Elite in the 1960s.

GRAND TOUR FOR MESSER

Racing veteran Keith Messer marked 50 years of competition with a three-week, three-country racing trek, which finished at Anglesey over the weekend.

Messer and Mike Faloon set out from Ledbury on 26 June with Messer's unique one-litre F3

Vesey (below) in a trailer behind his motorhome. The first race meeting was at Magny-Cours in France, followed by a three-day drive to Knutstorp in Sweden and then a journey straight to Anglesey.



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Anything can happen in the next half-season

The points leaders in many of the TOCA support categories enjoy commanding advantages to various degrees, but the season is far from over

STEPHEN LICKORISH

N

ine podiums out of 10 races. Three victories. A worst result of fourth. Never qualifying lower than sixth. A 95-point lead. The statistics describing the first five events of James Hedley's Ginetta Junior season are quite remarkable.

They're even more remarkable when you consider that Ginetta Junior has a well-established reputation for being one of the most dramatic and unpredictable series in the UK. But, while 95 points sounds like a gargantuan lead, it's not actually the largest in recent Ginetta Junior seasons after five events. Instead that honour goes to Harry Woodhead, who had a 135-point gap after winning every single race from the opening five weekends of 2013. That he wrapped up the title with four races to go was no surprise.

There are a number of reasons why Hedley has been so dominant in the first half of this season. First is his maturity. He may only be 15 years old but he has already developed a very good attitude, and the opening race at Oulton Park last month was a case in point. He hounded leader Will Martin throughout, getting incredibly close, but at no point did he go for the do-or-die move that some of his rivals might have employed. That approach is certainly reflected in the points table.

"Of the 26 drivers to have competed so far, just five of them contested a full season last year"

The second key factor is Hedley entered the season on a wave of confidence after winning the previous November's Winter Series. That's usually a pretty good indicator of a successful season to come. Four of the last nine Winter champions have gone on to triumph in the main series the following year. It's also worth considering that Hedley is in familiar surroundings, remaining part of the Elite set-up that guided Adam Smalley and Louis Foster to first and second in the points in 2018.

And he has taken advantage of the large number of rookie drivers on the grid this year. Of the 26 drivers to have competed so far, just five of them contested a full season last year. Besides Hedley — who was eighth in the 2018 Junior standings — the other frontrunning ones are James Taylor, who has suffered car troubles and bad luck during the opening rounds this year,

Will Martin, who is the only driver to have won more races than Hedley, and Tom Emson, who has lacked consistency.

But, despite all the impressive statistics, it's still far from certain that Hedley will end 2019 on top. Although half of the weekends have passed, only 38% of the races have been completed — the majority of Ginetta Junior's three-race meetings fall in the second half of the season and there's also a bonus one to compensate for the rain-afflicted Croft event. That means there's 581 points still up for grabs and plenty of time for things to change.

Hedley is not alone in enjoying a commanding lead among the British Touring Car Championship's support series at the 'mid-point' of the season. It may not be quite 95 points but, over in British Formula 4, Zane Maloney has also got a strong 54-point cushion (which is actually worth 2.16 maximums compared with Hedley's 2.64, taking into account the differing scoring systems).

The driver from Barbados has hit a rich vein of form in F4 after taking a couple of rounds to get fully up to speed having graduated from karts. The Carlin racer has won the last seven contests on the bounce but, just because he's been doing well in recent events, doesn't mean he's guaranteed the title. Far from it — and Louis Foster's impressive results over the opening two rounds show what a threat the Double R teenager can pose.

In the Ginetta GT4 Supercup, Harry King has a 48-point lead (1.33 wins), too. He's another driver that has really hit their stride now but Will Burns and Tom Hibbert remain in touching distance.

And in the Porsche Carrera Cup GB, Dan Harper has been dominant. Despite a points system where there are very small differences between finishing positions, he has built a 20-point cushion and has won the non-reversed grid race at every venue so far this year. Again, he's looking tough to beat.

But the most unpredictable title battle is actually in the series with the fewest cars. Renault UK Clio Cup entries plummeted for this season after it was announced the category would be axed at the end of this year (although it may get a stay of execution), and numbers woefully fell further into single figures at Oulton. But among that tiny entry there are two quick drivers at the front, and just six points separate Max Coates and Jack Young. The latter is probably the faster on raw pace but, still aged 17, he lacks the experience that Coates benefits from. Predicting which of them will be crowned champion is a very tough ask indeed.

And, while Hedley, Maloney, King and Harper all appear title shoo-ins to varying extents, the BTCC supports have provided incredible drama and many twists and turns over the years. Nothing is certain with half the season still to go. **



Kivlochan takes a treble in Anglesey historics

ANGLESEY HSCC 13-14 JULY

Idyllic conditions at one of the world's most picturesque racing venues and a celebration of Welsh Formula 1 hero Tom Pryce's life made the Historic Sports Car Club's Anglesey Circuit debut special.

Particularly so for treble winners Matt Wrigley and Kevin Kivlochan, and a happy band of Australian racers who rated the spectacular course alongside their own hallowed Phillip Island.

Wrigley saw off F5000, F2 and F1 opposition to win both XL Aurora races in father Mike's FAtlantic March 79B and set the weekend's best lap of 1m26.809s in landing the Tom Pryce Memorial Trophy feature. A Saturday clash between Gislain Genecand (racing his ex-David Hobbs Surtees-Chevrolet TS5A for the first time) and Steve Worrad (Chevron B49) launched

the Chevron skywards and led to Genecand's exclusion, but he bounced back to chase Wrigley on Sunday.

Llanfair PG-schooled Chris Drake took his ex-Brian Hart Terrier for a pair of energetic seaside runs in the front-engined Formula Junior splits. Peter de la Roche (Lola Mk2) and Alex Morton (Condor) chased Drake in vain. Although not the quickest out of the starting blocks on either day, Richard Wilson powered his ex-Silvio Moser Brabham BT6 to a rear-engined FJ double.

Lightning starts by Marty Bullock — one of five Aussies in the Junior pack alone — in his Melbourne-built Wren put him in the lead for both races. "You don't need brakes to make a start," he grinned, "but then the problems began. When the drums overheated I had to do some nasty things to the gearbox to slow it down." Bullock and Scot John Fyda (BT6) shared a second and third apiece.

Quintuple Historic Formula Ford champion Neil Fowler broke a five-year sabbatical to sub for defending champion and points leader Cameron Jackson, whose all-conquering Winkelmann his team prepares. It was as if Fowler hadn't been away, for he bagged pole and engaged with double champion Callum Grant (Merlyn Mk20A) and over-50s standout Genecand (Crossle 16F) over two wonderfully clean races.

To young daughter Isabella's delight, Fowler won Saturday's breathless opener. Grant led until he overcooked the hairpin at the end of the Tom Pryce Straight, letting both rivals slip past gratefully. Grant made no mistake on Sunday though, engineering a great pass into Rocket, then repassing Fowler decisively at half distance. "About time – it's been two years and one month since I won one, but Neil's a proper racer," exclaimed Grant.

Genecand kept Fowler focused to the chequer. "Once my rear tyres went off I really had to fight for second, but it was fantastic fun," said Fowler.

Hard-charging Ben Stiles won both FF2000 races from the slimmer URS side of the equation, but the tousle-haired Sussex lad dug deep for his first outright win, and kept mercurial Historic victor Ian Pearson (Royale RP30) behind each time. Fresh from debut wins at Spa, champion Andy Park (Reynard) could only compete on Saturday, when he chased Pearson's Royale, but a subdued Paul Allen (Reynard) bagged most points. The unrelated Stuart Pearson



ANGLESEY WEEKEND WINNERS

TOM PRYCE MEMORIAL XL AURORA TROPHY

Races 1 & 2 Matt Wrigley (March-BDA 79B)

KARL JONES TROPHY FORMULA ATLANTIC

Race 1 Matt Wrigley (March-BDA 79B)

Race 2 Bob Juggins (March-BDA 722)

HISTORIC FORMULA JUNIOR, **FRONT-ENGINED**

Race 1 & 2 Chris Drake (Terrier Mk4)

HISTORIC FORMULA JUNIOR, REAR-ENGINED

Races 1 & 2 Richard Wilson (Brabham BT6)

HISTORIC FORMULA FORD

Race 1 Neil Fowler (Winkelmann WDF2) Race 2 Callum Grant (Merlyn Mk20A)

HISTORIC FORMULA FORD 2000/URS CLASSIC FORMULA FORD 2000

Races 1 & 2 Ben Stiles (Van Diemen RF82)

HISTORIC ROAD SPORTS

Races 1 & 2 Kevin Kivlochan (AC Cobra)

70S ROAD SPORTS

Race 1 Kevin Kivlochan (Morgan +8) Race 2 Jeremy Clark (Lotus Elan S4)

HISTORIC F3

Races 1 & 2 Simon Armer (March 703)

HISTORIC TOURING CARS

Races 1 & 2 Richard Belcher (Ford Lotus Cortina)

For full results visit: tsl-timing.com

(Lola T580) was quickest of the early Pinto group, but a broken gear linkage let Fraser Collins (T580) in on Saturday.

The Historic Road Sports races were Carroll Shelbyfests, Aston Martin's 1959 Le Mans winner having been involved in the top three Ford V8-engined cars.

Kivlochan won both encounters in his glorious AC Cobra, but Neil Merry (Sunbeam Tiger) led the opener superbly and Larry Tucker (Mustang GT350) almost matched the Yokohama-shod duo in his Avon-tyred coupe.

'KeKi' looked set to make it four from four in the '70s group when his Morgan +8 shed its left-rear wheel at Church through nut failure, letting hard-charging Jez Clark (Lotus Elan) in for victory.

Historic F₃ joined the fun on Sunday, Simon Armer (ex-Tom Walkinshaw Petonver March 703) twice fending off Mike Scott (ex-Erkki Salminen Brabham BT28) after narrow leader Jon Milicevic's ex-Mike Keens BT21 was sidelined by a rearwishbone failure in the opener.

Rick Belcher's Historic Touring Car double over rallyman Peter Smith was hollow because mechanical attrition ravaged the field. "I'd have loved a race, but the circuit is fantastic," he said.

MARCUS PYE

ACROSS FROM THE ATLANTIC



Just as Formula Atlantic started slowly in Britain in March 1971, with six 1600cc carburetted Lotus twin-cam and BDA cars joined by a motley bunch of makeweights for the opener at Brands Hatch, its historic revival – championed by indefatigable motivator Iain Rowley kicked off gently at Anglesey.

That his initiative promises much was evident though, through 12 charismatic cars representing Brabham, Chevron, Crossle, Ehrlich, GRD, Lola, March and Winkelmann (under which Pallisers were marketed in the US) and the camaraderie of the enthusiasts driving them.

Matt Wrigley (March 79B) scooped pole here, his 1m26.588s shot 1.3s quicker than Steve Worrad (Chevron B49), with Ben Mitchell (in Robs Lamplough's Winkelmann WDB2) also inside 1m30s. Worrad (XL Aurora race shunt) and Bob Juggins, with a distributor drive problem in Bob Birrell's March 722, didn't start Sunday morning's race. Mitchell was out immediately when a spark plug, helicoiled after practice, blew out again, while a gearbox issue put John Murphy's ex-Ken Fildes Crossle 22F lightly into the barrier on lap one.

That left eight survivors, with Wrigley leading a March 1-2-3 until pursuer Rowley (ex-Howdy Holmes 79B) pulled off with



a loose wheel having passed Richard Ellingworth (ex-Alan Jones 74B). Ellingworth and fellow Grantham resident Keith Norris, shadowing him in his ex-Macau podded Chevron B49), screamed over the line together for second and third.

Wrigley, gunning for a fourth win of the event in the Jim Simkin-prepared 79B, was disappointed that gearbox issues ruled him out of the finale and, with Mitchell out and Ellingworth heading for home, seven survivors came out.

Robin Lackford (ex-Dolly Indra GRD 272) led the first lap before promoted-topoleman John Hayes-Harlow (ex-Ian Flux Ehrlich RP3/4) took over, the first time one of Dr Josef Ehrlich's eponymous creations had headed an Atlantic race since 1981. Meanwhile, Juggins was scorching through - Australian engine builder Peter Brennan, out in his ex-Mark Munroe Brabham BT40, having solved the elusive ignition issues. The Absolute Race Engineering boss went ahead on lap four and won superbly from the ecstatic Rowley and Hayes-Harlow, his BDA popping, light on fuel.

After the dropouts Norris had looked favourite for aggregate victory, and the Karl Jones Trophy (named for the mid-Wales pro driver whose career Tom Pryce inspired), but he stopped with transmission problems. Thus Lackford, fourth past the post, snapping at Haves-Harlow's tail – but clear of Brennan and Scot George Coghill (ex-Alo Lawler/ Geoff Byman Lola T760) - emerged a hugely popular winner. "Wales has always been a lucky place for me," said the Horsham motor engineer. "I've won in my Sprite at Pembrey [in the south] and now here. It's unexpected but fantastic." **MARCUS PYE**

Holstein moves closer to Irish Fiesta ST title

MONDELLO PARK CKMC 13-14 JULY

The 2019 Ford Fiesta ST season has been a battle between multiple Mondello champion Erik Holstein and impressive ex-karting debutant Alex Denning.

Denning annexed pole this time out but unfortunately retired on the warm-up lap. That handed Holstein a relatively easy victory once he had shaken off the charging Michael Cullen. Barry-John McHenry was an impressive third.

In race two, Brendan Fitzgerald led before coming under pressure from Holstein, who had charged up from sixth. Their exciting doorhandle-to-doorhandle battle was then interrupted by red flags, courtesy of Denning coming together with David Kidd. That left Fitzgerald to take a well-deserved victory, with second-placed Holstein moving one step closer to the title.

Paul O'Brien won the first Legends race, with Ian Conroy snatching second when Geoff Richardson's last-corner attempt to grab the lead came to nought. O'Brien also took races two and three and continued his form on day two by winning a further three races with apparent ease.

Matthew Nicholl scored his fifth win of the season in the Ginetta Junior opener, finishing well clear of a cracking battle for second. That was topped by Chris Grimes courtesy of an inspired move at Turn 3 on



the final tour. Nicholl repeated his form in race two, easing away for win number six.

William Kellett netted Fiesta Zetec pole in just three laps, and sat in the pitlane for the remainder of the session. His dominance continued into the races as he crossed the line well ahead of reigning champion Owen Purcell in race one. In race two Aimee Woods led away, but a mistake at Turn 1 allowed Collie Barrable through. Kellett closed him down but, perhaps guided by his title aspirations, didn't push too hard against Barrable's defences.

Karl Leonard blitzed the Closed Wheel Libre race in his Porsche Carrera Cup car, as Shane Murphy held off Rod McGovern for SEAT Supercup honours. Keith Campbell (VW Corrado) headed the Irish Touring Car contingent from Stephen Potter (Honda Integra) and Ciaran Denvir (Civic).

With Leonard not starting race two, Brian Berry led away on his return to the SEAT class. Murphy piled the pressure on before running wide at the Esses, allowing Barry English through. After a mid-race safety car, Berry hung on to take the flag but was adjudged to have jumped the start and

received a 10-second penalty, giving English the win. In the ITCC section, Campbell relieved Potter of the lead and appeared to be easing clear. A late-race charge from Denvir brought him closer but not close enough, with Potter completing the podium.

Brian Flanagan and McHenry took the honours in a highly entertaining charity Fiesta Team race, with Daniel Keelan and William Kellett next up, from Shane McBride and Gordon Kellett. Holstein was first ST home but team-mate Sean Woods, who had been a hugely popular leader of the Zetec group for most of the race, was forced out with a puncture.

Greg Kelly came out on top of a fantastic battle with Stephen Ross to take the Stryker win, and a new lap record to boot. Ross took revenge in race two, just holding Kelly at bay to retain his series lead. Roger Welaratne drove superbly to net third in both races.

Barry Rabbitt was in giant-killing form as ever, grabbing BOSS Ireland pole in his newly acquired Formula Renault. Eamon Matheson got his usual lightning start though, seizing the lead from row three. But Fergus Faherty soon eased past and



MONDELLO PARK WEEKEND WINNERS

FORD FIESTA STS

Race 1 Erik Holstein
Race 2 Brendan Fitzgerald

IRISH LEGENDS

Races 1, 2, 3, 4, 5 & 6 Paul O'Brien

GINETTA JUNIOR IRELAND

Races 1 & 2 Matthew Nicholl

FORD FIESTA ZETECS

Race 1 William Kellett Race 2 Collie Barrable

CLOSED WHEEL LIBRE

Karl Leonard (Porsche 997.2 Cup)

IRISH TOURING CAR CHAMPIONSHIP

Races 1 & 2 Keith Campbell (VW Corrado)

SEAT SUPERCUP IRELAND

Race 1 Shane Murphy
Race 2 Barry English

FIESTA TEAM RACE

Barry-John McHenry (Zetec)/Brian Flanagan (ST)

IRISH STRYKERS

Race 1 Greg Kelly
Race 2 Stephen Ross

BOSS IRELAND

Race 1 Fergus Faherty (Dallara F3)
Race 2 Paul O'Connell (Dallara World Series)

SPECIAL SALOONS AND MODSPORTS

Races 1, 2 & 3 Andy Southcott (MG Midget)

FORMULA VEE

Anthony Cross (Sheane)

For full results visit: mondellopark.ie

pulled away in his F3 Dallara. Paul O'Connell also got by and set about closing the gap with his Formula Renault 3.5 car. With a few minutes to go, Matheson rotated at the Esses and brought out the red flags. A result was declared and a delighted Faherty became the first person to defeat O'Connell in 2019.

In race two, Rabbitt got the jump and pushed hard but O'Connell was on an inspired charge, blasting by on the main straight and easing away for victory. Rabbitt was second with Faherty completing the podium.

Andy Southcott's rapid Midget took all three Special Saloons and Modsports wins, despite the best efforts of Ian Hall (Darrian Wildcat) and Thomas Carey (Honda CRX), both of whom ran at the front on occasion.

Anthony Cross relieved polesitter Dan Polley of the Formula Vee lead with an impressive move into Turn 1, and was unchallenged from then on. Class returnee Trevor Delaney was third in what was an uncharacteristically tame affair.

LEO NULTY



HOME VICTORY Porsche Carrera Cup GB regular Karl Leonard also deals in the Stuttgart marque's race cars. For a little bit of fun, he brought one of his cars – a 997 Gen 2 911 – to Mondello Park for the weekend. Leonard, who cut his racing teeth in the Irish Punto Cup, ran with the SEAT Supercup and Irish Touring Cars, and scored an easy victory at his home circuit. Brother Michael had hoped to join Karl on the grid, but a driveshaft failure during Friday testing forced him to withdraw.



SLIDING INTO ACTION The Classic Sports Car Club's Special Saloons and Modsports were welcome visitors to Mondello Park over the two days. Andy Southcott was incredibly quick, taking three wins in his 2.2-litre MG Midget. But Tim Cairns (above) in particular was great to watch as he chased down Neil Duke's beautiful Ford Anglia 105E, hanging the tail out and evoking memories of the Modsports era for many at the Kildare venue.



TITLE IN REACH Erik Holstein was as entertaining as ever in the Fiesta ST races, winning the opener from pole. In race two he charged from sixth to second before a red flag halted play. With just two rounds to go, he looks like a good bet for the 2019 title to add to his Punto Abarth, Irish Touring Car Championship and SEAT Supercup titles. The meeting also raised almost €10,000 for the Irish Motor Neurone Disease Association with a mixed Fiesta fun race, in which Holstein crossed the line first.



CHATEAU IMPNEY HDLCC 13-14 JULY

Tom Walker became the first sportscar driver to win the Chateau Impney Hillclimb when he managed to improve his first-run time by 0.54 seconds in his ex-Chuck Parsons Lola T160 to secure the title with a 39.14s benchmark.

He was pursued all day by three former winners. Jack Woodhouse (Lotus 20/22) came closest but, despite improving during his second run, he was 0.38s down at the end and had to settle for a comfortable Pre-1968 over 1500cc Single Seater win.

Last year's victor Malcolm Thorne looked neat all weekend and his Lotus 35 topped the over 1500ccs after a close duel with Martin Jones's Brabham BT21B, in which they were split by just 0.39s. Andy Tippett (Brabham BT30X-1) and David Gidden (Lotus 23B) had completed the top six after the first run.

Gidden managed to hold his place for second in the Pre-1968 Sportscar class, but Justin Maeers's Lola T70 snatched sixth place overall, his run ending with a wild spin after the finish. "Once the dust had settled I could see what a

good time it was," he said.

It was the class battles that kept the healthy crowd entertained, from the extreme to the spectacular and in some cases beyond. Will Nuthall soon got used to the venue on his first visit with his ex-Bruce McLaren Cooper T53, improving on his second run to consolidate his Pre-1961 over 1500cc Single Seater class win, despite some sideways moments.

Sarah Thorne's Lotus 15 Buick had led the Pre-1961 Over 2200cc Sportcars last year before losing out to the Allard Farrallac of Tony Bianchi. There was a role reversal this time though, with Thorne eclipsing Bianchi's first-run lead.

There was no such change in the up to 2200cc class, as Peter Joy's Lotus Seven S1 led all day, with the Cooper T39 Bobtail of Barry Cannell securing second position on the final run.

Both Mark Woodhouse (Elva 100) and Mark Riley (Creamer Special) led their respective Pre-1961 Racing Cars up to 1500cc and 1946-58 up to 500cc Racing Car classes all day, but in the Pre-1940 over 3000cc Racing Cars it was far from settled. Julian Grimwade's Frazer Nash Norris Special and Maeers's Parker GN were split by 0.46s after the first

run. "We are closely matched, so we'll probably both mess it up now," said Grimwade before the decisive run. Both improved and the gap came down, but Grimwade still held his lead by 0.28s.

The fastest of all the Pre-War cars was James Baxter's Pre-1940cc over 1500cc Racing Car-class Riley Sprite ERA. The British Hillclimb Championship frontrunner's time also placed him 12th fastest of the day.

Ben Fidler's ERA topped the 1100-1500cc class with a personal best from his first run, while in the Up To 1100 division Winston Teague (GN Wasp) suffered defeat at the hands of debutant Harry Painter (MG Kayne Special).

Ben Collings's Beast of Turin Fiat S76 provided a flame-spitting spectacle, but it was James Collins's Hudson Super Six that topped the Edwardian and Veterans class.

In the bigger Pre-1940 Special Sports, Mark Brett (Ballamy Ford V8 Special) led throughout. Similarly it was David Pryke (Morgan 4/4) in the up to 1500cc class and Marcus Black (Talbot Lago) and Tim Kneller (Riley TT Sprite) in the Standard and Modified Sports classes. The Production Saloons went to Matt Clarke's Austin Mini. PETER SCHERER



Best time of the day Tom Walker (Lola T160) 39.14s.
Class winners Tim Kneller (Riley TT Sprite) 47.68s;
Marcus Black (Talbot Lago T23) 47.67s; David Pryke
(Morgan 4/4) 45.89s; Mark Brett (Ballamy Ford V8
Special) 47.14s; James Collins (Hudson Super Six)
51.98s; Harry Painter (MG Kayne Special) 47.96s; Ben
Fidler (ERA AJM1) 44.53s; James Baxter (Riley Sprite ERA)
42.99s; Julian Grimwade (Frazer Nash Norris Special)
44.50s; Mark Riley (Creamer Special) 45.16s; Mark
Woodhouse (Elva 100) 43.05s; Peter Joy (Lotus Seven S1)
46.26s; Sarah Thorne (Lotus 15 Buick) 44.40s; Will
Nuthall (Cooper T53) 41.22s; Jack Woodhouse (Lotus
20/22) 39.52s; Malcolm Thorne (Lotus 35) 39.71s;
Matt Clarke (Austin Mini) 44.86s.

For full results visit: tsl-timing.com





Davison wins from the back in Formula 1 support race

SILVERSTONE MASTERS HISTORIC FORMULA 1 12-13 JULY

It seemed that at every turn the motor racing gods were out to stop James Davison. A month after competing at the Indy 500, the grandson of multiple Australian Grand Prix winner Lex was at the wheel of a Lotus 81B and racing in the UK for the first time in the Masters Historic F1 non-championship races.

Having not even walked the track, Davison got off to the perfect start with pole position, saying he was "pushing at ten tenths in qualifying — and I did, I didn't care that it was an older car and what risks there were. Pushing through Copse, Maggotts, Becketts and Stowe was awesome — certainly that section of race track is up there with the best in the world."

Fast forward to Friday and an expiring input shaft sidelined him just two laps into the first race.

Instead, driving the ex-John Watson Detroit 1982-winning McLaren MP4/1, Steve Hartley took control. At the same time Davison went out, the safety car was deployed for a slick of oil on the track and curtailed most of the action. Just a handful of laps remained as the race ran to the 25-minute limit.

"I did what no driver should do — I drove in my mirrors," said Hartley, who was passed on the last lap by rare-Lotus collector Katsu Kubota.

Rounding out the podium was three-time F1 grand prix starter Jean-Denis Deletraz (ATS D4), whose son Louis was racing in the Formula 2 championship at Silverstone for Carlin.

Deletraz Sr had only done a handful of races since retiring from World Endurance Championship competition at the end of 2012, but showed no signs of rustiness as he battled to third.

With the top eight reversed for race two, and Davison coming from the back of the grid, it was always going to be a feisty affair.

Jamie Constable (Tyrrell 011) shot into an early lead, but lost a rear wheel and went off into the gravel at Club just as the chasing pack headed by Hartley approached. Luckily for the rest of the field Constable was the only casualty and no one was collected.

Heavy battling through the field had helped make many of the drivers easy prey for Davison, who dived into



WEEKEND WINNERS

MASTERS HISTORIC FORMULA 1

Race 1 (10 laps) 1 Katsu Kubota (Lotus 91/7); 2 Steve Hartley (McLaren MP4/1) +0.747s; 3 Jean-Denis Deletraz (ATS D4); 4 Jordan Grogor (Arrows A3); 5 Henry Fletcher (March 761); 6 Jamie Constable (Tyrrell 011); 7 Warren Briggs (McLaren M29); 8 Ian Simmonds (Tyrrell 012); 9 Nicky Pastorelli (March 761); 10 David Shaw (Eifelland Type 21). Fastest lap Kubota 1m55.466s (114.13mph). Pole James Davison (Lotus 81). Starters 22.

Race 2 (11 laps) 1 Davison; 2 Deletraz +3.659s; 3 Kubota; 4 Hartley; 5 Fletcher; 6 Briggs; 7 Gregor Fisken (Shadow DN5); 8 Shaw; 9 Pierre Brice-Mena (Shadow DN8); 10 Adrian Newey (Lotus 49). FL Davison 1m52.951s (116.67mph). P Simmonds. S 21.

For full results visit: mastershistoricracing.com

the lead before the race ended under the safety car, called out for Nicky Pastorelli's expiring March 761.

That wasn't the end of the drama, as Davison missed the pit entry and had to do another lap. Some thought he might be disqualified, adding to his weekend woe. But the stewards gave him the benefit of the doubt and he was able to achieve what he set out to do: win a British GP support race at Silverstone.

Davison had left the squabbling pack in his wake, and Deletraz — driving an ATS from 1980 — held off Kubota's Lotus 91/7 and the charging Hartley.

Other stars competing included Adrian Newey, his Red Bull helmet in contrast to the Gold Leaf livery of his Lotus 49B. The F1 designer took a 13th and a 10th in his older car.

JACK BENYON



TASTY HISTORIC SMORGASBORD AT KNUTSTORP

The Swedish circuit plays a key part in a vibrant national racing scene, so Autosport's historic-racing aficionado went along to take a look

MARCUS PYE

weden is a proud motorsport
nation. While rallying
generated world champions
Bjorn Waldegard and Stig
Blomqvist, 10 Swedes —
from Jo Bonnier to Marcus Ericsson —
have raced in Formula 1, 'JoBo', 10-time

have raced in Formula 1. 'JoBo', 10-time GP winner Ronnie Peterson and Gunnar Nilsson carried its flag atop the podium.

Raising money for the big leagues is tougher than ever, even in a country of petrolheads, but historic racing is in rude health. Malmo Sports Car Club's Svenskt Sportvagnsmeeting, promoted annually since 1974, remains at the centre of a sustainable five-event season that starts at Kinnekulle and Karlskoga and moves on to Mantorp Park and Falkenberg. Run initially at Anderstorp, Sweden's F1 circuit, the event moved south to Knutstorp in 1977.

Its focus reflects the times, now embracing a smorgasbord of historic, classic and modern marque sports and saloon classes to amortise organisational costs. The flavour remains though, with strong Touring and GT turnouts entertaining thousands of spectators, many of whom habitually rendezvous in collectors' cars at the track at Kagerod, a short drive from the charming town of Helsingborg, with its

views of neighbouring Denmark.

I've reported and commentated on meetings globally for 42 years, but not witnessed a Scandinavian event until this month when — inspired by local Historic 1000cc F3 champion Leif Bosson and old friend Keith Messer, competing in Brabham BT28 and unique Vesey respectively — I too made the pilgrimage to Knutstorp. The circuit packs a lot more into its 2km layout than most. Cambers, blind brows, swoops and 14 turns keep cars and drivers occupied, with one straight on which to breathe and prepare for the next switchback lap.

Two-stroke Saabs from Trollhattan (including a razor-backed estate, for which a fourth gear was homologated in 1961, in time for the factory Monte Carlo Rally assault)



peppered the tin-top entry. The 1000cc group pitched them against three-cylinder DKWs from Germany, Austro-Italian Fiat Abarths and BMC Mini Cooper 970Ss. Gothenburg-built Volvo Amazons and 142s featured in the larger-engined sets, embroiling an NSU 1200TT, 1293Ss, Ford Escorts and Mustangs. The duels of the weekend raged between Claes Johansson's 260bhp Opel Kadett GT/E and Tomas Hall's heavier but more powerful 1971 Escort RS1600 — a replica of late Swedish legend Erik Berger's, of Dalsland Ring circuit fame, who raced until he was 91!

The GTs put on a great show too, with Honda S800 and Saab Sonetts, and nimble Lotus Elans facing raucous Austin-Healeys. Contrasting with the 1950s and 1960s miscellany was a monster field of late Mazda MX-5s and the BMW Cup. In the latter Carl Soderstrom represented Malmo dealership Forenade Bil, part of his family group that owns Ring Knutstorp, of which period 1000cc F3 Brabham racer Sten Gunnarsson is circuit chairman.

Clubmans, championed for decades by Stefan Mumm — who also brought out a Formula Ford U2 Mk9 — uses 1800cc Ford Zetec engines making 160bhp, in Mallocks and a Vision V93. Monika Arvidsson,

NATIONAL FOCUS CLUB AUTOSPORT





driving her Mallock Mk29 among Radicals and Austrian PRC sports-racers powered by two-litre Opel engines, set the weekend's fastest lap, just over 60 seconds, in training. Modsports, meanwhile, spanned Ginettas to Pekka Nystrom's tubeframe Chevrolet Camaro and Joakim Unneback's splendid self-built Honda-powered Valhalla Exige.

Single-seater racing is relatively sparse in Scandinavia, with the exception of 1300cc Formula Vee that arrived in Sweden in 1965, three years after it was founded in the US (as a 1200cc class). Vee thrives in single-carburettor pre-1972 guise, with Lars Ohlsson (in a Max Johansson-built Veemax) and Johan Lund (in a German Motul) triumphing over large fields.

Formula Ford to 1990 looked fragmented, but the Formula Slicks field comprised eight F3s where Briton Dave Coyne won the final period KvallsPosten Newsrace in Helmut Bross's Reynard-VW 873 in 1987. They were bolstered by three of the eight-to-10 FF2000 Reynards of 1984-87 vintage currently active in Denmark. Having lost out to Sonny Johansson (ex-Robert Amren/ Nicke Blom Reynard-Alfa Romeo 883) in the opener, Jannick Sadolin in his Pintopowered SF87 wrested the curtain-closer's lead back first from Tomas Otterberg (ex-Perry McCarthy Reynard-VW 873), then Anders Lofthammar (ex-David Velay Ralt-Alfa RT32) for a memorable victory.

NEXT WEEK

AUTOSPORT HISTORICS 25 JULY ISSUE

Look out for our free supplement, including our Silverstone Classic preview, focus on Classic Team Lotus and Marcus Pye's star cars.



RPB FORMULA VEE North-East Sweden is not racing's heartland, but that didn't stop Kjell Lindskog's RPB (Racing Plast Burtrask) concern building BROKE (a Beach copy raced by Stefan Johansson's father Roland) and Dolling Vees, then cars under its own acronym. Of 57 RPB Vees made from 1967-69, marque registrar Thomas Lundstrom's was dumped unraced by first owner Gunnar Skold. Craned out of a scrapyard in 1999, it was restored from 2017 and finally reached the tracks this year. Thomas and son Kenny made a four-day 1600-mile round trek from Burtrask to Knutstorp.



AUSTIN-HEALEY 3000 'SID 1' Originally registered 3716 NX, this 1959 car was prepared by the works competition department and raced in open production form by first owner Liz Jones. Sold to Syd and Thelma Segal in 1963, the car was driven on the road and rallied before being converted to a muscular fat-winged Modsports racer. Syd raced the old warhorse until 1974, then sold it to Sweden where it was raced briefly with a V8 engine. Bought by Anders Lotsengard in 1987, he rebuilt it to FIA spec in the black-and-cream Segal colours, and it continues to perform superbly.



MODUS M1-023-F3 Eddie Cheever made headlines in 1975, winning two British F3 rounds in seven days in August in his Jo Marquart-designed Modus M1. Powered initially by a Neil Brown-tuned Ford twin-cam engine and later a Toyota Novamotor unit, the car was sold to British privateer John Lain. Acquired from Lain – through Lotus specialist Pat Thomas – by Norwegian marque enthusiast Henrik Persson, who has restored it superbly, the Modus was debuted with Ford power at Knutstorp. Persson's compatriot Per-Olav Rasbraten's ex-Ulf Svensson Brabham BT41-14S is alongside.

STRAIGHT S Z Z Z



'HEROES' FILM UNVEILED

The tagline of the latest movie from *Senna* writer and executive producer Manish Pandey is "four voices, five drivers, one journey". And what a journey it is, weaving those four voices — Mika Hakkinen, Michele Mouton, Felipe Massa and Tom Kristensen — together with the story of the absent Michael Schumacher to capture the essence of the title of the film. What unites them all is that they are *Heroes*.

Pandey's first feature documentary as director, produced in partnership with Motorsport Network, received its premiere in front of a star-studded audience at the Curzon Mayfair cinema last Wednesday (10 July) in an event raising money for the ICM Brain and Spine Institute. FIA president Jean Todt and Bernie Ecclestone had prime seats, as did the four stars of the movie.

Most nerve-wracking for Pandey was that this was the first time all four had seen the movie in which they starred before its premiere. He had no reason to worry, as when the four stars took to the stage for a Q&A with Motorsport



Network president James Allen — who himself plays something of a supporting role in the movie through his commentary and pit reporting duties — they were effusive in their praise.

"It's brilliant how it's been done," said Hakkinen.
"I understand nothing about movies, how they are done, but from what I understand it requires an enormous amount of work to finalise the movie. It needs massive work, a great team and in the end you read the names of the team and it's a massive organisation.

"We are just a very tiny part, and even though we are there on screen talking about our experiences the great work is in the background."

He signed off this statement with a quip of "it's great to be in a movie". All four heroes clearly felt the same, although both on screen and on stage the biggest emotion was saved for Schumacher. His story is woven into that of the other four, with a poignant shot of his distinctive helmet at the end of the film reminding all of the absent legend.

"He's a hero and he's the perfect model for young people who want to arrive in this sport," said Mouton. "Of course, we are missing him and we really hope we will see him soon."

Felipe Massa, who was Schumacher's team-mate at Ferrari in 2006 and worked with him as test driver before that, described him as "like my hero, master". Just as in the film, it's clear the emotion was getting to him on a highly charged night.

The beautifully shot *Heroes* blends the discussions of these characters today with archive footage of their great feats. From how they started through to injuries, the triumphs and the defeats and what happens when the time comes to step away from the arena that made them famous, it tells the story not just of the individuals, but of the experience of being a great racing driver. That, in turn, encapsulates the heroism that rouses the true emotion of motorsport.

EDD STRAW



youtube.com/AUTOSPORTdotcom





The Autosport team digs deeper into Sebastian Vettel's struggles with the 2019 Ferrari following his crash in the British Grand Prix, and how Charles Leclerc appears to be gaining a foothold in the team now he has settled in at Maranello. Go to bit.ly/VettelF1trouble





Was polesitter Valtteri Bottas always doomed to lose the British Grand Prix to Lewis Hamilton? Autosport discusses whether Bottas's two-stop strategy would have paid off without the safety car, or if Hamilton's race pace and tyre management were simply too good.

WHAT'S ON

INTERNATIONAL MOTORSPORT

IndyCar Series

Round 11/16 Iowa Speedway, USA 20 July

DTM

Round 5/9 Assen, Netherlands 20-21 July **Live** Freesports, Sat 1215, Sun 1215

W Series

Round 5/6 Assen, Netherlands 20-21 July **TV** Live Channel 4, Sat 1445

European Le Mans Series

Round 3/6 Barcelona, Spain 21 July

Livestream

Motorsport.tv, Sat 0940, Sat 1700

IMSA SportsCar

Round 8/12

Lime Rock, Connecticut, USA 20 July



NASCAR Cup

Round 20/36

New Hampshire Motor Speedway, USA 21 July

TV Live Premier Sports 1, Sun 1930

NASCAR Xfinity Series

Round 18/33

New Hampshire Motor Speedway, USA 20 July

Brazilian Stock Cars

Round 5/12

Santa Cruz do Sol, Brazil 21 July

Super TC2000

Round 6/12 Salta, Argentina 21 July

European Rally Championship

Round 5/8 Rally di Roma Capitale, Italy

19-21 July Highlights Eurosport 2, Sat 2230, Sun 2100

BRDC British Formula 3

Round 5/8 Spa, Belgium 20-21 July

20-21 July

Croft BRSCC

20-21 July

Ferrari Challenge, Ferrari Classic

Donington Park MGCC

Sports 2000, Morgans,

MG Cup, MG Metro Cup,

Midgets and Sprites, MG

Trophy, Cockshoot Cup, Equipe GTS, Equipe Pre-'63

Cadwell Park 750MC

20-21 July

Clio 182s, F1000, Locost, MA7DA, Toyota MR2s, Roadsports, 750 Formula, Historic 750 Formula, Sport Specials, Classic Stock Hatch, Hot Hatch

Anglesey CSCC

20-21 July

Tin Tops, Swinging Sixties, Future Classics, Magnificent 7s, Modern Classics, New Millennium, Turbo Tin Tops

Knockhill SMRC

20-21 July

Fiesta and Hot Hatch, FF1600, Classic Sports and Saloons, Legends Cars, Sports and Saloons, C1 Cup, Mini Cooper Cup

Brands Hatch MSVR

MOTORSPORT

20-21 July

UK

British GT

Round 5/7

21 July

Spa, Belgium

Livestream

Motorsport.tv, Sun 1125

Mini Festival: FF1600, Allcomers, Mini Challenge, Mini Miglias, Mini Se7ens, Mighty Minis, Fastest Mini



FROM THE ARCHIVE

Unusually for Andrea de Cesaris in 1981, the Italian (#8) manages *not* to crash in this startline mix-up in the wet Brazilian Grand Prix at Rio, by taking to the grass ahead of McLaren team-mate John Watson and the Tyrrell of Ricardo Zunino. Mario Andretti (Alfa Romeo, 22) and Hector Rebaque (Brabham, 6) sustain damage, while Chico Serra (Fittipaldi, 21) and Siegfried Stohr (Arrows, 30) are spun broadside. Rene Arnoux is the wrong way round by the pitwall in his Renault, while Jean-Pierre Jarier (Ligier, behind Serra) continues to finish seventh.



For classic 1980s Formula 1 DVDs head to dukevideo.com/F1







WHO IS THIS?

This one-lap wizard had pace to burn but lacked the fire in his belly. From the home of a classic circuit and a family with a deep-rooted passion he was named after a fallen hero.

Having beaten all-comers at home, he travelled north for his move into cars and carried this momentum into a title-winning campaign. This attracted the attention of an enthusiastic tailender, but when the opportunity unexpectedly came to move up the grid he stunned the field to run at the front.

He snaked his way into a more competitive car, and when he found a home with a returning giant he added a diamond to the jewel in the crown.

A move to the car in front led to some locomotive runs, but little reward and there was a pointless coda in an ersatz great.

After a short break he returned to drive the future, but bar one electrifying qualifying performance it was a short fuse.

ON THIS DAY

- 1 Who claimed his sole world championship Formula 1 fastest lap on this day in the 1982 British GP?
- 2 Which future world champion made his F1 debut on this day in the 1970 British GP?
- 3 Jean-Pierre Jarier made his 100th world championship F1 start on this day in 1981. He raced eight F1 marques. Name them.
- 4 Which marque made its first world championship F1 race appearance on this day in 1970?
- 5 Colombian exporter Ricardo Londono-Bridge was murdered on this day in 2009. Which grand prix did he enter, only for his superlicence not to be granted?

NAME THE HELMET

LAST WEEK'S ANSWERS Who what where Andrew Gilbert-Scott, Jordan-Honda EJ11, Silverstone, 22 August 2001. Who is this? Thierry Boutsen. On this day 1) Frank Gardner. 2) Cooper, BRM. 3) Brands Hatch. 4) Nico Hulkenberg. 5) Osterreichring. Name the helmet Emanuele Naspetti.



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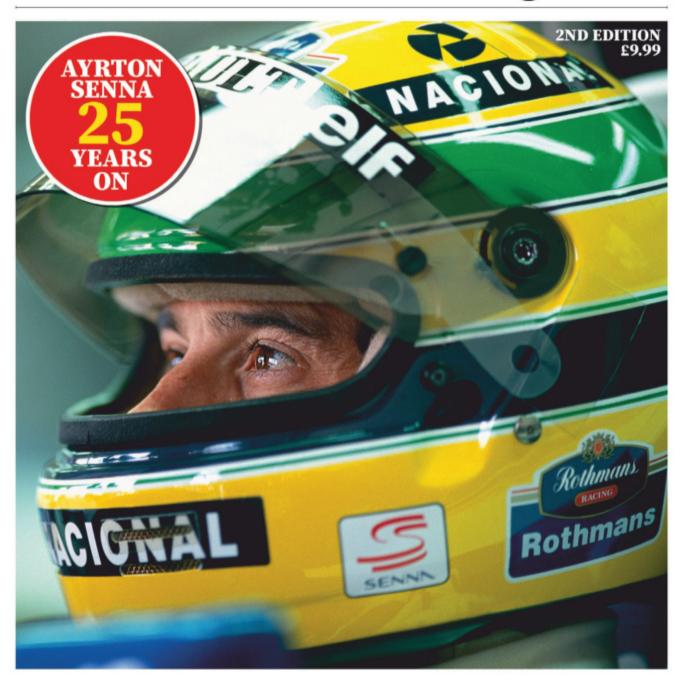


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