



F1 Lewis takes last-gasp win

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8 AUGUST 2019

How Hamilton stole Verstappen's race

Bold Mercedes strategy helps Lewis beat the heir to his throne

'Lewis was on fire, but that car is still dominant'

VERSTAPPEN

'We're going to have more of these great battles'

HAMILTON



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FORMULA 2
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Citroën on the podium for the 254th time at Rally Finland*.
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 Janne Ferm, and to the entire Citroën racing team.

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The first true Hamilton vs Verstappen battle proves inconclusive

It's been clear to anyone paying attention to Formula 1 for the past three years that Max Verstappen is a future world champion. We've been waiting for him to have the machinery to take on Lewis Hamilton at the front of the grid and now it is starting to happen.

Both Verstappen and Hamilton love a good wheel-to-wheel scrap and we finally got one between them at the Hungaroring last weekend. Both came out with honour intact – Verstappen withstood the pressure early in the race, while Hamilton delivered victory when Mercedes put him on an alternative strategy.

Verstappen believes Mercedes still has the edge, while Hamilton and Toto Wolff think that Honda's recent gains are helping turn Red Bull into a real championship contender (see page 4). It would take something remarkable for anyone to stop Hamilton and Mercedes winning both titles after the summer break, but hopefully we'll get a few more Hamilton-Verstappen battles, perhaps some appetisers before the main course of a 2020 championship contest?

Ferrari is certainly on the back foot at the moment, with Sebastian Vettel finishing over a minute behind Hamilton in Hungary. But Spa and Monza are entirely different circuits that should suit the SF90, so it's not yet all over for the team in red.

• Next week's issue will be the first of our summer specials, looking back at the remarkable story of Porsche's 917, from its troubled birth to Le Mans and Can-Am success, and beyond. There'll also be our Formula E season review, full reports of the DTM Brands Hatch event and W Series finale, plus all the usual international and national event coverage. F1's on a break, but motorsport isn't!



Kevin Turner

Kevin Turner
Editor

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NEXT WEEK
15 AUGUST

Old and new: Porsche 917 celebration and our Formula E season review



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Motorsport Images/S Bloxham, Tee

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In Hungary, Verstappen scored his first F1 pole position and Honda's first since 2006



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HONDA ENGINE MORE POWERFUL

FORMULA 1

Honda's progress with its Formula 1 engine has reached a point where it is now more powerful than the Mercedes unit in some areas and has in turn launched Max Verstappen into title contention, according to the world championship leaders.

Lewis Hamilton and his team boss Toto Wolff believe that Verstappen and his Red Bull-Honda team are serious threats for the remaining grands prix in 2019.

Wolff also suggested over the Hungarian Grand Prix weekend that this could mean a championship challenge, although Verstappen now trails Hamilton by 69 points after the Englishman's come-from-behind win at the Hungaroring.

Hamilton thinks Honda has helped Red Bull recover from its "slump" with an underpowered Renault engine and its own chassis deficiencies.

Verstappen has won two of the last four races, scored the first pole of his career in Hungary and should have been on the podium in the British Grand Prix but was hit by Sebastian Vettel.

"We're in obviously the period of time where it suits them – and also people need to remember that sometimes a car's better in other places," said Hamilton ahead of the Hungarian GP.

"A car is not always the best through the whole season. In Austria, Red Bull was a better package for that circuit. It worked well in the temperatures and everything. Even compared to us with a good car, and against the Ferrari.

"I think Singapore will be strong for them. And when we get to the longer places like Monza, it could be different this year now they have a new power unit.

"They're not lower on power. I think in some places they've got more power than us, so it will be interesting to see how they go in those other races."

Verstappen's breakthrough pole was Red Bull's first with new-for-2019 engine partner Honda and the Japanese manufacturer's first since 2006. Verstappen became the fourth-youngest polesitter in F1 history at his 93rd qualifying attempt.

It was significant because, although Hamilton believes Honda is at least a match for Mercedes in some areas, qualifying was seen as Honda's key remaining weakness.

"We worked really hard to improve the engine, to get a bit more out of it in qualifying," Verstappen said.

"That showed again [in Hungary] that we were able to push it a bit more – but within the limits of not blowing up.

"Of course, I'm very happy to get my first pole position but also [happy] as a team, how quickly we turned things around from the beginning of the year where we were clearly lacking."

Verstappen went on a stellar run in the second half of 2018, outscoring everyone except eventual champion Hamilton. He will need to perform even better this year to catch Hamilton, but Wolff said Mercedes cannot be complacent.

"You can see from the sheer maths that Max is somebody we need to take seriously and consider as a title rival in the same way we need to consider the



THAN MERC

two Ferrari drivers as title rivals,” said Wolff.

“We cannot afford to take the foot off the throttle.”

On Honda’s progress, Wolff added: “I’m happy to see that for F1, because a strong Honda is good for F1, good for the competition, and at the end if there’s a fourth power unit supplier that has a competitive package that is generally positive for all of us.

“It also shows us that we’ve got to reinvent ourselves, in a way.”

F1’s silly season has linked Verstappen with a possible Mercedes move, although this appears to have been extinguished by the 21-year-old’s two wins and third place in the championship at the summer break, which eliminates a performance clause that could have let him leave Red Bull after 2019.

Hamilton has made it clear that he would be glad to see Valtteri Bottas retain his seat, having enjoyed a harmonious relationship with the Finn since Bottas’ arrival in 2017. But the reigning champion did say that he would not be averse to partnering Verstappen.

“I’d honestly have no problem with it,” said Hamilton. “I don’t know how that [Hamilton/Verstappen] dynamic would work for the team. I’m not saying it would or would not – I see positives and potential negatives.

“In some ways it works out for me. At the moment, I see stories that it’s because we have different cars and that’s the only way [I beat him] but this gives me the opportunity to show you that’s not the case.”

SCOTT MITCHELL

P16 HUNGARIAN GP REPORT



Ricciardo lays out defence against £10m lawsuit

FORMULA 1

Representatives of Renault Formula 1 driver Daniel Ricciardo have laid out an emphatic defence against a claim of over £10million from his former advisor.

Glenn Beavis claims he is owed 20% of Ricciardo’s Renault salary and various elements of the deal, including commission on all parts of the second year of Ricciardo’s contract.

But Ricciardo emphatically denies any agreement breach and his formal defence, lodged with London’s High Court and seen by Autosport, dismisses multiple elements of the alleged entitlement.

The defence argues that the £10m+ sum is “expressly contradicted by a number of emailed exchanges” before and after establishing the most recent agreement between the parties, made in mid-2015.

In a 16-page document, the defence makes 41 references to elements of Beavis’s claim being “denied” and three references to “vague and embarrassing particulars”.

The only admittance of a 20% commission relates to Ricciardo indicating in principle he would be willing to pay that regarding sponsorship and commercial deals, doing so on an ad hoc basis and never through a formal agreement.

The key element of Beavis’s claim is alleged terms of a revised agreement established in mid-2015

that he believes entitled him to a monthly \$20,000 fee plus 20% commission of Ricciardo’s earnings.

In response, Ricciardo’s defence asserts that between January and July 2015 “every attempt by Mr Beavis to obtain an entitlement to a percentage of Mr Ricciardo’s earnings was expressly rejected”.

It claims that at “no stage” did Ricciardo ever “refer to or agree to” any agreement to pay Beavis beyond a fixed monthly retainer.

The defence states that if Beavis is able to establish “any binding obligation” to pay 20% commission on the value of a new deal he introduced – which is denied – then such deals “meant contracts relating to sponsorship or merchandising”.

This is underscored by a meeting between Beavis and Ricciardo at the end of April in 2015, which the defence admits Ricciardo indicated in principle he would be happy to pay 20% commission on such deals.

It insists that the “deals” referred to meant commercial or sponsorship opportunities, “not driving or racing contracts”.

In December last year, Ricciardo attempted to terminate the agreement that had been established in 2015.

Beavis continued to provide services “during a handover period” on the 2015 terms, and the defence reiterates that “at no stage was any entitlement to commission raised or agreed”.

SCOTT MITCHELL



F1 set to adopt a 22-race calendar for next season

FORMULA 1

Formula 1's calendar is all set to expand to a record-breaking 22 grands prix next year, with teams having given their support in principle to including an extra race.

With the Spanish GP (above) edging closer to a one-year deal that will keep it on the schedule for next season, F1's owner Liberty Media has opened discussions with teams to secure their support for an expanded calendar.

During a meeting between team bosses and F1 CEO Chase Carey at the Hungaroring last weekend, teams agreed that, as long as there was no change to the limit of three power units per driver for the season, then they would be happy to commit to 22 races.

Mercedes boss Toto Wolff explained: "In a nutshell, we basically agreed to have a 22nd race. We've got to let Liberty do their business, and their business is to grow F1. If they are able to attract promoters, we've got to support them."

"So we shouldn't change the

technical regulations because we have an extra race. That was the debate we had. It shouldn't be seen as an opportunity to increase the number of components."

While some outfits may prefer an extra engine because it could help avoid grid penalties, the biggest concern was that going up to four power units per year would lead to a rise in costs for customer outfits.

With support for an extra race in place, Liberty will likely conclude its Spanish GP deal before formally asking the teams to vote on increasing the schedule beyond the 21-race limit currently laid down in the rules.

The next step will be sorting out the increasingly packed calendar. The likelihood is that there could be more doubleheaders than originally intended, with one suggestion being that the Australian GP season-opener on 15 March could be followed a week later by the Bahrain GP.

After those events, the Chinese and Vietnam Grands Prix could run back-to-back a fortnight later.

JONATHAN NOBLE

Ogier confirms 2020 WRC exit

WORLD RALLY CHAMPIONSHIP

Sebastien Ogier has made clear he will depart the World Rally Championship at the end of the 2020 season.

The six-time world champion said he was looking forward to the next stage in his career, involving the all-new Extreme E series in 2021.

Asked about next season being his last in the WRC, Ogier said: "It was never my plan to stay after next year – the deal with Citroen was always a straight two-year agreement."

Ogier's ambassadorial role with Extreme E was announced last month. He will test the car in the near future, but it remains to be seen if he will compete in the all-electric off-road series.

"I'm happy to be involved because I like the idea of the project and that could become the plan for me, but at the moment it's about being involved in the creation of it," he said. "At the moment, there's no clear plan of driving in it."

- The FIA has instructed all four WRC manufacturers to comply with a clarification document concerning the rear wings on their cars after anomalies were discovered at last week's Rally Finland. The governing body was at pains to emphasise no parts were running illegally, but the regulation concerning aerodynamics needed clarifying.

DAVID EVANS



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Jean-Paul Driot

1950-2019

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OBITUARY

More than 30 drivers who passed through the DAMS single-seater squad have gone on to Formula 1. That statistic is a tribute to team owner Jean-Paul Driot, who has died at the age of 68 after a long illness.

But when it comes to listing successful alumni of the French team based near Le Mans, the engineers and team managers who made an impact away from DAMS shouldn't be forgotten. To Olivier Panis, Sebastien Bourdais and Romain Grosjean should be added the likes of Eric Boullier and Vincent Beaumesnil.

Driot made it his job to employ good people, on whatever side of the pitwall. And that has been the foundation stone of the successes of a team that dates back to 1987 when it was founded as GDBA Motorsport for a Formula 3000 assault in 1987.

A successful trader in crude oil, Driot was in motorsport purely for love. DAMS, as the team became known for 1989, was never simply a plaything for its wealthy owner, but making fat profits wasn't its *raison d'être*.

Driot didn't look for the drivers with the biggest budgets. He wanted

the biggest talents and to win.

"It was all about winning races for Jean-Paul," says Nicolas Lapierre, part of the DAMS-run French team that won the inaugural A1 Grand Prix title. "He didn't have to do it because he was already a successful businessman – he did it because he loved it."

Chris Gorne, who engineered Lapierre and Alex Premat in the A1GP France Lola-Zytek in 2005-06, offers a similar sentiment.

"Jean-Paul helped finance the drivers he wanted," says the Briton. "He did it because he could afford to and had a passion for winning."

Driot was a hands-on team owner, although far too savvy to meddle in things technical.

"He came to all the races and was involved in all the big decisions," explains Lapierre. "One of his big skills was to put the right people in the right positions."

Driot engendered a loyalty in his employees, creating a stability within the team that paid dividends on the race track. He was, says Gorne, "really great with his staff, firm but always fair".

Driot had dabbled in rallying as a competitor before linking up with three other partners to form GDBA. He was

the 'D' and F1 driver Rene Arnoux the 'A'.

The new team was a winner third time out in F3000 with Michel Trolle at Spa. The following year, Olivier Grouillard finished second in the points.

Driot and Arnoux parted ways with the other two founders – journalist Gilles Gagnault and racing sponsor Pierre Blanchet – for 1989. The team then became known as Driot Arnoux Motor Sport or DAMS. Another split then resulted in the letters standing for Driot Associates Motor Sport.

DAMS won its first F3000 drivers' title in 1990 with Erik Comas. More followed with Panis and Jean-Christophe Boullion in 1993 and 1994 respectively. The championships have kept flowing over the 25 years since.

There were race wins, although no championships, during a foray into sportscars in the late 1990s and into the early 2000s, but an expansion into Formula E as e.dams has continued the team's run of success.

DAMS has, in total, won no fewer than 147 races across F3000, GP2, F2, FR3.5, Formula Renault V6, GP3 and FE single-seaters. That tally reflects the passion of a team owner who liked winning races and made it his mission.

GARY WATKINS



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IN THE HEADLINES

EVANS TO MISS GERMANY

Elfyn Evans will miss Rally Germany while he recovers from a back injury sustained on Rally Estonia. The M-Sport Ford driver is nearing full fitness, but there is concern about the nature of the roads aggravating his injury again. The team is now assessing options for a replacement.

HWA FE DUO EYE MERC SEATS

Gary Paffett and Stoffel Vandoorne hope HWA's 2018-19 Formula E line-up is carried over to the Mercedes team next season. The marque will enter the 2019-20 campaign in its highest-profile motorsport programme outside of F1 following its DTM exit. Mercedes will take over HWA's entry, although HWA will continue to run the race team.

IMSA ISSUES 2020 CALENDAR

The IMSA SportsCar Championship has released its calendar for 2020, featuring the same 12 venues. The Sebring 12 Hours and the following race at Long Beach have been moved back a week. The Daytona 24 Hours will again kick off the season on 23-26 January, while the campaign will conclude on 10 October with Petit Le Mans at Road Atlanta.

TURNER'S SUPER GT DEBUT

Factory Aston Martin driver Darren Turner made his Super GT debut last weekend at Fuji, competing with a Vantage GT3 in the GT300 field. Alongside Tomonobu Fujii and Joao Paulo de Oliveira, Turner finished 11th. They had been in podium contention during Turner's stint until an ill-timed safety car hurt their off-beat strategy.

DIRTY NASCAR TRUCKS

Stewart Friesen (below) won the NASCAR Truck Series' annual trip to Eldora for its only dirt race of the season. He survived a two-lap shootout to the finish. The Canadian took his first win in his 63-race career after holding off Sheldon Creed and title rival and points' leader Grant Enfinger to win the prestigious race.



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IndyCar to adopt hybrid power

INDYCAR

The IndyCar Series has delayed its next engine formula until 2022 so it can integrate a hybrid system in a bid to attract more manufacturers.

The hybrid system will work in parallel with the Honda and Ilmor-built Chevrolet engines to produce more than "900 horsepower".

IndyCar's new hybrid technology will consist of a multi-phase motor, an inverter and an electric storage device providing energy recovery from the car's braking system.

The hybrid technology is set to be used from 2022 through to the 2027 season, with IndyCar having already admitted a delay was in mind to entice manufacturers.

"It's an exciting time for IndyCar with the forthcoming evolution of the cars and innovations like the hybrid powertrain being incorporated into

the new engine," said IndyCar president Jay Frye (below left).

"As we move toward the future, we will remain true to our racing roots of being fast, loud and authentic, and simultaneously have the ability to add hybrid technology that is an important element for the series and our engine manufacturers."

IndyCar believes the hybrid technology will aid drivers in a bid to restart their cars without outside aid following an accident.

IndyCar also thinks this will improve the fan experience by reducing the length of caution periods "and potentially improve the pace and overall time of races".

Honda Performance Development president Ted Klaus said: "Honda is committed to racing in order to develop people and technologies relevant to the future of our sport and our world."

"IndyCar offers us the perfect platform to prove out both people and technologies in an environment where measurement of successes and failures is crystal clear."

Chevrolet's VP of performance and motorsports Jim Campbell said: "Chevrolet supports delaying the implementation of the revised engine regulations until 2022 to coincide with the introduction of new technologies."

"The partnership between Chevrolet and IndyCar remains a strong platform for showcasing relevant technologies that we incorporate in our production engines, and transfer learnings in performance, reliability and efficiency between the race track and the showroom."

DAVID MALSHER



LePAGE



WHAT CAN ASTON MARTIN ACHIEVE AT BRANDS HATCH?

DTM

A British brand competing in the DTM's Brands Hatch round appeared unthinkable just 12 months ago when the series was left reeling by the impending exit of Mercedes. Aston Martin's arrival through R-Motorsport even led DTM boss Gerhard Berger to describe it as similar to what Ferrari is to Formula 1 after it helped to keep the series on track.

It's a phrase that "honoured" R-Motorsport boss Florian Kamelger, as did the fanfare from Aston Martin at Hockenheim for its debut — even if it still insists it's not a factory programme. But that Ferrari analogy begins to come apart when you put the DTM newcomer under scrutiny. Its early season reliability problems certainly echoed this year's Ferrari woes, but those have been consigned to the past since a breakthrough over the Misano weekend and a test at Vallelunga helped to largely solve Aston's major gremlins.

And unlike Ferrari, R-Motorsport has never won a race in its main series. And it's very unlikely to do so at Brands Hatch, unless the weather gods recreate the German Grand Prix in Kent, or R-Motorsport's strategic nous pays off once again. Even if those factors go its way, Kamelger admits there is a ceiling to the current Aston Martin Vantage package.

Having scored best finishes of sixth at Zolder and the Norisring through bold strategy calls, Kamelger says: "We rely on others struggling — which is not perfect, obviously — without wishing them problems. I think P6 is the maximum we can get out of a good race."

So those coming to Brands Hatch are unlikely to see Paul di Resta, Dani Juncadella, Jake Dennis or Ferdinand Habsburg celebrating victory, but the circuit will be host to the ongoing development of the Vantage.

Recent rounds have played out to continual paddock 'will they, won't they' whispers over the prospect of R-Motorsport asking for concessions. Autosport understands there will be no in-season approach, but it's telling that some of the resistance seems to be because of R-Motorsport's DTM partner HWA, which oversaw the Mercedes DTM project.

The Aston Martin-badged, HWA-built engine is around 10km/h (6mph) down on the Audi and BMW on faster circuits, and Audi and BMW are reluctant to give concessions that would allow it to use HWA's expertise to close the gap. Berger went as far as to name-check HWA in his explanation to Autosport.

With that paddock saga now closed, in clear weather conditions expect to see the Astons some way off the pace in practice while the team continues to run radical experiments to help it shortcut the learning process. Qualifying always shows its engine deficit, so 15th will likely be the starting slot for the leading Aston. But in the race? R-Motorsport tends to come alive and sneak points, only failing to score at one round in 2019.

"I think it [the Aston] will be quite good [at Brands] to be honest," says Dennis. "It's fast, it's flowing. Again, we'll struggle in qualifying and it's really difficult to overtake there. Hopefully, the tyre degradation is high and we can have a good race or it rains — that would even be better."

But there also needs to be people there to watch Aston Martin — and the rest of the DTM package. Misano and Brands frustrate the series as, despite its best efforts (such as Andrea Dovizioso's cameo at Misano) fans have not filled the grandstands.

Expectations are that there will be a better crowd in 2019, with sources telling Autosport that the W Series has helped boost ticket sales. But with the success of newcomers Assen and Zolder this year, how long before the DTM has to review its British plan?

TOM ERRINGTON



HAWKINS



Di Resta won at Brands last year, but don't expect a repeat

ANDRE motorsport IMAGES



Brands needs decent turnout of fans to help ensure DTM's return

MOTORSPORT IMAGES/TRENITZ



Will Chadwick be able to stay ahead of Visser?

HONE motorsport IMAGES

Chadwick versus Visser for first W Series crown

W SERIES

In what seems like a flash, the inaugural W Series season is already set to draw to a close this weekend at Brands Hatch.

Launched last autumn to divided opinion, the all-female Formula 3-spec racing championship has so far contested five races alongside the DTM calendar in a little over three months. It heads to its finale with a two-way championship battle between Jamie Chadwick and Beitske Visser, a margin of just 13 points separating them in the fight for the \$500,000 prize fund.

Chadwick, who has also become a development driver for the Williams Formula 1 team this year, made her championship intentions clear at the season opener at Hockenheim. Despite admitting she could feel the added pressure of the media lens on W Series, she topped every session, taking pole and a superb first victory in the wet.

Visser responded in commanding style with a win in the following round at Zolder, taken by a almost eight and a half seconds to stake her claim on the crown. Chadwick then took victory at the Misano round, extending her lead at the midway point of the season. Neither Chadwick nor Visser was in

W SERIES STANDINGS TOP 3

Table with 3 columns: POS, DRIVER, POINTS. Rows for Jamie Chadwick (98), Beitske Visser (85), and Marta Garcia (62).

contention for the win at the Norisring and Assen rounds — won by Marta Garcia and Emma Kimilainen respectively — although consistent points and podium finishes for the pair have been enough to keep the title fight alive for a dramatic ending to a much-talked-about season.

For Chadwick, Brands Hatch is the perfect place to round out what has so far been a particularly good year — she also become MRF Champion in February and took a class win with Aston Martin at the Nurburgring 24 Hours in June. In August 2018, Brands Hatch was the place where she took her first BRDC British Formula 3 win, although it was as a result of a 10-second penalty for on-the-road winner Pavan Ravishankar.

"It wasn't the way I wanted to win a race so I really want to go there this year in W Series and win it on merit," says Chadwick.

Asked about her title rival, she says: "We get on really well. I have a lot of respect for Beitske, she's a real racer."

LUCY MORSON

DTM STANDINGS TOP 5

Table with 3 columns: POS, DRIVER (TEAM), POINTS. Rows for Rene Rast, Nico Muller, Marco Wittmann, Philipp Eng, and Mike Rockenfeller.



Visser (left) and Chadwick get on despite title rivalry

MOTORSPORT IMAGES/S BLOXHAM

NEXT WEEK

15 AUGUST ISSUE DTM and W Series reports from Brands Hatch

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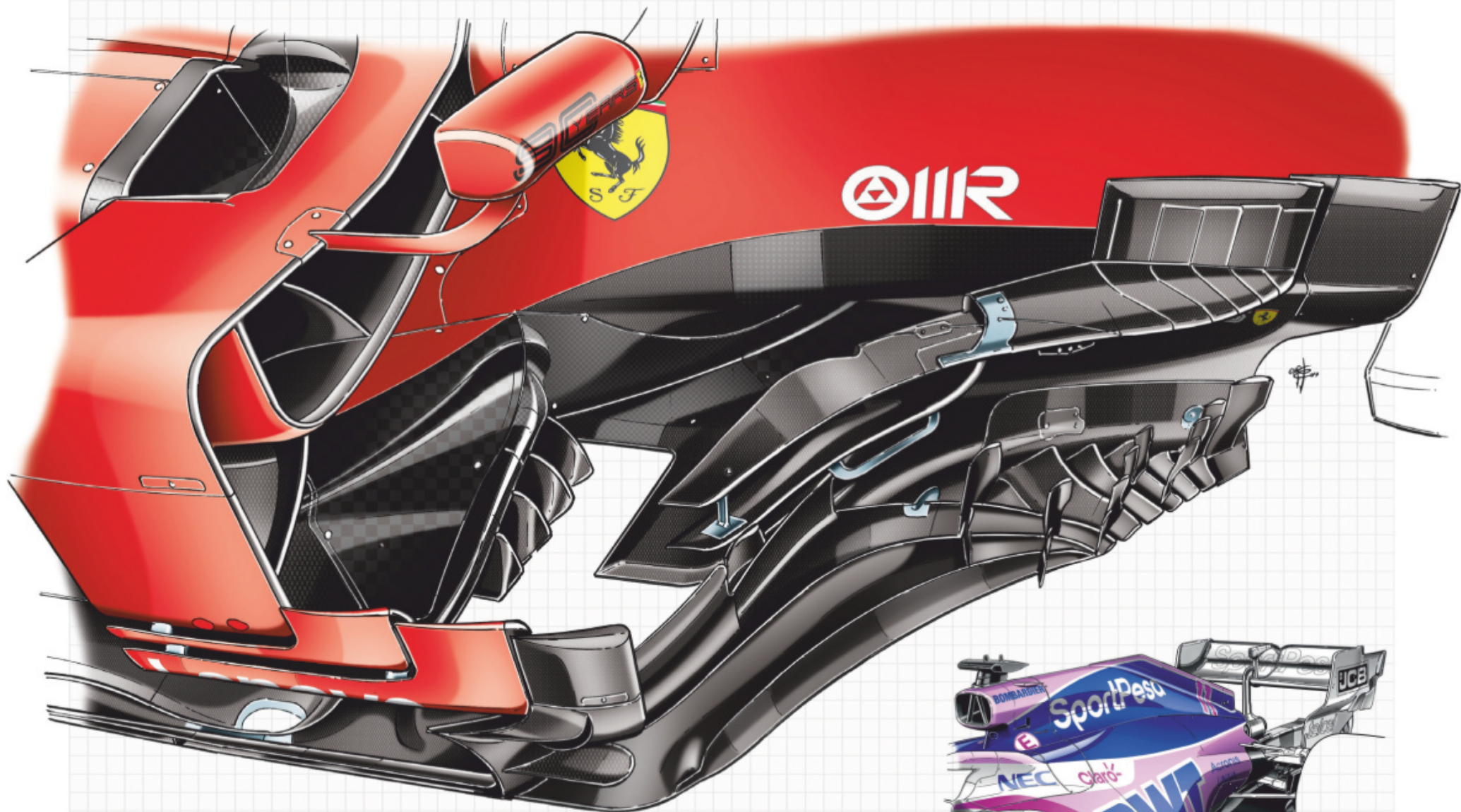


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FERRARI'S BOOMERANG SEEKS RETURN OF SUCCESS

How do you solve a problem like Ferrari? Although the team now seems to have embarked on an upgrade path to iron out its low-speed woes and turn-in issues, Hungary still proved that the Maranello team has a way to go with its SF90.

Ferrari became the next in a long line of teams to fit a 'boomerang' on the car, forming part of the bargeboard structure. The design originally cropped up on last year's Red Bull, but the lower bargeboards for this season have coincided with a popularisation of the concept. Part of the rationale behind it seems to be to assist the bargeboards with 'downwashing' the airflow emerging from the front of the car.

That's quite important, as that air has to be directed around the sidepod undercut and around the midriff of the car to be channelled through the 'Coke bottle' section at the rear. Otherwise, that airflow drifts into the path of the circulating rear wheels, creating drag and disturbance at the diffuser.

Ultimately, Ferrari can't afford to lose downforce, especially as Red Bull has now got the team firmly in its crosshairs. The boomerang gives the team more options with how it addresses airflow from the front – and Ferrari has decided to try a twin boomerang.

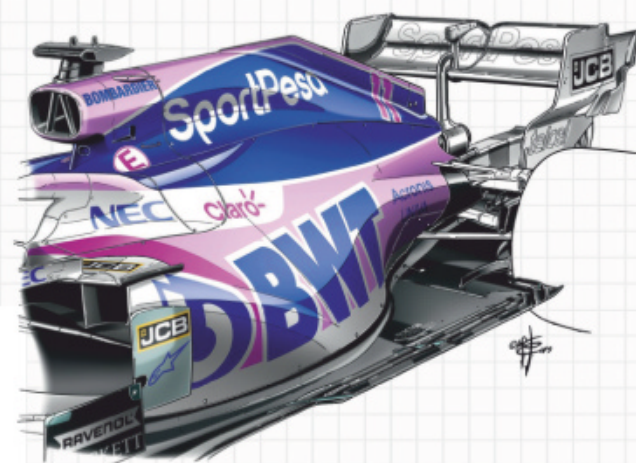
The uppermost boomerang features a partial split at the centre, as a metal insert fits with an abrupt twist in the element. There's a hole as a result, allowing some of the air to bleed off and limit any separation of air particles taking the longest path over the element.

Two more changes feature on the bargeboard zone. The series of fins at the very leading edge have been broken up further to more aggressively turn airflow behind the front wheels, while the front turning vane next to the sidepod inlet has also been broken up to accept the redefined flow patterns.

Tentative steps were made at the beginning of the Hungaroring weekend as Ferrari assessed the merits of its new bargeboards, putting them on Charles Leclerc's car while Sebastian Vettel ran back-to-back on the old specification. By the time FP2 came around, Vettel had them too.

While Ferrari locked out the first sector in practice and qualifying, that's a loop that features four hefty acceleration zones. It floundered compared to Mercedes and Red Bull in the remaining two sectors, underlining the areas that the car needs to improve in, specifically front downforce.

JAKE BOXALL-LEGGE



RACING POINT PROGRESS?

It's been a tough season for Racing Point, and early development of its RP19 was perhaps underbaked due to last year's financial issues.

But the team came up with a two-step upgrade spread across the German and Hungarian races. Last weekend, the car sported new bodywork and looked spectacularly trim.

The car arrived with new pushrods, augmented with the extended upright bracket that many teams have trialled this year in an attempt to create a more stable aerodynamic platform, shifting the rideheight in response to turn-in to keep a consistent amount of performance at the front end.

Hungary has always been a bit of a bogey circuit for the team, and the new upgrades couldn't change that. Both drivers were eliminated in Q1, although Sergio Perez wasn't helped by his moment with Daniel Ricciardo.

The high-speed Spa circuit is a very different animal, and it's a venue where the team has always been good. Stay tuned for a post-summer resurgence in Belgium.

JAKE BOXALL-LEGGE



Decision at Wolff's door

Only one of them can partner Lewis Hamilton at Mercedes in 2020.

But both Valtteri Bottas and Esteban Ocon offer so much...

EDD STRAW

Mercedes team boss Toto Wolff faces a conundrum. In Hungary last weekend, he confirmed it's a toss-up between incumbent Valtteri Bottas and reserve driver Esteban Ocon as Lewis Hamilton's team-mate next year. Either way it will have a profound impact on Mercedes, not just next year but beyond.

Both Bottas and Ocon are proven performers and would at worst do a decent job next year. But they are at different stages of their careers, with varying skill sets, and by drilling down into their strengths and weaknesses – and how compatible they are with the team's wider objectives – we can understand the complexity of the decision Wolff faces.

On raw pace, while Bottas's season has gone off the rails in the last two races, his qualifying performances remain strong. On average, he's just 0.078s behind Hamilton this season. Over a lap, he's a quick driver and has closed the Saturday deficit to Hamilton in each of his three Mercedes campaigns.

Ocon is certainly quick. During his first 12 months of Formula 1, split across the second half of 2016 with Manor and the first half of 2017 with Force India, he was outperformed by Pascal Wehrlein and Sergio Perez. But once returning to tracks he'd already raced on in F1, Ocon then established and built a small but conclusive Saturday edge over Perez. But what Ocon hasn't had the chance to prove is that he would be stronger than Bottas relative to Hamilton.

“Ocon is ambitious – but not without incident. Bottas is good for harmony in the team”

That gives Bottas the edge in terms of proven speed, but his race pace is a different matter. Bottas accepts tyre management is a problem. He's working on it, but managing thermal degradation and wear is a limiting factor in some races.

Ocon developed his race pace very effectively in his time at Force India and showed well in comparison to the arch-tyre manager that is Perez. Whether that's a good enough level to be as effective as Hamilton is another question, but if you had to choose one of them to complete a race stint for you today Ocon might shade it – and there's definitely a bigger potential upside to come from him.

In terms of experience, Bottas, 29, has six and a half seasons in F1 under his belt, giving him the edge. He knows the Mercedes team inside out, has built up an in-depth understanding of the available tools and the work practices. He's also been hardened by the

intense competition at the front of F1, while Ocon, 22, has plied his trade mostly in the midfield, where it's ultra-competitive, but you can get away with going missing some weekends.

Ocon knows the Mercedes power unit and has plenty of knowledge of how the team works through his current role. But that doesn't match up to the first-hand, consistent experience Bottas has built by being in the car for two and a half years.

Racecraft has been a question mark for Bottas. This doesn't mean he's disastrous in battle, merely that he lacks the exemplary judgement Hamilton has shown in recent years. Ocon, by and large, has been effective in this area. But he's not without incident. Clashes with Max Verstappen while being lapped at Interlagos last year and Kimi Raikkonen at Baku were pointless – while he also had a stake in some of the problems with Perez. But in the second half of last year, the maturity showed.

In terms of mentality, another Bottas weakness is that he lacks the ruthless streak most world champions share. This year, he's been more forceful with his set-up demands and doing things his way, but it's not in his nature to go to extremes.

Ocon is hugely ambitious and showed when alongside Perez that he was driven to assert himself within the Force India team. On track, he might be a little less compliant in battle in some circumstances – either a good thing if he's fighting a driver from a rival outfit, not so good if it's with Hamilton. But while he has that edge, it doesn't make him an unlikable or abrasive character.

Bottas is good for harmony within the team and Hamilton has previously described their partnership in glowing, if hyperbolic, terms. Ocon's contribution in terms of his vital simulator work is also very much appreciated. He's shown that he can work well with the team on a technical level, something that those who worked with him in the Force India days can also attest to. On the downside, disturbing the current status quo by promoting him could lead to troubles if he's a bigger threat to Hamilton.

There's also a wider, long-term view to be considered. Hamilton isn't under contract beyond the end of next season and, while it's most likely he will still be there in 2021, Mercedes has to be aware of the risk of him either walking away from F1 or defecting to another team. So Bottas is perfect as support act for 2020, but would be the weaker choice for 2021 if Mercedes no longer had Hamilton. What Ocon offers is the tantalising appeal of greater ultimate potential and, perhaps, future leadership.

As Wolff says, both are valid options. If he wants short-term pain but long-term gain, Ocon is the right choice. For short-term gain, which could extend into the medium-term depending on how long Hamilton goes on, but with the advantage that 2020 would go much more smoothly, Bottas is the way to go.

A conundrum indeed. 🍷

YOUR SAY

Drivers should be mindful of their team's position, and it is about time that some of them quit moaning about how their race has been compromised

MICHAEL BRIERLEY

Embrace team orders as a sporting fundamental

For years, we have had a constant debate in Formula 1 as to whether or not team orders should be allowed.

Generally speaking, any differences between the wishes of a driver and that of their team are bound to attract attention. But what we don't need is for driver X to be told they need to race driver Y, only for them to be up in arms when such racing happens and, inevitably, collisions occur.

While fans don't in the main wish to see manipulated results, they are able to recognise when the interests of the team need to take precedence. It is impossible for team orders to be banned as there are always ways round it, short of a ban on all radio traffic.

Above all else, the team is king, paymaster. With prize money based on this alone, then their wishes have to come first in all cases. Penalties should only be imposed if sporting ethics are in question.

Don't stifle the element of competition but perhaps drivers should be mindful of their team's position, and it is about time that some of them quit moaning about how their race has been compromised.

Michael Brierley
Stalybridge, Cheshire

It's time to chop and change the Red Bull line-up

Red Bull and Toro Rosso could make a simple summer break swap – Daniil Kvyat and Pierre Gasly.

Pierre would go back home to regroup and Daniil back to where he left off...

This would produce the most illuminating confrontations – is Daniil near Max now, and how does Alexander Albon stack up against Pierre?

Of course, it could be bye-bye Pierre, and Daniil (again), and hello the Max and Alexander show. I have been mighty impressed with Albon!

Guy Dormehl
South Africa



Carlos Reutemann famously didn't concede the lead to team-mate Alan Jones in Brazil in 1981

Anticipation for the W Series showdown

That was the best race that I've seen this year! Hockenheim? Nope, it was the reversed-grid W Series race at Assen, which sadly wasn't televised, but is available to view on YouTube.

I've religiously watched all the W Series races televised on Channel 4 this year, and have ultimately been rewarded...

Sadly, there won't be a reversed-grid race at Brands Hatch, but it'll still be a big occasion seeing if Jamie Chadwick can hang on to claim the title.

Ian Rumens
Uckfield, East Sussex

Focus on the racing, not the historical hat-tips

Dear Mercedes,


A brilliant reminder from Budapest of what you can achieve when you put the racing and winning to the fore, rather than the branding and marketing (complete with the 'set dressing'), which proved to be such hubristic distractions in Germany.

Graeme Innes-Johnstone
Elland, West Yorkshire

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TEE





HOW A 'BAD CALL' CHECKMATED MAX

Red Bull's Verstappen appeared to have the edge but Hamilton made the most of a strategy call to steal the win

EDD STRAW

PHOTOGRAPHY



**motorsport
IMAGES**

Sometimes, a race is won or lost long before victory and defeat manifest themselves on track. Lewis Hamilton's Hungarian Grand Prix victory was ostensibly secured when he passed Max Verstappen for the lead with just under four laps remaining after brilliantly chasing down the Red Bull driver. But the decisive moment really came on lap 47 of the 70 as Hamilton rounded the Turn 13 left-hander and was instructed to close on leader Verstappen.

The request to narrow the gap, which then stood at a second, was the moment Mercedes committed to making a pitstop that put Verstappen and Red Bull in check and with only two possible moves to make. Both were losing choices; checkmate in one move.

A lap later, Hamilton was told to pit but warned to do the opposite of whatever Verstappen in front of him did. This was to ensure Red Bull couldn't simply bring Verstappen in at the same time to maintain the status quo, never a viable defensive move because it was so easily countered. So, as Hamilton peeled into the pits, the race-winning choice had been made. Not that Hamilton could see it at the time, emerging from the stop on fresh mediums with 21 seconds to make up and just 22 laps to do it. It was a similar equation to the one Michael Schumacher was famously presented on his way to victory at the Hungaroring in 1998, and Hamilton was equal to it. After nailing his out-lap to ensure Verstappen couldn't pit and stay ahead, Hamilton questioned the strategy, declaring it a "bad call". But it was the opposite — it was inspired.

Hamilton cut Verstappen's advantage to 19.231s by the end of his out-lap. Verstappen, on hard tyres that were 23 laps older than Hamilton's, desperately tried to eke what pace he could from the car and there was a window of around five laps where he looked to have broken the Mercedes challenge, but it was ultimately to no avail. Hamilton was an average of 1.138s per lap faster for the next 16 laps to close to just a second behind Verstappen at the end of lap 65.

Two laps later, Hamilton caught up rapidly, using the DRS on the start/finish straight. Verstappen defended to the inside of Turn 1 but had no chance, given the inferior braking performance on aged rubber. The die that had been cast earlier came up with a six for Hamilton. Four laps to spare might seem like cutting it fine, but Mercedes chief strategist James Vowles deserved his place on the podium as the constructors' representative every bit as much as Hamilton did as race winner. After all, he could have taken the easy option and left Hamilton out on a one-stopper and likely watched him find no way past Verstappen. Nothing gained, nothing lost. Instead, he made the right call, exposed himself to criticism if it had failed and, assisted by Hamilton's brilliance, turned second place into first.

To understand why the race ended this way, we have to wind back to 24 hours earlier and qualifying. There, Mercedes appeared to have potentially the faster car but it was Verstappen who finally claimed his first F1 pole position. Valtteri Bottas, in the second Mercedes, was only 0.018s down and ahead of a lacklustre Hamilton, who wasn't happy with the feel of his car. But, crucially, this meant that what was the fastest car in race conditions did not go into the grand prix with track position guaranteed. On top of that, rain during Friday practice, with FP1 slightly affected and FP2 largely ruined, had compromised everyone's dry



Verstappen, Bottas and Hamilton lead into Turn 1

"IT SEEMED LECLERC HAD CHOPPED ACROSS BOTTAS'S NOSE SO IT WAS A SURPRISE THAT THE STEWARDS TOOK NO ACTION - BUT THE OVERHEAD VIEW SHOWED BOTTAS HAD MOVED TO THE RIGHT"

running and therefore understanding of how the tyres, particularly the hards, might perform in the race.

Bottas knew he had an opportunity to close the world championship gap to Hamilton, so set his stall out to be aggressive at the start. Verstappen's getaway was so-so and he pulled across the front of Bottas, who then moved to the left in an attempt to go around the outside of the Red Bull. On the outside of him was Hamilton, and when Bottas locked up under braking for Turn 1 he had set himself on a trajectory that would knock him out of victory contention by the fourth corner despite, by a few millimetres, momentarily taking the lead.

Verstappen held first on the inside, while Hamilton attempted to sweep around the outside of Bottas. Stuck on the widest line, Hamilton had to slot into third but, with Bottas behind Verstappen on the inside





of the Turn 2 left-hander, he was able to attempt to go around the outside. Bottas squeezed him to the outside of the track, but Hamilton had the inside line for the Turn 3 right-hander that followed and made it clear to Bottas that he felt it was his corner.

“Turn 1, I was on the outside of Verstappen so trying to brake late and trying to go for the outside,” said Bottas. “He braked later as well and I had a bit of a lock-up, so that caused a bit of a flatspot. Going into Turn 2 I had some understeer because of that but it was all OK. Lewis was on the outside and there was room for two of us, maybe I left too much because he carried good speed into Turn 3.

“We were side by side and he didn’t leave any room for me so that compromised my exit. Then on the way to Turn 4, Charles [Leclerc] came on the right-hand side then suddenly swept across and took my front wing and that really compromised my race.”

Initially, it seemed Leclerc had emphatically chopped across Bottas’s nose, so it was a surprise that the stewards took no action. But later, FIA race director Michael Masi explained that the overhead view showed Bottas actually moved to the right – and so it did. Leclerc had moved left to pin Bottas to the inside, but it was the drift of the Mercedes to the right that caused the contact – and resulting front wing damage.

Bottas was quickly shuffled to fifth by Sebastian Vettel and it was clear the front wing damage was serious. Initially, Mercedes left him out – and it might have been a viable option to stay out ahead of the midfield in an attempt to ensure he could make a one-stop strategy work rather than the two-stopper he did have to complete. But, given the flatspot acquired at Turn 1 was causing significant vibration and risked compounding the damage to the front wing, Bottas was called in for a new nose at the end of lap five and dropped to last – well out of the frontrunning picture and almost 50s behind.

With Ferrari off the pace at the Hungaroring, still struggling for front-end aero load despite running the maximum available front wing, and Verstappen’s team-mate Pierre Gasly well off the pace on another woeful weekend, this left Verstappen versus Hamilton. And it was advantage Verstappen, who quickly established a lead that floated between 2-2.5s over the first 16 laps as the duo sized each other up. But radio communication suggested Hamilton felt he could close up at will. This confidence proved justified when he started to inch up on Verstappen from lap 17, moving to just a second behind by lap 23 in preparation for the first round of pitstops. »

QUALIFYING

Max Verstappen finally ended the 93-race wait for his first Formula 1 pole position with a virtuoso performance at the Hungaroring, combining speed with mastery of the capricious Pirelli rubber to beat a potentially faster pair of Mercedes. There could not have been a more worthy effort to become the 100th driver to claim a pole in world championship history.

Verstappen carried a little understeer early in the lap and was actually slower than Mercedes driver Valtteri Bottas for much of the lap – but crucially had protected the rear tyres. Come the final sector, a 21-second snake of slow corners followed by a blast to the line, he turned a 0.079s deficit to Bottas into a 0.018s advantage. That was primarily thanks to the speed Verstappen carried through the Turn 12 right-hander, combined with a little more time gained when the rear-end momentarily gave up on Bottas in the following left. He had actually recovered well after little dry running on Friday thanks to losing FP1 to an engine problem.

Team-mate Lewis Hamilton felt the car had regressed since FP3. He had a stronger run through the final sector than Bottas but had lost too much time on the rest of the lap.

Behind them, Ferrari wasn’t in contention despite being quickest in the first sector – the consequence of a downforce shortfall despite remarkable pace on the straights – with Charles Leclerc shading Sebastian Vettel.

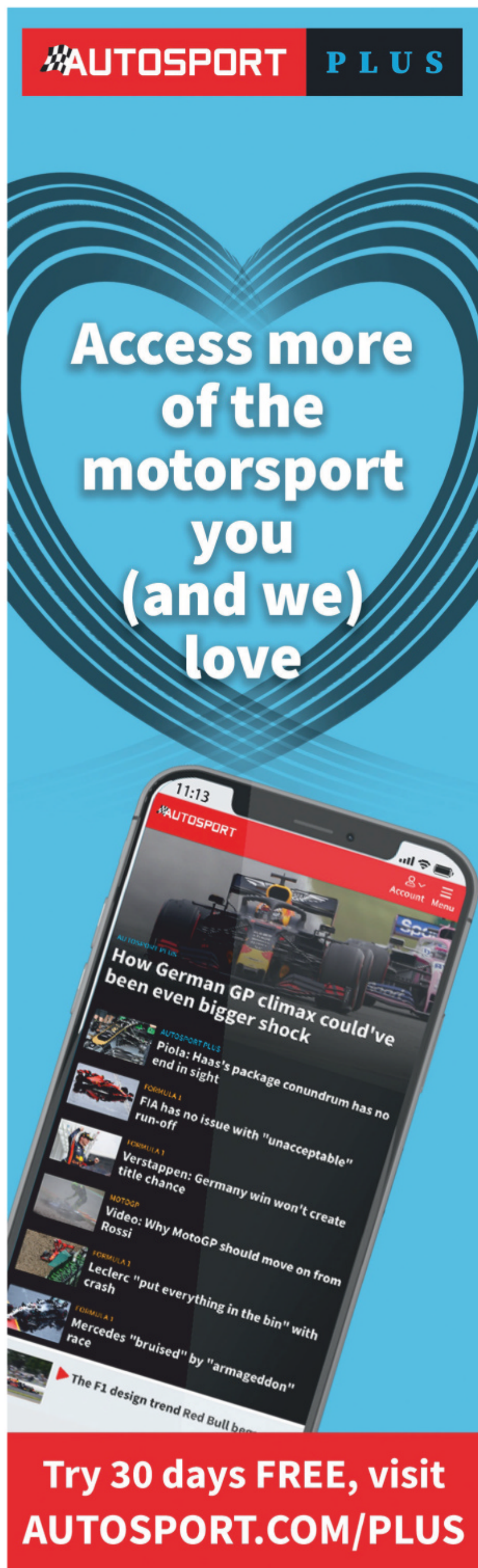
Pierre Gasly’s recent improved qualifying form took a dive as he struggled to get the tyres working. He used two sets of mediums to get through Q2, then was 0.878s off Verstappen.

McLaren took a midfield ‘1-2’, with Lando Norris ahead of Carlos Sainz. The Australian GP-specification Haas did not hold Romain Grosjean back. The Frenchman qualified ninth as he lapped 0.028s faster than Kimi Raikkonen’s Alfa Romeo.

The big loser in qualifying was Renault, which had Q3 pace. Nico Hulkenberg just missed out, while Daniel Ricciardo fell in Q1 after getting caught in a traffic jam into the final corner at the start of his last lap. Despite there being time to wait and go, he felt he had a lack of information from the team and he decided to try and pass Grosjean and Sergio Perez through the final corner. But there was no room and Ricciardo lost momentum, and the chance to improve.

“VERSTAPPEN WAS SLOWER THAN BOTTAS FOR MUCH OF THE LAP BUT PROTECTED THE REAR TYRES”





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Hamilton finally passed
Verstappen on lap 67 as the
Dutchman's tyres lost grip

Both drivers started on the mediums they had used in Q2, as did all the drivers from the big three teams, but it was Red Bull that blinked first. Having built up enough of an advantage over Leclerc and fearing a Hamilton undercut, Verstappen dived into the pits at the end of lap 25 to take on fresh hard Pirellis. Hamilton, who never had the option to launch an undercut because the Ferraris would have been in his way after the stop, did not follow a lap later. Instead, he extended his stint by six laps once it became clear Verstappen's out-lap was easily fast enough to regain the lead if Hamilton stopped there and then.

This allowed Verstappen to build his de facto lead. In the laps that followed, and under instructions to match Hamilton's pace, Verstappen closed from 18.9s behind and had just got the gap to dip below 16s when the Mercedes peeled into the pits at the end of lap 31.

Hamilton rejoined with a deficit that peaked at 6.5s on his out-lap, not helped by losing a couple of seconds in the stop that initially appeared to give Verstappen some breathing space. But he then went on the attack, closing to 4.952s down by the end of his out-lap. Next time round, Verstappen's advantage was down to 2.838s, then just 0.828s at the end of lap 34. Verstappen was vulnerable and, despite the Red Bull picking up its pace, Hamilton was right with him on lap 36, and able to have a vague look to the inside at Turn 1. Verstappen covered, and, when Hamilton ran wide at Turn 2 after jinking to the outside of the defending Verstappen, the challenge was briefly broken.

Hamilton regrouped and, three laps later, as Verstappen lost time behind the Renault of Daniel Ricciardo, got another chance. Verstappen



Vettel and Leclerc battled
for third, Vettel taking the
place with three laps to go



“FROM LAP 58 TO 65, HAMILTON CARVED 1.777S PER LAP OUT OF VERSTAPPEN. AS HORNER PUT IT, MAX WAS A ‘SITTING DUCK’”

moved to the inside of the Renault to lap it into Turn 1 as Hamilton closed in on him. The Red Bull driver ensured he left Hamilton no space on the inside, so Hamilton attempted to squeeze between Ricciardo and Verstappen, but the leader held on.

Hamilton attacked again into Turn 2 and attempted to go the long way round. This time, he pulled in behind Verstappen mid-corner but got a better exit out of the Turn 3 right-hander that followed. On the drag to the fast Turn 4, Hamilton again drew alongside on a trajectory that gave him the outside line for the left-hander. Verstappen, seeing what was coming, took a conservative approach as Hamilton carried too much speed into the corner to avoid going onto the runoff – dutifully rejoining and pulling in behind Verstappen. It was exhilarating stuff, the battle between arguably the two best drivers of today we’ve all been waiting for.

Things then calmed down, with both drivers having to take precautions to ensure tyre life and managing cooling issues. It was during this phase that Mercedes made the decision to abandon Plan A – a one-stopper – and commit to the two-stopper. By now, the Ferraris were too far behind to be in the way if Hamilton did stop, while Gasly was still trying forlornly to scrap his way to the front of the midfield, having slipped to ninth on the opening lap. Hamilton’s free stop, which cost time but not second place, came at the end of lap 48, and there was nothing Red Bull could do about it.

“Max had enough to have him under control [in the middle stages], but we could hear that as soon as Lewis was getting close his car was overheating with the brakes and issues like that,” said Red Bull team principal Christian Horner. “With the guys so far ahead of the rest of the field and the pace they had in the Mercedes, strategically it was the obvious thing to do to roll the dice and take a pitstop.

“By halfway round his out-lap, he was already neck and neck, which means by the end of the lap Hamilton would have been ahead [if Verstappen pitted] so we didn’t have the ability with Max to cover him by pitting on the next lap because it would have conceded track position.”

Initially, Mercedes was confident Hamilton would take the lead with a few laps to spare. But Verstappen, who was frustrated that Hamilton had been able to steal a march and was concerned about tyre wear – particularly on the rear-right – set a surprisingly good pace. Hamilton cut the gap from 19.231s at the end of lap 49 to just 16.023s at the end of lap 52, but then Verstappen picked up his lap times. From laps 53 to 57, Hamilton only took an average of 0.263s per lap out of the Red Bull and Mercedes feared all might be lost. But the pace Verstappen was setting >>

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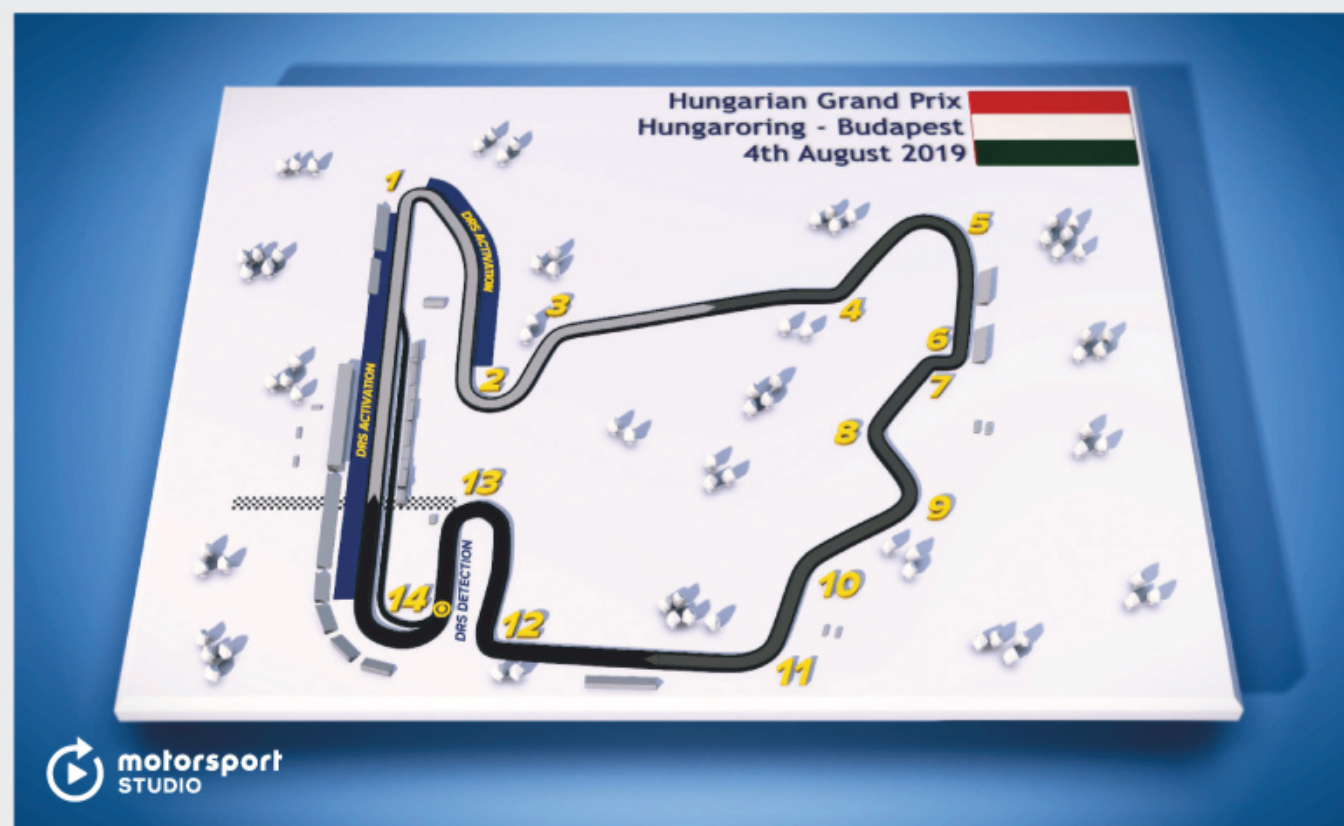


TRACKSIDE VIEW

George Russell spent the first 11 weekends of his rookie Formula 1 season trapped in a 'Class C' vacuum, able only to fight for supremacy over Williams team-mate Robert Kubica. While he has won that intra-team battle consistently, all he could do beyond that was get as close to the midfield pack as possible. In Hungary, that changed, and when you watched in the final sector during FP3, the Williams, in Russell's hands, looked a car unrecognisable from the lairy contraption that he was strapped to at the start of the season.

Russell put much of this to building greater tyre understanding, but, watching between the Turn 12 right-hander and the Turn 13 left-hander (in-between is the bizarrely labelled Turn 12A, a slight left-hand kink), it is clear how well he is driving. Turn 13 is a long hairpin, one in which drivers can take varying lines and one of the most stark contrasts between team-mates is at Williams. Russell consistently gets the nose of the car in tight to the corner and often has the front left wheel on the inside kerb. He is one of the few to take this approach, with Alfa Romeo driver Kimi Raikkonen the other notable adopter.

Kubica is more attacking, committing to a wider line rather than battling the rear-end instability



at entry that can come with the tighter line. But it's a ragged approach and, while Russell is consistently able to feed the throttle in positively for the exit phase, Kubica takes two or even three stabs as the car squirms for traction. How much of this difference is down to the drivers themselves, and how much down to whether the rear Pirellis are overheating more for Kubica than Russell thanks to using them more aggressively on the rest of the lap, is unclear. Either

way, Russell is doing an emphatically better job.

There are also signs that the Mercedes drivers might not be entirely happy. With all teams having an extra set of soft tyres available, thanks to Friday rain, there are plenty of fast laps set. Late in the session, Bottas has a big moment in the exit phase of Turn 13 with the rear end stepping out as he applies the throttle. Hamilton has a less extreme version of the same moment, which hints at rear tyre

overheating being a problem at the end of the lap.

What's interesting at this corner is the wide range of lines taken. In contrast to Raikkonen, team-mate Antonio Giovinazzi consistently carries in more speed and goes deeper. While this can potentially keep the minimum speed up, those who adopt it are more inconsistent – a reminder that sometimes it's the least spectacular drivers who achieve the lap times.

EDD STRAW



Williams' Russell, shown here twice thanks to photo trickery, used a tight line through Turn 13

ETHERINGTON



Mercedes strategist
Vowles (second from left)
rightly shared podium

soon took its toll on his tyres, and from lap 58 to 65 Hamilton carved 1.777s per lap out of him. As Horner put it, Verstappen was a “sitting duck”.

On the 66th lap, Hamilton took almost seven tenths out of Verstappen to cross the line just 0.382s behind and – with the advantage of the DRS – comfortably drive around the outside to lead. Verstappen was powerless to stop him, and promptly headed to the pits for fresh softs to take an easy fastest lap and a bonus point.

There was also action in the battle for the final podium position in the closing stages. Leclerc, who was the better-placed of the Ferrari drivers on the grid in fourth, held the initiative in the first stint and kept Vettel just behind. But when he pitted at the end of lap 27 to take hards, Vettel extended his stint. Unusually, he went all the way to lap 39 before stopping for softs, by which time Leclerc had caught him. That left Vettel just over 20s to make up on Leclerc, which he did – taking third place into Turn 1 the lap after Hamilton took the lead.

As for Bottas, despite Mercedes initially being confident he could recover to finish sixth, he managed only eighth place. After his stop, he'd climbed to 16th easily enough by lap 15, but that put him behind Ricciardo. It wasn't until lap 32 that Bottas finally got past the Renault,

“HAMILTON AND VERSTAPPEN HAVE PLENTY OF BATTLES TO COME. BUT THE HUNGARIAN GRAND PRIX PROVED THAT HAMILTON HAS NO INTEREST IN LETTING VERSTAPPEN KNOCK HIM OFF HIS PERCH”

which meant that after making a second pitstop for mediums he rejoined in 12th. He then passed Toro Rosso pair Daniil Kvyat and Alex Albon, as well as Sergio Perez and Lando Norris, but couldn't find a way round Kimi Raikkonen's Alfa Romeo.

This helped Carlos Sainz Jr to take his second consecutive fifth place for McLaren. He passed Gasly and Norris at the start and bossed the midfield, ultimately leading home the second Red Bull driver after Norris dropped back at his pitstop with a slow front-right wheel change.

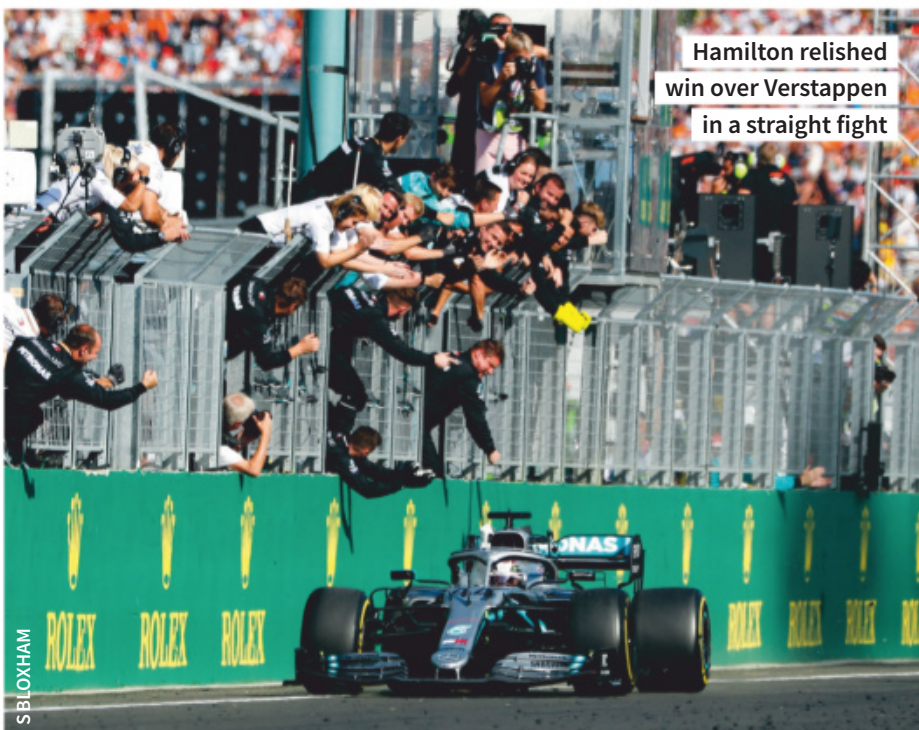
Up front, Hamilton's victory made it eight wins out of 12 in 2019 (and moved his career total to 81). More importantly than that, he revelled in defeating Verstappen in a straight fight.

“There's no better feeling from a racing driver's point of view than when you have a race like today when you face a really strong competitor and a great driver like Max at their best,” said Hamilton. “It's really comforting and awesome to see the respect level between us out there. Really respectful driving and I hope to continue that.

“As soon as I got into second, I was like, ‘OK, this whole battle we've been talking about me and Max having, we're going to have that today’. It was really awesome.”

Hamilton and Verstappen have plenty of battles to come. But what the Hungarian Grand Prix proved was that Hamilton has no interest in letting Verstappen knock him off his perch at the top of grand prix racing without a fight.

Only time will put this in the right perspective, but this race might just have been the moment that generational rivalry really ignited. ❧



Hamilton relished
win over Verstappen
in a straight fight

NEXT F1 REPORT

BELGIAN GRAND PRIX 5 SEPTEMBER ISSUE

Will Hamilton and Verstappen go head-to-head again at Spa? Can Bottas make a comeback? Will Ferrari be able to mount a challenge for the top step?

Albon muscles past Perez for last point

Alex Albon beat Sergio Perez to 10th place after a wheelbanging pass on the Racing Point driver with six laps to go.

Albon ran 13th in the early stages after Perez pulled off a great pass around the outside of him into the fast Turn 4 right-hander. The pair spent the first stint stuck in a queue behind Romain Grosjean's Haas, with Perez the first to pit for hards at the end of lap 18.

Albon ran longer, all the way to lap 28 and emerged in 15th place having jumped early-stopper Grosjean.

He leapfrogged both long-running Renaults and Kevin Magnussen when they pitted, then overtook team-mate Daniil Kvyat, who had overtaken him during a thrilling side-by-side battle in the first stint. He was then able to close on Perez and make a move into Turn 1 on lap 64.

Perez squeezed Albon and turned in on the Toro Rosso, with the pair making contact. Albon made it through, with Perez carrying damage to the finish but holding on to 11th. Stewards investigated the incident, but deemed it not worthy of action despite Perez calling the clash "unnecessary".

Albon said: "I thought the move was done, and then he turned in on the apex when I was next to him. We had a bit of a clatter, but nothing serious."



McLaren wins 'Class B' again



Gasly struggles to sixth

Under-pressure Red Bull driver Pierre Gasly endured another poor weekend in Hungary, qualifying 0.878 seconds off team-mate Max Verstappen, and struggling to sixth in the race.

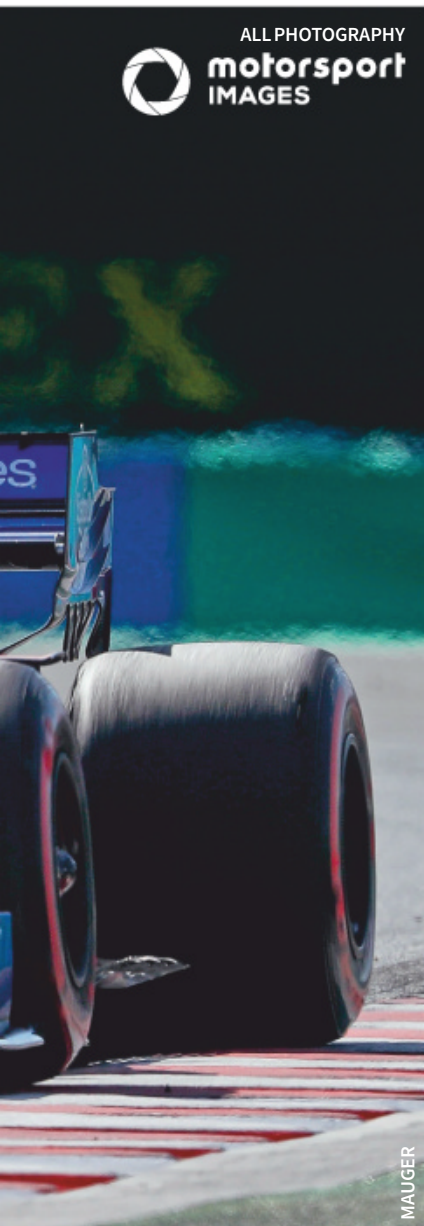
Gasly started sixth but dropped behind the two McLarens at the start. He was then passed by Kimi Raikkonen at Turn 6 to run ninth. Valtteri Bottas's early stop promoted Gasly to eighth and he was able to undercut his way past Raikkonen

and Lando Norris thanks to the McLaren driver's slow pitstop. He spent the final part of the race fruitlessly chasing Sainz.

"Things started pretty well during the weekend and then from FP3 onwards I just lost a lot of pace and struggled with grip," said Gasly. "Qualifying was difficult. It wasn't maximised but we clearly didn't have pace to fight at the top and today [the race] was the same again."



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IMAGES



MAUGER

Carlos Sainz led the midfield pack in the Hungarian Grand Prix, claiming his second consecutive fifth place as McLaren consolidated its fourth place in the constructors' championship.

McLaren has been the best-placed team outside the Big Three in four of the last six races and now has a 39-point lead over Toro Rosso in the battle for fourth in the constructors' table. Sainz held sixth place at the start after jumping ahead of both Pierre Gasly and team-mate Lando Norris and was promoted to fifth when Bottas pitted for a new front wing. He remained there to the end of the race.

"Maybe the Hungaroring has become a medium-speed track with modern F1 cars because it feels fast out there and that suited us a bit better," said Sainz. "The last five or 10 laps of the first stint we were quicker than the Ferraris.

"Gasly came a bit fast from behind but we managed to hold him off. He was quick in the corners, but I didn't make mistakes and placed the car in the right places. Strategy, pitstops, everything was perfect. In a normal, dry race to finish fifth feels particularly good."

Norris was on target to back up Sainz with sixth place in the first part of the race. He ran behind Sainz once Bottas

had pitted, stopping on lap 28. That move should have allowed him to remain ahead of Alfa Romeo driver Kimi Raikkonen and Gasly, but a sticking wheelgun meant a slow stop and he dropped behind the pair.

The time lost also dropped Norris into the reach of Bottas, who passed him for eighth into the first corner on lap 63 of 70.

"I was behind Carlos and we lost all the time in the pitstop," said Norris. "Although my pace was fine, you just can't overtake unless you have a big advantage. We were a similar pace to Kimi, so I couldn't do anything really. The pitstop was where we lost a few points today. It could have been better, so I'm disappointed, but it happens."

McLaren has now scored 20 points more than it managed in the whole of last season, as well as being 43 points clear of the works Renault team. An aerodynamic upgrade introduced at the Spanish Grand Prix has been key to unlocking the potential of the car.

Raikkonen's seventh place also rounded out a strong start to the season for Alfa Romeo, which has now scored points in eight out of 12 races. It has scored 32 points and holds seventh in the championship.



Renault endures pointless weekend

Renault ended a troubled first half of the season with neither driver in the points on another difficult weekend for the manufacturer.

Nico Hulkenberg finished 12th, with team-mate Daniel Ricciardo 14th. Neither was able to have a clean run through the weekend, with Hulkenberg running 10th in the first stint from 11th on the grid but, after making his only pitstop on lap 36, faded to 12th. He spent the race stuck in a 'safe' engine mode, which cost him performance throughout.

Ricciardo started at the back following a power unit change, having qualified 18th. Although the Renault had Q3 pace, Ricciardo fell in Q1 after his final lap was compromised by traffic in the last sector. Concerned about losing tyre temperature and the time remaining, Ricciardo attempted to pass Romain Grosjean and Sergio Perez around the outside of the final corner to start his last lap, but had to ease off as Perez did not cede.

From the back, Ricciardo ran a long first stint before switching to softs on lap 46 in the hope of climbing towards the points, only to get stuck behind the repeated robust defensive moves of Kevin Magnussen.

Ricciardo, who believed he could have climbed into contention for the final point that was taken by Alex Albon, criticised Magnussen for moving under braking. Although the Dane was warned, he was given no penalty.

Q & A

CHRISTIAN HORNER RED BULL PRINCIPAL

Since the Austrian GP update, with the new front wing, the car has been better. When did you understand what to change?

The regulation change over the winter definitely hurt us and the way we worked the front wing. With more understanding, we can use the new regulations better so have been able to recover balance and characteristics of the car. It was combined with a tyre construction change as well, and those two elements hit us quite hard on the chassis side. We have a good vein of development and should continue to develop that.

Is it good for F1 to have Max up there fighting with Lewis?

Thank God for Max Verstappen and Red Bull in F1 at the moment,



because otherwise it would be a pretty boring show. Even though we didn't come out on top, races like today are what fans want to see. The last four races have been

great after the borefest of France and hopefully there are more to come. If the grid does concertina we can have Max racing against Lewis and the Ferraris up there again. It's bright for the future.

Had Pierre Gasly been up there, it might have made it impossible for Hamilton to take the free pitstop. Today surely highlighted the problem of not having the second car up there?

Not having two cars running at the front does hurt us, particularly in the constructors' championship. We should have taken more out of them. The problem is he is not in the mix at all. It is not like if Lewis pitted he was going to come out

behind him. But today both Mercedes and Red Bull had one-legged races, with their team-mates out of contention.

Is there any hope for Pierre as he tries to improve and justify his place in the team long term?

He needs to take some time out during the summer break, reflect on the first half of the season and take the lessons from that into the second half of the year. It is vital for us if we are to stand any chance of catching Ferrari, that we have him finishing further ahead.

Why was he nowhere again after signs of improvement at Silverstone and Hockenheim?

It has been a frustrating weekend for Pierre. The start wasn't great, the first lap wasn't great, and we shouldn't be racing Alfa Romeos and McLarens. We need him to be racing Ferraris and Mercedes, and everything we can do to try to help him do that we will do.

20 Ricciardo #3
1m17.257s

19 Kubica #88
1m18.324s

18 Stroll #18
1m17.542s

17 Giovinazzi #99
1m16.804s

16 Perez #11
1m17.109s

15 Russell #63
1m17.031s

14 Magnussen #20
1m17.081s

13 Kvyat #26
1m16.692s

12 Albon #23
1m16.687s

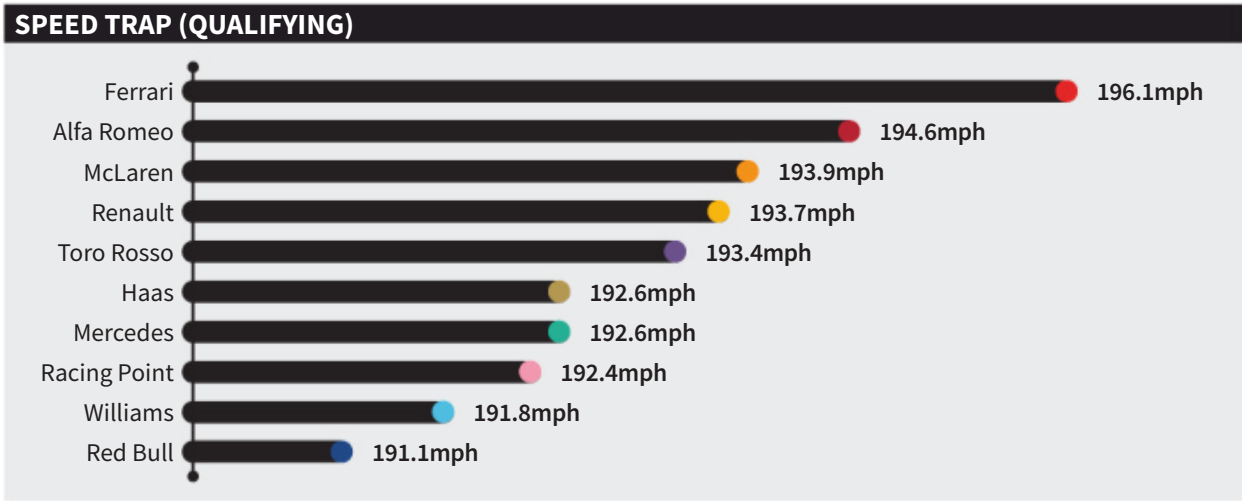
11 Hulkenberg #27
1m16.565s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Hamilton	1m17.233s	1	Gasly	1m17.854s	1	Hamilton	1m16.084s
2	Verstappen	1m17.398s	2	Verstappen	1m17.909s	2	Verstappen	1m16.097s
3	Vettel	1m17.399s	3	Hamilton	1m17.995s	3	Vettel	1m16.166s
4	Gasly	1m17.682s	4	Bottas	1m18.184s	4	Bottas	1m16.355s
5	Magnussen	1m17.942s	5	Ricciardo	1m18.597s	5	Leclerc	1m16.392s
6	Leclerc	1m18.188s	6	Raikkonen	1m18.682s	6	Gasly	1m16.684s
7	Hulkenberg	1m18.417s	7	Leclerc	1m18.852s	7	Norris	1m16.774s
8	Norris	1m18.531s	8	Hulkenberg	1m18.892s	8	Raikkonen	1m17.216s
9	Sainz	1m18.702s	9	Giovinazzi	1m18.909s	9	Sainz	1m17.217s
10	Raikkonen	1m18.787s	10	Kvyat	1m18.957s	10	Magnussen	1m17.230s
11	Ricciardo	1m18.894s	11	Grosjean	1m19.149s	11	Grosjean	1m17.293s
12	Grosjean	1m18.973s	12	Magnussen	1m19.178s	12	Kvyat	1m17.432s
13	Kvyat	1m18.982s	13	Vettel	1m19.254s	13	Hulkenberg	1m17.667s
14	Albon	1m19.223s	14	Sainz	1m19.398s	14	Perez	1m17.670s
15	Perez	1m19.325s	15	Perez	1m19.721s	15	Giovinazzi	1m17.929s
16	Giovinazzi	1m19.488s	16	Stroll	1m19.774s	16	Ricciardo	1m17.962s
17	Russell	1m19.649s	17	Russell	1m19.889s	17	Albon	1m18.024s
18	Stroll	1m19.722s	18	Norris	1m20.401s	18	Russell	1m18.072s
19	Kubica	1m20.322s	19	Kubica	1m20.439s	19	Stroll	1m18.534s
20	Bottas	notime	20	Albon	notime	20	Kubica	1m18.709s

WEATHER 26C, intermittent rain

WEATHER 24C, wet

WEATHER 26C, cloudy



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Verstappen	1m15.817s	1	Hamilton	1m15.548s	1	Verstappen	1m14.572s
2	Hamilton	1m16.068s	2	Verstappen	1m15.573s	2	Bottas	1m14.590s
3	Bottas	1m16.078s	3	Bottas	1m15.669s	3	Hamilton	1m14.769s
4	Magnussen	1m16.122s	4	Leclerc	1m15.792s	4	Leclerc	1m15.043s
5	Leclerc	1m16.337s	5	Vettel	1m15.885s	5	Vettel	1m15.071s
6	Vettel	1m16.452s	6	Norris	1m16.060s	6	Gasly	1m15.450s
7	Sainz	1m16.493s	7	Sainz	1m16.308s	7	Norris	1m15.800s
8	Raikkonen	1m16.506s	8	Grosjean	1m16.319s	8	Sainz	1m15.852s
9	Norris	1m16.697s	9	Gasly	1m16.393s	9	Grosjean	1m16.013s
10	Gasly	1m16.716s	10	Raikkonen	1m16.518s	10	Raikkonen	1m16.041s
11	Kvyat	1m16.750s	11	Hulkenberg	1m16.565s			
12	Hulkenberg	1m16.790s	12	Albon	1m16.687s			
13	Giovinazzi	1m16.894s	13	Kvyat	1m16.692s			
14	Albon	1m16.912s	14	Giovinazzi	1m16.804s			
15	Grosjean	1m16.978s	15	Magnussen	1m17.081s			
16	Russell	1m17.031s						
17	Perez	1m17.109s						
18	Ricciardo	1m17.257s						
19	Stroll	1m17.542s						
20	Kubica	1m18.324s						

WEATHER 25C, cloudy

NEXT RACE

1 SEPTEMBER

BELGIAN GP

Spa

SEASON STATS				
DRIVERS' CHAMPIONSHIP		PTS	BEST FINISH	BEST QUAL
1	Hamilton	250	1	1
2	Bottas	188	1	1
3	Verstappen	181	1	1
4	Vettel	156	2	1
5	Leclerc	132	2	1
6	Gasly	63	4	4
7	Sainz	58	5	6
8	Raikkonen	31	7	5
9	Kvyat	27	3	6
10	Norris	24	6	5
11	Ricciardo	22	6	4
12	Stroll	18	4	15
13	Magnussen	18	6	5
14	Hulkenberg	17	7	7
15	Albon	16	6	9
16	Perez	13	6	5
17	Grosjean	8	7	6
18	Giovinazzi	1	10	8
19	Kubica	1	10	18
20	Russell	0	11	16

CONSTRUCTORS' CHAMPIONSHIP		
1	Mercedes	438
2	Ferrari	288
3	Red Bull	244
4	McLaren	82
5	Toro Rosso	43
6	Renault	39
7	Alfa Romeo	32
8	Racing Point	31
9	Haas	26
10	Williams	1











QUALIFYING BATTLE				
Hamilton	7	5	Bottas	
Vettel	6	5	Leclerc	
Gasly	1	10	Verstappen	
Ricciardo	7	4	Hulkenberg	
Grosjean	5	6	Magnussen	
Norris	7	4	Sainz	
Perez	12	0	Stroll	
Raikkonen	7	4	Giovinazzi	
Albon	5	5	Kvyat	
Russell	12	0	Kubica	

Scores ignore sessions if a driver didn't participate in qualifying or had a serious technical problem

WINS		FASTEST LAPS	
Hamilton	8	Verstappen	3
Bottas	2	Bottas	2
Verstappen	2	Gasly	2
		Hamilton	2
		Leclerc	2
		Vettel	1

POLE POSITIONS	
Bottas	4
Hamilton	4
Leclerc	2
Verstappen	1
Vettel	1

STARTING GRID

10 Raikkonen #7 1m16.041s		8 Sainz #55 1m15.852s		6 Gasly #10 1m15.450s		4 Leclerc #16 1m15.043s		2 Bottas #77 1m14.590s	
	9 Grosjean #8 1m16.013s		7 Norris #4 1m15.800s		5 Vettel #5 1m15.071s		3 Hamilton #44 1m14.769s		1 Verstappen #33 1m14.572s

RACE RESULTS ROUND 12/21 (70 LAPS - 190.54 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Lewis Hamilton (GBR)	Mercedes	1h35m03.796s	11	Mu, Hn, Mu
2	Max Verstappen (NLD)	Red Bull-Honda	+17.796s	59	Mu, Hn, Su
3	Sebastian Vettel (DEU)	Ferrari	+1m01.433s		Mu, Sn
4	Charles Leclerc (MCO)	Ferrari	+1m05.250s		Mu, Hu
5	Carlos Sainz Jr (ESP)	McLaren-Renault	-1 lap		Su, Hn
6	Pierre Gasly (FRA)	Red Bull-Honda	-1 lap		Mu, Hn
7	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	-1 lap		Su, Mn
8	Valtteri Bottas (FIN)	Mercedes	-1 lap		Mu, Hn, Mu
9	Lando Norris (GBR)	McLaren-Renault	-1 lap		Su, Hn
10	Alexander Albon (THA)	Toro Rosso-Honda	-1 lap		Mn, Hn
11	Sergio Perez (MEX)	Racing Point-Mercedes	-1 lap		Mn, Hn
12	Nico Hulkenberg (DEU)	Renault	-1 lap		Mn, Sn
13	Kevin Magnussen (DNK)	Haas-Ferrari	-1 lap		Mn, Sn
14	Daniel Ricciardo (AUS)	Renault	-1 lap		Hn, Sn
15	Daniil Kvyat (RUS)	Toro Rosso-Honda	-2 laps		Mn, Hn
16	George Russell (GBR)	Williams-Mercedes	-2 laps		Mn, Hn
17	Lance Stroll (CAN)	Racing Point-Mercedes	-2 laps		Mn, Hn, Sn
18	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-2 laps		Mn, Hn
19	Robert Kubica (POL)	Williams-Mercedes	-3 laps		Mn, Hn
R	Romain Grosjean (FRA)	Haas-Ferrari	49 laps-water leak		Su, Hn

FASTEST LAPS

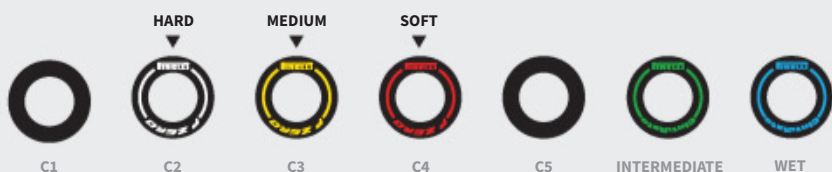
POS	DRIVER	TIME	GAP	LAP
1	Verstappen	1m17.103s	-	69
2	Hamilton	1m18.528s	+1.425s	60
3	Bottas	1m19.331s	+2.228s	59
4	Vettel	1m19.786s	+2.683s	65
5	Leclerc	1m20.493s	+3.390s	49
6	Stroll	1m20.603s	+3.500s	52
7	Albon	1m20.621s	+3.518s	65
8	Ricciardo	1m20.839s	+3.736s	49
9	Raikkonen	1m20.880s	+3.777s	65
10	Sainz	1m21.002s	+3.899s	66
11	Magnussen	1m21.008s	+3.905s	67
12	Gasly	1m21.045s	+3.942s	65
13	Norris	1m21.188s	+4.085s	65
14	Hulkenberg	1m21.650s	+4.547s	59
15	Perez	1m21.734s	+4.631s	47
16	Kvyat	1m21.932s	+4.829s	55
17	Russell	1m22.386s	+5.283s	66
18	Grosjean	1m22.809s	+5.706s	46
19	Giovinazzi	1m23.134s	+6.031s	64
20	Kubica	1m23.436s	+6.333s	42

WEATHER 26C, cloudy

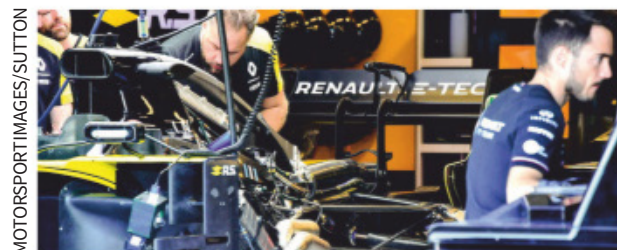
WINNER'S AVERAGE SPEED 120.26mph FASTEST LAP AVERAGE SPEED 127.11mph

TYRES

KEY: H - Hard M - Medium S - Soft I - Intermediate W - Wet n - New set u - Used set



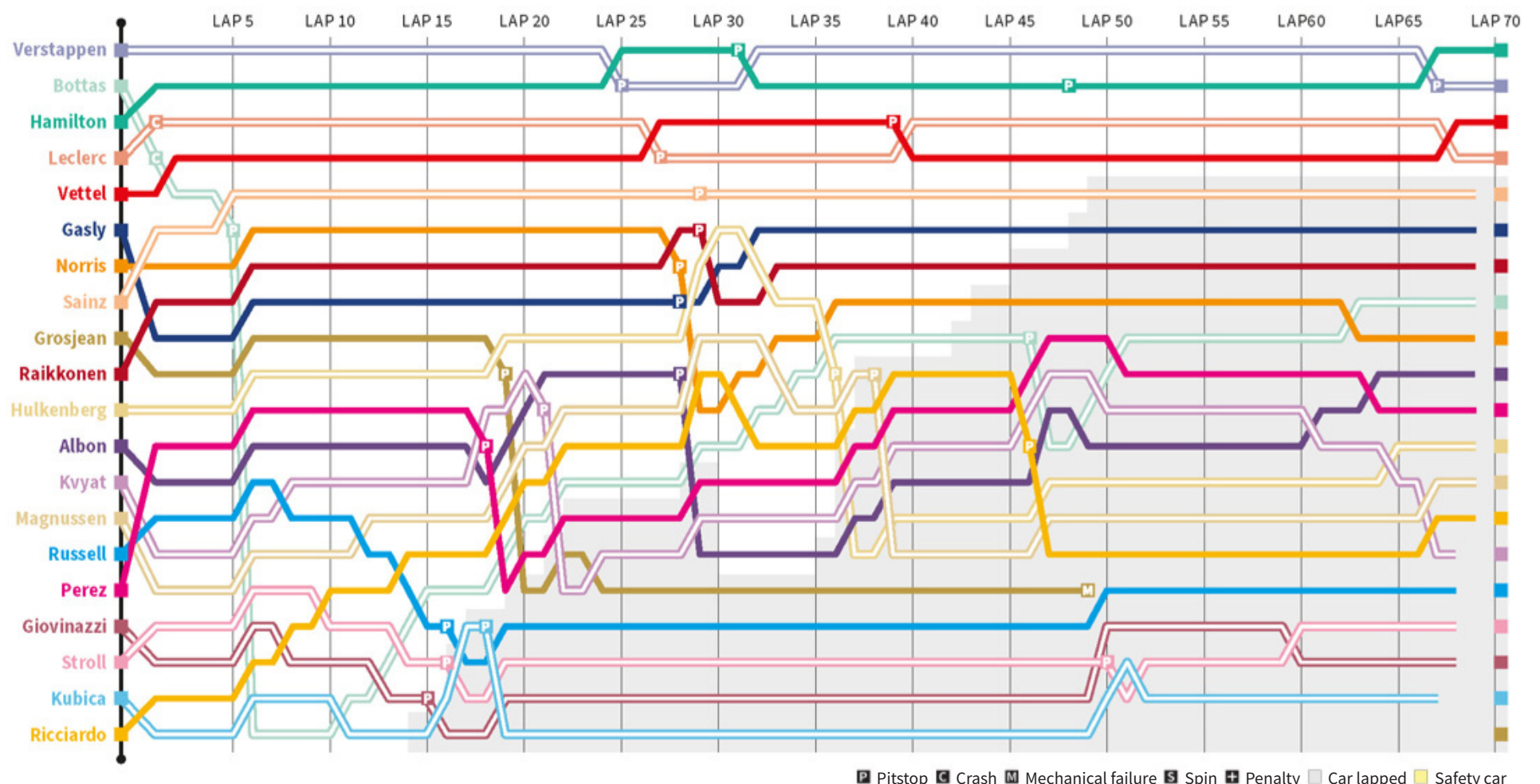
RACE BRIEFING



GRID PENALTIES

GIOVINAZZI Three-place penalty and one licence point for impeding Stroll
RICCIARDO Required to start from the back of the grid due to additional power unit elements used

LAP CHART What happened, when



P Pitstop C Crash M Mechanical failure S Spin H Penalty Car lapped Safety car

LEWIS AND MAX LEVEL-PEG AS A WILLIAMS DRIVER RATES BEST

A phenomenal Q1 effort and ace race pace from Russell means he's top of the class, while there's nothing to split victor Hamilton and runner-up Verstappen

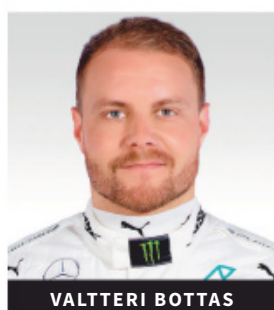
EDD STRAW

MERCEDES



LEWIS HAMILTON

9 Hamilton wasn't happy with the feel of the car in qualifying and ended up a couple of tenths off Verstappen and behind Bottas. He was the fastest driver in the race and, while he couldn't pass Verstappen mid-race, his pace after his second stop allowed him to catch and pass the leader on lap 67.



VALTTERI BOTTAS

5 Bottas was the stronger Mercedes driver in qualifying and would have been on pole but lost time in Turns 12 and 13. His race fell apart trying to take the lead at the start, then contact with Leclerc damaged his front wing before Turn 4. Recovered to eighth after getting stuck behind Ricciardo.

FERRARI



SEBASTIAN VETTEL

8 Vettel continued his mid-season run of being the second-fastest Ferrari driver having qualified well behind Leclerc. In the race, he ran with Leclerc in the first stint but extended it to allow a move onto softs for the last stages. He made up 20s to catch and pass his team-mate for third with three laps to go.



CHARLES LECLERC

8 Crashing in Q1 was a needless error that Leclerc was lucky to get away with. But he went on to outqualify Vettel comfortably and was ahead of him in the race – after surviving a clash with Bottas. Vettel's strategic gamble, and superior tyre management, cost Leclerc third.

RED BULL



PIERRE GASLY

4 After a solid Friday, things started to go wrong on Saturday for Gasly. He blamed struggles with the tyres for the eight-tenth deficit to Verstappen, but a poor start dropped him to ninth. Undercut his way past Raikkonen and Norris, but spent the rest of the race failing to pass Sainz.



MAX VERSTAPPEN

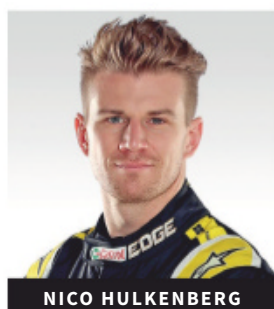
9 Aced it in qualifying to take a first F1 pole position, with strong pace in the final sector thanks to good tyre management over the lap. Leading most of the race and being passed with four laps to go may not look great on paper, but once Hamilton made the second stop he was a sitting duck.

RENAULT



DANIEL RICCIARDO

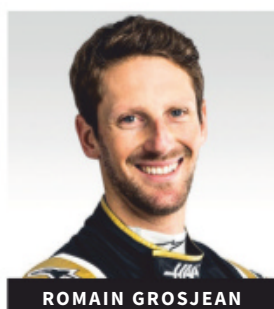
6 It all went wrong for Ricciardo in qualifying when he was caught in traffic in Q1, and then compromised the start of his lap by going around Grosjean and Perez in the last corner. He started last after power unit component changes and plugged away in the race, but was bogged down in traffic.



NICO HULKENBERG

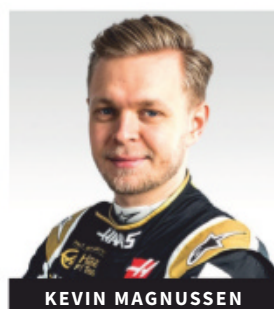
7 Having failed to make Q3, Hulkenberg was able to start on mediums, which should have given him an advantage over the four 'Class B' cars ahead. He ran 11th, moving up to 10th when Bottas pitted, but spent the race stuck in a 'safe' engine mode and couldn't hang on to points.

HAAS



ROMAIN GROSJEAN

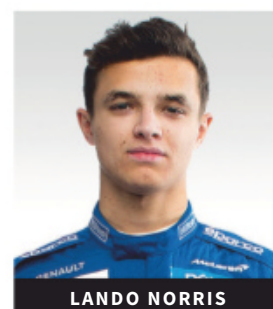
8 Qualified superbly in the Australian GP-specification Haas, and ran ninth in the first stint at the head of a five-car train fighting for points. But he came in early in response to Perez's stop, and struggled on hards to the end, allowing that group, and others, to jump him before he retired.



KEVIN MAGNUSSEN

7 If Magnussen had been able to repeat his Q1 pace he'd easily have been in Q3. But the loss of grip, particularly on the front axle, cost him. From 14th on the grid, he never quite got into points contention and, after running long on his first stint, could only pick off Kvyat in the closing stages.

MCLAREN



LANDO NORRIS

9 Again Norris outqualified Sainz, but he lost the 'midfield lead' to his team-mate at the start. He got ahead of the slow-starting Gasly, then Bottas after his early stop. But a slow pitstop was costly, and Gasly and Raikkonen jumped him and left him exposed to Bottas's attack late on.



CARLOS SAINZ JR

9 While Sainz struggles to beat Norris's pace in qualifying, he remains exemplary in races. He chose his approach to the first corner well to pass Norris for sixth, then picked up fifth when Bottas pitted. He drove immaculately to finish fifth, keeping Gasly's faster Red Bull behind in the second stint.



RACING POINT



SERGIO PEREZ

8 Racing Point struggled a little in Hungary, but Perez got what he could from the car in qualifying, beating Stroll by more than four tenths. A good first lap, with a great pass on Albon in Turn 4, got him up to 12th. He jumped Kvyat in the stops and held 10th before Albon got back past.



LANCE STROLL

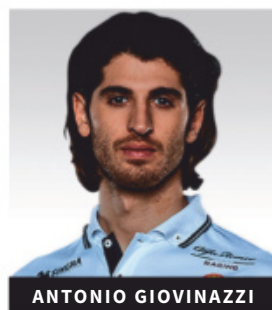
4 Stroll only lost time on one of his Q1 fliers to being impeded by Giovinazzi, so the 0.433s gap to Perez was down to a scruffy session. He picked up one place off the line, but was passed by Ricciardo and the recovering Bottas, so only made up one place overall thanks to Grosjean's retirement.

ALFA ROMEO



KIMI RAIKKONEN

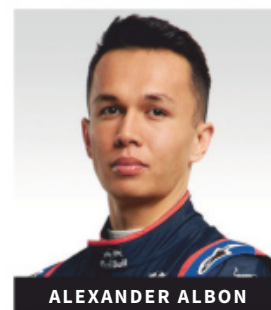
9 Raikkonen's 10th on the grid was a good effort in the Alfa Romeo. He drove an unobtrusively effective race, holding eighth early on, which became seventh when Bottas pitted, then sixth thanks to Norris's slow stop. Gasly undercut him, but he held firm under late pressure from Bottas for seventh.



ANTONIO GIOVINAZZI

5 Giovinazzi never seemed on top of the Alfa Romeo in Hungary and accepted the 0.286s gap to Raikkonen in Q2 was down to him. He made little progress in the race, his first stint shortened by a rear vibration, and finished between Stroll and Kubica while still carrying the problem.

TORO ROSSO



ALEXANDER ALBON

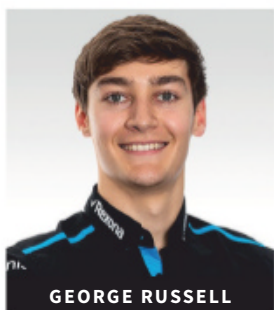
8 Qualified ahead of Kvyat based on both their first run times and held 13th early on. On the periphery of the points fight, he stopped on lap 29 and used his tyres well to still have pace in the closing stages, picking off Kvyat and, after surviving contact at the first corner, Perez to nick a point.



DANIIL KVIAT

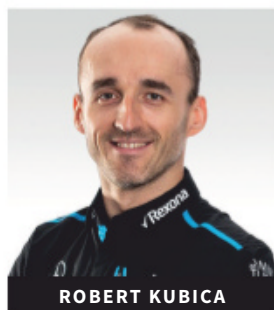
8 Kvyat's final run in Q2 was ruined by an incorrect differential setting, so he qualified 0.005s behind Albon. Passed Russell and Albon during a good first stint, but a slow pitstop dropped him outside the points battle. He lost more places by having to finish a marathon second stint.

WILLIAMS



GEORGE RUSSELL

10 Russell starred in Q1 and almost made Q2, but a rear-end wobble in the last corner at the start of his lap cost him momentum when he got to the first corner. He hauled the FW42 to hitherto unseen heights in the race, but couldn't keep Ricciardo, Kvyat and Magnussen behind.

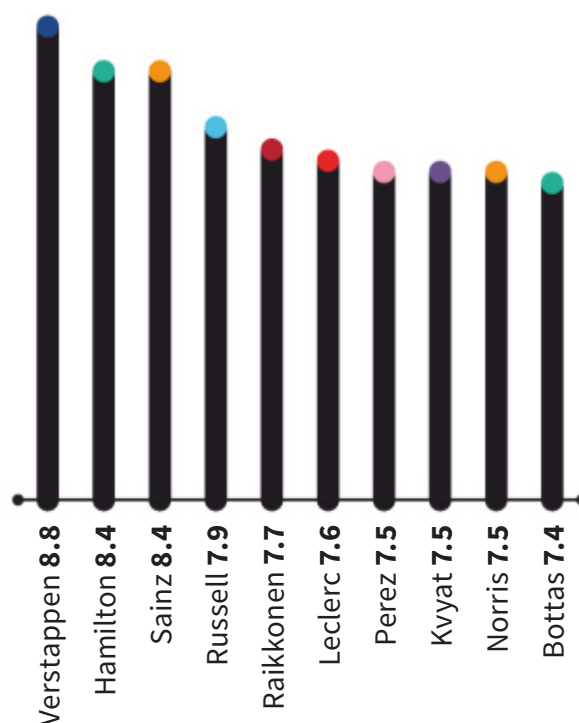


ROBERT KUBICA

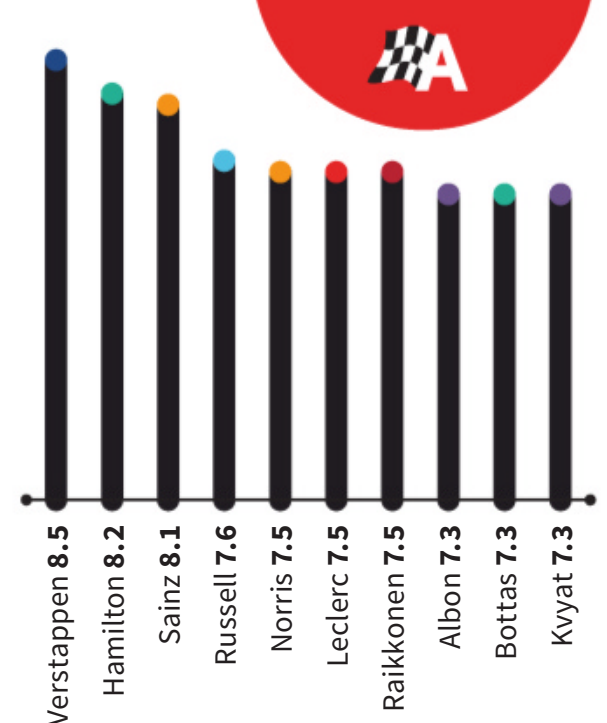
5 While Russell flew, Kubica had a difficult weekend and was a massive 1.3s off his team-mate in Q1 as he struggled to make the tyres work. He was at the back throughout the race, compromised by having to focus on tyre management, but he avoided any major errors and brought the car home.

TOP 10 AVERAGE RATINGS

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AFTER ROUND 12



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AFTER ROUND 12



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Tanak stuns on a rallying classic

The Toyota star extended his lead over Ogier with another imperious drive and his second consecutive win in Finland

DAVID EVANS

PHOTOGRAPHY MCKLEIN

Standing at the side of a road called Seppalantie near the main drag through Pihlajakoski, the locals had waited long enough.

As eight in the morning neared, it was freezing. And almost raining.

Nobody cared. The cars were coming. The wait was almost over. Rally radio was flicked on and you had to smile: Bastille's *Good Grief* (actually, it was the film *Weird Science*) provided a great opening line to Saturday: "So, what would you little maniacs like to do first?"

Minutes later, the maniacs and their World Rally Cars arrived to slash through the scenery at unflinching speed matched only by innate precision. This 100mph collision of mind-bending pace, noise and colour is what places Rally Finland at the very centre of everything cherished by those who hold rallying close. It's that special. Every time.

And that's just for the mere mortals standing and watching. To be in the car is something different. And to succeed at something different requires a reworking of what you might consider sensible.

As is always the case at this time of the year, Jyväskylä was packed with heroes past and present. Between these four – Marcus Gronholm, Markku Alen, Juha Kankkunen and Tommi Makinen – there were two decades' worth of victories on the one they all want to win.

"How to do it?" smiled Gronholm. "This is what you want to know..." The lanky seven-time Rally Finland winner grinned and kept his counsel.

Alen obliged: "First thing, on the morning of the rally, is switching off a little bit the brain. Make head clear and then, 'Hey boys, you follow me'. Fastest straight away. Stage one: bang. Then we go."

Makinen agreed: "You need to be like a robot. You focus on the road and nothing else. You don't take anything else to the head. Switch off for everything else."

The Toyota Gazoo Racing team principal paused for a moment to watch one of his Yaris WRCs – the one Ott Tanak drives

– cross another finish line for another stage victory.

"This is what Ott is doing," he added. "Ott is a robot now."

It wasn't just impossible to argue.

It was entirely pointless to argue.

The championship leader's speed was as metronomic as it was predictable.

Not to mention very, very fast.

Not through the years of French domination of rallies – not even through Sebastien Loeb laughing in the face of anybody who fancied a Germany win or Sebastien Ogier's vice-like grip on Monte Carlo – has one driver come to a WRC round with the odds stacked so firmly in his favour.

Last month, Tanak had taken his colleagues apart in a startling demonstration of fast gravel driving that left him a minute up on a factory Hyundai, Citroen and Ford after just 90 miles of Rally Estonia competition. Notice, were it needed, had been served.

Last Sunday, Tanak completed the job and delivered a drive equal in its brilliance to any of the Finnish masters mentioned previously.

First on the road on Friday, the championship leader knew his grip would be compromised as he swept the line clean for those following. Finland's never as bad for loose gravel as places such as Sardinia or Mexico, but braking for junctions after time on the rev limiter in top was an eye-opener for Ott. Not that he talked about it.

He just got on with it. Only on Friday evening did he open up a bit more.

"This morning was really important," he said. "You can't be slow in the start of any rally, but, for sure, if you give away 10 seconds on the first day here then you can be finished and you are far away."

"I knew this morning I had to really work to make the times. On the second loop it's always a bit more difficult, because everybody knows the limits and the roads are so fast and you can't make any difference."

The lack of junctions and twisty >>



STAT

22

Ott Tanak's World Rally
Championship points
lead after Finland



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RACING

Latvala took the lead
on Friday afternoon
but an off would hurt



sections – even on a route that again sacrificed classics in favour of the smaller, narrower roads necessary to sate the FIA's obsession with keeping average speeds in check – make it harder to haul tenths of seconds out of corners.

Good as his word, Tanak took a 5.4s lead back to service after the rally's opening loop. By then, even the most optimistic had to admit the deal was done.

Before the start, Ogier had talked of his intention to fight with last year's Rally Finland winner. The French driver, who has also tasted success in these parts, was adamant that he came for a scrap and, starting behind the Toyota, he would be giving him one.

Friday lunchtime told a different tale. "There is nothing we can do," said Ogier, who was 12.6s behind and running sixth when he sat down to eat. "He is unbelievable. I don't know what happened with the weather, I think there was some rain and then in the last two weeks it was so hot and so dry, but the gravel seems more loose than ever. I never thought he could do what he did this morning."

“It was Saturday morning that Tanak's rivals really feared, as he went from fourth to first”

Tanak's thinking was correct as the world came back at him through Friday afternoon. This being Finland, the margins were minuscule. Sometimes they were nothing at all, as after the second shot at Urria. Jari-Matti Latvala led, but Kris Meeke, Esapekka Lappi and Tanak had all taken 52m55.2s – six-tenths more than J-ML – to complete the first eight stages.

Latvala had eased his way clear to the comparative comfort of a 1.2s advantage over Meeke by close of play on Friday. Citroen's Lappi was the interloper who ensured any team orders Toyota might have been planning would have to be put on ice. At least for now.

As predictable as Tanak's day one pace was, it was Saturday morning that his rivals really feared. Running further down the order after the classification was reversed for day two, Tanak went from fourth to first in Pihlajakoski.

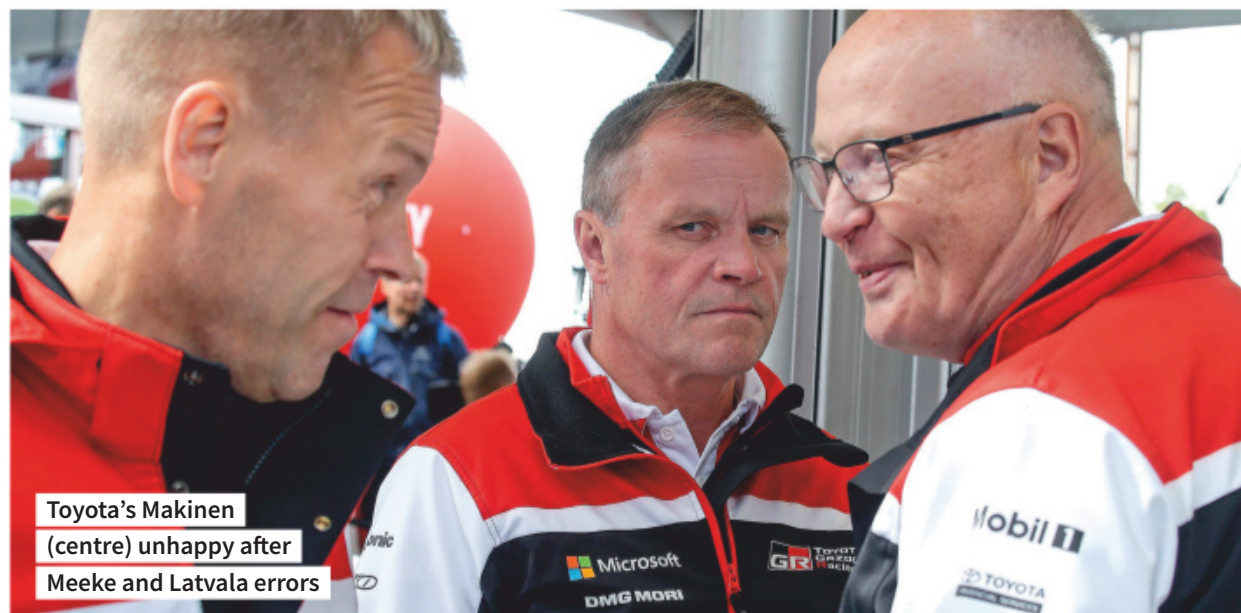
And that, the commonly held view, was that. The #8 Toyota would only once be headed all the way to Sunday afternoon's podium. But they couldn't shake Lappi. The resurgent C3 WRC star remained a thorn in the side of Toyota's plans for podium domination. With the Citroen just a tenth of a second behind Meeke, the Brit responded with fastest time in Paijala to extend his lead over the French machine to 5.9s. Ahead of Meeke, Latvala had moved into the lead by 0.2s from Tanak, with 0.6s covering the top three.

Ten seconds in Finland is generally reckoned to be worth 20s or 30s on other rallies. But what's six worth? Is six worth calling the boys off and reiterating team orders talked about on Thursday evening before the start of the rally?

As much as Toyota wants to see Tanak champion, it wants a successful defence of its manufacturers' title and that means packing all three cars ahead of the nearest Hyundai. The podium lock-out would be the perfect scenario and, going into Kakaristo – the second half of the legendary Ouninpohja test – that was where the Finland-based squad was.

And, had it not been for a rock on the outside of a fifth-gear right-hander, it's possible that's how it would have stayed. Meeke first. He nailed the corner and dropped the left-rear into the ditch on the exit. The ditch was where the rock resided.

The impact folded the wheel back and against the arch immediately. The Northern Irishman's Yaris was parked up at the next available junction. Two minutes later and >>



Toyota's Mäkinen
(centre) unhappy after
Meeke and Latvala errors

BREEN DELIVERS FOR HYUNDAI



This is meant to be about the best of the rest. I'm supposed to use this space to tell you how sick Sebastien Ogier was on Friday night; how Kris Meeke crashed. Twice. How Andreas Mikkelsen drove to save his career with a superb fourth place, edging Ogier in a final-day scrap. And how Thierry Neuville – and M-Sport – looked to have lost the plot a little bit in Finland.

But I'm not going to do any of that. Instead, I'm going to focus on the biggest positive of them all. I'm going to focus on what Craig Breen did.

Drafted in to contest the rally nine-time world champion Sebastien Loeb didn't fancy, the Irishman slotted straight into the i20 Coupe WRC and looked like he'd been there all season. In fact, for a day, he was quicker than Hyundai's other drivers, who have been there for far more than a full season.

Breen was sublime. He found himself a middle-of-the-road set-up and stuck with it to set stacks of top-six stage times, and came within a tenth of a second of a fastest time in Aaneikoski. And the best bit? Slowing down on Sunday.

"The event surpassed my expectations," said Breen, who ended up seventh. "My whole plan before the rally was to be in position to have to slow down and let one of my team-mates by. That's all I could target and that's exactly how it panned out. I know it's an odd thing to say and it's probably the only time in my career I'll be happy to slow down for somebody, but that's the truth."

Hyundai team principal Andrea Adamo was similarly chuffed and admitted Breen had all but booked the i20 Coupe WRC for Rally GB in October and opened the door for a longer-term deal next season.



it was more of the same for the rock as Latvala's Yaris slapped it too. The Finn escaped with a puncture. Neither escaped the wrath of Mäkinen.

"We had a good meeting before the rally," he said. "We discussed things and we said, 'Do not try to follow Ott. Do your own driving and concentrate on your own driving.' But when they pull on the helmet and they get into the big fight, they forget everything."

"It was only a question of what happened, both of them were thinking: 'Ott is going that fast...' and they forget about their own driving. Somehow their concentration has

"As Tanak's team-mates floundered, he pressed on and pulled 8.1s out of everybody"

been disturbed and, unfortunately, it's not the first time this year. What can we do? How to tell them, again and again and again, and trust that they remember that."

Latvala got the message and, suitably chastened, throttled back and took a more conservative approach to the remainder of the rally. Fortunately for him, he'd 'only' dropped 14s with the puncture and so remained second, but with Lappi now just half a second behind.

Through all of this, Tanak was imperious. As his team-mates floundered on arguably Finland's most famous stretch of gravel, he pressed on and pulled 8.1s out of everybody.

"Stage-by-stage my team-mates started to push harder," said Tanak. "In the third stage I was starting to push over the edge a little bit, this shows the pace was higher."

Asked to explain "over the edge", Tanak grinned. "It was Kakaristo," he said. "That was the push. It wasn't the crazy risk that you just close your eyes – no I still kept the eyes open. I had a plan to stay on the road, but when you go over the edge a little it's the places where you go flat and then the car is going light where you don't

Tanak leaps for joy on podium after extending championship lead



expect or you jump and then you are landing a little bit off the line."

Now, with a lead of 13.9s, all bets really were off. Tanak wouldn't be overtaken as he headed for a perfect five-pointer on the powerstage run at Ruuhimäki.

As much as Tanak deserves the credit for an outstanding run and faultless three days, so does second-placed Lappi. The start to the season has been shocking for the likeable Citroen driver and, if ever the turnaround was coming, it had to come on his home event. As much as he was familiar with the terrain, having won with Toyota there two years ago, Lappi came to the event on the back of extremely good news from the technical department in Versailles.

Turns out the transmission set-up he'd been told would have to wait until next year had been found. The C3 could be transformed to his liking.

"I thought it couldn't be for this year, I was told it's not possible," he said. "But then we found out these parts that were homologated already, but I guess they were so old, they didn't realise they would work. We tried and... boom."

Lappi made the most of revised transmission to turn around his season





“The car is more reactive. It’s something in the braking phase of the diff I get now.”

In layman’s terms, Lappi was struggling with the differential locking too much, which made it much harder for him to trail-brake into corners without locking both front wheels. The improvements ensured only the inner wheel would slow, giving him the balance and confidence he’d found with the Toyota and Skoda.

And it came immediately. Crossing the finish line on the first gravel stage, he was just a tenth of a second off the fastest time in the Oittila 12-miler. Lappi’s co-driver Janne Ferm said it all: he burst out laughing. And deservedly laughed the laugh of a man who hasn’t laughed like that for a long time.

Latvala was laughing less. Going into the final morning, he was 10s down on Lappi, but didn’t dare suggest to Mäkinen that he pushed and tried to polish third into second. Especially not when Meeke crashed for the second time in the penultimate test.

All of those disappointments were forgotten – or at least put on the back burner – when Tanak flew across the finish line to secure back-to-back home wins and a hat-trick for Mäkinen’s squad.

The bonhomie as the four-time champion hugged Tanak contrasted starkly with the reception when the Estonian arrived in the service park following the powerstage in Sardinia. Remember that? When a steering problem turned first to fifth and left Tanak raging. There was definitely an audible sigh of relief when a similar outcome was avoided last weekend.

The result might have been the one the world expected, but Finland still delivered on a level only Finland can. The same can, and should, be said of Tanak. 🏆

RESULTS ROUND 9/14, RALLY FINLAND, 1-4 AUGUST

POS	DRIVER / CO-DRIVER	TEAM / CAR	TIME
1	Ott Tanak (EST) Martin Jarveoja (EST)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	2h30m40.3s
2	Esapekka Lappi (FIN) Janne Ferm (FIN)	Citroen Total WRT / Citroen C3 WRC	+25.6s
3	Jari-Matti Latvala (FIN) Miikka Anttila (FIN)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	+33.2s
4	Andreas Mikkelsen (NOR) Anders Jager (NOR)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+53.4s
5	Sebastien Ogier (FRA) Julien Ingrassia (FRA)	Citroen Total WRT / Citroen C3 WRC	+56.1s
6	Thierry Neuville (BEL) Nicolas Gilsoul (BEL)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+1m32.4s
7	Craig Breen (IRL) Paul Nagle (IRL)	Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC	+1m38.2s
8	Teemu Suninen (FIN) Jarmo Lehtinen (FIN)	M-Sport Ford WRT / Ford Fiesta WRC	+2m33.8s
9	Kalle Rovanpera (FIN) Jonne Halttunen (FIN)	Skoda Motorsport / Skoda Fabia R5 Evo	+7m54.1s
10	Nikolay Gryazin (RUS) Yaroslav Fedorov (RUS)	Nikolay Gryazin / Skoda Fabia R5	+10m28.7s
OTHERS			
19	Jouni Virtanen (FIN) Risto Pietilainen (FIN)	Janpro / Ford Fiesta WRC	+27m05.0s
R	Kris Meeke (GBR) Sebastian Marshall (GBR)	Toyota Gazoo Racing WRT / Toyota Yaris WRC	SS22-accident
R	Gus Greensmith (GBR) Elliott Edmondson (GBR)	M-Sport Ford WRT / Ford Fiesta WRC	SS21-accident

STAGE TIMES

STAGE	FASTEST	LEADER	SECOND
SS1 Harju 1 (1.44 miles)	Neuville 1m47.3s	Neuville	Tanak +0.7s
SS2 Oittila (12.02 miles)	Latvala 9m36.6s	Tanak	Meeke +0.4s
SS3 Moksi 1 (12.45 miles)	Meeke 9m56.3s	Tanak	Meeke +0.3s
SS4 Urria 1 (7.63 miles)	Latvala 6m08.0s	Tanak	Meeke +1.1s
SS5 Assamaki 1 (7.66 miles)	Tanak 5m49.7s	Tanak	Meeke +4.2s
SS6 Aanekoski 1 (4.85 miles)	Latvala 3m38.1s	Tanak	Latvala +5.4s
SS7 Moksi 2 (12.45 miles)	Latvala 9m45.7s	Latvala	Tanak +0.4s
SS8 Urria 2 (7.63 miles)	Mikkelsen 6m02.8s	Latvala	Lappi +0.6s
SS9 Assamaki 2 (7.66 miles)	Latvala 5m43.8s	Latvala	Lappi +1.1s
SS10 Aanekoski 2 (4.85 miles)	Meeke and Latvala 3m33.1s	Latvala	Meeke +2.0s
SS11 Harju 2 (1.44 miles)	Neuville 1m48.3s	Latvala	Meeke +1.2s
SS12 Pihlajakoski 1 (8.96 miles)	Tanak 7m30.0s	Tanak	Latvala +0.5s
SS13 Paijala 1 (14.21 miles)	Meeke 10m37.4s	Latvala	Tanak +0.2s
SS14 Kakaristo 1 (11.62 miles)	Tanak 9m00.1s	Tanak	Latvala +13.9s
SS15 Leustu 1 (6.52 miles)	Latvala 5m27.2s	Tanak	Latvala +13.8s
SS16 Pihlajakoski 2 (8.96 miles)	Lappi 7m21.5s	Tanak	Lappi +12.4s
SS17 Paijala 2 (14.21 miles)	Tanak 10m28.9s	Tanak	Lappi +14.4s
SS18 Kakaristo 2 (11.62 miles)	Lappi 8m51.5s	Tanak	Lappi +13.9s
SS19 Leustu 2 (6.52 miles)	Mikkelsen 5m22.9s	Tanak	Lappi +16.4s
SS20 Laukaa 1 (7.30 miles)	Tanak 5m29.7s	Tanak	Lappi +20.0s
SS21 Ruuhimaki 1 (6.91 miles)	Latvala 5m30.9s	Tanak	Lappi +22.0s
SS22 Laukaa 2 (7.30 miles)	Mikkelsen 5m23.1s	Tanak	Lappi +21.1s
SS23 Ruuhimaki 1 (powerstage) (6.91 miles)	Tanak 5m24.3s	Tanak	Lappi +25.6s

DRIVERS' CHAMPIONSHIP

1 **Tanak** 180; 2 **Ogier** 158; 3 **Neuville** 155; 4 **Evans** 78; 5 **Mikkelsen** 71; 6 **Suninen** 66; 7 **Meeke** 60; 8 **Lappi** 58; 9 **Latvala** 56; 10 **Sordo** 52.

MANUFACTURERS' CHAMPIONSHIP

1 **Hyundai Shell Mobis WRT** 262; 2 **Toyota Gazoo Racing WRT** 238; 3 **Citroen Total WRT** 198; 4 **M-Sport Ford WRT** 158.

NEXT EVENT

RALLY GERMANY
29 AUGUST ISSUE

Can anyone stop Toyota and Tanak at the event they won last year?





Ingram and Toyota turn a corner as Plato and Sutton fold

A mid-season reset proved super effective as a retuned Corolla came out fighting, but the Snetterton finale grabbed the headlines when two former team-mates came to blows

MATT KEW

PHOTOGRAPHY JEP  motorsport
IMAGES

Every extra steering input that Tom Ingram fed in to control the new Toyota Corolla's unstable rear during the first part of the season cost him time. Whether he had to straighten the car mid-corner or correct a slide on exit, with each movement he was extending how far the car had to travel inch-by-inch.

The reigning independents drivers' champion was comfortably one of the top five performers across the opening rounds, but that was because of his superlative car control rather than a lofty points haul. The July break couldn't come soon enough for Speedworks, offering the respite the team needed to press the reset button and finally

begin to dial-in the Corolla's skittish nature.

Initial plans to hoist the car up onto a four-poster rig to refine the alignment settings were lost to a tight schedule. Then up stepped engineer Spencer Alridge to take on the mammoth task of finding a handful of needles in a haystack in the limited time.

"A lot of what we've done is correlation on what's been learned over the year," Ingram said after scoring the Corolla model's first pole since triple champion Win Percy back in 1982. "The stuff that we've tried is ridiculous. You forget, when you've done that much, what worked and what didn't. Thankfully, Spencer is insane with the worth ethic he puts in. He's trawled through every bit of data and

every lap that we've done this year and worked out what was better, what wasn't, what worked, what didn't.

"He came up with a load of stuff that we wanted to try at the [Snetterton tyre] test and 90% of it didn't work, which is what always happens. About 5% of it was, 'Wow, that's stunning'; 2.5% was OK and another 2.5% was pretty good. We ended up with a lot of information to go back with and it's just been a case of going back through and understanding it all."

The result of the painstaking process to isolate what made the Corolla tick was pole over Dan Cammish by just 0.002s and a race one victory, with the Honda Civic Type R driver 3s in arrears.



THE INFINITI'S SECOND ATTEMPT AT FIRST STEPS



One drivers' point between two cars is all that the Infiniti Q50 could muster in its sole BTCC season back in 2015 – hardly a stellar record. Now, four years behind the development curve, the saloon has returned.

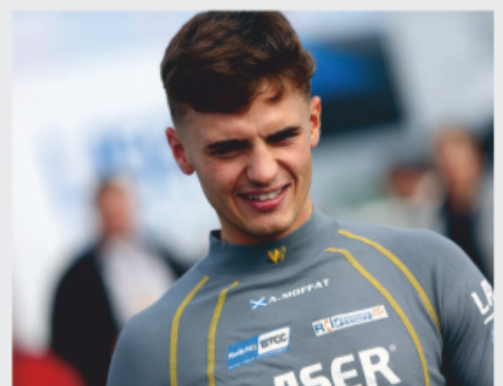
Laser Tools Racing has benched its Mercedes A-Class and bought the ex-Support Our Paras team cars, upgrading one to current RML parts. For driver Aiden Moffat – a three-time victor – things were far from rosy at the end of Saturday. The car's long wheelbase made it look cumbersome through the tighter bends. In turn, Moffat qualified 29th – only ahead of Stephen Jelley who, as the cause of a red flag prior to setting a banker lap, was there by default.

Seventeenth place in race one showed a promising upturn, however. Granted, Moffat opted for soft tyres in among a bunch of hard-shod rivals – at a gain of approximately 1s per lap – but the new car looked swift enough, and not the full 3.4s off pole it had been the day before.

"I expected to still be down the bottom half of the 20s," reflected Moffat. "We're only focusing on improving the car and development, so to get into the top 20 was as good as a win for us."

"We tried three completely different set-ups between FP1, FP2 and qualifying and then mashed them together a bit for race one. We want to go dramatic just now because if we keep only tweaking it will take us forever and a day."

The start to the Q50's sophomore campaign was little more than subdued, but perhaps the team's gamble to switch to rear-wheel-drive machinery is showing the very first signs of a longer-term pay-out.



"It just felt phenomenal, absolutely sublime," Ingram added. "It's the best the car has ever felt – the best touring car I've ever driven in that sense. It's much better than the Avensis in the balance, in terms of response. It felt awesome."

"We said all the way along, give us until the summer break and if we're still struggling then people can start criticising us. But, until then, let us have a fair crack. We're a year behind the Team Dynamics' Civic [introduced in 2018], about a year behind the [three-car] BMWs with the work they've done. For a one-car team, I think we're doing a bloody good job."

There's an added element that makes Ingram's victory all the more promising for the team, and daunting for its competitors. All of those refinements to the set-up to tame the Corolla meant that, during the tyre test, Ingram didn't complete race runs and so was shy on data. Cammish, meanwhile, had hammered out the longer stints and so was the genuine favourite for the race one spoils.

But the 2.97-mile layout meant that, as Cammish sat stationary on the grid waiting for the rest of the field to complete the long green flag lap, the car's temperatures began to climb. Although Cammish reacted faster at the lights, the Civic stuttered during the second phase of its launch and allowed Ingram to dive clear into Riches.

And if Cammish was pre-race favourite, by default it meant that WSR and the BMW

330i M Sports were not – for once.

After victory for Colin Turkington and Andrew Jordan in nine of the first 15 rounds this season, all non-BMW-engine cars were handed a turbo boost gain of the minimum 0.02-bar increment – around 4bhp. In addition, with the return of the rear-wheel-drive Infiniti Q50 (see right), all other rear-driven competitors also had to make a centre of gravity change. BMW chose to jack the 3 Series' rideheight up by 6mm, while Team BMR split it between raising the suspension and adding ballast to the Subaru Levorg's bulkhead.

At a venue that traditionally favours front-driven machinery and penalises heavier cars, the 54kg of success ballast for Turkington and 48kg for second-in-the-points Jordan returned fourth and fifth respectively in the opener.

Also brought in for Snetterton, so far in a one-off capacity, all drivers had to run all three tyre compounds across the races. By dispensing with the medium rubber in race one, both lead BMW drivers were soft-shod for the second encounter. With Ingram, Cammish and third-starting Sam Tordoff on mediums and with more ballast, the 3 Series was back on form in race two.

A flying start promoted Turkington to second and from there he hounded Ingram. Turkington drew some criticism for seemingly bumping Ingram in his attempts to pass, but it came to light that an ailing wastegate on the Corolla instead >>



The final-race duel between Plato and Sutton was thrilling, but stewards took a dim view

hampered its pace and caught the defending champion unawares.

At the Wilson hairpin, Turkington hurled up the inside for the lead. Ingram ran a touch wide, which resulted in Jordan taking to the grass and slipping behind Cammish who, on the slower tyre, had previously given him an easy pass for second.

Cammish offered a more robust defence second time around, and that gave Turkington the breathing space he needed for a 4.386s victory and – come the end of the weekend – an increased 36-point lead in the standings.

There might still be 12 races left to run, but Turkington's triumph marked WSR's 10th win of the season – a record haul that surpasses its previous best set in 2014. Jordan's third place brought further reward: a 200th podium for the team since its relationship with BMW began.

Chris Smiley was the chief beneficiary of the draw for the partially reversed race three grid, with the eighth-place finisher in race two drawn on pole. But he'd saved the slowest hard-compound Dunlops for the finale, while second-starting Ash Sutton had the far better softs.

Once again there was a clear favourite for

victory, and again it wouldn't come to pass.

Sutton's superior getaway brought the Levorg and Civic side-by-side into Riches, but Smiley braked later to hold off Sutton's threat on a wider line. It all allowed third-starter Jason Plato to fire into the lead in his hard-tyre-shod Vauxhall Astra.

Once Sutton had dispatched Smiley, it left the former BMR stablemates to duke it out. On the softer tyre, Sutton was far faster through the corners, but the uphill Snetterton straights presented the starkest example this season of the Levorg's breathless straightline pace that allowed Plato to edge back ahead with each lap.

There was zero love lost between the two, both trying to assert themselves in front with – to put it mildly – robust moves.

A run on the fifth lap allowed Sutton to draw alongside through Oggies after a good exit from Hamilton, but Plato turned in early to close off the Sutton threat and opened the gap for Smiley to shoot back through for second place.

Sutton repassed Smiley, and soon closed the 1s gap back to Plato. His perfect exit from the final Murrays corner resulted in the pair crossing the line with a negligible 0.018s split.

Sutton braked later into the first corner to get a nose ahead for the run to Wilson and pulled through for the lead. Plato then fought back with an overzealous thump into the hairpin, which pitched Sutton's car away from the apex. If there was any doubt from the preceding exchanges, at this point it seemed certain that Plato and Sutton's battle would end in tears.

The action was compelling, but ultimately slow and so 12th-starting, soft-shod Butcher was soon in contention after a subdued and ballast-hampered race one and two. As Plato and Sutton level-pegged once more down the Bentley Straight, it punched a huge hole in the air. Butcher was a grateful recipient of an immense tow. He dived his AmD Tuning Civic to the right in his efforts to relieve Sutton of second. A closing gap meant he darted to the left and pounced the car down the inside into Brundle.

Plato and Sutton were so wrapped up in their private battle that the Astra driver had to concede position, ran off line and then, as expected, made more meaningful contact with Sutton. The duo made it to Nelson together, but then Sutton was pushed backwards across the sausage kerb and fell to an eventual 20th. With a Levorg plastered across his bonnet, Plato was delayed to finish fifth on the road before a 5s penalty for tapping Smiley and a 10s reprimand for the Sutton incident dropped him to 17th. Sutton called it "absolutely brainless", Plato was even less flattering.

But from it all, Butcher was left with a 2.3s lead over Josh Cook with two laps to go. Butcher's dynamic partnership with engineer Mike Bushell has already earned a win at Brands Hatch – but only after Tom Chilton had been penalised for hitting Matt Neal in the finale.

This time he got to triumph on the road, in front of the team, and spray the champagne as his weekend was salvaged. 🍾



Butcher netted a second win, and this time he could celebrate properly

RESULTS ROUND 6/10, SNETTERTON, 4 AUGUST RACE 1 (12 LAPS – 35.627 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Tom Ingram (GBR)	Speedworks Motorsport / Toyota Corolla GT S (6kg)	23m26.771s
2	Dan Cammish (GBR)	Team Dynamics / Honda Civic Type R S (24kg)	+3.071s
3	Sam Tordoff (GBR)	AmD Tuning / Honda Civic Type R S	+7.199s
4	Colin Turkington (GBR)	WSR / BMW 330i M Sport H (54kg)	+12.499s
5	Andrew Jordan (GBR)	WSR / BMW 330i M Sport H (48kg)	+16.918s
6	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra H (6kg)	+19.783s
7	Rob Collard (GBR)	Power Maxed Racing / Vauxhall Astra H	+20.333s
8	Ollie Jackson (GBR)	Motorbase Performance / Ford Focus RS H	+20.492s
9	Matt Simpson (GBR)	Simpson Racing / Honda Civic Type R S	+21.090s
10	Jake Hill (GBR)	Trade Price Cars Racing / Audi S3 Saloon H	+28.584s
11	Rory Butcher (GBR)	AmD Tuning / Honda Civic Type R H (30kg)	+29.419s
12	Ash Sutton (GBR)	BMR Racing / Subaru Levorg S (30kg)	+29.689s
13	Bobby Thompson (GBR)	Team Hard / Volkswagen CC S	+33.946s
14	Chris Smiley (GBR)	BTC Racing / Honda Civic Type R H	+34.871s
15	Daniel Rowbottom (GBR)	Ciceley Motorsport / Mercedes A-Class S	+36.178s
16	Tom Oliphant (GBR)	WSR / BMW 330i M Sport H	+44.997s
17	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50 S	+45.475s
18	Jack Goff (GBR)	Team Hard / Volkswagen CC H	+45.886s
19	Senna Proctor (GBR)	BMR Racing / Subaru Levorg S	+46.199s
20	Josh Cook (GBR)	BTC Racing / Honda Civic Type R H (42kg)	+52.334s
21	Carl Boardley (GBR)	Team Hard / Volkswagen CC H	+53.244s
22	Nicolas Hamilton (GBR)	Motorbase Performance / Ford Focus RS S	+53.834s
23	Mark Blundell (GBR)	Trade Price Cars Racing / Audi S3 Saloon H	+56.934s
24	Sam Osborne (GBR)	Excelr8 Motorsport / MG6 H	+58.699s
25	Stephen Jelley (GBR)	Team Parker Racing / BMW 125i M Sport H	+1m03.242s
26	Rob Smith (GBR)	Excelr8 Motorsport / MG6 H	+1m06.880s
27	Michael Crees (GBR)	Team Hard / Volkswagen CC H	+1m41.591s
R	Adam Morgan (GBR)	Ciceley Motorsport / Mercedes A-Class S	5 laps-gearbox
R	Tom Chilton (GBR)	Motorbase Performance / Ford Focus RS S (12kg)	4 laps-puncture
R	Matt Neal (GBR)	Team Dynamics / Honda Civic Type R H (18kg)	1 lap-damage

Winner's average speed 91.17mph. Fastest lap Cammish 1m55.682s, 92.39mph.
S=soft tyre M=medium tyre H=hard tyre

QUALIFYING

1 Ingram 1m54.737s; 2 Cammish 1m54.739s; 3 Tordoff 1m55.023s; 4 Chilton 1m55.184s; 5 Turkington 1m55.330s; 6 Plato 1m55.363s; 7 Jordan 1m55.368s; 8 Neal 1m55.443s; 9 Morgan 1m55.663s; 10 Collard 1m55.712s; 11 Butcher 1m55.723s; 12 Jackson 1m55.726s; 13 Smiley 1m55.727s; 14 Hill 1m55.740s; 15 Simpson 1m55.829s; 16 Thompson 1m55.858s; 17 Rowbottom 1m55.960s; 18 Sutton 1m55.986s; 19 Cook 1m55.990s; 20 Oliphant 1m55.990s; 21 Goff 1m56.530s; 22 Hamilton 1m56.657s; 23 Proctor 1m56.686s; 24 Boardley 1m57.116s; 25 Crees 1m57.214s; 26 Blundell 1m57.348s; 27 Smith 1m57.400s; 28 Osborne 1m57.812s; 29 Moffat 1m58.145s; 30 Jelley.



NEXT REPORT

THRUXTON
22 AUGUST ISSUE

Will Jordan reign supreme once again on the BTCC's second visit of the season to the Hampshire venue, or will the revitalised Toyota turn the tables?



GRID RACE 2 Decided by result of Race 1.

RACE 2 (12 LAPS – 35.627 MILES)

1 Turkington **S** (36kg) 23m47.421s; 2 Cammish **M** (48kg) +4.386s; 3 Jordan **S** (30kg) +4.777s; 4 Jackson **S** (12kg) +6.110s; 5 Tordoff **M** (42kg) +7.123s; 6 Plato **S** (24kg) +7.574s; 7 Sutton **M** +7.997s; 8 Smiley **S** +10.681s; 9 Simpson **M** (6kg) +12.342s; 10 Hill **M** (6kg) +13.324s; 11 Oliphant **S** +13.523s; 12 Butcher **M** +14.227s; 13 Thompson **M** +14.819s; 14 Collard **H** (18kg) +26.406s; 15 Cook **M** +27.031s; 16 Neal **M** +28.725s; 17 Chilton **M** +29.050s; 18 Morgan **M** +33.815s; 19 Moffat **M** +36.510s; 20 Hamilton **M** +37.202s; 21 Blundell **S** +37.929s; 22 Crees **M** +41.904s; 23 Ingram **M** (54kg) +1m11.677s; 24 Osborne **M** +1m56.243s; R Boardley **S** 10 laps-battery failure; R Jelley **S** 4 laps-damage; R Proctor **S** 4 laps-damage; R Smith **S** 4 laps-suspension; R Rowbottom **M** 0 laps-accident; R Goff **S** 0 laps-electrics.
Winner's average speed 89.85mph.
Fastest lap Jordan 1m57.271s, 91.13mph.
S=soft tyre M=medium tyre H=hard tyre

GRID RACE 3 Decided by result of race two, with top eight reversed.

RACE 3 (12 LAPS – 35.627 MILES)

1 Butcher **S** 23m55.854s; 2 Cook **S** +1.450s; 3 Smiley **H** (12kg) +8.275s; 4 Collard **S** +8.748s; 5 Jordan **H** (42kg) +9.873s; 6 Tordoff **H** (30kg) +10.272s; 7 Jackson **H** (36kg) +16.985s; 8 Ingram **H** +17.165s; 9 Turkington **H** (54kg) +17.385s; 10 Goff **M** +17.517s; 11 Neal **S** +18.483s; 12 Chilton **H** +19.449s; 13 Simpson **H** (6kg) +20.270s; 14 Osborne **S** +20.556s; 15 Cammish **H** (48kg) +21.150s; 16 Jelley **M** +21.552s; 17 Plato **H** (24kg) +24.598s; 18 Hamilton **H** +26.560s; 19 Smith **M** +26.912s; 20 Sutton **S** (18kg) +27.567s; 21 Moffat **H** +33.725s; R Proctor **M** 9 laps-damage; R Boardley **M** 9 laps-engine; R Hill **S** (6kg) 8 laps-gearbox; R Morgan **H** 7 laps-power-steering; R Oliphant **M** 6 laps-damage; R Blundell **M** 6 laps-damage; R Rowbottom **H** 2 laps-gearbox; R Thompson **H** 1 lap-damage; R Crees **S** 0 laps-damage.
Winner's average speed 89.32mph.
Fastest lap Jelley 1m56.802s, 91.50mph.
S=soft tyre M=medium tyre H=hard tyre

CHAMPIONSHIP

1 Turkington 236; 2 Jordan 200; 3 Butcher 177; 4 Cook 166; 5 Cammish 166; 6 Sutton 160; 7 Ingram 144; 8 Neal 130; 9 Plato 128; 10 Chilton 123.



Schumacher steals the show as Latifi begins

FORMULA 2
HUNGARORING (HUN)
3-4 AUGUST
ROUND 8/12

It's been a below-par season for arguably the most anticipated and watched junior single-seater driver in the history of motorsport, Mick Schumacher.

With the surname has come a gilded path, which almost certainly will end in a fairytale seat in Formula 1, where his father Michael dominated for so many years.

But for every break he's had, Schumacher Jr has also been met with the prying eyes of the fans, media and those who work in motorsport insistent that the reigning European Formula 3 champion must deliver instant results and live up to the performances of his father.

Of course, that wasn't going to happen.

His first F2 podium almost came at round two in Baku before a costly spin. He's had mechanical issues, he's been taken out by his team-mate and he's had a couple of off weekends, but Schumacher is now a winner.

F2 is an unusual championship. Schumacher has gone from two qualifying sessions and three races plus extensive testing in European F3 to one practice, qualifying on a different set of tyres and then two races in F2. And all that without tyre sensor data – the drivers must prepare the awkward Pirellis purely on feel.

Schumacher's strong Hungaroring weekend began with fourth in a wet qualifying. He couldn't maintain that spot in the race and fell to eighth, which at least gave him pole for the reversed-grid race. He's achieved that before, in Bahrain in March, when he fell back to sixth.

In Hungary, Honda junior Nobuharu

Matsushita pressured, and pressured hard, perhaps knowing that Schumacher had admitted he and his team had got their tyre management all wrong in the feature race the day before. But a set-up change reduced the understeer from Saturday, and Matsushita could only credit Schumacher in the post-race press conference, which had around 30 journalists present instead of the usual four or five...

While the grandeur of Schumacher's win meant it was the talking point of the weekend, it was probably only the third-best performance at the Hungaroring.

In a wet qualifying, ART Grand Prix's championship leader Nyck de Vries was unbelievable. He and Virtuosi Racing's Luca Ghiotto were over two seconds clear of anyone early on, and de Vries went quicker again later on to take a fantastic pole.

Was that as good as Nicholas Latifi's



De Vries leads Ghiotto and rest of field away at start of feature race



Schumacher took race two,
after Latifi (below) had
won feature encounter



his charge

feature race performance? It's hard to tell. But that, too, was a performance worthy of recognition and not to be forgotten in the ingratiating fanfare surrounding Schumacher.

Latifi jumped de Vries and Ghiotto at the start, and no one could get anywhere near him in the race. After strategy played out, he was seven seconds up the road.

It was at this point last year when he began to put together a brilliant second half of 2018 after illness had hindered his adaptation to the new F2 car. Rumours of a deal already being signed with Williams may be premature, but there's no doubt Latifi's management team will be discussing deals with potential suitors.

De Vries has to play a longer game with his future, but jumping Latifi for sixth in the sprint race at least stopped his rival from stealing more points out of his championship lead, now 30 with eight races to go.

Jack Aitken did his title aspirations no harm with third in the feature race, initially taking fifth from seventh at the start, then jumping Schumacher and Ghiotto in the pitstop phase. Fifth in the sprint event made sure Aitken clawed back points on Ghiotto – who was jumped by Sette Camara for third in the championship.

An honourable mention must go to the continuing hard work done by MP Motorsport, Jordan King taking a sixth – which would have been fourth without a late safety car ruining his off-sync strategy – and a fourth in the sprint race as the Dutch team continues to improve with the experienced Englishman behind the wheel.

JACK BENYON

RESULTS ROUND 8/12, HUNGARORING (HUN) RACE 1 (37 LAPS – 100.698 MILES)

POS	DRIVER	TEAM	TIME
1	Nicholas Latifi (CAN)	DAMS	1h02m40.675s
2	Nyck de Vries (NLD)	ART Grand Prix	+0.752s
3	Jack Aitken (GBR)	Campos Racing	+1.045s
4	Luca Ghiotto (ITA)	Virtuosi Racing	+2.995s
5	Sergio Sette Camara (BRA)	DAMS	+4.144s
6	Jordan King (GBR)	MP Motorsport	+5.048s
7	Nobuharu Matsushita (JPN)	Carlin	+5.282s
8	Mick Schumacher (DEU)	Prema Racing	+15.807s
9	Guanyu Zhou (CHN)	Virtuosi Racing	+17.795s
10	Callum Iltott (GBR)	Sauber Junior Team by Charouz	+18.562s
11	Anthoine Hubert (FRA)	Arden	+20.018s
12	Nikita Mazepin (RUS)	ART Grand Prix	+22.072s
13	Giuliano Alesi (FRA)	Trident	+22.754s
14	Juan Manuel Correa (USA)	Sauber Junior Team by Charouz	+23.756s
15	Sean Gelael (IDN)	Prema Racing	+28.183s
16	Tatiana Calderon (COL)	Arden	+1m15.823s
17	Mahaveer Raghunathan (IND)	MP Motorsport	+1m16.712s
18	Ralph Boschung (CHE)	Trident	-4 laps
R	Arjun Maini (IND)	Campos Racing	17 laps-hydraulics
R	Louis Deletraz (CHE)	Carlin	3 laps-hydraulics

Winner's average speed 96.395mph. Fastest lap King 1m32.436s, 106.019mph.

QUALIFYING 1 de Vries 1m49.809s; 2 Ghiotto 1m50.036s; 3 Latifi 1m50.578s; 4 Schumacher 1m50.748s; 5 Deletraz 1m50.853s; 6 Iltott 1m50.871s; 7 Aitken 1m50.962s; 8 Matsushita 1m51.408s; 9 Zhou 1m51.573s; 10 King 1m51.717s; 11 Correa 1m51.788s; 12 Sette Camara 1m51.817s; 13 Alesi 1m52.644s; 14 Maini 1m52.718s; 15 Boschung 1m52.956s; 16 Raghunathan 1m55.217s; 17 Gelael 1m52.995s*; 18 Hubert; 19 Mazepin; 20 Calderon. * = grid penalty.

RACE 2 (28 LAPS - 76.198 MILES)

GRID FOR RACE 2 Decided by result of Race 1, with top eight finishers reversed.

1 Schumacher 43m59.841s; 2 Matsushita +1.453s; 3 Sette Camara +3.396s; 4 King +4.177s; 5 Aitken +4.960s; 6 de Vries +11.428s; 7 Latifi +12.314s; 8 Ghiotto +12.930s; 9 Zhou +13.821s; 10 Iltott +23.877s; 11 Hubert +26.891s; 12 Alesi +29.527s; 13 Deletraz +35.741s; 14 Correa +38.514s; 15 Mazepin +39.932s; 16 Maini +40.093s; 17 Gelael +40.737s; 18 Boschung +42.857s; 19 Raghunathan +59.688s; R Calderon 7 laps-accident damage.

Winner's average speed 103.911mph. Fastest lap Matsushita 1m33.056s, 105.313mph.

CHAMPIONSHIP 1 de Vries 196; 2 Latifi 166; 3 Sette Camara 141; 4 Ghiotto 135; 5 Aitken 134; 6 Zhou 107; 7 Matsushita 85; 8 Hubert 77; 9 Deletraz 60; 10 King 59.



Jordan King took sixth
for ever-improving
MP Motorsport team

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Lundgaard (3) delivered a consummate lights-to-flag victory

ALL PHOTOGRAPHY
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Lundgaard, Armstrong split hairs

FIA FORMULA 3
HUNGARORING (HUN)
3-4 AUGUST
ROUND 5/8

There's no doubt that the FIA Formula 3 Championship is going to go down to the wire, such is the nature of competition – the top 21 were within a second of pole in qualifying in Hungary.

One squad not currently fighting for the title is reigning GP3 Series teams' champion ART Grand Prix, having endured a rollercoaster season after losing Christian Lundgaard's victory in the first race of the year due to a virtual safety car infringement.

However, a pre-Budapest ART team meeting seemed to work wonders as Renault junior Lundgaard took pole, and

then converted that into an easy race one win. He led every lap and set the fastest lap on the last tour of the race.

His team-mate Max Fewtrell acted as rear gunner and took second after a strong start. Behind, Niko Kari for Trident acted as the cork in the bottle, holding up a rapid train of cars on a track that's notoriously difficult to pass on.

Finally, Juri Vips of Hitech Grand Prix made a move stick and took third in the final quarter of the race, only to be mugged by HWA's Jake Hughes in the closing stages – the team new to single-seaters excelling with its best race pace of the season so far.

You had to look to fifth for the first Prema Racing car – of points leader Robert Shwartzman. With all three drivers in the top four of the championship, Prema has been the benchmark. But Marcus Armstrong and Jehan Daruvala both caught traffic and made mistakes to sit 13th and 17th in qualifying respectively, although turned those into eighth and 11th in the feature race.

Armstrong's eighth gave the Ferrari junior pole for the partially reversed-grid race, and he 'did a Lundgaard', leading every lap away from pole and set fastest lap. He had to survive opening lap contact at Turn 2 with Hitech's Leo Pulcini but like Lundgaard and Fewtrell in race one, Armstrong and Pulcini pulled away comfortably – seemingly unaffected by the wheel-banging.

This time the cork was Felipe Drugovich of Carlin. After taking sixth on Saturday, Drugovich looked comfortable in the podium spots until Shwartzman clipped his

rear-right wheel and gave him a puncture in the second half of the sprint race. Both would retire as SMP and Ferrari junior Shwartzman had wing damage.

That promoted Vips to third, but again Hughes pounced in the closing stages to nick the final podium place, with Vips leading Lundgaard and the ever-impressive Yuki Tsunoda home. This is the Red Bull and Honda junior's first season in Europe, on Pirellis, with a struggling Jenzer outfit, but he continues to fight around one of the closest-fought top 10s in single-seaters.

With Shwartzman's retirement and Daruvala's seventh, Vips moves up to second and within 12 points of Shwartzman with six races remaining. Game on.

JACK BENYON



Armstrong survived contact to take sprint-race success

WEEKEND WINNERS

FIA FORMULA 3
HUNGARORING (HUN)

Race 1 Christian Lundgaard
ART Grand Prix

Race 2 Marcus Armstrong
Prema Racing

IMSA SPORTSCAR
ROAD AMERICA (USA)

DPI Jonathan Bomarito/Harry Tincknell
Team Joest (Mazda RT24-P)

GTLM Ryan Briscoe/Richard Westbrook
Ford Chip Ganassi Racing (Ford GT)

GTD Matt Campbell/Zacharie Robichon
Pfaff Motorsports (Porsche 911 GT3-R)

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Mazda strides from zero to Road America hat-trick hero

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

Elkhart Lake's Road America has a knack of providing some spectacular sportscar action. That was certainly the case last Sunday, when a 2h40m, all-green IMSA thriller held in perfect weather on one of the world's iconic road courses was decided in favour of Mazda Team Joest's Jonathan Bomarito and Harry Tincknell by a scant 0.227 seconds.

The team's third successive victory was hard-earned after a race-long battle with Acura Team Penske. The North American juggernaut appeared to have the upper hand throughout practice and qualifying, with Dane Cameron and Juan Pablo Montoya heading all three practice sessions before Cameron edged Penske team-mate Helio Castroneves to pole by just 0.016s. His time of 1m48.715s, an average speed of 134.065mph, smashed the existing DPi lap record, set just last year, by almost three seconds.

Oliver Jarvis (sharing with Tristan Nunez) qualified third, just over 0.2s in arrears with the best of the Mazdas – despite the cars' performance having been pegged back under the balance of performance regulations with reduced turbo boost and 20kg of added ballast following the team's two recent runaway wins at Watkins Glen and Mosport. Bomarito started fourth.

Cameron and Castroneves led Jarvis and Bomarito until the first round of pitstops, when each of the two teams' cars exchanged positions. Shortly after the second sequence of stops, Ricky Taylor, in for Castroneves, was obliged



to make an out-of-sequence stop when he picked up a large piece of debris in the car's nose.

Four laps later, Tincknell made the decisive move when he took advantage of Montoya being momentarily held up on the front straight. Tincknell drafted alongside as the two leaders sped towards Turn 1, then braved it out around the outside to take the lead.

Tincknell stretched his advantage to as much as 7s, only for Cameron to gradually whittle away the deficit after being reinstalled in the #6 car for the final two stints. Jarvis joined the battle as the race drew towards its climax.

A small mistake by Tincknell amid traffic at Turn 5 on the final lap opened the door for Cameron to take a peek at making a pass going up the hill to Turn 6. But a robust defence allowed him to maintain his narrow advantage and sneak home for the victory.

Jarvis had to settle for third in the second Mazda after negotiating slower traffic as he attempted to displace Cameron on the final four-mile lap.



Tincknell (l) and Bomarito earned the fizz

Chip Ganassi's Ford GTs maintained their form at the Wisconsin venue as Ryan Briscoe and Richard Westbrook followed up their recent Lime Rock win with another impressive performance to head home team-mates Dirk Muller/Joey Hand. Points leaders Laurens Vanthoor/Earl Bamber finished a distant third for Porsche.

An intense GTD battle ended with Zacharie Robichon (Porsche 911 GT3-R) scoring his and Pfaff Motorsports' second successive win, this time with Matt Campbell for company.

JEREMY SHAW

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PORSCHE

**PORSCHE SUPERCUP
HUNGARORING (HUN)
4 AUGUST
ROUND 6/9**

Lechner Racing team-mates Michael Ammermuller and Julien Andlauer dominated the sixth round of the Porsche Supercup at the Hungaroring from the front row as Larry ten Voorde prevailed in a four-car battle for third place.

Andlauer, leading Ammermuller by 67 points to 64 going into the weekend, was gifted pole position after provisional polesitter Tio Ellinas had his time scratched because it was set while yellow flags were being displayed in sector three. The deletion promoted ten Voorde to third on the grid, but both he and Ammermuller had to deal with flying fifth-place starter

Dylan Pereira as Andlauer asserted himself in the lead.

Pereira, winner last time out at Hockenheim, passed ten Voorde and was almost level with Ammermuller on the outside under braking for Turn 1 when ten Voorde tried to post himself into the diminishing gap between them. All three survived the contact unscathed but Pereira was pushed wide, enabling Ellinas to slot into fourth behind Andlauer, Ammermuller and ten Voorde.

Detritus caused by Jaap van Lagen – starting from an uncharacteristically lowly 17th – tipping Kantadhee Kusiri into a spin at Turn 2 brought out the safety car for a lap, but racing resumed without incident at the front and the leading duo built a gap of 1.7s over the chasing pack by mid-distance.

On lap seven of 15 Andlauer went wide

over the kerbs at the exit of the Turn 12 right-hander, giving Ammermuller a fraction more momentum on the short run into the upcoming left-hander. It was all he needed to stick it out around the outside at Turn 13, where the track loops back on itself before the final parabolic right-hander.

Having maintained his ground, Ammermuller had the inside line into that final turn and made the pass stick, stretching away to win by 3s at the flag. The result gave him the championship lead for the first time since the Red Bull Ring in June, with three rounds remaining.

The battle for third between ten Voorde, Ellinas, Pereira and Florian Latorre simmered without reaching a rolling boil, and they crossed the line virtually bumper-to-bumper, 3.4s after Andlauer.

STUART CODLING

Pitstop luck boosts Le Mans duo from 11th to win

**SUPER GT
FUJI (JPN)
4 AUGUST
ROUND 5/8**

Team Le Mans duo Kazuya Oshima and Kenta Yamashita scored their second Super GT victory in a row in the 500-mile Fuji Speedway bout.

Taking the spoils last time out in Thailand to move into the points lead meant their Lexus LC 500 had to carry a 70kg weight handicap.

Starting from a lowly 11th spot, their consistency and a call to pit when the safety car

came out turned the race on its head, as they entered the pits just before the entrance closed. They proceeded to pull out almost a one-lap gap over the rest, finishing 31s clear.

Jenson Button and Naoki Yamamoto in the Team Kunimitsu Honda NSX GT started from 10th spot and were another to rise up the order to second position.

The 2018 champions had a big battle at the end with pole starter Ronnie Quintarelli and Tsugio Matsuda's Nissan GT-R. Quintarelli challenged Yamamoto in the final stint,



but the Honda driver prevailed by just over 5s at the flag.

Nick Cassidy and Ryo Hirakawa's fourth place and the 10 points they scored was enough for the Team TOM'S

Lexus pair to retain their second place in the standings.

JIRO TAKAHASHI

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Glen inspires deja vu as Elliott defeats Truex

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

For the second year running, NASCAR Cup victory at Watkins Glen was decided in a late-race duel between Chase Elliott and Martin Truex Jr.

At the scene of his maiden Cup win, Hendrick Motorsports driver Elliott once again prevailed – only this time without the final lap wheel-hop at Turn 1 that nearly proved costly in 2018.

Elliott was instead faultless at the front of the field, leading 80 of the 90 laps and seamlessly absorbing considerable pressure throughout the final stage from Truex.

A restart halfway through stage three provided Truex with his only opportunity to pass. The lead duo, who had shown pace as much as 1s per lap faster than the chasing pack, banged wheels on route to Turn 1 and again on the uphill drive through the Esses.



Elliott leads the way
at the site of his first
win 12 months ago

Elliott's concerns of a left-rear puncture were quickly dismissed as he and Truex surged clear of the field, and Elliott was able to keep Truex at bay for the remainder.

"Martin was maybe a little better than us through that last stint," Elliott admitted, "but our Camaro was fast enough and we stayed mistake-free today."

Truex's Joe Gibbs Racing team-mate Kyle Busch was anything but mistake-free as he waged war with two NASCAR youngsters.

Battling for second on lap two, Busch spun after contact with the side of William Byron's Chevrolet. Recovering and catching

Byron, Busch punted him onto the grass at the Bus Stop and Byron retaliated by ramming Busch at the end of the stage, albeit emerging with the most damage.

One pitlane speeding penalty later, Busch was once again down the order and pitched Darrell Wallace Jr into a spin at the Carousel – a move that would later haunt him when the two crossed paths and Wallace turned Busch's Toyota into a spin.

Despite lining up 29th at the final restart, Busch rallied to bring home his battle-scarred Toyota Camry in 11th.

KYRAN GIBBONS

Bakkerud splits open title fight

WORLD RALLYCROSS
TROIS-RIVIERES (CAN)
4 AUGUST
ROUND 7/10

The Canadian round of the World Rallycross season was a critical fixture in the fight to become the 2019 champion. Had either Hansen brother, Kevin or Timmy – who were 1-2 heading into the meeting – taken a maximum points haul, then it would have set them up for a sure-fire shot at a first crown.

But both struggled at the Trois-Rivieres circuit, while rival Andreas Bakkerud capitalised on a track that, on paper at least, shouldn't have favoured the Audi S1. With victory, he moved to within five points of the standings lead.



Bakkerud now
trails Kevin Hansen
by just five points

Niclas Gronholm headed the order after qualifying, but a slow start in the semi-finals was compounded by losing out at the joker lap. His GRX Hyundai team-mate Timur Timerzyanov did make the final, joining Bakkerud on the front row. But, despite making the best launch, he was held wide at the first corner and lost second to Janis Baumanis.

Bakkerud had led his semi-final from the front and repeated the performance in the final, fending off early pressure from Baumanis before extending his margin to claim victory. Baumanis finished second, while Timerzyanov was third, despite hitting a tyre wall and losing a place to Anton Marklund.

Swede Marklund was removed from podium contention by contact with Kevin Hansen at the joker lap merge on the third tour, putting Marklund's Renault Megane into a concrete wall. Hansen was disqualified from the race for the move, as Marklund's team-mate Guerlain Chicherit scored a personal best result with fourth.

Timmy Hansen was involved in a dramatic Q4 race, damaged his suspension and didn't make the semis.

HAL RIDGE

WEEKEND WINNERS

PORSCHE SUPERCUP
HUNGARORING (HUN)

Race 1 Michael Ammermuller
Lechner Racing

SUPER GT
FUJI SPEEDWAY (JPN)
Kazuya Oshima/Kenta Yamashita
Team Le Mans (Lexus LC 500)

NASCAR CUP
WATKINS GLEN (USA)
Chase Elliott
Hendrick Motorsports (Chevrolet Camaro)

NASCAR XFINITY
WATKINS GLEN (USA)
Austin Cindric
Team Penske (Ford Mustang)

NASCAR TRUCKS
ELDORA (USA)
Stewart Friesen
Halmar Friesen Racing (Chevrolet Silverado)

WORLD RALLYCROSS
TROIS-RIVIERES (CAN)
Andreas Bakkerud
RX Cartel (Audi S1)

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Relentless Marquez returns with Brno brilliance



Marquez led away from a dominant pole position

MOTOGP BRNO (CZE) 4 AUGUST ROUND 10/19

Riders were forced to wait for racing to resume at Brno after the four-week summer break, as a sudden downpour before the Czech Grand Prix led to unsafe track conditions. Having demolished the field by over 2.5 seconds with a pole lap set using slick tyres on a damp track, Marc Marquez was early favourite to romp away as the riders were all set to race dry rubber on a partially wet surface before a 40-minute delay was called. This, not unlike how the championship has shaped up in recent rounds, only served to delay the inevitable.

Marquez was coy about his chances at

the start of the weekend, and was quick to pin Ducati's Andrea Dovizioso as the rider to beat come Sunday. However, the 2018 Brno race winner had warned prior to the summer break that the coming Ducati strongholds were now at real risk of being stormed by Marquez.

The changeable conditions ahead of the race proved the least of Marquez's worries. Unhappy with the feeling of his Honda during the dry warm-up, his team went into the 20-lap contest with a "completely new set-up". But this didn't alter Marquez's strategy: grab the holeshot, control the pace and pull the pin in the last 10 laps.

He actioned parts one and two of his plan to perfection, with Dovizioso, Pramac's Jack Miller and Alex Rins on the Suzuki falling in behind at the start.

Dovizioso was the outlier of that quartet. He had switched to the medium rear tyre compound while the rest stayed on soft — a sound decision, as tyre life was an unknown after Saturday's wet practice sessions.

He kept Marquez's lead below 0.5s for the first 10 laps, but never did look capable of upping the pace to push the Honda rider. Indeed, by the end of lap 12 the gap had opened to 0.818s, and that was despite Marquez almost losing the front under braking for the downhill right of Schwantz.

Two tours later, his lead stood at 2.203s. The book was sealed on win number six of the season and his 50th in the premier class. Crucially, he took another five points out of Dovizioso to extend his championship lead to 63, and prove the Ducati rider's fears to be correct.

Back on the podium for the first time since Mugello in June, Dovizioso felt he and Ducati enacted the "perfect race". Unluckily for him in 2019, perfect races still aren't enough to halt Marquez's crusade.

A second behind came Miller, who resisted the urge to concede defeat — as his hard front tyre cried enough in the latter stages — to reel in a struggling Rins to claim the final podium place. Although a race winner in MotoGP, and a third-place finisher this year in Austin, this was Miller's first 'true' rostrum result — taken in regular circumstances, after a textbook block pass at Turn 5 on the penultimate lap.

LCR's Cal Crutchlow was left to rue a lowly 11th in qualifying, as he had podium

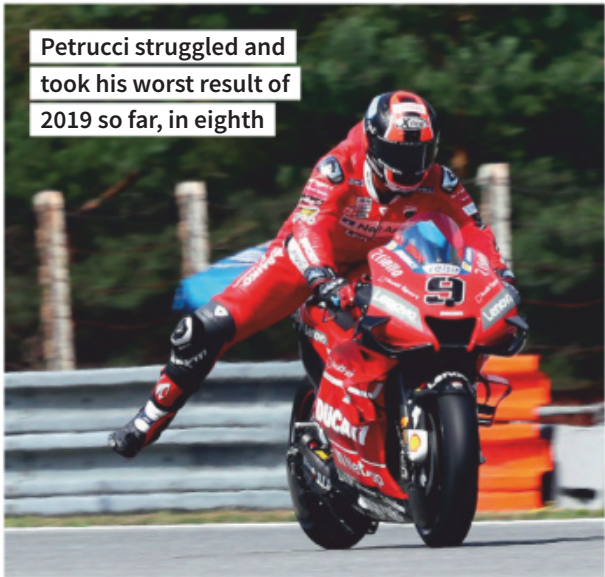


Miller qualified second and finished a fine third

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New Honda set-up,
same Marquez result



Petrucci struggled and
took his worst result of
2019 so far, in eighth

pace once free of the duelling Pol Espargaro (KTM) and Valentino Rossi after eight laps. Marquez said after the race he was “afraid” of a Yamaha attack during the race, but that never materialised.

Rossi was the best Yamaha-mounted runner across the line in sixth, some 9.083s off the win, with team-mate Maverick Vinales returning to his early-season form after a miserable start dumped him to 15th. He recovered to 10th in the end, and the Assen race winner reckoned things would have been different had it not rained before the race, as the M1’s poor performance in low-grip situations evidently remains a key issue.

Eighth-placed Danilo Petrucci on the second works Ducati – his worst result of the season – and LCR’s Takaaki Nakagami slotted between Fabio Quartararo and Vinales, while a loss of grip meant Espargaro’s valiant early fifth-place fight was only brief, and he plummeted to 11th.

His fall from grace was not as sudden as team-mate Johann Zarco’s. Stunning in qualifying, to give KTM its first MotoGP front row in third, he dropped instantly to 13th as a heap of wheelspin off the line meant his RC16 scrabbled for grip on the damp part of the grid. His desperation to regain ground resulted in contact with Franco Morbidelli, who wiped out Joan Mir in the process. Zarco would drop as low as 16th before passing Jorge Lorenzo’s Honda stand-in Stefan Bradl late on for 14th.

LEWIS DUNCAN

RESULTS ROUND 10/19, BRNO (CZE), 4 AUGUST (20 LAPS – 67.145 MILES)			
POS	RIDER	TEAM	TIME
1	Marc Marquez (ESP)	Honda	39m24.430s
2	Andrea Dovizioso (ITA)	Ducati	+2.452s
3	Jack Miller (AUS)	Pramac Ducati	+3.497s
4	Alex Rins (ESP)	Suzuki	+4.858s
5	Cal Crutchlow (GBR)	LCR Honda	+6.007s
6	Valentino Rossi (ITA)	Yamaha	+9.083s
7	Fabio Quartararo (FRA)	Petronas Yamaha	+12.092s
8	Danilo Petrucci (ITA)	Ducati	+13.976s
9	Takaaki Nakagami (JPN)	LCR Honda	+15.724s
10	Maverick Vinales (ESP)	Yamaha	+16.558s
11	Pol Espargaro (ESP)	KTM	+18.234s
12	Francesco Bagnaia (ITA)	Pramac Ducati	+19.738s
13	Miguel Oliveira (PRT)	Tech3 KTM	+22.539s
14	Johann Zarco (FRA)	KTM	+30.459s
15	Stefan Bradl (DEU)	Honda	+30.500s
16	Tito Rabat (ESP)	Avintia Ducati	+30.755s
17	Andrea Iannone (ITA)	Aprilia	+37.170s
18	Aleix Espargaro (ESP)	Aprilia	+37.343s
19	Karel Abraham (CZE)	Avintia Ducati	+44.296s
20	Sylvain Guintoli (FRA)	Suzuki	+48.938s
R	Hafizh Syahrin (MYS)	Tech3 KTM	6 laps-accident
R	Franco Morbidelli (ITA)	Petronas Yamaha	0 laps-accident
R	Joan Mir (ESP)	Suzuki	0 laps-accident

Winner’s average speed 102.233mph. Fastest lap Rins 1m56.912s, 103.378mph.

QUALIFYING 2 1 Marquez 2m02.753s; 2 Miller 2m05.277s; 3 Zarco 2m05.351s; 4 Dovizioso 2m05.590s; 5 P Espargaro 2m05.710s; 6 Rins 2m06.172s; 7 Rossi 2m06.233s; 8 Petrucci 2m06.457s; 9 Vinales 2m06.626s; 10 Quartararo 2m06.648s; 11 Crutchlow 2m07.123s; 12 Morbidelli 2m09.404s.

QUALIFYING 1 1 Zarco 2m05.033s; 2 P Espargaro 2m05.053s; 3 Nakagami 2m05.265s; 4 Bagnaia 2m05.286s; 5 Guintoli 2m05.551s; 6 Oliveira 2m05.763s; 7 Bradl 2m05.974s; 8 A Espargaro 2m06.284s; 9 Mir 2m06.554s; 10 Abraham 2m06.898s; 11 Syahrin 2m07.155s; 12 Rabat 2m07.315s; 13 Iannone 2m07.923s.

RIDERS’ CHAMPIONSHIP 1 Marquez 210; 2 Dovizioso 147; 3 Petrucci 129; 4 Rins 114; 5 Vinales 91; 6 Rossi 90; 7 Miller 86; 8 Crutchlow 78; 9 Quartararo 76; 10 P Espargaro 61; 11 Nakagami 57; 12 Morbidelli 52; 13 Mir 39; 14 A Espargaro 31; 15 Iannone 21; 16 Jorge Lorenzo 19; 17 Zarco 18; 18 Oliveira 18; 19 Bagnaia 15; 20 Rabat 14; 21 Bradl 13; 22 Michele Pirro 9; 23 Guintoli 3; 24 Abraham 3; 25 Syahrin 3; 26 Bradley Smith 0.

MANUFACTURERS’ CHAMPIONSHIP 1 Honda 216; 2 Ducati 177; 3 Yamaha 163; 4 Suzuki 131; 5 KTM 61; 6 Aprilia 45.



Zarco’s late pass on Bradl
was little compensation

WEEKEND
WINNERS

MOTO2
BRNO (CZE)
Alex Marquez (below)
Marc VDS (Kalex)

MOTO 3
BRNO (CZE)
Aron Canet
Max Racing Team
(KTM)



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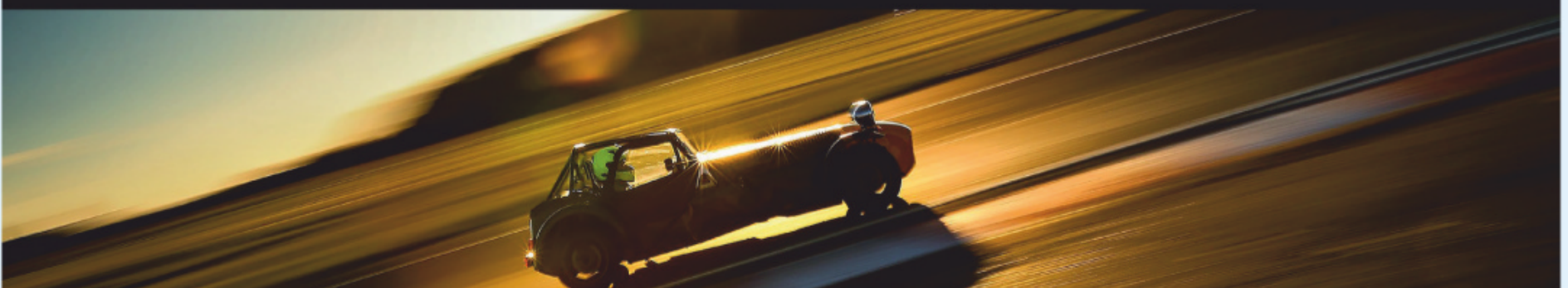
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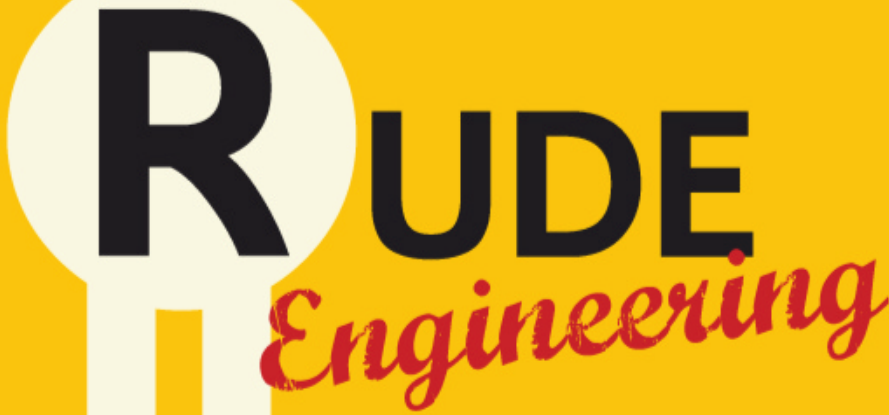
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Keen and Balon's controversial fourth place gives them a six-point title lead

KEEN: DEFYING TEAM ORDER WILL CAUSE PROBLEMS

BRITISH GT

British GT points leader Phil Keen says he expects the dynamic at Barwell Motorsport to be strained at the Donington Park season finale, after disobeying an order to hold position behind team-mate Jonny Cocker on the last lap at Brands Hatch.

Keen and team-mate Adam Balon topped the standings from Snetterton until Spa, when Balon's crash gave Cocker and Sam De Haan a 0.5-point advantage. With the Lamborghinis running line astern in fourth and fifth as the final lap began, Cocker and De Haan would have extended their lead to 3.5 points, but Keen's slingshot pass around the outside at Hawthorn caused Cocker to lose momentum and drop another three places, leaving them 11.5 points behind.

Keen and Balon now lead by six points over Brands race winners Jonny Adam and Graham Davidson.

"For sure it causes problems," Keen told Autosport. "Jonny [Cocker] is always going to say that I was unfair and I gave him no choice, chopped his nose off, but I felt like I was alongside him enough to pull through.

"It's difficult because it's customer racing, they

both pay to race and it's a difficult situation to manage, but I'm employed to do a job and that is to help Adam win the title."

Barwell boss Mark Lemmer confirmed Keen had been ordered to hold position, but said he would likely be powerless to intervene if a similar situation presented itself at Donington.

"I'm guessing that the outcome will be similar to today, I can't get involved," he said. "We're a customer racing team, our job is to provide the equipment and put them in a position to win the championship. The best thing we can do as a team is to have two drivers fighting for first place, but inevitably that has its problems.

"Phil was faster than Jonny, but it's down to those guys to sort it out on track, I can't make a call to swap those guys, so they fought for an hour and that was that. What happened on the last lap I didn't really see.

"We've had a debrief, we've reminded them that the team ultimately can only point out what the best options may be and it's up to them to decide how they want that to play out."

JAMES NEWBOLD

Pit infringement proves costly for Mustang duo

BRITISH GT

Seb Priaulx and Scott Maxwell lost their third-place finish in British GT's two-hour race at Brands Hatch and with it the GT4 points lead after being given a 40-second penalty for a pitlane safety infringement.

Their Multimatic Motorsport Ford Mustang was demoted to ninth for falling foul of regulation 3.1.5.8, and the team was hit with a £500 fine.

The rule states: "Before and during any refuelling operation, the car must be electrically earthed by means of an independent copper wire whose only purpose is to earth the car.

"This must be placed by the fire fighter or mechanic which may be the mechanic tasked with helping the driver."

It is understood the team commenced refuelling before earthing took place.

Priaulx and Maxwell would have scored 22.5 points for third place and thereby extended their advantage over nearest



pursuers Tom Canning/Ash Hand to 12 points. But instead, only scoring three points for ninth has resulted in the Mustang pair now being 12 points in arrears and demoted to third in the standings behind Brands Hatch runners-up Dean Macdonald and Callum Pointon.

Six cars are still in mathematical contention for the GT4 title.

JAMES NEWBOLD



Freke makes British GT return

BRITISH GT

Century Motorsport boss Nathan Freke made a surprise return to action in British GT at Brands Hatch last weekend and claimed his GT4 team's best finish of the year in fourth, alongside Andrew Gordon-Colebrooke.

Freke last raced in British GT in 2017 and was filling in for Angus Fender, who stepped up to the team's M6 GT3 squad alongside Jack Mitchell and scored the team's first GT3 podium of the season.

Freke's only previous experience with the team's BMW M4 GT4 came at the Dubai 24 Hours but he only lost out on a Brands podium with a small mistake at Druids.

"I loved it, it was good getting back out there," said the 2006 British Formula Ford champion. "I'm definitely too heavy, definitely too unfit, and definitely could be a bit quicker but on the whole I couldn't be much happier.

"I'm giving away 30kg, which is probably two or three tenths."

Freke added he would consider racing again at the season finale at Donington Park, if he is unable to fill the seat.

"I would love to do more, I just have to weigh up my options and maybe do a test day beforehand to get myself dialled in," he said.

JAMES NEWBOLD

P66 BRITISH GT REPORT

LOST WHEEL HITS KEOGH'S GINETTA TITLE AMBITIONS

GINETTA G40 CUP

Rob Keogh had a race to remember for the wrong reason in the first outing of the Ginetta G40 Cup at Brands Hatch last weekend after his wheel fell off.

The 2015 GRDC+ champion had come into the weekend with a 25-point lead over Chris Salkeld, and started the opening race from pole.

But his problem soon began to manifest itself as Salkeld took the lead at the end of the opening lap, and Keogh (below) continued to drop further down the field before his front-left wheel sheared off and went into the catch fencing on the approach to Paddock Hill Bend at the start of lap five.

"There was play [in the steering wheel] and it was just shaking," he said. "It was driveable for the first lap but it was getting worse and worse.

"With the points situation [as it was] it's why I carried on as I thought if I could just carry on [in the points positions], but I'm just glad the wheel didn't cause any damage or hit anyone."

He managed to get back out for the remaining two races, taking a second and a win, limiting the damage to his title ambitions.

● Another title aspirant to suffer woe at Brands Hatch was VW Racing Cup driver Josh Coggan. He had been on pole and leading the first race when he lost the rear end on the grass at Graham Hill Bend and spun into the barriers, missing race two. "It was all on me, I just lost the back end at the corner and got a wheel on the grass," he said. "The car wasn't right [after the hit]."

STEFAN MACKLEY & JASON NOBLE





‘CAVALCADE OF TITANS’ The Bentley Drivers Club held a special vintage car parade as part of its Silverstone race meeting last weekend, including three significant cars that have never run on track together before. Called the ‘Cavalcade of Titans’, the parade formed the latest part of Bentley’s centenary celebrations, and included the Barnato-Hassan Special, Napier-Railton (above) and Napier-Bentley machines. The Barnato-Hassan Special was built in 1934 by Walter Hassan for famous Bentley Boy Woolf Barnato. In 1935, the car set a Brooklands lap record of 142.6mph, a mark that was only ever bettered by the 24-litre Napier-Railton. The 1968 Napier-Bentley was a one-off special created by BDC members Peter Morley and David Llewellyn. A total of 12 historically significant cars took part in the parade. **Photograph by Mick Walker**

National FF1600 considers bid to join British GT

FORMULA FORD 1600

National Formula Ford 1600 team bosses and the British Racing and Sports Car Club have discussed the possibility of moving the series onto the British GT support bill.

The BRSCC-run championship has been on the TCR UK support bill since 2018 but, with that series struggling for numbers, FF1600 teams are considering other packages to promote their series.

A number of meetings have taken place between teams and the BRSCC to discuss the possibility of joining the British GT support bill, which is run by SRO, either full-time or potentially as a one-off.

“Personally, I think it would be a good

move forward for this championship,” said James Oldfield, team manager of FF1600 outfit Oldfield Motorsport.

“This championship has been growing from 2010, when really it was just a mix of Midland and Northern [championships] but every year it’s improved bit by bit.

“It requires commitment – at the moment you can pay round by round if you want, but for the package with SRO the championship needs to commit as a group.”

Cost is understood to be the biggest stumbling block, with a ‘serious financial commitment’ needed to join British GT.

Dominic Ostrowski, BRSCC competitions director, says joining for a single round would be a more realistic option.

“As I made it plain to the team managers, if they go on the GT package it’s a serious financial commitment – you’ve got to commit to the track and commercial costs,” he said. “We can’t commit to that without knowing the teams are going to support it.

“That’s [joining for a single meeting] a possibility as well but the continuing success of the SRO package means that track time comes at a premium.”

A spokesperson from SRO said: “There are no plans to add any more championships as the GT support package is full at the moment for next year.”

STEFAN MACKLEY

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Bilinski gets to race despite picking up 12 licence points

GINETTA JUNIOR

Ginetta Junior rookie Roman Bilinski claimed his first podium at Snetterton despite being handed 12 licence points before the weekend.

The Alastair Rushforth Motorsport driver picked up the points through a series of incidents in the first half of the season. But, as some of these were awarded on the same day, he escaped the usual automatic three-month ban.

“It’s down to the way Motorsport UK tot the licence points up,” explained Ginetta motorsport manager Ash Gallagher, who added that the decision

was out of the manufacturer’s hands. “What they’re saying is, with points that are accrued on the same date, they only count the highest set of points. There’s two incidents where he had two sets of licence points on the same date.”

According to this rule, instead of entering the weekend on 12 licence points, Bilinski had just eight and was therefore able to race as usual.

Bilinski had an eventful weekend in Norfolk as he picked up a further two licence points for contact with Tom Emson in race three before taking his first podium in the finale.

STEPHEN LICKORISH

Drivers escape injury in GT5 pile-up

GINETTA GT5 CHALLENGE

Medical staff were praised as several Ginetta GT5 Challenge drivers emerged without serious injury following a multi-car shunt that halted the first race at Snetterton last weekend.

The incident on lap two began when GT4 Supercup regular Fin Green lost control of his Total Control Racing car at Oggies, before being collected by several cars including those of Josh

Hislop, Nick Halstead and rookie Magnus Kriklywi – the Fiesta Junior champion making his debut ahead of a planned full season next year.

Fox Motorsport’s Halstead and Race Car Consultants’ Hislop were sent to the medical centre for compulsory checks after the incident. Both were unscathed although the latter was suffering leg pains from what was a triple impact.

Of the cars involved, Hislop’s was later declared “a write-off” by team owner David Ellesley.

“Magnus will go again, but it’s such a disappointment,” he said. “The medical teams at Snetterton did a good job, took them away and we hear that Josh is just a bit battered and bruised. Nothing a few weeks’ rest won’t heal.”

Halstead similarly was left feeling the brunt of the hit, while Green returned to action to finish race two in eighth on a wildcard entry between his regular GT4 Supercup programme.

DAN MASON

IN THE HEADLINES

BENTLEY CREW’S PENALTY

Team Parker Racing’s Glynn Geddie and Ryan Ratcliffe will have to serve a 25-second penalty at their pitstop in the British GT finale, after Geddie was found culpable for a crash with Ben Hurst’s Academy Motorsport Aston Martin GT4 that ended both their races. Geddie lapped Hurst at Westfield, but took his normal racing line on the exit and left Hurst with nowhere to go. Geddie was speared into the barriers, while Hurst was forced out with broken suspension.

MORE JUNIOR TEAM CHANGES

The Ginetta Junior team/driver merry-go-round continued at Snetterton. Top rookie Zak O’Sullivan is now on his third different team of the season. After departing Douglas Motorsport he moved to In2Racing, but in Norfolk last weekend he was with the R Racing squad. TCR driver Ethan Hawkey has also now moved to Richardson Racing, becoming the fifth driver to switch teams in 2019.

WALKER EXTINGUISHED

An accident involving Martin Walker’s Mallock Mk16 caused the first Classic Clubmans race at Croft to be red-flagged. Walker crashed at Clervaux when a fire extinguisher came loose in his car and discharged itself, obscuring his vision. Walker, 27, in only his fourth race, was unhurt and initially thought the blast of liquid came from one of the Mallocks of Colin Ralph and Roger Watton, who collided just ahead of him.

MONGER HANDED RAC AWARD

Billy Monger was presented with the Royal Automobile Club’s Segrave Trophy last week (below). The award, which recognises outstanding skill, courage or initiative, was given to Euroformula Open racer Monger for “demonstrating exceptional courage and determination after great adversity and returning to high levels of motorsport”. The award isn’t handed out every year and past recipients include Lewis Hamilton, Stirling Moss and John Surtees.



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Formula Ford's future

On-track the racing in the UK's FF1600 championship is as thrilling as ever, but behind the scenes discussions are underway that could make or break its future

STEFAN MACKLEY

No matter the track or the conditions, Formula Ford racing never fails to entertain. It might not be the fastest form of motorsport and the machines are not the most advanced, but what you get are slipstreaming thrillers decided by the driver's skill with mechanical grip and racecraft.

The latest BRSCC National Formula Ford meeting at Brands Hatch last month proved to be no exception as the racing was as good as ever, and off track things are potentially hotting up as well.

As you can read on page 62, talk among the teams and BRSCC has been centred around trying to move the series onto the British GT support package at some point in the future. Behind TOCA's British Touring Car Championship meetings, British GT is arguably the second highest-profile package in the UK.

And this is something that certain FF1600 team bosses believe is the next logical step for the championship, which over the past five or six years has shown signs of resurgence.

Unfortunately, the heyday when future Formula 1 stars used the category as a stepping stone to launch their careers has long since gone. The last winner of the Formula Ford Festival – the pinnacle of FF1600 racing in the world – to reach F1 was Anthony Davidson, who took the spoils back in 2000. And the most recent notable alumnus from the UK championship to have title-winning success on the international stage was 2017 IndyCar champion

“The heyday when F1 stars used FF as a stepping stone to launch careers has long gone”

Josef Newgarden, who competed in the Duratec-powered series a decade ago.

This is certainly not to say that drivers can't still use FF1600 as part of the journey to forge a career in motorsport. Josh Smith, winner of the Festival last season, for example, has moved into British GT with McLaren, having been selected for the marque's driver development programme. And Keith Donegan, runner-up at the Festival in 2017, also won the Mazda Road to Indy Scholarship that same year, which allowed him to race in America during 2018.

FF1600 is still a proving ground, allowing drivers to learn the mechanical side of a racing car and engage in wheel-to-wheel racing in a competitive single-seater championship.

But expectations about what the championship can achieve

in the future have to be managed and it's good that time and thought are being put into the championship by the teams and the BRSCC before jumping in at the deep end.

What hasn't helped National Formula Ford are the struggles of TCR UK. The single-seater category was placed on the support bill of the new series in 2018 and hopes within the paddock were high that it could capitalise on the TCR brand. But as TCR UK has flopped, FF1600 has found itself at a crossroads.

Should it try and get on the British GT package at huge financial risk, or continue with what it already has?

Committing to a full season initially could be a risk too far and potentially spell disaster for a championship that has slowly been building up momentum over several seasons.

The alternative, and perhaps the best compromise, would be to try and get onto the support bill for one, possibly even two rounds during the season. That way, the championship and SRO, which runs the package, can judge if there is the demand for the series in its new high-profile position and it can remain financially viable. It's a difficult decision but often there's no reward without some risk.


Moving National Formula Ford to the British GT support package might not be the right approach for encouraging more people to compete in the category, though.

A number of team bosses have cited the age restriction for Formula Ford in the UK, which currently stands at 16, as something that they see acting as a stumbling block to growth. In other equivalent categories, notably in America, Canada and New Zealand, the age limit is just 14. The team bosses also raise the issue of young drivers being allowed to race Formula 4 machinery from the age of 15, a restriction that was introduced in 2015 by governing body Motorsport UK when FIA F4 arrived in this country.

Series eligible for this lower restriction must comply with certain FIA criteria, including safety standards and power output. While F4 cars use a carbon tub, the use of tubular frames in FF1600 is one of the reasons why the age has not been lowered.

Team bosses feel that it means drivers wanting to make the jump from karts into cars either have to commit £250,000 to race in F4 machinery or potentially sit out a year, stifling their career development.

It's an avenue that should be explored by Motorsport UK, although it's a regulation that is unlikely to change any time soon. The impact a change would have on Formula Ford racing in the UK is also impossible to judge.

But, regardless, it's important that those involved in Formula Ford have these discussions to ensure that a category with more than 50 years of history can continue to flourish. 



TF Sport
Aston pairing
took the win
at Brands

Adam and Davidson mount pressure on Barwell

BRANDS HATCH
BRITISH GT
3-4 AUGUST

Jonny Adam and Graham Davidson were 54 points off the British GT championship lead and seemingly out of contention following a disastrous late retirement at Silverstone in June. But the TF Sport Aston Martin pairing's victory at Brands Hatch, their second in the last three races, has thrust them right back into the equation.

They now sit just six points behind Barwell Motorsport's Phil Keen and Adam Balon heading to Donington Park, three times the scene of triple champion Adam's coronation and the track where he and Davidson launched their fightback by converting pole position in June.

Although Spa winner Ollie Wilkinson

made the best start, swooping around the outside of polesitter Shaun Balfe's McLaren 720S into Paddock Hill Bend, it was Davidson's move on Balfe around the outside of Druids that was to decide the race in the end.

"It's a bit of a cliché, 'do or die', but I really want to win this championship and I knew I had to pull off something special," said Davidson. And pull it off he did. Wilkinson, who had a 20-second success penalty hanging over him, initially pulled out a gap of five seconds in as many laps, but Davidson gradually closed in and was just 1.5s behind when the Optimum Aston driver rotated at Paddock Hill.

That dropped Wilkinson to fourth behind Balfe and the Century Motorsport BMW of GT3 debutant Angus Fender, who passed pre-event championship leader Sam De

Haan at Hawthorn on the opening lap. Despite wrapping up the Silver Cup title, Wilkinson and Bradley Ellis were never a factor thereafter and finished a lowly 11th.

Davidson managed his advantage over Balfe after a safety car following Glynn Geddie's tangle with Ben Hurst's GT4 Aston at Westfield and, with no pitstop success penalty, Adam simply had to tick off the laps, never coming under threat from Balfe's co-driver Rob Bell.

"We needed this," said Adam. "We had a gameplan this weekend to win – we had to for the championship."

Bell's hopes of giving the 720S its first series win were torpedoed by the timing of the second safety car for debris at Stirlings. A sea of GT4 cars between him and Adam meant the Scot was already five seconds clear when they restarted on lap 42 and Bell

VICTORY AT LAST FOR SMITH AND DORLIN

The last three British GT rounds had followed a similar pattern for James Dorlin and Josh Smith.

By rights, the Tolman Motorsport McLaren duo should be in the thick of the GT4 title fight, but at each of the last three rounds they have been forced to retire while leading. So when Dorlin, complaining of a "severe vibration" on his right front, inherited the lead with 20 minutes to go, it was almost too much for Smith to bear.

"I was trying to keep out of the way as much as I could," he said. "I was just sat there with my fingers crossed. I didn't want to know because it's been a hard time the last few months."

But with lapped Tolman stablemate Jordan

Collard acting as a buffer behind Dorlin, Dean Macdonald's chasing HHC McLaren couldn't pass, leaving Dorlin to celebrate a long overdue win.

"It's just been such a long time coming – we should have done this the past three races," he grinned. "It's nice that the first race we've finished in all that time, we still won."

Dorlin had entered the fray half a minute down on Will Moore's Academy Motorsport Aston Martin, which benefited most from two safety cars. Moore's team-mate Alex Toth-Jones was the last car on the lead lap when the safety car made its first appearance following Glynn Geddie's shunt, so didn't lose a place when he was given

a stop-go penalty for a start infringement.

Toth-Jones was then the only lead-lap car not to pit at the first opportunity and delayed a further three laps, which proved inspired as the safety car's return gave Moore a handy cushion. But Academy's hopes of a first British GT win since 2015 were dashed when Moore spun off at Druids, brake failure reportedly the culprit.

Macdonald and Callum Pointon's second place was the ideal riposte after electrical problems at Spa, and they now sit just 8.5 points off the summit after Seb Priaux and Scott Maxwell were demoted from third to ninth by a 40-second post-race penalty for refuelling before the car



Davidson (right) and Adam are in championship hunt

was seven seconds in arrears by the time he had cleared the traffic, a deficit that had changed little at the chequered flag.

“We had a big bit of luck on our side today,” Adam admitted. “There were a good six GT4 cars between me and Rob at the safety car restart – that gave us more of a gap than it was before.”

Bell was put under pressure for much of his stint by Fender’s co-driver Jack Mitchell, the reigning GT4 champion having his best showing since Snetterton despite running an extra 30kg as a Silver-Silver pairing.

But as the weight told on his tyres, Mitchell slipped back into the clutches of a mammoth train of cars headed by the squabbling Barwell Lamborghinis of Jonny Cocker, in for De Haan, and Keen, with the GT3 train stretching all the way back to Callum Macleod in 10th.

Balon had slipped as low as 11th in the early laps, but gradually picked his way forward. He capitalised on contact between Ian Loggie and Dominic Paul at Clearways, then passed Richard Neary’s Team ABBA Mercedes and Rick Parfitt’s JRM Bentley before handing over to Keen, who appeared quicker than Cocker but was unable to find an opening.

That is, until the last lap, when, following a call to hold station, Keen pounced on Cocker and swept around the outside at Hawthorn. Cocker contested the corner



Keen and Balon now lead the British GT standings

and was forced to back off, which left him vulnerable into Westfield. In a flash, he tumbled another three places to Dennis Lind (WPI Lambo), Tom Onslow-Cole (ABBA Merc) and Nicki Thiim (TF Aston) and had gone from leading the points standings to third in one fell swoop.

A tense Barwell debrief followed, but afterwards Keen defended his move. “He’s the leader of the championship – we needed to beat him,” Keen said. “It’s a shame we couldn’t get past [earlier] and go because I think we’d have caught the leaders, but Jonny was driving well.”

The intra-Barwell controversy risked overshadowing Mitchell and Fender giving Century its first podium with the M6 but, after a trying season in which he has had four different co-drivers, the significance certainly wasn’t lost on Mitchell.

“It’s not been an easy year with the new car, loads of different team-mates, trying to find the sweet spot in the set-up – it’s been very hard work,” he said. “It’s a relief finally to get the result, I think it was needed for all of us.”

Relieved though he might be, it wasn’t a candle to Davidson, whose championship fight lives on for another weekend.

“We’ve been catching for a long time now,” he said. “I hope it’s not too little, too late.”

JAMES NEWBOLD

WEEKEND WINNERS

GT3

(75 laps) 1 Jonny Adam/Graham Davidson (Aston Martin Vantage GT3); 2 Rob Bell/Shawn Balfe (McLaren 720S) +6.268s; 3 Jack Mitchell/Angus Fender (BMW M6); 4 Phil Keen/Adam Balon (Lamborghini Huracan Evo); 5 Dennis Lind/Michael Igoe (Lamborghini); 6 Tom Onslow-Cole/Richard Neary (Mercedes-AMG GT3). **Fastest lap** Callum Macleod (Mercedes) 1m26.525s (101.24mph).

Pole position Bell/Balfe. **Starters** 14.

Points (after 8/9 rounds) 1 Keen/Balon 122; 2 Adam/Davidson 116; 3 Jonny Cocker/Sam De Haan (Lamborghini) 110.5; 4 Bradley Ellis/Ollie Wilkinson (Aston Martin) 88.5; 5 Bell/Balfe 88.5; 6 Callum Macleod/Ian Loggie (Mercedes) 73.5.

GT4

(71 laps) 1 James Dorlin/Josh Smith (McLaren 570S); 2 Dean Macdonald/Callum Pointon (McLaren) +0.463s; 3 Tom Canning/Ash Hand (Aston Martin Vantage GT4); 4 Nathan Freke/Andrew Gordon-Colebrooke (BMW M4 GT4); 5 Martin Plowman/Kelvin Fletcher (Aston Martin); 6 Michael Broadhurst/Mark Murfitt (Mercedes-AMG GT4).

FL Macdonald 1m33.440s (93.74 mph).

P Macdonald/Pointon. **S** 23.

Points (after 8/9 rounds) 1 Canning/Hand 117.5; 2 Macdonald/Pointon 109; 3 Seb Priaulx/Scott Maxwell (Ford Mustang GT4) 105.5; 4 Lewis Proctor/Jordan Collard (McLaren) 97.5; 5 Dorlin/Smith 84.5; 6 Plowman/Fletcher 80.5.



Smith (right) and Dorlin celebrate overdue win

For full results visit: tsl-timing.com

was earthed (see p61). The Multimatic Mustang crew had been set to extend its championship lead to 12 points, but now sits 12 points behind TF Sport Aston Martin pair Tom Canning and Ash Hand.

Hand had taken the lead at the start and, following a 20-second success penalty for victory at Spa, Canning then passed the Pro-Am-winning Beechdean Aston of Martin Plowman, grappling with no power-steering, and pressured Nathan Freke into a mistake at Druids to secure third.

The Century Motorsport boss was still delighted with fourth, alongside Andrew Gordon-Colebrooke, on his first British GT outing since 2017.

JAMES NEWBOLD



Tolman McLaren duo held off HHC McLaren



BRANDS HATCH MSVR 3-4 AUGUST

Johnathan Hoggard proved a point and asserted himself as a genuine title contender after reducing Clement Novalak's BRDC British F3 points lead last weekend.

After a difficult previous round at Spa which failed to yield a podium, Hoggard looked imperious at Brands Hatch, taking pole for the first and third races by an impressive margin. The Fortec Motorsports driver made no mistake in the opener, taking a lights-to-flag victory after stretching out a comfortable lead before backing off to save his tyres.

Douglas Motorsport driver Kiern Jewiss – who had taken his first front-row start

of the year – took second while Novalak finished third in a processional affair.

"It was important to just prove a point and show that Spa was a one-off," said Hoggard after taking his fifth win of the year.

"I feel really comfortable here, especially around the back [of the circuit], I've had a lot of good days here in the past."

Hoggard was left to rue a poor getaway in the third race, though, as Jewiss swept around the outside at Paddock Hill and into the lead. Despite intense pressure from Hoggard behind, Jewiss held his nerve to take his first win in the series and become the 11th different driver to stand on the top step of the podium in 2019.

"It's about time, it's been a long time coming," said the reigning British F4

champion. "At the start I thought, 'Here we go, that's OK,' and pulled a bit of a gap but he [Hoggard] started coming."

Novalak, from third on the grid, had got the best start of all in the final race but found himself boxed in and dropped behind Ulysse De Pauw before eventually finishing fourth. The Carlin driver nevertheless continued his fine run of scoring points in every race so far this year.

With overtaking at a premium on the fast-flowing GP layout, the front-row starters for the full-reversed-grid second race, Kris Wright and Pavan Ravishankar, knew the importance of a good start.

Unfortunately, their exuberance got the better of them and both ended up in the Paddock Hill gravel trap after contact. This allowed Nazim Azman to claim his maiden British F3 win after resisting pressure from team-mate Ayrton Simmons, who couldn't find a way past and had to settle for second, which secured a Chris Dittmann Racing 1-2, with Lanar Racing's Josh Mason third.

The weekend's action means Hoggard has closed the gap to Novalak by 15 points and sits 40 behind with six races remaining.

Chris Salkeld surged into the lead of the Ginetta G40 Cup standings after almost the perfect weekend, taking two wins and a second place.

He was left unchallenged in the opener after main title rival and polesitter Rob Keogh suffered mechanical problems, and capitalised on squabbling behind in the second outing to make it a brace.

Keogh retaliated, though, to limit the



BRANDS HATCH
WEEKEND WINNERS

BRDC BRITISH FORMULA 3

Race 1 (14 laps) 1 Johnathan Hoggard; 2 Kiern Jewiss +0.626s; 3 Clement Novalak; 4 Sasakorn Chaimongkol; 5 Kaylen Frederick; 6 Manuel Maldonado. **Fastest lap** Hoggard 1m21.259s (107.80mph). **Pole** Hoggard. **Starters** 16.

Race 2 (13 laps) 1 Nazim Azman; 2 Ayrton Simmons +0.334s; 3 Josh Mason; 4 Neil Verhagen; 5 Hampus Ericsson; 6 Ulysse De Pauw. **FL** Simmons 1m22.220s (106.54mph).

P Kris Wright. **S** 16.

Race 3 (14 laps) 1 Jewiss; 2 Hoggard +0.292s; 3 De Pauw; 4 Novalak; 5 Frederick; 6 Simmons. **FL** Hoggard 1m22.053s (106.75mph).

P Hoggard. **S** 16.

Points (after 18/24 rounds) 1 Novalak 406; 2 Hoggard 366; 3 Simmons 325; 4 Jewiss 287; 5 Verhagen 259; 6 Maldonado 253.

GINETTA G40 CUP

Races 1 & 2 Chris Salkeld

Race 3 Rob Keogh

VW RACING CUP

Races 1 & 2 Martin Depper (Scirocco)

CMMC SOUTHERN SALOON

Races 1 & 2 Rod Birley (Ford Escort)

GRDC

Race 1 Chris Threadgill

Race 2 Harry Mangion

JCW MINI

Race 1 Dan Zelos

Race 2 James Gornall

For full results visit: tsl-timing.com

damage to his championship ambitions, taking a hard-fought second in race two before grabbing a well-deserved victory in the third, just ahead of Salkeld.

Martin Depper returned to VW Racing Cup action by taking both wins races in his Scirocco. He was helped in the opener when polesitter Josh Coggan spun his Golf on the exit of Graham Hill Bend.

In the second outing there was a superb battle between long-time race leader Owen Walton (Audi TT), Depper and Ruaridh Clark (Scirocco), which ended in Depper's favour as Lewis Smith and Simon Walton ended up in the gravel trap at Sheene Curve and brought out the red flag.

A bumper 43-car entry was in attendance for two CMMC Southern Saloon Car Series races, but it ended up being an outright duel between Rod Birley's Ford Escort and Niall Bradley's BMW E46 M3, with the former coming out on top both times.

The final round of the Ginetta Racing Drivers Club produced two new winners. Chris Threadgill took victory in the opener and came within 0.047s of winning the second, but Harry Mangion just managed to hold on. Michael Kidson finished second and third respectively to clinch the series title.

STEFAN MACKLEY

TITANIC BATTLES FOR MINI HONOURS



Third in the championship and with seven podiums across 11 races heading to last weekend's second Brands Hatch trip of the season for the JCW Mini Challenge, it was astonishing to think that Dan Zelos hadn't won a race.

But the 21-year-old finally shrugged that monkey off his back with a maiden win on the GP loop.

The former Renault UK Clio Cup driver blasted away from pole ahead of championship leader Nathan Harrison, building up a healthy gap before William Hardy went off into the gravel at Paddock Hill Bend and prompted a safety car.

Zelos had the legs in the first stint but, once the race went green two laps later, it was Harrison who was in control. Zelos wasn't able to build a buffer, and one mistake braking on the bump at Paddock Hill left him out of shape.

Harrison needed no second invitation to make the pass and looked set for his fourth win of the year.

But a messy tangle between Brad Hutchison, Tom Rawlings and Callum Newsham into the Paddock Hill kitty litter just seconds later forced officials to call a red flag and an early result.

That put the order back a lap to when Zelos was still leading, gifting him a first

win of the year and a seventh consecutive podium finish.

He said: "We don't like taking a win like we did. I feel like with all my experience I shouldn't be making those mistakes now, so I have just got to learn from it and put on a better show.

"It was a near perfect race but for the end bit. The gods were looking down on me."

Zelos' fellow ex-Clio competitor Lee Pattison got his season back on track with a first podium of the year, ending a three-race points drought.

"It was nice to be back on the podium," he said. "I certainly haven't got the pace of those two – they are on a different planet. We seem to be best of the rest."

James Gornall admitted to struggling with a loose car during the trio of races on the Indy Circuit last month, resulting in changes to the gearbox and differential.

After only managing fifth in the first race, Gornall opted for a fresh set-up, which paid dividends in race two when he held on for a fourth win of the year.

Max Bird began well from pole but it was James Loukes who looked to be on for his first series victory after a smart move at Paddock Hill Bend.

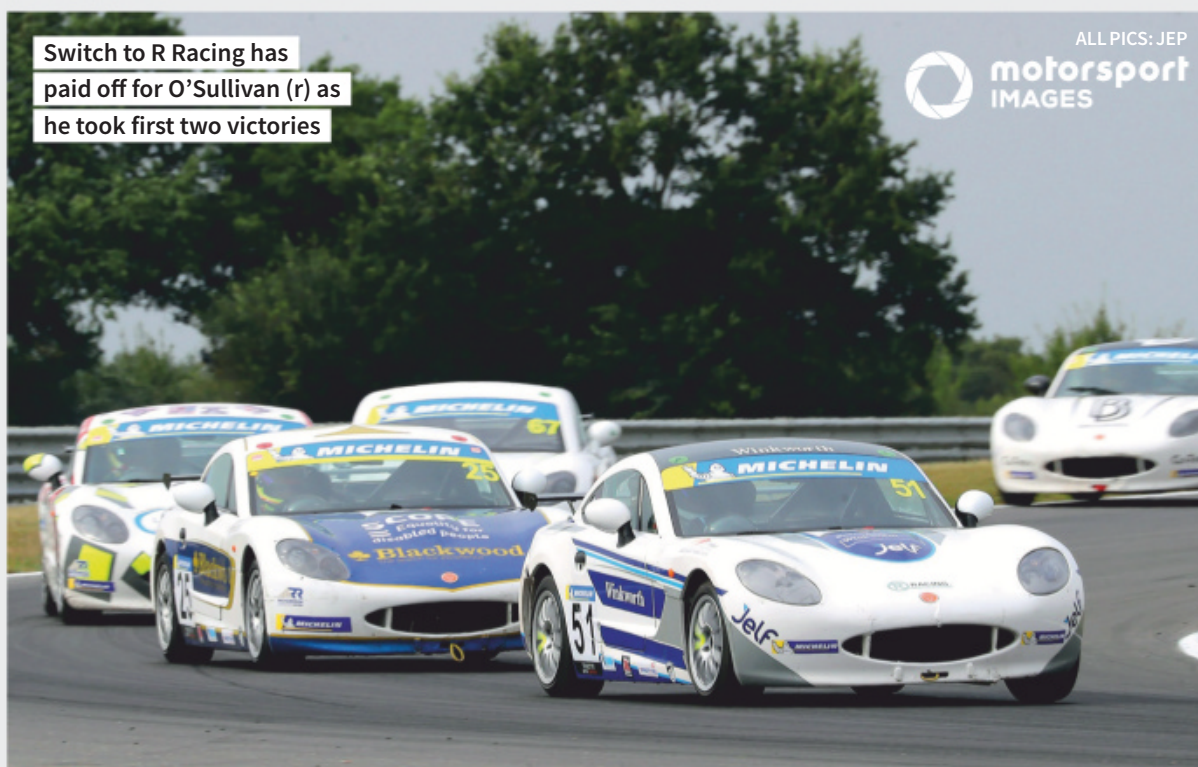
From there, Bird was unable to halt the chasing pack – including Ben Palmer, Gornall, Pattison, Harrison and Zelos.

Loukes' promise came undone in a strange incident when a touch with Palmer at Graham Hill Bend on the penultimate tour took the pair off. Gornall found himself with a lead he could convert to another victory, but Harrison in third and Zelos in fourth means all is left to play for in the final two events.

JASON NOBLE



TOCA SUPPORTS SNETTERTON 3-4 AUGUST



O'Sullivan takes maiden wins as Hedley maintains title lead

GINETTA JUNIOR

Four Ginetta Junior races around Snetterton had the potential to significantly alter the title battle after the summer break. But, despite the addition of the rearranged Croft contest, scoring his worst result of the season and his closest rivals each taking two wins, James Hedley still emerged with only a slightly reduced 74-point advantage.

Will Martin was the form driver

heading to Norfolk and extended his victory sequence to five with two very different wins in the first two races.

In the opener he was in the thick of the lead battle with Hedley and Zak O'Sullivan. The race was then turned on its head when O'Sullivan and Martin made contact at Turn 3 in what O'Sullivan described as a "50/50" incident but left Martin leading and O'Sullivan out wide. Hedley dropped back later too after further contact to finish sixth and was then handed a grid penalty for a collision with Theo Edgerton. All of

this allowed Martin to win from Casper Stevenson and Gus Burton.

Race two, the rescheduled Croft race, was less eventful as Martin was able to jump polesitter Hedley at the start. Despite Hedley's best efforts, Richardson driver Martin clung on to win. "I thought I got a good start but Will must have got one of those perfect starts," said Hedley.

But Hedley had his work cut out in race three as the penalty left him down in 17th. However he was ninth by the end of the first lap and by the flag had worked his way up to an impressive third.

"That was fantastic!" he said. "My aim was top five and I saw myself in P5 on my pitboard and thought they were quite far in front of me but I caught them up."

Up front, O'Sullivan – with his new team R Racing – made up for the disappointment of race one to finally take his maiden car racing win having already scored five podiums in his rookie season. He led throughout from pole to head home Stevenson.

"I've had a few changes of scenery but none of it would be possible without my new team R Racing," said a delighted O'Sullivan. "I was just in control from lap one and just gradually pulled away."

And he then doubled up in the finale. He initially lost out to the fast-starting Stevenson but grabbed the lead back with a move up the inside at Riches on the second tour. When Stevenson spun at Murray's under pressure from Martin and Hedley, O'Sullivan was able to scamper away as second-placed Martin was handed a track limits penalty.

STEPHEN LICKORISH

Alvarez steps up as Maloney has scrappy weekend

BRITISH FORMULA 4

Somebody needed to step up to the plate to prevent Zane Maloney from running away with the British F4 title. And, at Snetterton, Sebastian Alvarez took centre stage.

The Mexican halted Maloney's winning streak at four, taking two victories that sandwiched Tommy Foster's maiden triumph for Arden in a wild encounter.

"Our pace was mega," said Double R's Alvarez, who also grabbed pole position on a weekend where title rival Maloney faltered.

The first of two lights-to-flag Alvarez victories came with brief pressure from Carter Williams, who secured a personal best result. Alvarez's race three win was more emphatic, romping 14 seconds clear.

The single blot on Alvarez's copybook came in a lurid second race, the title contenders all slipping up.



Josh Skelton fought a determined rearguard action for much of the race, Bart Horsten twice attempting bold around-the-outside moves to clear him, without success.

Maloney joined the party on lap five of 11, but his lunge on Horsten ended in contact at Murray's that eliminated the Carlin points leader with suspension damage.

Alvarez found trouble a corner later,



outbraking himself at Riches. In seconds, sixth-placed Luke Browning had swept by his scattering rivals to grab the spoils, but a 10s jump start penalty demoted him, handing Foster his maiden win by the narrowest of margins from Skelton.

Maloney maintained a 54-point title lead, salvaging results of third and fourth.

DAN MASON

Penalties decide Clio winners

RENAULT UK CLIO CUP

Three penalties decided the outcome of a pair of hard-fought Renault UK Clio Cup races at Snetterton.

Penalty one came after a thrilling opener, with winner Jack Young docked 10 seconds for contact. Jamie Bond initially grabbed the lead around the outside of Young at Riches before Young attempted to fight back at the hairpin a couple of laps later, but succeeded in just letting Max Coates through.

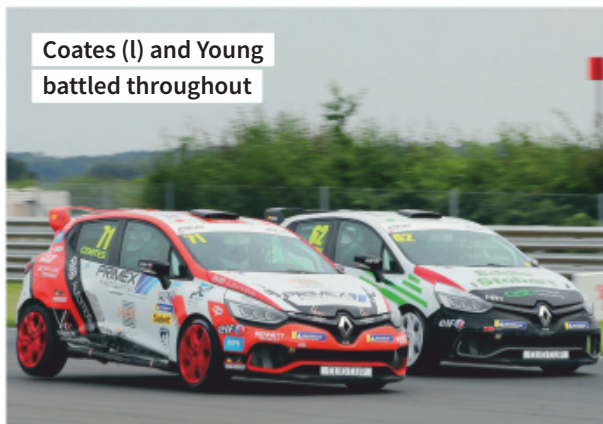
Young then robustly passed Bond at Agostini before making contact with Coates at Brundle to grab the lead. That contact caused severe damage to Coates's Clio as

he limped home sixth with a puncture, meaning Bond inherited his maiden win and Ethan Hammerton his first podium.

Penalty two came during race two as runaway winner Bond had 10s added to his time for a false start, meaning another close battle between Coates and Young was for the win. Young won on the road but only after lunging down the inside of the hairpin – that led to penalty three as the places were switched post-race.

“If you keep hitting people, at some point you're going to get a penalty,” said Coates. “We should've won both races so it's very frustrating.”

STEPHEN LICKORISH



Coates (l) and Young battled throughout



Bond inherited the race-one win

WEEKEND WINNERS

GINETTA JUNIOR

Race 1 (8 laps) 1 Will Martin; 2 Casper Stevenson +1.767s; 3 Gus Burton; 4 Zak O'Sullivan; 5 Lorcan Hanafin; 6 James Hedley. **Fastest lap** Martin 2m21.059s (75.77mph). **Pole** Martin. **Starters** 25.

Race 2 (6 laps) 1 Martin; 2 Hedley +0.136s; 3 Stevenson; 4 O'Sullivan; 5 Burton; 6 Roman Bilinski. **FL** O'Sullivan 2m20.260s (76.20mph). **P** Hedley. **S** 22.

Race 3 (9 laps) 1 O'Sullivan; 2 Stevenson +5.438s; 3 Hedley; 4 Burton; 5 Martin; 6 Josh Rattican. **FL** Martin 2m20.509s (76.06mph). **P** O'Sullivan. **S** 23.

Race 4 (9 laps) 1 O'Sullivan; 2 Hedley +5.922s; 3 Bilinski; 4 Martin; 5 Rattican; 6 Ethan Hawkey. **FL** O'Sullivan 2m20.886s (75.86mph). **P** O'Sullivan. **S** 23.

Points 1 Hedley 407; 2 O'Sullivan 333; 3 Martin 313; 4 Stevenson 253; 5 Burton 221; 6 Hanafin 207.

BRITISH FORMULA 4

(All 11 laps) Race 1 1 Sebastian Alvarez; 2 Carter Williams +3.424s; 3 Zane Maloney; 4 Tommy Foster; 5 Bart Horsten; 6 Josh Skelton. **FL** Alvarez 1m52.807s (94.75mph). **P** Alvarez. **S** 13.

Race 2 1 Foster; 2 Skelton +0.099s; 3 Luke Browning; 4 Louis Foster; 5 Alex Connor; 6 Roberto Faria. **FL** Skelton 1m53.951s (93.80mph). **P** Skelton. **S** 13.

Race 3 1 Alvarez; 2 Horsten +14.086s; 3 Skelton; 4 Maloney; 5 Williams; 6 T Foster. **FL** Alvarez 1m53.466s (94.19mph). **P** Alvarez. **S** 13.

Points 1 Maloney 284; 2 Alvarez 230; 3 L Foster 222; 4 Horsten 189.5; 5 Skelton 172.5; 6 Browning 134.5.

RENAULT UK CLIO CUP

(Both 10 laps) Race 1 1 Jamie Bond; 2 Brett Lidsey +5.777s; 3 Ethan Hammerton; 4 Ben Colburn; 5 Jack Young; 6 Max Coates. **FL** Bond 2m07.071s (84.11mph). **P** Young. **S** 10.

Race 2 1 Coates; 2 Young +0.050s; 3 Lidsey; 4 Bond; 5 Hammerton; 6 Colburn. **FL** Bond 2m07.272s (83.98mph). **P** Bond. **S** 10.

Points 1 Coates 215; 2 Young 209; 3 Lidsey 186; 4 Bond 164; 5 Colburn 140; 6 Jade Edwards 133.

GINETTA GT5 CHALLENGE

Race 1 (8 laps) 1 Scott McKenna; 2 Geri Nicosia +2.063s; 3 Adam Smalley; 4 Josh Malin; 5 Katie Milner; 6 Ryan Firth. **FL** Nicosia 2m07.986s (83.50mph). **P** McKenna. **S** 25.

Race 2 (12 laps) 1 Nicosia; 2 Malin +0.671s; 3 Gordie Mutch; 4 Smalley; 5 McKenna; 6 Firth. **FL** Nicosia 2m09.492s (82.53mph). **P** Malin. **S** 22.



Nicosia topped an entertaining race two

For full results visit: tsl-timing.com

Great Scott triumphs again

GINETTA GT5 CHALLENGE

Scott McKenna's purple patch continued at Snetterton to extend his Ginetta GT5 Challenge title lead, sharing spoils with Geri Nicosia.

Victorious in Saturday's opener, McKenna touted a tactical tyre gamble earlier in the season as key. The Yorkshireman was among the few frontrunners still with fresh tyres to play with – 18 sets are allocated per driver for the year – and he utilised that fresh rubber to overpower a fast-starting Josh Malin in the disrupted opener.

“It was a risky, but smart overtake,” said Xentek's McKenna after squeezing

through on lap three.

The feisty Malin succumbed to Nicosia's pressure at Nelson and fell behind Adam Smalley, but came agonisingly within half a lap of winning the second contest.

Nicosia, having charged to second in a five-car squabble, launched a paint-trading sweep around the outside of Richardson Racing's Malin at Nelson to grab a last-lap triumph, despite “the throttle pedal going to the floor” briefly.

Gordie Mutch joined them on the podium, but a race-one spin dented his title chances. Fellow championship chaser Smalley battled ageing rubber, salvaging fourth from McKenna.

DAN MASON



McKenna leads standings with one event remaining



Opening 70s Road Sports
win went to Clark in
his Lotus Elan

Two winners in unpredictable Road Sports races

CROFT
HSCC
3-4 AUGUST

The 70s Road Sports series was easily the star of the Croft Retro and Classic Weekend. The inherent variety of roadgoing 1970s cars makes for a high degree of unpredictability and there were two different winners.

Defending champion Jeremy Clark won the first race in his Lotus Elan, ahead of Kevin Kivlochan's Morgan and Will Leverett's Martini-liveried Lotus Europa. Leverett's father Mark was also in the mix at the start, overtaking his polesitting son, who had a slide at the chicane. Leverett Sr's supremacy was shortlived as he ran straight on onto the rallycross course in the early stages.

It later transpired the Elan's steering wheel had come off. Leverett Jr won the second race, taking the lead from Clark early on and managing the advances of Kivlochan,

who was second, with Clark third.

Leverett Sr was fourth from the back of the grid, taking advantage of a spin by Howard Payne's Europa. Leverett survived his own spin a little later and held his place.

Historic Road Sports was somewhat more predictable in that Kivlochan, driving an AC Cobra, kept his 100% win record this year, despite struggling with a suspension set-up that caused his car to hop alarmingly under braking. Jonathan Rose was second in an Elan, from Roger Lee in a Lotus Seven.

The second race featured an exciting cat-and-mouse game between Kivlochan and Lee, who used the Seven's better handling to catch up on the corners. But the superior firepower of the Cobra won out in the end, while Rose was third. Further down, the Seven of Mike Leese had a similar scrap with Adrian Gilbert's Elan, and prevailed.

Historic Formula Ford provided two race wins for Cameron Jackson's Winkelmann,

but he was pushed very hard by Callum Grant (Merlyn Mk20A) in race one, before a red flag intervened. This was caused by third-placed Pierre Livingston's Merlyn colliding with Ted Pearson, who was running in fourth. Livingston's team-mate Ed Thurston therefore finished third.

Grant elected not to race again and gave his car to Pearson for the second contest, as Pearson's own car was seriously damaged. He was eighth, while Jackson sailed away to another win and the Merlyns of Thurston and Livingston squabbled for second. Livingston lost the fight – and a nosecone.

The first Classic Clubmans race was also red-flagged and did not restart. Mark Charteris was another runaway winner, as second and third-placed Alan Cook and Clive Wood swerved to avoid a stopped car. Class B driver Martin Walker hit a barrier and triggered the flag. The second race was less dramatic, although Charteris's car was smoking alarmingly and he did lose speed. Cook and Adrian Holely claimed the other podium spots.

Formula Ford 2000 started off sensibly as reigning champion Andrew Park won in his Reynard SF81. There was some shuffling between Ian Pearson's Royale and Benn Simms's Reynard but Pearson, who had started in second, prevailed. Race two featured a cursed second place, with first Pearson then Simms retiring from runner-up spot and promoting Paul Allen and Jason Redding's Reynards to the remaining podium places. Park won again.

The second-place curse recurred in the second Historic Formula 3/Classic Racing Cars race. Jonathan Hughes won very comfortably in his Merlyn Mk14A and Simon Armer was set to repeat his first-race second in his March 703, but car trouble



Charteris took a brace of
wins in Classic Clubmans

CROFT WEEKEND WINNERS

70s ROAD SPORTS

Race 1 Jeremy Clark (Lotus Elan)

Race 2 Will Leverett (Lotus Europa)

HISTORIC ROAD SPORTS

Races 1 & 2 Kevin Kivlochan (AC Cobra)

HISTORIC FORMULA FORD

Races 1 & 2 Cameron Jackson (Winkelmann WDF2)

CLASSIC CLUBMANS

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

HISTORIC FORMULA FORD 2000/ CLASSIC FF2000

Races 1 & 2 Andrew Park (Reynard SF81)

HISTORIC FORMULA 3/CLASSIC RACING CARS/ FORMULA JUNIOR

Races 1 & 2 Jonathan Hughes (Merlyn Mk14A)

GUARDS TROPHY

Benn Tilley (Lotus 23B)

HISTORIC TOURING CARS

Races 1 & 2 Richard Belcher
(Ford Lotus Cortina Mk1, below)

JAGUAR CLASSIC CHALLENGE

Mark Donnor (E-type)



For full results visit: tsl-timing.com

intervened and he disappeared into the pits.

This promoted Leif Bosson (Brabham BT28) and Steve Seaman (Brabham BT21) to second and third. Bosson had been third in the first race. Double winner Hughes is an occasional racer and will probably not bring the Merlyn out again this year.

Benn Tilley secured his first outright win in the Guards Trophy, driving a Lotus 23B solo. He built up a sizeable lead, although Peter de la Roche in another 23B was gaining on him rapidly. Tilley inherited the lead from the Lenham GT of Peter Needham and Jon Waggitt.

The orange prototype squandered a solid lead during the pitstops, losing 24 seconds and allowing Tilley to take advantage. They set some blisteringly fast laps in a vain attempt to catch up, but were just too far away and took third.

RACHEL HARRIS-GARDINER



STANDING OUT The Lola T492 was the only non-Mallock on show in the Clubmans races, and the only representative of Sports 2000 entered. The car's sportscar styling stands out against the skinnier, lower Mallocks. Trevor Welsh has been racing the car, which came from the States, for just over a year. He had raced in Formula Vee for 15 years and it was this car that tempted him out of retirement. He was due to share with a friend but they are recovering from a heart attack, so he is driving solo this year, normally in Thundersports. Welsh took a best result of fourth at Croft.



REPAIRS COMPLETE The last time this Ford Anglia was seen on-track, its back end was bent around after a crash at Cadwell Park. The yellow car has now had extensive repairs and is indistinguishable from how it was before it became a banana-shaped mess. Bob Bullen has had one new quarter panel and a new boot lid fitted, as well as significant repairs to the other quarter and a lot of panel beating. It returned from the paint shop last week. The front end was unaffected and Bullen briefly took the lead at the start of Saturday's Historic Touring Car race before finishing fourth.



EUROPA WEIRDNESS Will Leverett seems too young to be a fan of esoteric 1970s sportscars, but he loves this race-winning Lotus Europa. "It's crazy," he said. "It's pure Colin Chapman. The half-shafts are actually part of the suspension. There are 14 separate connections between the gear lever and the actual gearbox. You can wobble the gear stick around while you're driving." Despite its intrinsic weirdness, the Europa is highly effective in Leverett's hands. He won the second 70s Roadsports race, using its 1600cc to fend off the more beastly V8 3500cc of Kevin Kivlochan's Morgan.

Bryant battles to Silverstone Morgan double

SILVERSTONE
BDC
3 AUGUST

Both Morgan Challenge races, guesting at the Bentley Drivers Club's long-running annual Silverstone meeting, were won by Oliver Bryant making a one-off appearance, triumphing after battles with Keith Ahlers in his similar +8.

Bryant led all of race one, holding former co-driver Ahlers at arm's length to win by 3.9 seconds. Race two was less straightforward. Bryant dropped to fourth at the start after feeling his clutch "wasn't great" on the warm-up lap. He then had his progress checked by a lengthy safety car period caused by Richard Fearn's crashed +4 Club Sport at Woodcote.

Bryant quickly took the lead from Ahlers after racing resumed but Ahlers stayed close, including taking the lead back briefly late on.

"Most years, if it doesn't clash, I try and come out in the old family Morgan [to this meeting]," Bryant said, "It's a car that my dad's owned since the 1970s.



"It's always good fun racing against Keith; we shared the Aero 8 together in British GT in 2005-2006. He's had over 100 wins in the Morgan Challenge now so it's nice to come and prevent him winning more now and again! [The car was] as fast as we've ever been with it."

Dean Cook looked well on his way to claiming the Allcomers Race, his TVR Sagaris GTF roaring past Simon Ray's ADR Sport 2 at the start of the second lap. However, after four of the 14 laps, he pulled off on the Wellington Straight with no revs. This let Ray through to win by 31s.

"I couldn't really do much about the

TVR," said Ray, "but once he pulled off I just drove my own race; I didn't really see anything behind me. Very pleased.

"It's a fun car to drive. It doesn't have a huge amount of downforce but it's light, and bike-engined cars are always fun with the paddleshift. It's a bit like the PlayStation except that my son always beats me on that!"

Cook was denied another win as he was first across the line in the Allcomers Sealed Handicap Race, with an on-track advantage of over 30s over the runner-up. However, the handicap revisions put him fourth, with victory awarded to Michael Blake's TVR Griffith from Jim Tiller's Allard J2.

Wiggin and Short share Mazda MX-5 honours

OULTON PARK
BRSCC
3 AUGUST

Joe Wiggin took two Mazda MX-5 Championship victories out of three at Oulton Park but, despite going without a win, John Langridge moved into the points lead.

Will Blackwell-Chambers, champion for the past two seasons, headed the standings going into the meeting and, even though he finished no lower than fourth during the trio of races, his six-point advantage was



converted into a four-point deficit by the end of the day.

Compact Cup convert Wiggin opened up by taking the lead of race one at Shell on lap five of 10, thereby extending his winning streak – started at Snetterton – to four. Ben Short ended that run in race two, coming out on top of the early skirmishes with Wiggin, who also lost out to Langridge by the end of lap two. Former Ford Fiesta racer Langridge held on to a second successive second place (again with fastest lap), despite Wiggin's best efforts.

Wiggin made a poor start to the final race, dropping back to fifth by Cascades as Short converted pole into an early lead. Langridge took over into Hislops on lap five but double 5 Club champion Short elbowed back in front at Knickerbrook, with Langridge mugged down to sixth.

Wiggin was one of the drivers to profit, and two laps later he swept ahead of Short at Cascades, with Blackwell-Chambers following him through into second. Langridge salvaged a podium by passing Short at Old Hall on the final lap.

"To come away with three podiums is lovely, but that last race was really spicy – proper Mazda racing," said new championship leader Langridge.

The most frequent podium visitor in the MX-5 Super Series, Joe Marshall-Birks added three more at Oulton, including two victories at his home track.

The 20-year-old from Crewe had an excellent fight with James Kell in race one, with Marshall-Birks twice taking the lead around the outside at Old Hall, only to lose it again at Cascades on the first occasion. Behind Kell, Garry Townsend became the 17th different podium finisher of 2019.

Marshall-Birks was hampered in race two by a five-place grid penalty for an onboard camera infringement, but he was ahead by Old Hall on lap three of 10 and held on to beat Kell by a tenth. Kell turned the tables in the final race, when Marshall-Birks lost places after a safety car restart and had to pass Kell's father Darren to reclaim second.

Red flags at the end of race one and beginning of race two blighted the Northern Formula Ford rounds. In the first, Jack

WEEKEND WINNERS

SILVERSTONE

MORGAN CHALLENGE

Races 1 & 2 Oliver Bryant (Morgan +8)

ALLCOMERS

Simon Ray (ADR Sport 2)

ALLCOMERS SEALED HANDICAP

Michael Blake (TVR Griffith)

FISCAR & CMMC PRE 64 CHALLENGE

Richard Tyzack (Kellison J4R)

BDC SPORTS CAR CHALLENGE

Richard Plant (Morgan +8)

BENTLEY SCRATCH RACE

Michael Higginbotham (Bentley MkVI Special)

BENTLEY SCRATCH RACE

SEALED HANDICAP

Paul Carter (Bentley)

BENTLEY HANDICAP

Tim Llewellyn (Bentley 4½, below)



OULTON PARK

BRSCC MAZDA MX-5 CHAMPIONSHIP

Races 1A & 3A Joe Wiggins

Race 2A Ben Short

Race 1B Michael Knibbs

Race 2B William Hayden

Race 3B Dave Turton

BRSCC MAZDA MX-5 SUPER SERIES

Races 1 & 2 Joe Marshall-Birks

Race 3 James Kell

NORTHERN FORMULA

FORD CHAMPIONSHIP

Races 1 & 2 Tom McArthur

(Medina Sport JL18)

ST-XR CHALLENGE

Races 1 & 2 William Heslop (XR2, below)

For full results visit: tsl-timing.comOwen's Lister Knobbly (14)
was beaten by Plant (111)

In the FISCAR and Classic and Modern Motorsport Club's Pre 64 Challenge race, Richard Woolmer was another to be denied a comfortable win by unreliability. He established a 40s lead in his Elva Courier Mk1, but with just minutes remaining of the half-hour race dropped down and then retired with a suspected fuel pump problem.

This left a frenzied victory fight between Richard Tyzack's fast-on-the-straights Kellison J4R and Brian Arculus's fine-handling Lotus Elite. Tyzack prevailed by half a second after some late lead-swapping.

Richard Plant won the Sports Car Challenge in his Morgan +8, beating

runner-up Geraint Owen in his Lister Knobbly by 27s. Plant took the lead with a fine early pass of Owen, when the pair went either side of a backmarker between Brooklands and Luffield.

Michael Higginbotham in his Bentley MkVI Special won the Scratch Race by 48s. He prevailed in an early fight with Tim Llewellyn in his 3/8 before edging clear. Llewellyn gave chase but pitted late on with apparent technical problems. Paul Carter was awarded the sealed handicap win. Llewellyn later won the Bentley Handicap in a Bentley 4½.

GRAHAM KEILLOH

Wiggins (41) won twice but title
race now led by Langridge (5)

Wolfenden (Firman) lost the lead to Tom McArthur (Medina) at Hislops on lap three and was hoping to manage his overheating car and make a late attack, but was thwarted by the stoppage.

McArthur led throughout the restarted second race while Wolfenden battled with the returning Chris Chisnall (Medina) initially. Wolfenden was able to challenge McArthur on the final lap, but the leader missed a gear at Druids and Wolfenden made contact, dropping to fifth, while Chisnall went off into the barriers in

avoidance. Nigel Dolan (Van Diemen) was promoted to second behind McArthur.

William Heslop did the double in the ST-XR Challenge races in a bid to improve on third in the standings. The XR2 driver led from lights to flag in the opener, in spite of close attention from Greg Speight. The later race was reduced to a one-lap sprint after a safety car, with Heslop grabbing the lead from Speight immediately. Erstwhile championship leader Adam Brown managed third and fourth.

IAN SOWMAN



AN INSTANT MECCA



EXHIBITION THE JIM CLARK MOTORSPORT MUSEUM

The new Jim Clark Motorsport Museum is proof that £1.6million can be put to extraordinary use if deployed in the right hands: those of the Jim Clark Trust and Live Borders.

Built as an extension to the outgoing Jim Clark Room, the museum opened last month and is quite simply a pilgrimage that any motorsport fan must make.

Entering through what used to just be an abandoned garage, you immediately walk into a modern museum space and see the iconic green and yellow of one the Lotus 25s in which Clark scored some of his 25 world championship F1 wins.

Once you've paid your £5 to explore the museum, you happen to notice a 1960s F1 simulator in the corner, but that's for later. The museum itself beckons, and off you wander into what is a fully immersive experience.

It's a place in which you can just lose hours. Even if you are well-versed in Clark's racing history, there are nuggets of information everywhere that ensure you will leave far more

enlightened than you were when you first arrived.

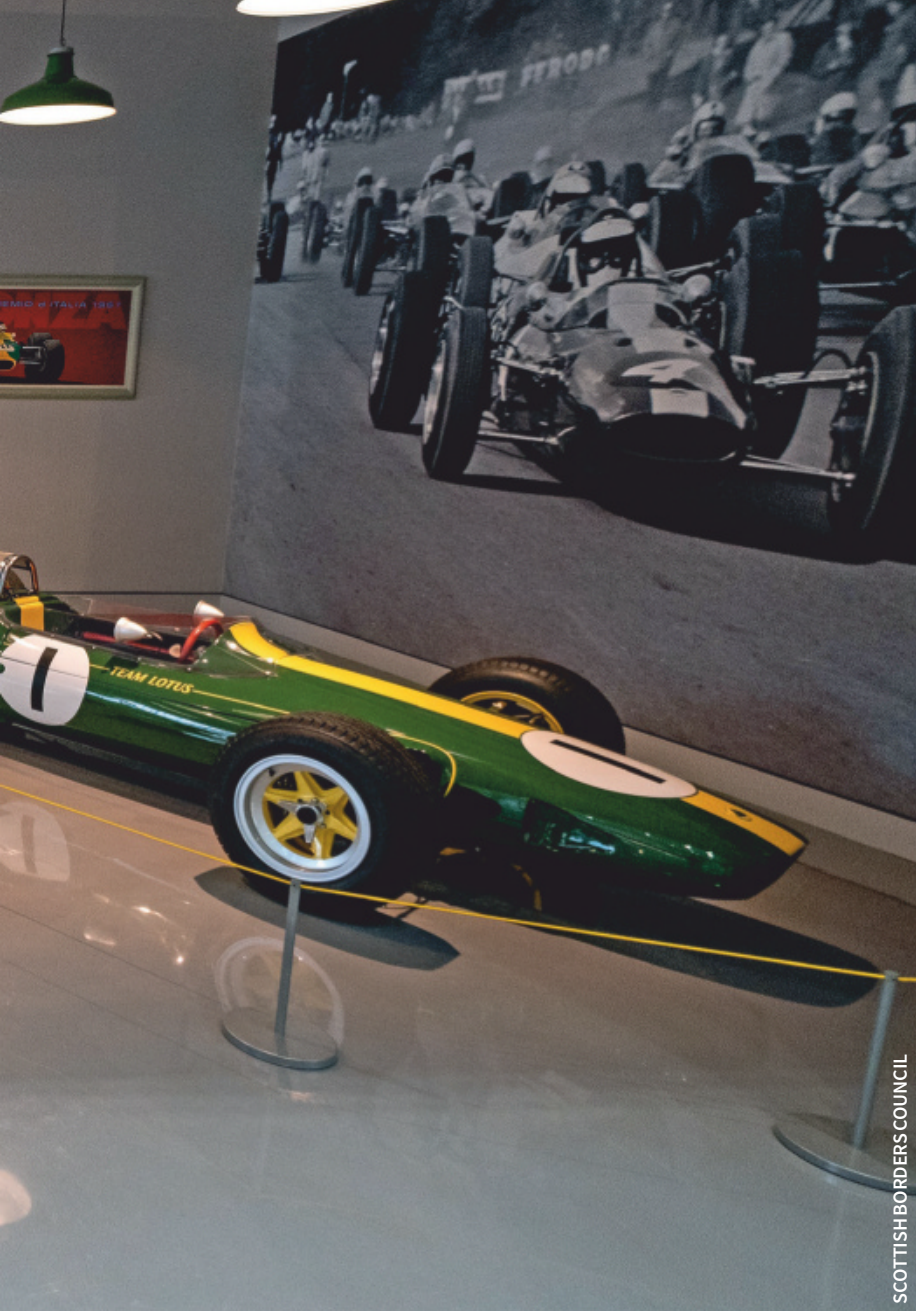
Billboards of text are creatively used to naturally guide you through the exhibition, and screens of data with multiple menus and sub-topics delve far deeper than you could imagine. Concentration can prove difficult, though, as countless slices of history and memorabilia fight to steal your gaze.

The history is incredible, and everything is explained, letting you know exactly what you're looking at. The range is fascinating and stretches far beyond the usual photographs. Notable artefacts include a comic strip advert Clark partook in to discourage youngsters from smoking, the 1965 Indy 500 trophy and a Jim Clark *Top Trump* card.

If you fancy some more casual learning, there's a screen and chairs in the corner with ITV Border's documentary commemorating 50 years since Clark's death beamed on a loop. This in itself is a must-watch, and goes to complete the experience.

Behind the wall and through an open alleyway lies a real highlight: the trophy room. With a points-paying F1 win ratio of 34.7%, Clark's trophy room is obviously going to be impressive but how it is all displayed is perhaps more so.

It's as immaculate and complete as you would expect, with silverware stretching from Clark's early career to his curtailed 1968 season, but the attention to detail is extraordinary. Each and every trophy has a story. As well as the expected details of the race, year and championship a trophy was awarded for, there's also the background context of its wider significance – frequently, how the race was won or what that particular result meant. And



SCOTTISH BORDERS COUNCIL



it's all provided on a sliding screen that you can move underneath the trophy cabinet, ensuring you are reading about exactly what's in front of you.

From there, you're looped back into the main foyer where the Lotus 25, the superbly raw Lotus Cortina and the simulator await you. The plan is for these cars to be swapped out throughout the years to keep the exhibition fresh.

But freshness needn't be a worry, as the museum manages to celebrate the life and career of one of the world's best in a unique and interactive fashion. If you only ever visit the Scottish Borders for one thing, let it be this.

LUKE BARRY

FINISHING STRAIGHT



youtube.com/AUTOSPORTdotcom



10 F1 DRIVERS WHO WERE DUMPED DURING THE SEASON



Over the years Formula 1 teams have shown they won't hesitate to drop an under-performing driver. Autosport counts down 10 cases, from youngsters to race winners and even world champions, who were considered surplus to requirements. Go to <http://bit.ly/F1driverdumps>

WHAT'S ON

INTERNATIONAL MOTORSPORT

MotoGP

Round 11/19
Red Bull Ring, Austria

11 August

TV Live BT Sport 2,
Sunday 1215

TV Highlights
BT Sport 2, Sun 1900

ADAC GT Masters

Round 4/7
Zandvoort, Netherlands
10-11 August

Brazilian Stock Cars

Round 6/12
Campo Grande, Brazil
11 August

NASCAR Cup

Round 23/36
Michigan, USA

11 August

TV Live Premier Sports 1,
Sun 1930

UK MOTORSPORT

Brands Hatch MSVR

10-11 August
DTM, W Series, Lotus Cup
Europe, Mini 7/Miglia
TV Live FreeSports,
Sat 1315, Sun 1315

Donington Park BARC

10-11 August
Trucks, Jaguar Series
Elite, Legends, Pickups,

Mighty Minis, Sports/
Saloons, Silhouettes

Silverstone 750MC

10-11 August
Welsh Sports/Saloons,
Clio 182, Club Enduro,
BMW Car Club, Formula
Vee, Ma7da, RGB Sports
1000, Bike Sports, Sport
Specials, Classic Stock
Hatch, Hot Hatch

Snetterton BARC

10-11 August
Dunlop Endurance, Sports
Prototype, Clios, MaX5,
Classic FF1600, MGOC,
Citroen C1

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INTRODUCING

STAT

2.88s

JVU was much quicker than fellow Silver Pierre Thiriet

JOB VAN UITER

The former MX-5 racer who should have won Le Mans

JAMES NEWBOLD

With five hours to go in this year's Le Mans 24 Hours, Job van Uiter was on course for a dream class victory on his debut at the Circuit de la Sarthe with the G-Drive Racing squad in LMP2. The ORECA-Gibson 07 he shared with Jean-Eric Vergne and Roman Rusinov had led continuously from the seventh hour and had over a minute in hand when a problem with the starter motor at a routine pitstop cost the crew four laps and left van Uiter a disappointed sixth at the flag.

But for a driver who never raced a kart and started out in Mazda MX-5s, it was a mightily impressive performance that points to a very bright future in sportscar racing. Based on an average of his 10 fastest laps, van Uiter was ninth quickest of all the LMP2 drivers, ahead of Pastor Maldonado, Romain Dumas and team-mate Rusinov, as well as being comfortably the quickest Silver-graded driver. Pierre Thiriet, the Silver in the winning car,

“PEOPLE WERE LIKE, ‘WHAT HAVE YOU DONE IN YOUR LIFE?’ BUT I WAS BEATING THEM”

was on average 2.88 seconds per lap slower.

“Very astonishing and unpredictable and cool” is how van Uiter describes his career path, and while it took time to earn respect from his rivals, it didn't trouble him.

“There was always a bit of disbelief from other people,” he recalls. “In the formula series, they were like, ‘What have you done in your life? You only did Mazda MX-5 Cup’, but I was beating them.”

Van Uiter says he “never dreamed of Formula 1” and instead preferred to be realistic about what his family's financial circumstances might allow. After finishing second to Ferrari junior Marcus Armstrong in Italian F4, he tested a GP3 car in Abu Dhabi but, inspired by Thomas Laurent's journey from LMP3 to LMP1 — via winning the LMP2 class at Le Mans in 2017 — it was to endurance racing that van Uiter turned.

He won the 2018 European Le Mans Series LMP3 title and was picked to join G-Drive after a shootout at Sebring, winning on his second ELMS LMP2 start.

Becoming the first Dutch driver to win Le Mans outright since Jan Lammers in 1988 is his priority, which would be the ultimate validation of his mantra.

“Just be open-minded to all the possibilities you have,” he says. “Set a goal, make sure it's possible and don't be afraid to fail. Everyone makes mistakes in life, you just have to learn from them.”



MOTORSPORT IMAGES/JEP

CV

Age	20
2019	Currently 1st in European Le Mans Series (2 wins)
2018	Champion in ELMS LMP3 class
2017	2nd in Italian F4, GP3 testing
2016	4th in Italian F4, ADAC F4
2015	ADAC F4 (no points)
2014	3rd in Dutch Mazda MX-5 Cup

FINISHING STRAIGHT



FROM THE ARCHIVE

We couldn't immediately recall too much about this image of Petter Solberg and Phil Mills in their Subaru Impreza, so we asked

the 2003 world champion to remind us: "This was Corsica, 2002. I remember this picture being taken – it's quite cool. For the event, there was not so much to say – I set a fastest time, but I was

really still learning to drive on asphalt a little bit. This was my first year working with Tommi Makinen as my team-mate – he helped me so much through that season."



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WHO IS THIS?

This popular racer had to be patient, but finally got his just dessert.

A late convert from two wheels to four, he quickly made his mark at the local level before finding the means to move further afield.

Having shown well on limited funds it required the help of a legendary countryman to keep him on track. His grit was soon noticed and he was given a starring role on the world scene.

He tasted the nectar of the top flight and kept it close to home as he sealed a dream start to his big chance.

He wasn't quite the king of the jungle, while a former great gave him a chance to shine, but not to win.

A return to a former haunt in new clothing was a big break, but he played second fiddle to a favoured son.

A change of focus with a returning giant allowed him to finish with a flourish.

LAST WEEK'S ANSWERS Who, what, where, when Miguel Angel Guerra, Osella FA1B, Imola, 1981 San Marino GP. Who is this? Gabriele Tarquini. On this day 1) Tyrrell, Ligier. 2) Osella. 3) Alessandro Pesenti-Rossi. 4) Giacomo Ricci. 5) Luca Cadalora. Name the helmet Christian Danner.

ON THIS DAY

1 Which stand-in claimed their first world championship F1 win on this day in 1982?

2 It's Nigel Mansell's birthday. How many races remained when 'Our Nige' sealed the 1992 F1 world championship?

3 Today is also triple touring car world champion Andy Priaulx's birthday. In what year did he win the British Hillclimb championship?

4 Which Italian tailender made his IndyCar debut on this day in 2010 for Conquest?

5 Which Japanese rider claimed his first and only 500cc world championship win on this day in the 1982 Swedish GP?

NAME THE HELMET



IN NEXT WEEK'S ISSUE

PORSCHE 917 SPECIAL



Celebrating 50 years of a motorsport icon

PORSCHE

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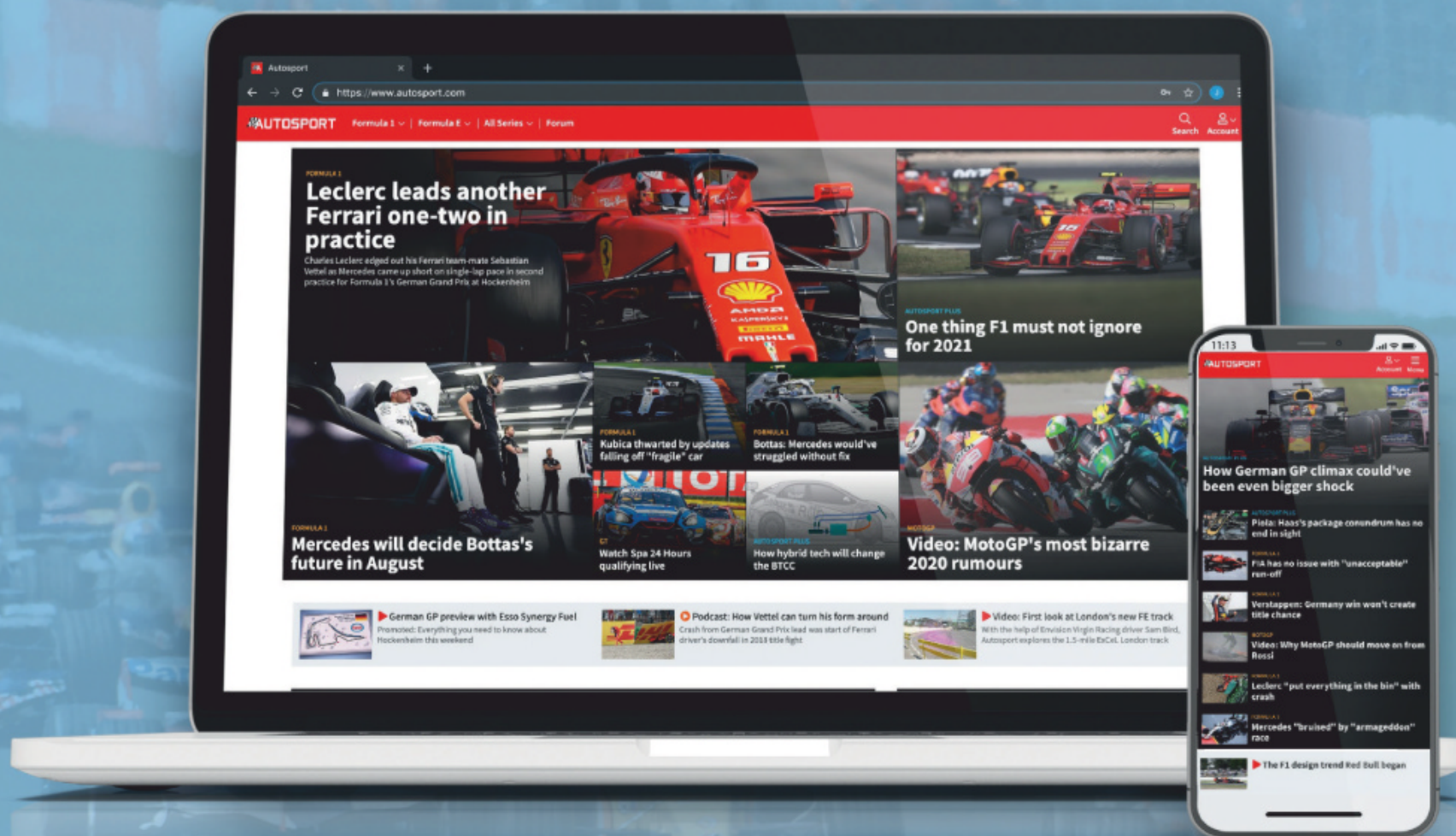
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