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# **AUTOSPORT**

POWER LIST SPECIAL

29 AUGUST 2019

## The most powerful people in motorsport

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that shape your sport



POWER LIST

**50**

OUR RANKING  
FOR 2019





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# Our list of the most important people in motorsport

The vast majority of motorsport fans seem to stack neatly into two piles: those of us who take most enjoyment from the cars (or bikes), and those who are most intrigued by the drivers.

While it's the machines or the role models in the cockpit that are the face of the show, often it's the people operating at boardroom level who shape the motorsport landscape to a much greater extent.

This week Autosport recognises the individuals who have, one way or another, crafted the current motor racing world. In the first instalment of a new annual feature, beginning on page 14, our experts rank the top 50 most powerful names in motorsport. We're sure you'll have some other suggestions, so please let us know.

Elsewhere in this issue, sportscar guru Gary Watkins previews the World Endurance Championship's 2019-20 season (p24), which kicks off with the Silverstone 4 Hours this weekend. Thanks to further Equivalence of Technology changes, Toyota can expect far stiffer competition from Ginetta and Rebellion at the front of the field.

And as Autosport closed for press, Mercedes' imminent decision to retain the services of Valtteri Bottas alongside Lewis Hamilton for 2020 has prompted a potential Renault move for Esteban Ocon, coming at the expense of Nico Hulkenberg (p4). It looks as though F1's driver market silly season has finally changed up a gear.

- The Formula 1 summer holiday comes to an end this weekend, as the second half of the season commences with the Belgian Grand Prix – marking a full calendar year since Sebastian Vettel's last victory. Next week's issue will have the full race report, driver ratings and analysis, as well as our review of the inaugural W Series season.



*M Kew*

**Matt Kew**  
Editorial Assistant  
matt.kew@autosport.com

**WIN**  
VIP TICKETS TO  
THE GOODWOOD  
REVIVAL  
in our competition  
on page 64



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Motorsport Images/Andre; Portlock; Sutton; Tee, Audi, JEP, Mercedes-Benz, Red Bull

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## BOTTAS AT MERCEDES

|                          |            |
|--------------------------|------------|
| Starts                   | 53         |
| Wins                     | 5          |
| Podiums                  | 30         |
| Poles                    | 10         |
| Best championship finish | 3rd (2017) |
| Points                   | 740        |



SUTTON  
motorsport  
IMAGES

# MERCEDES DECIDES: BOTTAS STAYS, OCON TO RENAULT?

## FORMULA 1

Valtteri Bottas is set to remain at the Mercedes Formula 1 team for a fourth season in 2020, with Esteban Ocon tipped to join Renault in place of Nico Hulkenberg.

Mercedes team principal Toto Wolff said a decision on who would partner Lewis Hamilton would be made during the summer break, and admitted it was not easy to pick between Bottas and Ocon.

An announcement in favour of Bottas was expected ahead of this weekend's Belgian Grand Prix when Autosport went to press.

Bottas has won five races since replacing retired world champion Nico Rosberg in 2017 and, though he has not challenged Hamilton for the title, he has been a dependable supporting driver to the five-time champion and dutifully aided Mercedes' constructors' championship bids.

However, Wolff recognised that Mercedes had an appealing alternative in Ocon, who lost his place on the F1 grid this season after an unexpected driver merry-go-round.

Though Ocon was seen as a potential future world champion at Mercedes, it appears the team has decided that Bottas is a more dependable short-term option, particularly in the face of an increased challenge from Ferrari and Red Bull.

Wolff also needed to balance the desire to get the maximum from Hamilton, who has talked up

his partnership with Bottas as the best in F1 history, and the feeling that Ocon has a greater overall potential than Bottas.

A clear number-one/number-two driver split by performance level, rather than any pre-arranged contract, is historically beneficial to teams, and this has worked well for Mercedes over the past three seasons.

Ocon offers real long-term promise but comes at a price of potential disruption, and the fact that he will take time to build up the same experience of the team, car and all the tricks available that Bottas has done.

Despite being named reserve driver in 2019 and immersed in Mercedes' race team on weekends, Ocon has not driven the team's car this year with the limited testing opportunities available.

Though Wolff was not keen on losing Ocon, he was also wary of hurting his career by holding onto him and preventing him from gaining a race seat.

The performances of George Russell at Williams this season also means Mercedes has another protege waiting in the wings, which lessens the blow of losing a highly-rated driver.

By not promoting Ocon, Mercedes is poised to release the French driver – Renault is his likeliest destination, but Haas is also considered an option.

Ocon was due to join Renault for 2019 but was snubbed when the team made the shock move to sign Daniel Ricciardo from Red Bull.

However, 12 months later, Ocon has the





opportunity to join Ricciardo at the French works team in place of Hulkenberg.

Exiting Renault would be harsh on Hulkenberg, who has been key to it finishing sixth and fourth in the constructors' championship in the seasons he has raced for the team. But he has struggled to match blockbuster signing Ricciardo this season, and Renault boss Cyril Abiteboul had made it clear the squad was looking at alternative options.

Ocon's future is not definitively known. Although some media outlets have reported that a Renault deal is done, it was believed that no contract had been signed when Autosport went to print.

Abiteboul said earlier in the year that Renault would likely discuss its options "after the summer break", although Mercedes' decision not to place Ocon (above) in its team probably accelerated this.

Replacing Romain Grosjean at Haas also appears to be an avenue for Ocon, but it is thought that Renault is his preferred destination for a return to the grid in 2020.

**SCOTT MITCHELL**

#### EXPECTED F1 2020 GRID SO FAR

|  |              |                                  |
|--|--------------|----------------------------------|
|  | Mercedes     | Lewis Hamilton/Valtteri Bottas*  |
|  | Ferrari      | Sebastian Vettel/Charles Leclerc |
|  | Red Bull     | Max Verstappen/TBA               |
|  | McLaren      | Carlos Sainz Jr/Lando Norris     |
|  | Toro Rosso   | TBA/TBA                          |
|  | Renault      | Daniel Ricciardo/Esteban Ocon*   |
|  | Alfa Romeo   | Kimi Raikkonen/TBA               |
|  | Racing Point | Lance Stroll/Sergio Perez*       |
|  | Haas         | Kevin Magnussen/TBA              |
|  | Williams     | George Russell/TBA               |

\*Confirmation expected soon



## Horner: Indy aeroscreen could reignite F1 interest

### FORMULA 1

Red Bull chief Christian Horner believes the use of the aeroscreen cockpit protection device in IndyCar could revive the prospect of introducing it in Formula 1, if it works well.

Next season the Red Bull Advanced Technologies-designed concept will make its debut in IndyCar, having initially been developed for F1 and trialled on-track in 2016.

Red Bull's device was rejected by the FIA in favour of the halo, which has been established as the world governing body's preferred option, but earlier this year IndyCar announced it would adopt the aeroscreen from 2020.



During the FIA's evaluation process of both devices in 2016, the aeroscreen was deemed to need more development time.

In May this year, Red Bull team boss and Advanced Technologies CEO Horner said the IndyCar partnership would provide the opportunity to "fully explore the potential" of the aeroscreen.

The initial specs and renders of the IndyCar aeroscreen revealed it will consist of a polycarbonate laminated ballistic screen, anchored to the chassis by halo-style titanium framework.

Anti-reflective coating, an anti-fogging device and cockpit cooling technology have all been mooted, either produced by third-party companies or IndyCar chassis builder Dallara in conjunction with Red Bull.

Horner (left) said IndyCar "jumped on" the aeroscreen and "were really keen on the concept", which could facilitate F1 interest.

"Hopefully it will work out well for them," Horner said. "I'll be interested to see how it operates in IndyCar, how it's received, some of the challenges that will inevitably happen.

"But I think it will be a good test pit. And if it works, then why not look at introducing it to F1?"

**SCOTT MITCHELL**





## Wilson rallies Ford execs to fund Tanak deal for hybrid era

### WORLD RALLY CHAMPIONSHIP

M-Sport has enlisted the help of Ford in an attempt to attract rallying's hottest property, Ott Tanak, to the team for 2020, as part of a long-term plan to dominate the World Rally Championship when its hybrid regulations come into effect in 2022.

Both the M-Sport squad and Hyundai have made it clear that they want to steal Tanak from Toyota, but in recent weeks it has been rumoured that a deal between Tanak and his current employer has already been signed.

However, Tanak denied that in the lead up to Rally Germany, and he and his five-time WRC rally-winning advisor Markko Martin met with M-Sport's Malcolm Wilson, while high-ranking Ford executives were also in attendance at the event.

Wilson (above) says Tanak's car development skills will be the key to success in the WRC's new era in 2022.

"What we're looking to try to achieve – again, we still don't know

if this is achievable – but the long-term goal is to look at the new car for 2022," Wilson said.

"It's important to have the driver in place to lead the team for 2022. I know how good Ott is technically because we worked with him for so long, and I know the combination of him and my guys will come up with a car – as we've always developed – [that] is a winning car. I think that's an important aspect.

"We'd definitely be looking for a three-year commitment."

Asked how he planned to fund the Tanak deal, Wilson said: "That's what we are looking at at the minute. We're looking at all aspects; obviously we can't do the new car for 2022 without Ford as well, as you're aware there's a big Ford presence here.

"There will be no decisions made this weekend, but hopefully we can find a way to keep Ford involved at the highest level.

"For sure he [Tanak] isn't going to come if Ford isn't behind the project. I wouldn't expect him to come [without Ford].

"Of course, now the level the sport is at, we need that technical support from Ford Performance in the US, as well as some funding; we can't do it as M-Sport on our own."

Tanak – who appeared unsettled at Toyota (left) after reliability issues – still looks likely to sign with his current employer, but Wilson is leaving no stone unturned in a bid to attract the Estonian 'back home'.

**JACK BENYON**

## Toyota agrees to further pace hit

### WORLD ENDURANCE CHAMPIONSHIP

Toyota has agreed to another increase in minimum weight ahead of the start of the 2019-20 World Endurance Championship at Silverstone this weekend.

The Japanese manufacturer's TS050 HYBRIDs will now run at 932kg, 54kg above the 878kg at which they started the 2018-19 superseason.

A further 14kg was added to the Toyotas in a new Equivalence of Technology bulletin published on Tuesday, after Autosport's WEC preview on page 24 had gone to press. This followed a weight increase of the same amount prior to the pre-season test at Barcelona at the end of July, which in turn followed a 26kg hike ahead of last October's Fuji round.

The new weight limit followed the analysis of data from the so-called prologue test last month. The best of the Toyotas ended up just over two tenths quicker than the fastest privateer, one of the Rebellion-Gibson R-13s, in Barcelona.

"The primary goal of the EoT is to ensure that each technology competing in LMP1, both hybrid and non-hybrid, has the same performance potential," a statement from the Automobile Club de l'Ouest and FIA read. "In light of data gathered in July in Barcelona, particularly regarding the hybrid cars, we decided to rework the EoT to ensure that we are leaning towards this broader target."

The ACO and the FIA said that they wanted to establish a "good EoT baseline" before the new system of handicaps kicks in for round two at Fuji in October.

Toyota has confirmed that, as with all previous EoT adjustments, it agreed to the weight rise. Technical director Pascal Vasselon said he was "now expecting a severe challenge in Silverstone".

**GARY WATKINS**

[➔ P24 WEC SEASON PREVIEW](#)



[➔ P32 RALLY GERMANY REPORT](#)





**AUTOSPORT'S 2021 VISION** While Formula 1 teams await the definitive version of the 2021 regulations, Autosport's technical editor Jake Boxall-Legge has given his take on what the next generation grand prix car should look like. Yet to be christened with a suitable name, the model employs an IndyCar-style aeroscreen and does away with complex bargeboards. The design of the nose has been returned to the svelte look of the early 1990s, while we've gone with ground-effect Venturi tunnels to extract more performance from underneath the car to slash F1's dirty air problem. **3D render by Matt Fiveash**

## Ferdinand Piech 1937-2019

### OBITUARY

Ferdinand Piech, architect of the double Le Mans-winning Porsche 917, has died at the age of 82.

The Austrian's death last Sunday came four years after he stood down as chairman of the Volkswagen Group supervisory board, ending a six-decade career at the highest levels of the automotive industry.

In that time he was development boss at Porsche with a remit for motorsport in the 1960s, turned Audi from a niche manufacturer to a mainstream marque in the 1970s and 1980s, then transformed the fortunes of its parent company, VW, in the 1990s.

Piech conceived the Porsche 917 to exploit what was effectively a loophole created in the Group 4 sportscar rules as the marque sought a first outright victory at the Le Mans 24 Hours.

The 917 won at Le Mans in 1970 and 1971 and the world sportscar championship in the same years.

Legislated out of world sportscars for 1972, turbocharged open-top versions swept all before them in the North American Can-Am series in 1972-73.

The 917's dominance in two different arenas, as well as a starring role in the 1971 Steve McQueen film *Le Mans*, secured its place in history.

Piech was forced to leave the company founded by his grandfather, Ferdinand Porsche, in 1972 and moved to Audi the following year and quickly rose to board level as head of engineering.

He never lost his interest in motorsport, however. He inspired the Audi Quattro, which went on to take a run of World Rally Championship titles from the start of the Group B era in 1982.

As chairman of Bentley following the takeover by VW that he inspired, Piech signed off the programme that took the marque back to Le Mans after an absence of 70 years in 2001 and ultimately won the race in 2003.

**GARY WATKINS**





## IN THE HEADLINES

**MALDONADO EXITS WEC**

Formula 1 race winner Pastor Maldonado will not compete in the 2019-20 World Endurance Championship season with the Jota Sport LMP2 team after “not reaching a balance agreement between the parties”. He was due to join Anthony Davidson and Roberto Gonzalez, the trio moving over from DragonSpeed.

**EARNHARDT SET FOR XFINITY**

Dale Earnhardt Jr's plan to contest this weekend's NASCAR Xfinity Series race at Darlington is still on despite his plane crash (Pit + Paddock, 22 August). Since retiring from full-time NASCAR competition at the end of 2017, Earnhardt has competed in one Xfinity race each year. He was fourth in his 2018 Richmond outing.

**ELECTRIC RALLYING SHIFT**

World Rally driver Hayden Paddon's team is developing an all-electric Hyundai Kona EV rally car, which is expected to test in April 2020. The aim is to build the first electric rally car able to run a full-length event. Also, Opel has launched what it believes is the first rally series for electric cars, replacing its flagship junior competition with the ADAC Opel e-Rally Cup for the Corsa-e.

**POWELL MAKES IMSA DEBUT**

W Series race winner Alice Powell made her IMSA SportsCar debut last weekend at Virginia. Deputising for the Suzuka 10 Hours-bound Christina Nielsen, Powell shared a GTD-class Acura NSX GT3 with Katherine Legge. The duo qualified fifth in class, but their race came to an early end when Legge crashed.

**GLOCK TURNS BACK CLOCK**

BMW DTM driver Timo Glock (below) swapped his 2019 M4 race car for a factory Zakspeed 1988 E30 M3 at the Lausitzring last weekend, qualifying eighth for the Tourenwagen Classics race alongside regulars Christian Menzel and Marc Hessel. Glock was forced to miss the race due to his DTM timetable.



## £200,000 prize for Award winner

**YOUNG DRIVER AWARD**

The winner of the 2019 Aston Martin Autosport BRDC Young Driver of the Year Award will receive £200,000, along with a test in a Red Bull Formula 1 car.

The Award, which began in 1989, aims to find and assist the best up-and-coming British racing drivers. Aston Martin joined the Award earlier this year and will also provide the winner with a run in its Vantage GTE World Endurance Challenger (above).

The cash prize for the victor has changed over the Award's three decades, but £200,000 is the biggest in its history.

Aston Martin president and CEO Dr Andy Palmer said: “This is a demonstration of Aston Martin's commitment to the development of emerging talent, whether that be in motor racing or through our pioneering graduate, internship and apprenticeship schemes across the automotive and engineering sectors.

“As a British sportscar manufacturer whose very roots are defined by its racing ethos, we consider it vital to underpin this country's proud motorsport legacy by nurturing the talent that will keep us at the top for years to come. This is a large sum of money and it will make a demonstrable difference to the career of the right driver.”

The basic format of the Award will remain unchanged. Four drivers, who must be under 24 years of age at the start of the relevant season and 16 or over by the time of the Award tests, competing

below FIA Formula 3, will be selected.

The finalists will then undergo fitness and simulator assessments at Red Bull Racing's headquarters before the traditional two-day shootout at Silverstone in a range of machinery, including MotorSport Vision Formula 2 cars.

Chairman of the judges Derek Warwick said: “Every year we try to bring something different to the Award and this year is definitely another big step. Having Aston Martin as our main partner and headline sponsor brings deep racing history and a desire to find the next British F1 star. Having £200,000 as the first prize gives the winner a chance to step up to the next level of motorsport.

“We also bring in two new judges with Aston Martin works driver Darren Turner and Leena Gade, who has worked in the WEC and IndyCar as an engineer, and is currently with Multimatic on the Mazda IMSA programme.”

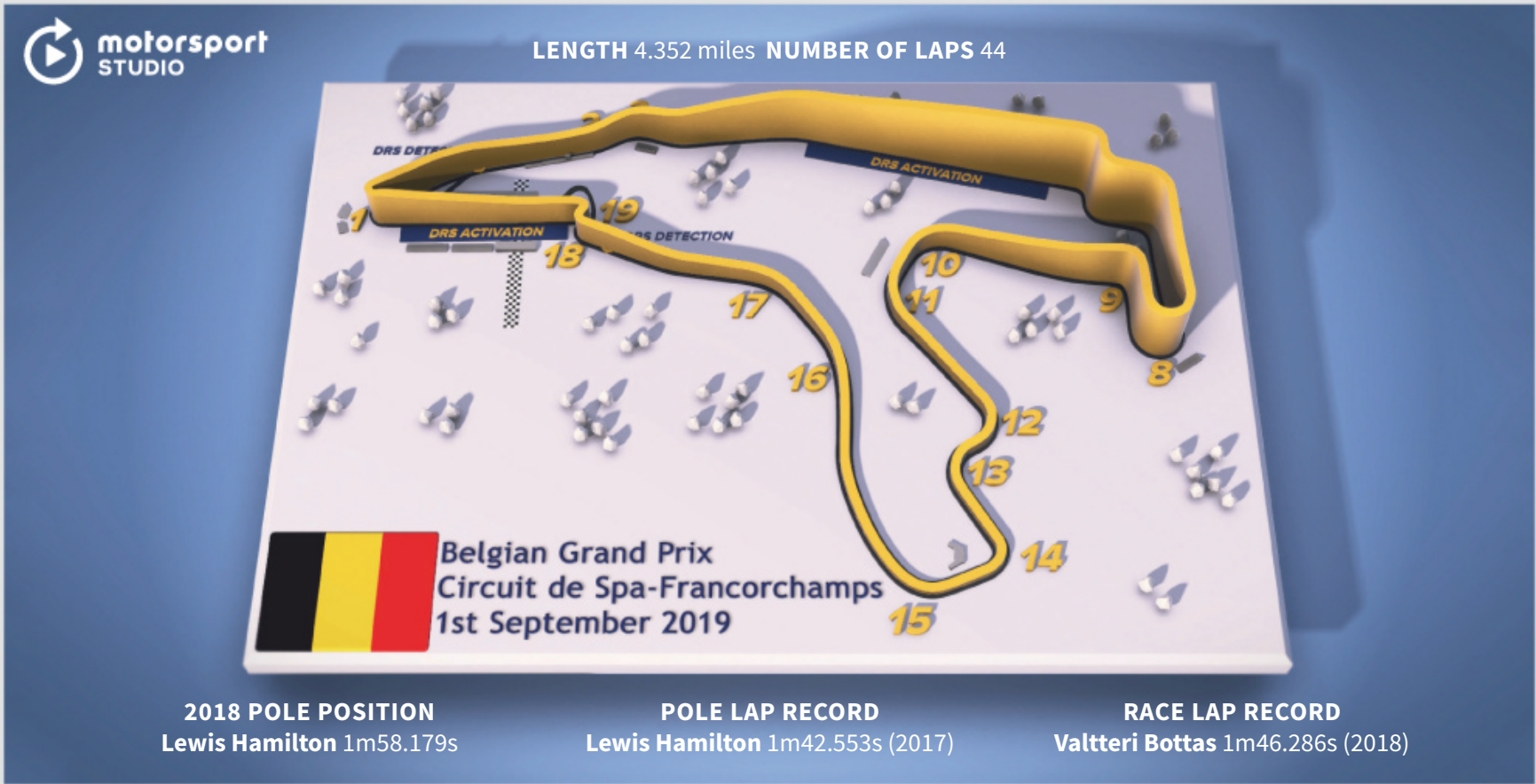
As well as former British Racing Drivers' Club president and 1992 world sportscar champion Warwick, 1996 Award winner Turner and engineer Gade, the judging panel also includes double British Touring Car champion Jason Plato, former Award winners Andrew Kirkaldy and Alexander Sims, top designer/engineer Mark Williams, leading commentator Ian Titchmarsh and Autosport magazine editor Kevin Turner.

The victor will be revealed at the Autosport Awards on 8 December.

**KEVIN TURNER**



F1 BELGIAN GRAND PRIX PREVIEW



UK START TIMES

Friday 30 August

FP1 1000  
FP2 1400

Saturday 31 August

FP3 1100  
QUALIFYING 1400

Sunday 1 September

RACE 1410

CATCH THE RACE LIVE  
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BBC RADIO 5 LIVE  
SPORTS EXTRA  
  
HIGHLIGHTS  
CHANNEL 4 1900

TYRE ALLOCATION



CHAMPIONSHIP

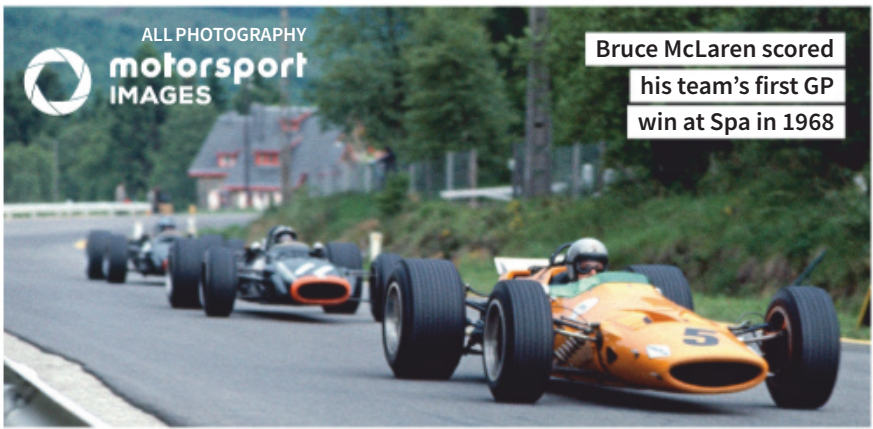
| Drivers |                    | Constructors |                   |
|---------|--------------------|--------------|-------------------|
| 1       | Hamilton.....250   | 1            | Mercedes.....438  |
| 2       | Bottas.....188     | 2            | Ferrari.....288   |
| 3       | Verstappen.....181 | 3            | Red Bull.....244  |
| 4       | Vettel.....156     | 4            | McLaren.....82    |
| 5       | Leclerc.....132    | 5            | Toro Rosso.....43 |
| 6       | Gasly.....63       | 6            | Renault.....39    |



RACE STATS

Previous winners

|      |                  |          |
|------|------------------|----------|
| 2018 | Sebastian Vettel | Ferrari  |
| 2017 | Lewis Hamilton   | Mercedes |
| 2016 | Nico Rosberg     | Mercedes |
| 2015 | Lewis Hamilton   | Mercedes |
| 2014 | Daniel Ricciardo | Red Bull |
| 2013 | Sebastian Vettel | Red Bull |
| 2012 | Jenson Button    | McLaren  |
| 2011 | Sebastian Vettel | Red Bull |
| 2010 | Lewis Hamilton   | McLaren  |
| 2009 | Kimi Raikkonen   | Ferrari  |



Spa masters

|   |            |       |
|---|------------|-------|
| Average points per race at Spa from the current F1 drivers. Races before 2010 converted to current points system. | Vettel     | 12.83 |
|   | Hamilton   | 12.50 |
|   | Raikkonen  | 10.50 |
|   | Kubica     | 9.25  |
|   | Ricciardo  | 7.63  |
|   | Bottas     | 7.17  |
|   | Perez      | 4.86  |
|   | Verstappen | 4.75  |
|   | Hulkenberg | 4.13  |
|   | Grosjean   | 3.88  |



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# A work in progress

*Williams is making all the right decisions as it tries to claw its way back to competitiveness – which means learning from its worst-ever car*

EDD STRAW

**Y**ou might expect a Formula 1 team struggling as badly as Williams to want the season to end right now. With the most uncompetitive car in the team's history, a single fortuitous point and little hope of adding significantly to that in the second half of the year, the rest of 2019 surely seems futile.

But the notion that a team in this situation can write off the campaign and turn its attention to a clean sheet of paper for next year is a foolish one. The Williams FW42 is now effectively an experimental car that is inextricably linked not only to the evolutionary 2020 machine, but also the prospects for F1's rules revolution of the following year.

Bad seasons are an opportunity to learn, to interrogate your working practices, tools, assumptions, data analysis and all the elements that contribute to making an F1 car. That doesn't mean a poor car is either a good thing or a guarantee of fixing your problems – if it was, then this year would have been vastly improved for Williams after last year's debacle, which also led to plenty of soul-searching – but it does expose your weaknesses. Those at Williams have been laid bare.

F1 cars are not the product of chance, they are the result of the combined input of the systems, leadership decisions, processes and tools that have driven the process. The performance of the 2019 Williams is proof that the mechanisms producing it have

## “Time will tell whether Williams really is learning the lessons of the mistakes and weaknesses”

fallen short, a failure of the science underpinning the car. While the high-profile change is the departure of chief technical officer Paddy Lowe, to fix the problem requires more than just a change of leadership. Having not made the most of the opportunity to learn enough from what went wrong last year, perhaps through being in denial of the extent of the troubles, those at Williams are determined not to repeat that failure.

As Williams chief engineer of vehicle programme Adam Carter explains, this requires the self-discipline to focus less on improving the car (although that is happening as well) and more on examining the systems that produced it.

“The biggest challenge is that you can continue to turn the handle on the machine you've got, or effectively you have to stop the machine and reconfigure it and set it going again,” he says.

“In this industry things are constantly evolving and you're in competition. And you have to make a conscious decision to stop, rebuild and then start going again for the greater potential and opportunity afterwards.”

This strategy is correct because of the opportunity presented by 2021. While the 2019/20 Williams cars were always regarded as a two-year project given rules continuity, the new regulations offer Williams a chance to take a step forward. That's what makes the process of internal analysis it's undergoing so vital if it is to avoid the unedifying sight of it becoming a perennial tail-end Charlie.

But the level of scrutiny of these problems means that they can be solved. For teams that are being successful, there's a tendency not to look too closely at potentially shrouded weaknesses, and sometimes weaknesses can be obscured until they are laid bare in a disastrous car. One thing Williams cannot claim is that many of its problems are not in plain sight. It is critical that the lessons have been learned already and corrective measures put in place given the long lead time of the 2021 project.

“That's where all the work on the tools and the correlation becomes important,” says Williams principal engineer Dave Robson. “Life preparing for 2021 is going to be very different in how it will look and how it will evolve. You're fundamentally still dealing with the problems, just with different restrictions. We have to arm ourselves and have an arsenal of really good tools and processes so we can unleash it on the 2021 regs.”

None of this means on-track performance has been forsaken entirely. The car will improve as a result of these improved processes and it remains a real-world test bed for learning. Williams has made tangible progress this season, which suggests that it has at least been partially successful in tackling its failings.

While still the least competitive car despite George Russell's Hungaroring heroics, it has closed from, on average, 4.459% off the pace over the first four races to 3.797% in the latest four. The gap to the back of the midfield has closed from 2.534% to 1.429%.

“Everything we're doing now applies for next year but crucially it's about building that base to attack 2021,” explains Robson. “If we just spent 2019 and 2020 slowly evolving the 2018 car then we would have missed out on an awful lot. Certainly, we're learning the right things.”

Time will tell whether Williams really is learning the lessons of the many mistakes and weaknesses that have combined to create the worst car in its history. But the attitude is correct, the opportunity has been recognised and the rhetoric is exactly as it should be.

It's too early to say that the green shoots of recovery are clear to see, but Williams has the means, motive and opportunity to make this terrible season the roots of a revival in 2021. And it must. 🌱



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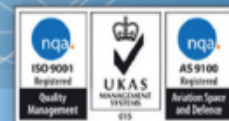
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# YOUR SAY

*I spent the day with a wonderful group of marshals who got me fully involved in flagging, recovering race cars and clearing the track. I was made to feel so welcome*

**MARK MANLEY**

## Orange army recruitment drive

It was great to read the feature on marshalling in last week's magazine. I've just joined the orange army and want to echo how brilliant my experience has been. I signed up for a taster day at Brands Hatch and got to spend time in race control, race timing, the pitlane and the grid.

I spent the day with a wonderful group of marshals who got me fully involved in flagging, recovering race cars and clearing the track. I was made to feel so welcome and learned so much – and felt like I was contributing to the day rather than just watching. Now I'm hooked and have signed up for a whole host of events. I would encourage every fan of motorsport to get involved – you won't regret it.

**Mark Manley**  
By email

## For close racing, watch single-make series

There are no problems with Formula 1, if you accept what it is – teams racing each other in single-seaters built to a set of rules. If you want close racing, watch some of the single-make-based races from saloons to Formula Ford or Caterhams.

I've watched and attended F1 races since the mid-1960s. There have been close races and gaps of minutes since the start. The challenge as understood by real fans is the design and development of the cars and the ability of drivers to get the most from them. There should not be any focus on road car relevance. If you want road car relevance watch saloons or GTs.

Me, I will continue to be involved in what I can afford at club level and watch in awe of the talent in design and driving shown at the top of motorsport.

**Bob Bull**  
By email

## Unsung talent of motorsport's past

I enjoyed the special issue highlighting women in motorsport (22 August), particularly the feature on Elisabeth Junek. I have come across articles about gentleman racers; perhaps Autosport could publish an article about the female equivalents, eg Helle



Nice, the Bugatti queen, Jannie Jennky from France, and Lucy Schell, an Irish American. There seems to have been a glut of talent not always well publicised nor remembered.

**Stuart Balmer**  
Nottingham

## Lay off the cringe-worthy language

Please, please, *please* will commentators, journalists, pundits et al, drop the antediluvian use of 'lady driver' and 'lady racer'. When the guys (no surprise there) in the commentary box still use such phraseology, as in ITV's TOCA meeting coverage, it is seriously cringe-worthy.

They are racers. Racing drivers. Nuff said.

**Graeme Innes-Johnstone**  
Elland, West Yorks


## Correction

One of the BMW drivers prevented from driving the Porsche 917 at the Nurburgring in 1969 was Hubert Hahne, not his younger brother Armin Hahne as mentioned on page 14 of the 15 August issue.

## HAVE YOUR SAY, GET IN TOUCH


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# POWER





# LIST

# 50

## most influential people in motorsport

### CONTRIBUTORS:

MATT BEER, JACK BENYON, CHARLES BRADLEY,  
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ANDREW VAN DE BURGT, GARY WATKINS

**W**elcome to Autosport's 2019 Motorsport Power List — a new annual feature we will be producing each summer.

This list covers the 50 most powerful people in global motorsport — with all roles, both in and out of the spotlight, considered.

'Power' here means influence and impact, not simply wealth or vision. These are the top 50 people who have delivered the motorsport world we know now. No role or status is off-limits if it has power and that authority has been demonstrated.

This list is of course naturally subjective, but it is the result of reasoned debate between our in-house experts and the following order is the conclusion of their collective judgement.

As this is a new feature that we will be returning to in years to come, we have included a number of figures who have burgeoning power within motorsport and who are likely to become more prominent in the coming years. »

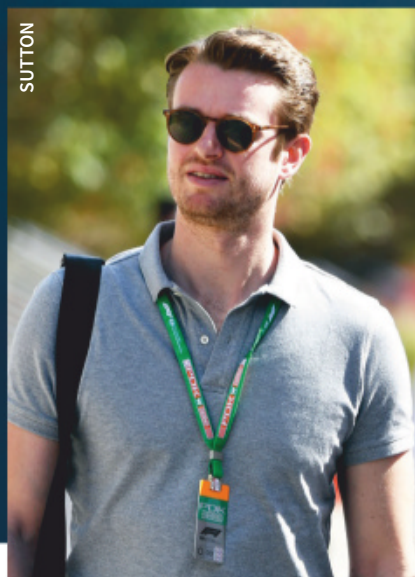
MCLAREN, VOLKSWAGENAG, YAMAHA



# 50-26

| POS | INFLUENTIAL PEOPLE    |
|-----|-----------------------|
| 50  | Alex Wurz             |
| 49  | Michele Mouton        |
| 48  | Frederic Vasseur      |
| 47  | Gerhard Berger        |
| 46  | Peter Bayer           |
| 45  | Jay Frye              |
| 44  | Andy Palmer           |
| 43  | Jeremy Darroch        |
| 42  | Gerard Neveu          |
| 41  | Chip Ganassi          |
| 40  | David Richards        |
| 39  | Stephane Ratel        |
| 38  | Oliver Ciesla         |
| 37  | Carlos Tavares        |
| 36  | Gilles Simon          |
| 35  | Yves Matton           |
| 34  | Thierry Bollore       |
| 33  | Jean-Dominique Senard |
| 32  | Pierre Fillon         |
| 31  | Mark Rushbrook        |
| 30  | Marco Provera         |
| 29  | Michael Andretti      |
| 28  | Andrea Pontremoli     |
| 27  | Mark Kent             |
| 26  | Julian Jakobi         |

Read more about our top 50 at  
[autosport.com/powerlist](https://www.autosport.com/powerlist)



## 25 Carsten Tilke

Managing director  
Tilke GmbH & Co KG

The 35-year-old son of circuit design legend Hermann Tilke has been managing director of Tilke GmbH & Co since 2017. Now at the helm of F1's primary track-design company, this gives him huge impact in terms of the kind of racing we see on track and the prospects for new venues such as Vietnam. While Hermann remains heavily involved with the company that bears his name, he has taken half a step back – so Carsten is now in the hotseat.

With much debate surrounding F1's track configurations, the company has a critical hand in shaping the arenas of competition – which are used by other categories as well. While often heavily criticised, the Tilke company has been responsible for some modern classics – not least the Baku track Carsten oversaw – and plans for the Vietnam race next year prove its willingness to push the envelope.

On top of its design work, this also places Tilke at the centre of motorsport's growth into new markets. Already, it has been responsible for more than 100 tracks, with more in the pipeline.

Tilke, like his father, has also participated in sportscar racing on a semi-regular basis, notably in events such as the Dubai 24 Hours – where he took a class win in 2009 – and Germany's ADAC GT Championship.

## 24 Nicolas Todt

Driver manager

The son of FIA president Jean Todt, 41-year-old Nicolas remains one of motorsport's key movers and shakers even after selling his shareholding in the ART Grand Prix team he co-founded with Alfa Romeo team principal Frederic Vasseur in 2004. ART helped some of motor racing's most exciting talents win and progress to F1 through the junior formulas, and one of Todt's strong suits – apart from being phenomenally well-connected – is talent-spotting.

Todt's All Road Management company superintends the careers of FE drivers Jose Maria Lopez and Felipe Massa, sportscar racer James Calado, and up-and-coming talents including F3 driver Marcus Armstrong and Caio Collet, believed to be the next Brazilian megastar. In F1, he looks after Charles Leclerc and Daniil Kvyat, and on the cusp of that firmament Todt has a key name that could be one of his most lucrative signings of all: Mick Schumacher.

Kvyat is a case study in what Todt's organisation can wrangle: cast off as damaged goods by the Red Bull driver-development programme, Kvyat came to Todt for personal and career rehabilitation and now has an F1 seat again, returning as a much more mature proposition.



## 23 Helmut Marko

Red Bull motorsport  
advisor

As Red Bull boss Dietrich Mateschitz's motorsport advisor, Helmut Marko has long had quite a lot of power when it comes to steering his boss's plans.

This has been especially true on driver decisions, with Marko known to be pretty ruthless on this front, having helped oversee the rise (and fall) of many Red Bull juniors over the years.

While Marko is not as powerful an influence on the running of the Red Bull team, nor having as much sway in wider F1 matters, as team principal Christian Horner, there is no doubt that the trust Mateschitz places in him has high value.

Marko acts as a sounding board for Mateschitz and is the man who can be influential when it comes to the big boss making the key decisions for the future of the team. That role could become especially important as F1 gets closer to 2021 and each team has big calls to make on what it does.

Mateschitz is not interested in being in F1 just to make up the numbers, so ensuring that the circumstances are right to continue its success is essential. Reassurance on such matters will come best from Marko.



## 22 Christian Horner

### Red Bull F1 team principal

When Horner assumed control of the Red Bull F1 team he was a young man with considerably less presence than the Ron Dennis and Flavio Briatore of the world.

A decade-and-a-half later and Horner is the modern equivalent of the men whose noses he and his team spent years putting out of joint. As team principal, Horner presides over the leading independent team in F1, guiding Red Bull to what the likes of McLaren, Benetton and Williams used to be responsible for: keeping manufacturer teams on their toes.

His role puts him at the heart of deals that tied down Max Verstappen and secured a switch to Honda engines, both of which look set to launch the team back into title contention.

Red Bull's many other motorsport activities, including the Advanced Technologies division that helped develop the Aston Martin Valkyrie and pioneered the Aeroscreen safety device that will be introduced in IndyCar, make Horner much more than just a normal F1 team boss.

This season, Red Bull has proven its potency for a high turnover of drivers. It says a lot that one thing has remained consistent from the moment it arrived in F1: its leadership.



## 21 Akio Toyoda

### Toyota president

There probably isn't a number one at a major motor manufacturer with as much enthusiasm for motorsport as Akio Toyoda. A keen competitor who has contested the Nurburgring 24 Hours under the pseudonym 'Mr Morizo', as well as local rallies in his homeland, the Toyota Motor Corporation president and CEO has overseen the company's move into both the World Endurance and World Rally Championships since taking the helm.

That enthusiasm has meant an extension of Toyota's participation in the WEC beyond the end of the LMP1 formula and into the new hypercar era at the start of the 2020-2021 season, which will be an Audi-esque ninth on the trot. That's despite the marque having a good shot at a third consecutive Le Mans 24 Hours victory next year, which would allow it to keep the trophy. Many have suggested completion of a hat-trick – an avowed aim of the company – would be an obvious time to stop, but not for Toyoda.

Toyoda's pet project, however, is the WRC. He added the second world championship programme to Toyota's portfolio ahead of the 2017 season when he forged a relationship with Tommi Makinen's Finnish operation.

The enthusiasm of the 63-year-old grandson of Toyota founder Kiichiro has resulted in him climbing behind the wheel of current TS050 HYBRID LMP1 and the Yaris WRC. As long as he is in charge, the Japanese manufacturer is likely to remain a force in world motorsport.

## 20 Jim France

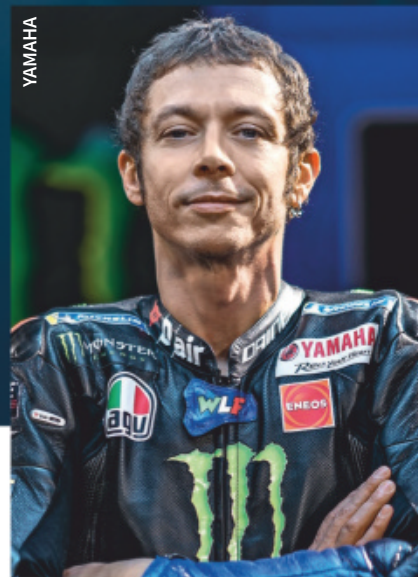
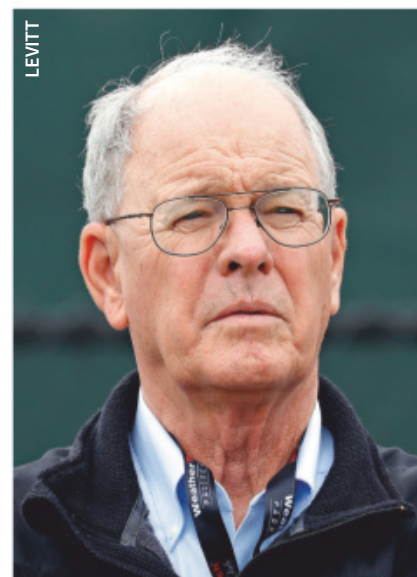
### NASCAR CEO and chairman

Jim France cuts a very inauspicious figure in a racing paddock, yet his standing in the American motorsport scene is gigantic. He's the patriarch of the NASCAR-ruling France family, inheriting the presidency (along with elder brother Bill Jr) from his father Bill Sr in 1987. Although Bill Jr assumed the front-of-house role, Jim's influence was always huge behind the scenes.

France's pet project was Grand-Am, which has since merged with IMSA to form America's major sportscar series that has attracted manufacturers well into double figures. Under his watch, performance balancing levelled the playing field to give all entrants in each class a chance to shine.

Since his nephew Brian France (chiefly responsible for NASCAR's massive network TV deals) took an indefinite leave of absence following a DUI charge in 2018, Jim retook the helm as CEO and chairman of NASCAR as it approaches a crucial time with new regulations set for 2021 and beyond. Many believe he's the perfect individual to mirror the success he's achieved in IMSA to bring in more manufacturers, new technology and fresh interest to NASCAR, while retaining the interest of its heartland supporters.

Now 74, France is also the chairman of ISC, which owns 13 major race tracks across the US, including Daytona. Forbes rates his net worth at \$1.8 billion.



## 19 Valentino Rossi

### Yamaha MotoGP rider

Few people have enjoyed as long and successful a career in motorsport as Valentino Rossi, who – along with Carmelo Ezpeleta – has been the key to bringing MotoGP into the mainstream across his 24 seasons of racing.

The nine-time world champion still remains a massive draw for fans despite having now gone a decade without a title and two years without a win. This alone cements his importance, but it is his efforts in creating a new generation of superstars that will ensure MotoGP can forever reap the benefits of Rossi.

His VR46 Academy has transformed Italian riders' fortunes in the lower categories in recent years, with two of his star pupils – Franco Morbidelli and Francesco Bagnaia – world champions in Moto2 and now racing in MotoGP. More are on the rise, too, and Rossi has opened up his Master Camps to include talent from the Far East – a crucial market for MotoGP.

As Rossi is likely to bring VR46 to the premier class in the 2020s, future grids will increasingly be littered with his proteges. As a result, the impact his eventual retirement has on MotoGP will be minimised, and his legacy will continue to outshine whoever comes for his records on track. >>





## 18 Zak Brown

### McLaren CEO

As CEO of McLaren Zak Brown is in the unusual position of heading an organisation that competes in F1 and is strengthening its foray into IndyCar, while also independently owning a team that participates in sportscar racing.

Brown gave up on his own single-seater aspirations to establish a reputation as a successful sponsor hunter in the very different worlds of F1 and NASCAR via his JMI concern. Having previously found backing for McLaren, he became executive director in 2016, and was named CEO early in 2018.

He's presided over a difficult period for the F1 team, including the transition from Honda partner to Renault customer. However, its on-track form has improved in 2019, and the team has been gathering momentum.

Brown took McLaren to the Indy 500 with Fernando Alonso in 2017 and 2019, and that has developed into a full-time programme for next season. McLaren is also mulling extending its global influence by participating in the WEC hypercar class. Brown has good inside knowledge of the sportscar scene through his activities with his United Autosports team.

## 17 Takahiro Hachigo

### Honda CEO

Only one manufacturer has won races in Formula 1 and MotoGP: Honda. Marc Marquez continues to redefine heroics in MotoGP, while Honda's much-maligned F1 engine project has finally come good with Red Bull and Max Verstappen.

As chief executive officer of the Honda Motor Company, Takahiro Hachigo represents one of the most powerful brands across all of racing, even ignoring its significance to F1 and MotoGP – which is difficult, given Honda is currently powering the most consistent challenger to Mercedes' grand prix dominance and is behind the legacy of Marquez, one of, if not the, greatest riders in motorcycle racing history.

Honda's involvement sweeps around the globe and, while its subsidiaries are involved in various projects to a greater or lesser extent, Japan is the heart of it all and Hachigo is the ultimate representation of that.

In a seminal moment, earlier this year Honda celebrated podiums in both categories on the same day: F1's Austrian Grand Prix and MotoGP's Dutch race. Honda's relentless winning streak in bike racing is undeniably impressive. Its commitment to succeeding again in F1, under Hachigo's ultimate leadership, when it could have walked away post-McLaren, is arguably more impressive.



## 16 Roger Penske

### Penske owner

Even at 82 years old, 'The Captain' is still the benchmark for team ownership in US motor racing.

He possesses caution and wisdom but also instinctive and decisive acumen that has ensured his team and business have flourished for over five decades – hence the plethora of loyal, big-name sponsors and manufacturers involved with Penske programmes. But there's also a deep-rooted passion for motorsport itself. That's what keeps him jetting between IndyCar, NASCAR, IMSA and – whenever he can squeeze in the time – Supercars events in Australia. That's what keeps him calling the pit strategy shots for Will Power in IndyCar, or sitting on the pitwall for the full race distance in the Daytona 24 Hours.

Manufacturers appreciate both those sides of Penske, which is why they continue to have no qualms in tying the knot with one of racing's greatest brands without worries over conflicts of interest. Chevrolet in IndyCar, Ford in NASCAR and Supercars, Acura in IMSA – all are impressed with their results, because Penske delivers. The fact that all governing bodies also listen to RP's sage advice, too, is why he's on this list.

## 15 Jean-Francois van Boxmeer

### Heineken CEO

Heineken was introduced as a global partner of F1 by Bernie Ecclestone at the 2016 Canadian GP, with Jackie Stewart and David Coulthard named as ambassadors. Since then, the Dutch brewer has become established as a major player within motorsport and in 2019 it serves as the title sponsor of the Chinese, Italian and Brazilian races.

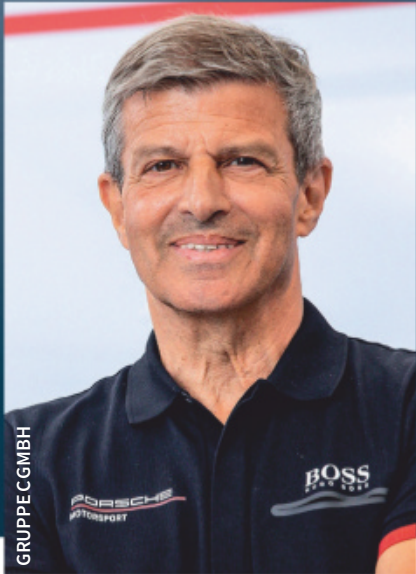
The company has a significant interest in Asia, and it played a major role in pushing for the upcoming race in Vietnam, which is one of its key markets. Although not one of the main driving forces behind its local race at Zandvoort, it will be involved as title sponsor, and is also a key supporter of city-centre F1 fan events.

Heineken therefore wields considerable influence with the F1 organisation and sport overall, given its history of sponsoring major events, giving a degree of power to its CEO Jean-Francois van Boxmeer. The Belgian joined the company from university in 1984, taking the top job in 2005.

He has overseen its ongoing push into global sports sponsorship, with the UEFA Champions League, Rugby World Cup and more recently FE running alongside its involvement in F1, as well as its partnership with the James Bond film franchise.







## 14 Fritz Enzinger

### Porsche Motorsport vice-president

A key member of the command structure that yielded Porsche hat-tricks of Le Mans 24 Hours and World Endurance Championship titles, Fritz Enzinger has two big jobs within the Volkswagen Group. Not only is he at the tiller of Porsche Motorsport as the German manufacturer heads into its maiden season of FE in 2019-2020, but he has a co-ordinating role across all the racing activities of its parent company.

His position as head of motorsport (vice-president) at Porsche, with control over its FE and GT racing programmes, is temporary. He was given the new role last winter when Andreas Seidl, a former colleague at BMW, was poached by McLaren. His remit is to now combine the former LMP1 organisation and the GT department under one roof, as well as to find a permanent successor.

Enzinger was the link between the LMP1 programme and the Porsche board (he was former research and development director Wolfgang Hatz's man).

Enzinger, 62, moved into the co-ordinating position — head (senior vice-president) of VW Group motorsport — previously held by former Bentley boss Wolfgang Durheimer on the culmination of the LMP1 project at the end of 2017. It is a role to which he will return full-time when he hands over the baton of the big job.

## 13 Max Verstappen

### Red Bull F1 driver

As one of F1's hottest young properties, Max Verstappen has singled himself out as a future world champion. But, while his talent means he holds great power over the driver market, his influence on motor racing extends beyond that.

He has become the perfect poster boy for Red Bull — keeping the company committed to grand prix racing, and his presence was influential in Dutch beer brand Heineken pushing on with its F1 sponsorship deal.

Verstappen's arrival in F1 also came at a time when many European races were struggling to fill their grandstands enough to justify event hosting fees. But all that changed thanks to the Dutchman's loyal army of followers who swell F1's spectator banks.

The futures of the Belgian and Austrian races have never looked more secure, and even races well away from the Netherlands — such as France and Hungary — have been boosted by the boom in Verstappen supporters.

Verstappen's popularity has also served to bring the Dutch GP back to the calendar — showing his power is now as great as Fernando Alonso and Michael Schumacher at their peaks, when they respectively helped to shape the nature of the F1 calendar.



## 12 Ross Brawn

### F1 managing director, motorsports

Already a hugely influential figure through his decades of success in F1, most famously as team principal at Mercedes and as technical director during Ferrari's early-2000s glory years, Brawn's influence took a step up in 2017 when he joined F1's management. He is now managing director for motorsport and technical director for the Formula One Group, giving him huge influence in Liberty Media's management of F1. As one of the great technical leaders in motorsport history, he was the obvious choice.

His arrival and Liberty's investment have heralded a new era in terms of the research and analysis underpinning regulation changes. The creation of a technical team headed by Pat Symonds means that the rule changes for 2021 will be built on a vast body of data that also includes a unit tasked with trying to find loopholes in the written rules. Time will tell whether the knowledge gained by this approach will overcome the political machinations that threaten to dilute the rules that have already proved harder to put together than hoped.

This role consolidates Brawn's status as one of the defining figures of F1 over the past three decades and will ensure that his impact is felt long after he finally retires for good to focus on fishing.

## 11 Herbert Diess

### VW Group CEO and chairman

Herbert Diess is the CEO and chairman of the board of management of the overall Volkswagen Group.

He previously ran the VW brand within Volkswagen's collection of 12 makes, which include those with major current factory motorsport operations (Audi, Porsche and Ducati), as well as Bentley, Lamborghini, SEAT, VW and Skoda.

Diess joined VW from rival German manufacturer BMW, where he had worked for nearly 20 years after leaving Bosch. His arrival at VW came shortly before the 2015 emissions scandal, otherwise known as Dieselgate.

The fallout from that saga had a major impact on motorsport, with VW ending its World Rally Championship programme at the end of 2016 and Audi and Porsche leaving the World Endurance Championship in successive years in 2016 and 2017 to focus on FE.

Diess was made the top boss at VW in April 2018, charged with overseeing its efforts to slim down and reorganise the way it managed its various efforts.

Given the number of marques Diess is in overall charge of, his power within motorsport is considerable. This is reflected in both Audi and Porsche racing in FE — with the latter starting its first campaign in the upcoming 2019-2020 season — while VW enters the EV field with its ID road car range in an attempt to boost its fortunes following Dieselgate. >>







GOLD AND GOOSE

## 10 Carmelo Ezpeleta

### Dorna Sports CEO

Carmelo Ezpeleta is the CEO of MotoGP owner Dorna Sports, and has been a key figure over the last 25 years in shaping motorcycle grand prix racing into what it is today. Perhaps lacking the menace of Bernie Ecclestone – who owned the series briefly in the 1990s before selling to Dorna – Ezpeleta managed to unite MotoGP's leading manufacturers behind his vision for the series.

As the current decade began, Ezpeleta had to guide MotoGP through the financial crisis during a downturn in interest in the championship, and this prompted radical change. MotoGP came in for some flack when it introduced the CRT formula – essentially glorified Superbikes – in 2012. But this was the first step towards Ezpeleta's endgame: boosted, competitive grids created by a switch to a unified electronics package. That came into effect in 2016, with the field tightening up, while Aprilia, Suzuki and KTM returned with full factory efforts.

Ezpeleta was also instrumental in giving financial security to the satellite teams, covering the cost of their machines, which ultimately allowed the customer squads to become genuine frontrunners again.

The result has been a halcyon period of racing in MotoGP, with nine of the top 10 closest margins covering the top 15 points scorers coming in races from 2017, 2018, 2019, and podiums for five of the six present manufacturers.

On top of that, MotoGP held firm territories that F1 lost – the US (from 2008-2012) and Malaysia – and is expanding into regions where interest is fervent, including Thailand, Finland (2020) and Indonesia (2021). It has also ensured classic tracks are safeguarded.

Ezpeleta has weathered numerous storms to position MotoGP in the healthiest state it has ever been in, and arguably turned it into a reference for other motorsport series to follow.

## 09 Alejandro Agag

### FE CEO and XE co-founder

Alejandro Agag is the CEO and co-founder of ABB FIA Formula E, although he will soon be stepping up to become the championship's chairman when a new CEO is appointed.

Agag, 48, is a businessman who entered the motorsport sphere after a career in politics. He became the personal assistant to Spanish prime minister Jose Maria Aznar when he was 25 and three years later, in 1999, he was elected to the European parliament representing Partido Popular (People's Party).

By 2002, Agag had left politics and moved to London, where he established a fund management company called Addax Capital LLP. It was during this period that Agag's business interests moved into sport and in 2001, together with former Benetton/Renault F1 team boss Flavio Briatore, he purchased the TV broadcasting rights for grand prix racing in Spain.

In 2009, Agag became the sole owner of the former Campos GP2 squad, which was renamed Addax. As team principal, Agag oversaw 14 GP2 wins and the 2011 teams' championship, with Addax running a GP3 team – in partnership with former F1 driver and current FE racer Lucas di Grassi – in 2010-2011.

Agag sold Addax back to Adrian Campos ahead of the 2014 GP2 season, by which time he had won the tender to be FE's promoter on behalf of the FIA. The electric championship survived a major financial scare in its first season but has since become secure and attracted the attention of many of the world's major manufacturers. The in-development Extreme E electric off-road racing series is Agag's latest motorsport project and is set to launch in 2021.

His connections and track record make Agag a very influential figure in motorsport, and his links to Liberty (which has a significant stake in FE through its Liberty Global division) make him a candidate to join F1's management in the future.



BINGHAM



ANDRE

## 08 Lewis Hamilton

### Mercedes F1 driver

Any way you want to measure star power, Lewis Hamilton is king of the hill as far as F1 drivers are concerned. Five world titles make him the most successful driver of his era and one of the greatest of all time. He could get a new Mercedes deal, or a drive anywhere, with a click of his fingers.

The reason for that is his success, unparalleled among the current grid and almost without equal in the history of F1. Statistics are a useful barometer of power. Hamilton has 81 victories, only 10 behind Michael Schumacher's all-time record, one that was never expected to be broken. Hamilton is charging to a sixth title, which would put him one behind Schumacher's all-time record, one that was... you get the idea.

Hamilton is also F1's only global superpower. Why does he hold that appeal? Outside interests such as his own Tommy Hilfiger clothing collection help, thrusting him in front of very different and much bigger audiences than F1 can boast. Most estimates put his net worth beyond \$200m, a testament to his star power.

Many scoff at Hamilton's supposedly preachy, holier-than-thou attitude, but few drivers have ever been willing to tackle topics beyond the events of a grand prix weekend. The numbers suggest his club-swinging critics are simply part of a loud minority – he has 12.4million followers on Instagram, 5.5m followers on Twitter.

He uses his platform to speak up about a wide variety of topics – from race, to his commitment to a plant-based diet, to whale hunting. Until he retires, Hamilton's immense power will be harnessed from his sheer value to F1 as its best driver and best-known asset.

These days, Hamilton is not just an F1 driver. To many across the world, Hamilton is F1.



## 07 Toto Wolff

### Mercedes F1 team principal and motorsport CEO

Wolff cannot be credited as the architect of Mercedes' current F1 domination, given he joined at the start of 2013 when the car maker's efforts to blitz new engine rules in 2014 were well underway. However, he has been a stunningly effective commander-in-chief since then.

Under Wolff's leadership as team principal and CEO, the Mercedes F1 operation has gone from strength to strength: five consecutive title doubles, including unprecedented continued success across a major regulation change, and a sixth brace is in sight this year. Ferrari's 2000-2004 era looks small-fry by comparison.

The ex-single-seater and GT racer has spoken openly of the environment he tries to foster at Mercedes, which has the antithesis of a blame culture and majors on collaboration and trust. Wolff has even joked that his methods may seem "tree-hugging" to some.

Testament to the role Wolff has played is the rise and rise of Lewis Hamilton – now a five-time world champion who, thanks to the management style of his boss, is performing at the top of his game while being free to pursue other interests, enhancing his own power within motorsport.

It should also not be forgotten that, since the end of 2013, Wolff has held wider responsibilities as Mercedes' head of motorsport. At the time this meant DTM, sportscar racing and Formula 3, but Mercedes' DTM exit and the establishment of an FE programme occurred under his stewardship.

His success at the pinnacle of motorsport and business acumen accrued across a wide range of activity – Wolff is an economics graduate, investor and management company founder – make him an ultra-effective political power. Expect him to be towards the top of the list when F1 management looks for new blood.



## 06 Chase Carey

### F1 CEO

While Chase Carey may not have the charisma or public image of his predecessor Bernie Ecclestone, as F1's CEO he has the same important sway over its future.

By being appointed by Liberty Media to run the F1 show on the ground, the buck stops with him when it comes to deciding its future direction and how best to make grand prix racing bigger, more popular and more profitable.

While Ecclestone had a hands-on approach and operated a confrontational divide-and-conquer technique to get his way, Carey is someone who prefers the more corporate approach of achieving consensus to drive through change. There have been some successes – which include the addition of the Vietnam and Dutch races on to the schedule in 2020 as part of a push to take F1 to new fans.

But there have been some failures, too. The Miami project never really got off the ground, and it was Liberty's desperation to make it happen by offering a profit-share approach to the race hosting fee that prompted other promoters to want to renegotiate the terms of their own deals.

Carey is also facing a dilemma about how best to deal with changing F1 audiences. The push to pay TV has brought with it mammoth paydays – such as with Sky in the UK – but this comes at the expense of audience figures. F1's move to its OTT platform with F1 TV has also not been smooth, the service blighted by technical problems in the 18 months it has been running.

There has also been a lack of notable new sponsors coming on board, which was the one area that Carey and F1's commercial chief Sean Bratches had targeted as an area of growth.

## 05 John Elkann

### Fiat Chrysler, Ferrari and Exor chairman

Deaths have paved the way for John Elkann's rise to the top of the automotive world but the man himself is one of the industry's great – and canny – survivors. As the grandson and anointed heir of legendary Italian industrialist Gianni Agnelli, a man to whom even Enzo Ferrari answered, Elkann duly became vice-chairman of the family-owned investment company Exor when Gianni died in 2003, followed by younger brother Umberto. At the age of 28 Elkann found himself carrying the family's interests in an empire that was on the turn: Fiat, one of Exor's biggest holdings, was losing \$2million a day.

The son of Gianni Agnelli's only daughter and an American journalist, Elkann was born in New York but led an itinerant existence during his formative years after his parents divorced when he was five years old. He is multi-lingual, adaptable, and a fast learner – all of which played in his favour as he fought to keep the family business alive.

One of his most astute decisions was the recruitment of Sergio Marchionne from one of Exor's many subsidiary interests to become CEO of Fiat in 2004. Marchionne became a friend and mentor as they radically re-engineered the struggling car manufacturer to be more global, more outward-looking, and more profitable. Within five years Fiat was healthy enough to acquire Chrysler and become an international behemoth. In 2015, it made a failed bid to merge with General Motors.

On Elkann's watch – he is now chairman of both Fiat and Ferrari, following Marchionne's death in 2018 – the Fiat empire remains ambitious. Elkann already has a major voice in the world of motor racing, particularly in F1, and if his plans to engineer a merger with Renault come to fruition he will change the landscape of the entire automotive industry. >>







DAIMLERAG

## 04 Ola Kallenius

### Mercedes chairman

Given the huge role played by Mercedes in F1 – as the most successful team of the current era and supplier to customer teams Racing Point and Williams, as well as its new venture into FE – the person who makes the final call on the company's racing programmes figures high on this list.

That role is currently held by Ola Kallenius, who succeeded Dieter Zetsche as chairman of the board of management of Daimler AG in May. The Swede has enjoyed a spectacular rise through the ranks, and, significantly, he has had a hands-on involvement in motorsport along the way.

In 2003 he briefly stepped away from Mercedes to take a senior role at McLaren Automotive, returning to run the HPP engine division in Brixworth in 2005. This meant that he had overall responsibility for the engines used by Lewis Hamilton when the Englishman won his first F1 title in 2008.

Kallenius' current role gives him huge responsibilities, but he retains an insight into motorsport that his predecessors reportedly never had. That should help to ensure that he continues to commit huge resources to competition activities, and, given that he is just 50, he should be around for a while.

The fact that Kallenius sat next to Toto Wolff in the Mercedes garage during the German GP – which did not turn out to be a particularly successful home event for the manufacturer – spoke volumes.

## 03 Dietrich Mateschitz

### Red Bull managing director/co-founder

After Ferrari's 2019 season fell away from the promise of winter testing, the spark in F1's season was lit by the resurrection of Max Verstappen and Red Bull. Christian Horner, Red Bull's F1 team principal, was not wrong when he said: "Thank god for Max Verstappen and Red Bull in F1 at the moment, because otherwise it would be a pretty boring show."

But Red Bull's presence in F1 goes beyond making the spectacle better. The ongoing interest of the energy drink company's chief, Dietrich Mateschitz, is perhaps just as important for the future of the championship as the opinion of the boards of Mercedes, Ferrari and Renault.

As owner of the Red Bull and Toro Rosso teams, Mateschitz holds sway over one fifth of the F1 grid, and single-handedly is also now key to Honda's future in F1.

Red Bull's emergence in F1 as a championship-winning outfit has helped prevent it becoming the exclusive domain of manufacturers, and its more youthful approach to marketing has helped when it comes to attracting a younger audience.

Mateschitz has always favoured the approach of bringing new talent on board, rather than going for the more experienced veterans. It's something that has helped stars such as Verstappen, Sebastian Vettel and Daniel Ricciardo become household names, even if a lot of Red Bull juniors have fallen by the wayside over the years.

Red Bull has also been influential in bringing the Austrian Grand Prix back to the calendar, with Mateschitz's own investment in buying, demolishing and renovating the Red Bull Ring delivering a stand-out event on the F1 calendar.

With sole call on where Red Bull goes from here, any move from Mateschitz to turn his back on F1 would have huge ramifications in terms of slashing the grid, throwing Honda's future in doubt and reducing the calendar.



SUTTON



TEE

## 02 John Malone

### Liberty Media/Global chairman

Known as 'the cable cowboy' to some, 'Darth Vader' to others (no less an eminence than Al Gore, supposedly), and perhaps most significantly the 'swamp alligator' (Wall Street), Liberty Media and Liberty Global chairman John Malone made his nicknames in the world of US cable TV. From the early 1970s onwards he carved and stitched his way through what was initially a fragmented cable operator landscape to build one of the world's biggest media empires – and, at the age of 78, he shows no signs of losing his appetite for deal-making.

Malone's modus operandi is to tie up complex deals that provide him with voting control far in excess of his equity position. Hired to run the small Colorado-based cable TV station Tele-Communications Inc in 1972 at the age of 29, he spent the following quarter-century on a mergers and acquisitions spree – often teetering on the brink of overstressing his bankers' patience – and by the time he sold TCI to AT&T for \$48bn at the height of the dotcom boom in 1999 it was America's biggest cable operator. He is the largest private landowner in the USA, controlling over two million acres, and Forbes estimates his net worth at \$7bn.

Although no longer CEO of Liberty – that position is now occupied by Greg Maffei – as chairman, Malone presides over an empire that includes telecommunications, broadband and cable TV networks all over the world. It also has majority positions in Discovery, Inc, the owner of World Touring Car Cup promoter Eurosport Events, besides being the commercial rights holder of F1 since 2017. Liberty Global also has a significant stake in FE, effectively giving Malone's companies major control in the top two series in the championships power ranking we used to compile this list of personalities.



STAT

4

Number of world championships under the FIA's umbrella

## 01 Jean Todt

### FIA president

Jean Todt is not as provocative an FIA president as previous incumbent Max Mosley, but as head of the governing body of motorsport the buck stops with him. No individual has influence over every corner of the motor racing world as Todt does, even though he does devote more of his time to the FIA's admittedly larger remit of mobility worldwide and has been a driving force in global road safety improvements.

Todt has wielded power a little more aggressively in recent years and broadened the FIA's influence on F1. The FIA has been very active not just in the framing of the 2021 regulations, but also ensuring that tweaks were made for this year to at least stabilise the ever-growing problem of cars struggling to follow one another.

Now in his third and final term as FIA president after being re-elected unopposed in 2017, he will remain in place until 2021 so, in F1 terms, will retain his position of influence through that vital season.

Since he took over the role in 2009, Todt has had a central role in reshaping world motorsport. F1 has transformed significantly, ABB FIA Formula E has arrived – and Todt has played a key role in its effectiveness in drawing in manufacturers – and the single-seater ladder has been revamped. With the clock running down on his tenure, he'll be keen to ensure his work is complete to leave a tangible legacy.

Todt's relatively low-profile, process-based approach has made the FIA into a more coherent organisation and those structural improvements, particularly when it comes to motorsport, will continue to be beneficial even once he has left the role. At a difficult time for the FIA, when its regulatory authority was undermined by commercial deals with F1, he has ensured it remains at the heart of motorsport.



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#### CHAMPIONSHIPS POWER RANKED

|                   |
|-------------------|
| F1                |
| FE                |
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| WRC               |
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| IndyCar           |
| DTM               |
| SRO               |
| TCR               |
| Race Of Champions |



LMP1

LMP2

GTE

# COULD GINETTA BE TOYOTA'S SURPRISE CHALLENGER?

*The British constructor is fired up ahead of the 2019-20 season, keen to take full advantage of the new system of success handicaps*

GARY WATKINS







**T**oyota boss Pascal Vasselon admitted surprise that Ginetta was right in the LMP1 ballpark at the official pre-season World Endurance Championship test at Barcelona last month. Yet it was no revelation in the British constructor's eyes. There's an air of confidence in the camp as the marque prepares for what will be its first proper campaign with the G60-LT-P1.

And why shouldn't there be, asks Ginetta boss Lawrence Tomlinson. He likes talking about the "massive windtunnel and CFD [computational fluid dynamics] programme" as the aerodynamics of the G60 were honed through 2017. Less so about the only race appearance for the car at the Le Mans 24 Hours last year in what turned out to be a messy and ultimately abortive attack on the WEC superseason with the Manor-run CEFC TRSM Racing squad.

The former, says Tomlinson, explains why the best of the two AER-powered Ginettas ended up only a shade over half a second off the pace of the fastest Toyota TS050 HYBRID over the course of the two days of the so-called prologue. And only a couple of tenths off its only rival in the privateer LMP1 ranks, the Rebellion-Gibson R-13.

Ginetta firmly believes its works Team LNT squad can take the fight to its only privateer rival in the 2019-20 WEC, which kicks off on home ground for the marque at Silverstone this weekend. And by extension that means giving the Toyotas a run for their money. Changes to the Equivalence of Technology, the means by which the WEC is trying to equalise the TS050s with the non-hybrid privateer cars, and the introduction of a system of success handicaps could – and should, if you believe Toyota – prevent another cakewalk by the Japanese manufacturer in the coming season.

Ex-Williams man Andy Lewis, who joined Ginetta in March 2017 to lead aero development of the car, points out that the G60 is a bespoke P1 and "not based on anything else". That's a reference to the LMP2 roots of the Rebellion, which was developed in a short period ahead of the superseason out of ORECA's P2 class 07.

"The Ginetta has been designed as a P1 car from the ground up to make the most of the rules," he explains. "It's latest generation in every respect, designed for purpose. It probably has the lightest chassis of all LMP1 cars, the hybrids included. There's no doubt in my mind that we are going to have the superior car aerodynamically and mechanically."

That potential was never unlocked during the G60's short campaign in 2018-19. Original engine supplier Mecachrome

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***"The Ginetta is latest generation in every respect, designed for purpose"***

**HEAD OF AERODYNAMICS ANDY LEWIS**

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produced what it always stressed was a conservative first crack at a P1 powerplant, promising further developments through the season. Now with the AER P60C direct-injection V6, the G60 has proved bang on the pace.

"The car was slow at Le Mans and the only thing we have changed is the engine, so you can see where the problem was," says Tomlinson. "Everything that happened last year reflected badly on the car, but we were always confident of its potential."

That's why Tomlinson has bitten the bullet and entered two cars in the full WEC. That wasn't the original plan: the P1 programme, he always maintained, was going to be about partnering with customer teams.

But he insists that he's "always done everything I said I would do in motorsport", so mothballing the G60 project wasn't an option. There was an attempt to take over the TRSM entry for ►



Spa to showcase the car, but that plan was thwarted by the WEC’s insistence that someone had to pay the team’s no-show fines after dropping out of the series after Le Mans. A potential deal with DragonSpeed to switch to Ginetta for the 24 Hours fell over, he says, “for legal reasons”.

So, after first proper test of the car with the AER engine at Aragon in April, Team LNT filed two WEC entries. Tomlinson described it as a “backstop position”.

“The problem was that we weren’t able to show off the car with the new engine before entries for the new season closed in May,” explains Tomlinson, who invited any aspiring P1 entrants to come and join him in the venture. That hasn’t happened, but he’s sticking to his promise to “get it done”.

That has meant gearing up the in-house Ginetta Team LNT operation, a class winner at Le Mans in GT2 back in 2006. It does have prototypes experience as well: it ran a Ginetta-Zytek LMP1 in 2008-10 at a time when Tomlinson had a stake in the British constructor and engine specialist now called Gibson Technology.

He’s also pieced together an eclectic mix of drivers to share the two cars with Ginetta regulars Charlie Roberston and Mike Simpson. He’s drafted in Ben Hanley and Egor Orudzhev, who both made their mark in 2018-19 driving BR Engineering machinery for the DragonSpeed and SMP Racing teams respectively. Former Le Mans winner Guy Smith, who went into what can be described as semi-retirement last year, is making a comeback alongside longtime American Le Mans Series driving partner Chris Dyson, who happens to be a director of AER.

Tomlinson won’t go into the intricacies of that deal. But he is insistent that SMP isn’t paying for Orudzhev’s seat. “Why wouldn’t you want someone like Egor?” he says. “He was one of the few guys who pushed the Toyotas in qualifying last season. He’s clearly very quick.”

The aspirations at Ginetta are high going into the new



Rebellion has proved it can outpace Toyota

season and this weekend’s four-hour race at Silverstone.

“We want to take the fight to Toyota,” says Tomlinson, “and the promise we have from the WEC is that we will be able to do that. They are probably not always going to be faster than us, so then it’s up to us.”

HANDICAPPING SUCCESS

Toyota is predicting that it is not going to win every race in this year’s WEC, and it did last season if you discount its double exclusion at Silverstone. A new system of success handicaps – a novel and more scientific take on the idea of success ballast – will as good as ensure that, according to Vasselon.

The man at the helm of the Toyota team insists that, by slowing the cars according to the gaps between them in the championship



Toyota predicts its wings will be clipped by WEC’s new regs



points table, the field will concertina together. He reckons that by race three or four, Shanghai or Bahrain, his TSO50s could have been slowed sufficiently to allow one of the privateers to take victory.

The handicap on a victorious independent would then be increased. Which might put a TSO50 back in the winner's circle, or maybe one of the other privateers.

Vasselon describes success handicaps as a "control system with a feedback loop". It will, he insists, "keep the field close together". That's something that he concedes the WEC needs as it heads into another season with only one manufacturer in the top class.

"This is what was missing in the Equivalence of Technology: the possibility to make the fastest car slower," continues Vasselon, who has been one of the key players in the formulation of the system. It remains a work in progress ahead of the arrival of the WEC circus at Silverstone. When details of an idea that has so far been the subject of two votes by the P1 teams will be finalised still isn't clear.

The principles are clear, however. Individual cars will be penalised according to a per kilometre coefficient multiplied by its points advantage over the last-placed car in the championship, which will act as a reference.

One figure suggested by Toyota is 0.006 seconds per point per kilometre, though Vasselon is at pains to stress that this had yet to be fixed. Using that figure, the winning car at Silverstone would be made nearly half a second slower going to round two at Fuji, presuming the P1s block out the top six positions. Should a P1 fail to finish, it would be seven tenths.

The winning car, presuming it had taken the pole, would be slowed in relation to the second-placed car to the tune of two tenths. The maths is actually simple: 0.006 (the per kilometre co-efficient) multiplied by eight (the points differential between first and second positions with pole) multiplied by 4.6 (the length in kilometres of the Fuji Speedway). The exact figure is 0.221s.



Tomlinson is bullish ahead of the new season



P1 field needed to be kept closer, concedes Vasselon

Handicaps will continue to be accumulated by the cars at the head of the championship so long as the gap to the lowest-placed car in the points continues to grow. If it starts to shrink, and that's the idea, then the handicaps will start to come off.

Vasselon suggests that there may have to be some kind of cap on the penalties. "There would be some kind of saturation point, because we cannot make the cars three seconds slower," he says. "It would trigger other problems. We may say that we cannot compensate for more than 50 points."

Fifty points, using the 0.006 coefficient, would equate to 1.8s around the six kilometres of the Sebring International Raceway, which the WEC visits again in March.

Adding ballast is only one of the ways that the cars will be slowed. Vasselon suggests that "all performance parameters" of the cars will be touched by the system. Weight, the rate of fuel

## *"The promise from the WEC is we'll be able to take the fight to Toyota"*

**GINETTA BOSS LAWRENCE TOMLINSON**

flow, fuel energy allowed per lap, which have all been tinkered with under the EoT, will be subject to change. There will also be scope to play with the boost energy from the Toyota's hybrid systems.

A system that is lineal will not "trigger any strange sporting strategies", according to Vasselon. "This kind of system doesn't allow for so much strategy," he says. "You want to win the championship by scoring points and as soon as you score points you get handicapped."

All the handicaps will come off for the Le Mans championship finale next June. The WEC promoter and Le Mans organiser the Automobile Club de l'Ouest doesn't countenance the idea of penalties being applied to the blue-riband round of the WEC and, according to Vasselon, they will not be required anyway. He argues that the EoT did its job last June: "Rebellion #3 was faster than Toyota #8. Three times in the night it passed our car and pulled away – it was consistently faster lap on lap."

Vasselon believes the new system will be understandable to the outside world, so long as there isn't a desire to comprehend the detailed physics. "What is easy to explain," he says, "is that a car will be made slower according to the gaps in the championship points."

## **WHAT THE PRIVATEERS SAY**

ORECA boss Hugues de Chaunac, whose organisation masterminds the Rebellion programme, draws breath when you put it to him that the privateers should be in a position to beat Toyota some time over the course of the 2019-20 season.

He insists that it is too early to make judgements on the basis of what happened at the prologue and also points out that the system of success handicaps has yet to be fully defined. He is also clear to remind the world that Rebellion and Ginetta are privateers going up against a full-house factory.

"Everyone has to be aware that we are not at the same level as Toyota as a team," explains the Frenchman. "They have the better drivers, the better structure – they are better organised. Even if we are faster than them, we'll have to do the perfect race to beat them."

There are also the benefits that running hybrid systems bring, something that was apparent time and time again last year.

"Outright lap time and race pace are two very different things," says Ginetta's Lewis. "The ability of the hybrids to punch through the traffic is absolutely phenomenal. If we grab some headlines in qualifying, we shouldn't get ahead of ourselves."

"It is so much more difficult for us to get through the traffic, so we have to be careful about how loudly we shout about our potential competitiveness." ❄



ENTRY LIST

| NO      | DRIVERS   | TEAM                         | CAR                      |
|---------|---|------------------------------|--------------------------|
| LMP1    |   |                              |                          |
| 1       | Bruno <b>Senna</b> (BRA) Gustavo <b>Menezes</b> (USA) Norman <b>Nato</b> (FRA)                  | Rebellion Racing             | Rebellion-Gibson R-13    |
| 3*      | Loic <b>Duval</b> (FRA) Pipo <b>Derani</b> (BRA) Nathanael <b>Berthon</b> (FRA)                 | Rebellion Racing             | Rebellion-Gibson R-13    |
| 5       | Ben <b>Hanley</b> (GBR) Egor <b>Orudzhev</b> (RUS) Charlie <b>Robertson</b> (GBR)               | Team LNT (Ginetta)           | Ginetta-AER G60-LT-P1    |
| 6       | Guy <b>Smith</b> (GBR) Chris <b>Dyson</b> (USA) Mike <b>Simpson</b> (GBR)                       | Team LNT (Ginetta)           | Ginetta-AER G60-LT-P1    |
| 7       | Kamui <b>Kobayashi</b> (JPN) Mike <b>Conway</b> (GBR) Jose Maria <b>Lopez</b> (ARG)             | Toyota Gazoo Racing          | Toyota TS050 HYBRID      |
| 8       | Sebastien <b>Buemi</b> (CHE) Kazuki <b>Nakajima</b> (JPN) Brendon <b>Hartley</b> (NZL)          | Toyota Gazoo Racing          | Toyota TS050 HYBRID      |
| LMP2    |   |                              |                          |
| 22**    | Paul <b>di Resta</b> (GBR) Filipe <b>Albuquerque</b> (PRT) Phil <b>Hanson</b> (GBR)             | United Autosports            | ORECA-Gibson 07          |
| 29***   | Giedo <b>van der Garde</b> (NL) Job <b>van Uiter</b> (NLD) Frits <b>van Eerd</b> (NLD)          | Racing Team Nederland (TDS)  | ORECA-Gibson 07          |
| 33      | Kenta <b>Yamashita</b> (JPN) Anders <b>Fjordbach</b> (DNK) Mark <b>Patterson</b> (USA)          | High Class Racing            | ORECA-Gibson 07          |
| 36      | Thomas <b>Laurent</b> (FRA) Andre <b>Negrao</b> (BRA) Pierre <b>Ragues</b> (FRA)                | Signatech Alpine Elf         | ORECA-Gibson 07          |
| 37      | Will <b>Stevens</b> (GBR) Ho-Pin <b>Tung</b> (CHN) Gabriel <b>Aubry</b> (FRA)                   | Jackie Chan DC Racing (Jota) | ORECA-Gibson 07          |
| 38      | Anthony <b>Davidson</b> (GBR) Antonio Felix <b>da Costa</b> (PRT) Roberto <b>Gonzalez</b> (MEX) | Jota Sport                   | ORECA-Gibson 07          |
| 42      | Nicolas <b>Lapierre</b> (FRA) Antonin <b>Borga</b> (CHE) Alexandre <b>Coigny</b> (CHE)          | Cool Racing                  | ORECA-Gibson 07          |
| 47      | Andrea <b>Belicchi</b> (ITA) Giorgio <b>Sernagiotto</b> (ITA) Roberto <b>Lacorte</b> (ITA)      | Cetilar Racing (AF)          | Dallara-Gibson P217      |
| GTE PRO |   |                              |                          |
| 51      | James <b>Calado</b> (GBR) Alessandro <b>Pier Guidi</b> (ITA)                                    | AF Corse                     | Ferrari 488 GTE Evo      |
| 71      | Davide <b>Rigon</b> (ITA) Miguel <b>Molina</b> (ESP)  | AF Corse                     | Ferrari 488 GTE Evo      |
| 91      | Kevin <b>Estre</b> (FRA) Michael <b>Christensen</b> (DNK)                                       | Porsche GT Team              | Porsche 911 RSR          |
| 92      | Gianmaria <b>Bruni</b> (ITA) Richard <b>Lietz</b> (AUT)   | Porsche GT Team              | Porsche 911 RSR          |
| 95      | Nicki <b>Thiim</b> (DNK) Marco <b>Sorensen</b> (DNK)  | Aston Martin Racing          | Aston Martin Vantage GTE |
| 97      | Alex <b>Lynn</b> (GBR) Maxime <b>Martin</b> (BEL)   | Aston Martin Racing          | Aston Martin Vantage GTE |
| GTE AM  |   |                              |                          |
| 54      | Giancarlo <b>Fisichella</b> (ITA) Francesco <b>Castellacci</b> (ITA) Thomas <b>Flohr</b> (AUT)  | AF Corse                     | Ferrari 488 GTE Evo      |
| 56      | Matteo <b>Cairolì</b> (ITA) David <b>Heinemeier Hansson</b> (DNK) Egidio <b>Perfetti</b> (NOR)  | Team Project 1               | Porsche 911 RSR          |
| 57      | Jeroen <b>Bleekemolen</b> (NLD) Felipe <b>Fraga</b> (BRA) Ben <b>Keating</b> (USA)              | Team Project 1               | Porsche 911 RSR          |
| 62      | Johnny <b>Mowlem</b> (GBR) Charlie <b>Hollings</b> (GBR) Bon <b>Grimes</b> (GBR)                | Red River Sport (AF)         | Ferrari 488 GTE Evo      |
| 70      | Olivier <b>Beretta</b> (MCO) Eddie <b>Cheever III</b> (USA) Motoaki <b>Ishikawa</b> (JPN)       | MR Racing (AF)               | Ferrari 488 GTE Evo      |
| 77      | Matt <b>Campbell</b> (AUS) Christian <b>Ried</b> (DEU) Riccardo <b>Pera</b> (ITA)               | Dempsey-Proton Racing        | Porsche 911 RSR          |
| 84      | Emmanuel <b>Collard</b> (FRA) Nicklas <b>Nielsen</b> (DNK) Francois <b>Perrodo</b> (FRA)        | AF Corse                     | Ferrari 488 GTE Evo      |
| 86      | Ben <b>Barker</b> (GBR) Andrew <b>Watson</b> (GBR) Michael <b>Wainwright</b> (GBR)              | Gulf Racing UK               | Porsche 911 RSR          |
| 88      | Thomas <b>Preining</b> (AUT) TBA TBA  | Dempsey-Proton Racing        | Porsche 911 RSR          |
| 90      | Jonny <b>Adam</b> (GBR) Charlie <b>Eastwood</b> (IRL) Salih <b>Yoluc</b> (TUR)                  | TF Sport                     | Aston Martin Vantage GTE |
| 98      | Darren <b>Turner</b> (GBR) Ross <b>Gunn</b> (GBR) Paul <b>Dalla Lana</b> (CAN)                  | Aston Martin Racing          | Aston Martin Vantage GTE |

\*not confirmed for full season \*\*Oliver Jarvis to replace di Resta at Fuji \*\*\*Nyck de Vries to replace van Eerd at Shanghai

CALENDAR

- 1 September**  
Silverstone 4 Hours (GBR)
- 6 October**  
Fuji 6 Hours (JPN)
- 10 November**  
Shanghai 4 Hours (CHN)
- 14 December**  
Bahrain 8 Hours (BHR)
- 1 February**  
Interlagos 6 Hours (BRA)
- 20 March**  
Sebring 1000 Miles (USA)
- 25 April**  
Spa 6 Hours (BEL)
- 13-14 June**  
Le Mans 24 Hours (FRA)

NEXT WEEK

SILVERSTONE  
5 SEPTEMBER  
ISSUE

Our eight-page report from the opening round of the 2019-20 World Endurance Championship







Goodyear's return may intensify LMP2 rivalries

LMP1

LMP2

GTE

# EXTRA SPICE FOR LMP2

*A very big name in racing has chosen LMP2 for its international comeback*

**GARY WATKINS**

PHOTOGRAPHY JEP

**G**oodyear is back in international sportscar racing, back in any form of international racing if you don't count NASCAR. And its return in the LMP2 ranks of the World Endurance Championship has pitched it against its old Formula 1 sparring partner in Michelin in one of the few remaining open-tyre categories.

That F1 history in the 1970s, '80s and '90s adds an extra hint of intrigue to an existing battle between Michelin and Dunlop, a brand Goodyear owns in Europe and North America. It would be wrong to call it a tyre war because there are strict rules in P2 that limit each supplier to just three specifications of slick dry-weather tyre for the season. But it's a competitive environment nonetheless.

Goodyear is back with a new range of tyres developed at the same technical centres in Luxembourg and German responsible for the Dunlop P2 tyres still in use in the European Le Mans Series, though

with input from the USA. The tyres are the result of a 12,000km test programme across seven circuits. These included well-known test venues such as Sebring and the Algarve and Aragon tracks, as well as the more off-beat Bishopscourt circuit in Northern Ireland. It was chosen specifically to test in wet conditions.

Goodyear was set to declare two specification of slick tyre ahead of Silverstone. The rival selection, a soft-compound A-spec and a medium C-spec, represent an aggressive approach from Michelin, which was beginning to challenge Dunlop's P2 hegemony at the end of the 2018-19 season. The choices reflect the temperature ranges likely to be encountered during the early WEC races at Silverstone, Fuji and Shanghai.

A harder tyre is likely to come on stream for Bahrain in December. Making predictions on how the Goodyear-versus-Michelin battle will pan out are difficult on the basis of the pre-season test in Barcelona. Different teams were running different specs of tyres, which may or may not be available this weekend, and the ultra-hot conditions there are not going to be representative of Silverstone.

What is more certain is the fact that there are four cars in class that will be doing most of the winning and they are split across the two tyre suppliers. The other four entrants in P2 this season have a bronze driver, a true amateur, in their line-ups, which means they go into every race with one hand tied behind their backs.

Reigning champion Signatech Alpine lines up on Michelins, after switching from Dunlops ahead of Sebring last March, alongside the Anglo-American United Autosports team that is making its first full WEC campaign. Jota Sport, runner-up for the past two seasons, fields a pair of cars on Goodyears, one under its own name and one as Jackie Chan DC Racing.

All are equipped with the ORECA 07 chassis powered by the spec Gibson V8 engine. Perhaps that adds even more spice to the skirmish between Goodyear and Michelin. 🏁



Signatech is out to defend crown after swapping to Michelins



LMP1

LMP2

GTE

# THE NEW CAR OUT TO DEFEND PORSCHE'S CROWN

*The German manufacturer set out to make its '95% new,' second-generation 911 RSR easier to drive and more straightforward to work on*

**GARY WATKINS**

PHOTOGRAPHY JEP

It seems like only yesterday that Porsche introduced a car that it initially refused to call mid-engined. And it was only yesterday – well, a couple of months ago – that Kevin Estre and Michael Christensen sealed the World Endurance Championship GTE Pro crown in a car that discarded the traditional 911 rear-engined layout. And now the German manufacturer is about to head into its title defence with what is, give or take, an all-new version of that car, the 911 RSR.

But it's not as strange as it might seem. The first-generation 911 RSR had a more or less three-year life cycle with the factory Porsche GT Team. It's only the reorganisation of the WEC calendar through the 2018-19 superseason into a winter-series format that accounts for a slightly early replacement of the original car. Over in the IMSA SportsCar Championship in North America, the machine will have raced for three full seasons when it's superseded in time for the 2020 Daytona 24 Hours series opener.

Pascal Zurlinden, Porsche's GT racing boss, points out that replacing the original car after three seasons was always in the plan. The development of a second-generation version of a car with the gearbox on the back of the engine – Porsche's way of describing it on its launch in November 2016 – was in the works before the announcement of the superseason in September 2017.

"It's been shorter in the number of seasons, but similar in time," says Zurlinden of a car that hit the test track in August of last year. "One of the seasons was counting double!"

Porsche has set out to improve a car that also ended up taking the manufacturers' title in 2018-19 with a race to spare at Spa.

The main targets were making the RSR easier to drive, something particularly pertinent when it becomes eligible for GTE Am in the 2020-21 WEC, and easier to work on. Improved ergonomics for the driver were another target.

Estre describes the latest RSR as being "more constant through the corner". "It's the biggest change that you feel between the cars," says the Frenchman, who defends the title with Christensen. "There is still understeer and oversteer, but the switch between them is more linear."

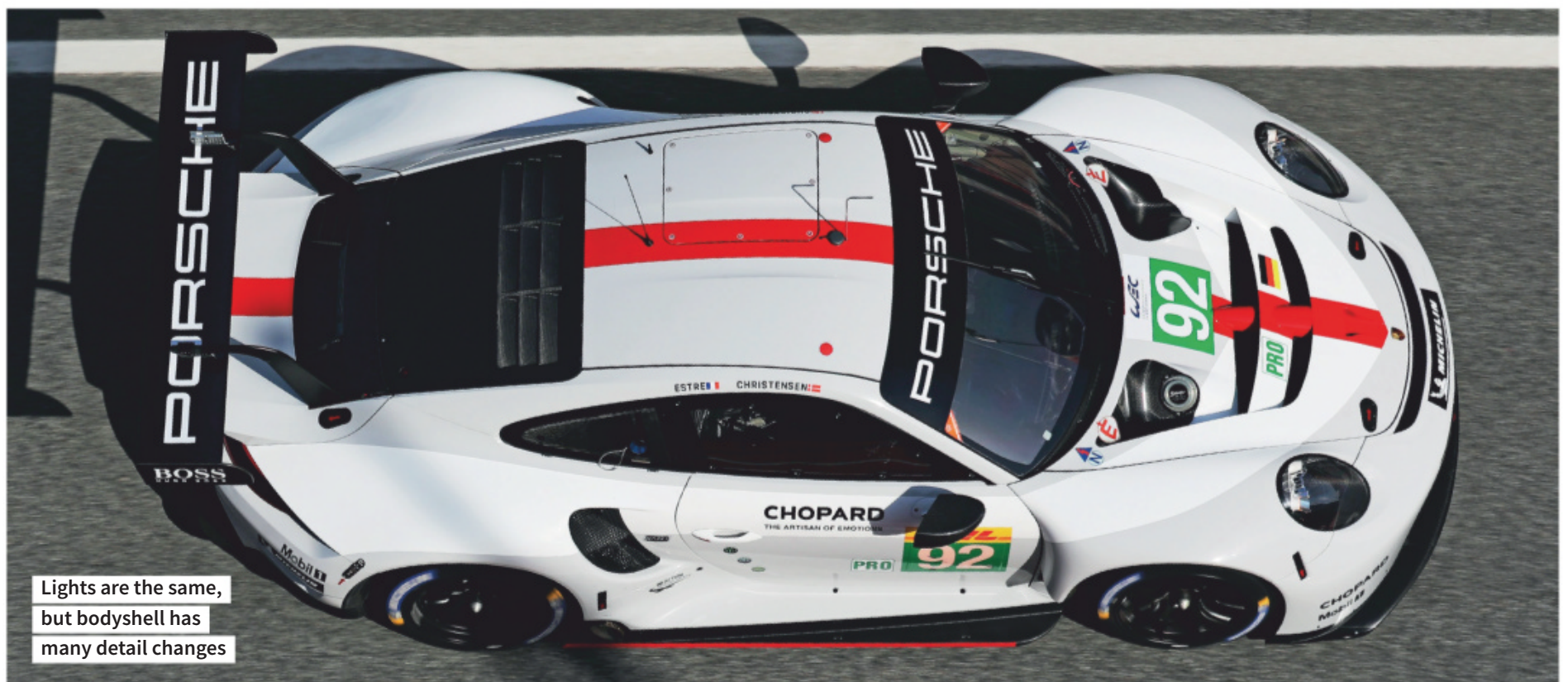
There were also occasions when the original car was compromised in the pits. Zurlinden points to its race debut at Daytona in 2017 by way of example.

"We damaged a rear wing and the car had to go behind the wall [back to its garage]," he explains. "Now we will be able to change it directly in the pits. Serviceability is a key point: we've made a big effort to have a car that is easier to work on."

That explains why even the shell of the new car differs from that of its predecessor. "The base shell is the same, but if you look into detail there are modifications for serviceability and packaging," says Zurlinden.

Little else has been carried over on a car that is described as 95% new. The lights, front and rear, the driver's seat and some suspension components are about all that has been retained from the 2017 car.

The engine is new, and at 4.2 litres (200cc more than its predecessor) it is the largest-capacity flat-six racing engine produced by Porsche. Speculation insisted that Porsche had



Lights are the same,  
but bodyshell has  
many detail changes





## *“We looked at a turbo and saw it is more weight and more complication”*

**PORSCHE GT RACING BOSS PASCAL ZURLINDEN**

gone the turbocharged route of its GTE Pro rivals in the WEC, but it opted to keep the natural aspiration of its predecessors.

“We have a tradition in our GTE cars and also our GT3 cars of normally aspirated engines and we found that we could match the performance of a turbo,” explains Zurlinden. “We looked at a turbo and we saw that it is more weight and more complication, so we decided to stay with our tradition.”

Zurlinden reckons a non-race-spec exhaust on the test car might have resulted in the turbo rumours: “When we first tested we had a special exhaust due to the sound restrictions at our proving ground in Weissach. Maybe it sounded like a turbo.”

The new car definitely sounds different, not quite so sonorous as the original mid-engined car. Side exhausts have replaced the previous set-up, the system exiting at the rear of the car with the exhausts from the two banks of cylinders almost joined as one. “The sound is now a little bit different because you are only hearing half the engine,” says Zurlinden.

The air restrictors demanded by the Balance of Performance mean the latest engine has no more power than its predecessor, but it has resulted in an increase in torque at low revs. That, says Zurlinden, “helps driveability in traffic”. But the potential to make extra horsepower available will future-proof the engine should performance levels be increased in GTE Pro.

Porsche is confident that the rulemakers, WEC promoter the Automobile Club de l'Ouest and the FIA, will get the BoP right for the new Porsche. That wasn't the case at the start of the superseason when Aston Martin and BMW arrived with new cars and were given what those manufacturers regarded as ultra-conservative starting points.

Zurlinden believes the lessons learned last season and his team's transparency with the ACO and the FIA should ensure the car “will be in the right window” come Silverstone this weekend. But he isn't prepared to make predictions beyond that as GTE Pro returns to a three-way fight between its core competitors, Porsche, Ferrari and Aston Martin, after the end of the Ford GT programme and BMW's withdrawal.

Few conclusions can be drawn from the pre-season prologue test at Barcelona, reckons Zurlinden, because the teams were running a mixture of this and last season's tyres.

“What we don't know is how the other cars have improved over the summer break,” he says. “Everyone has been developing new tyres, so we won't know where we are until Silverstone.”

## WHAT'S NEW IN GTE AM?

**More cars.** The GTE Am field has grown from nine to 11 full-season entries, a crucial expansion in helping the WEC entry hold up above the 30-car mark.

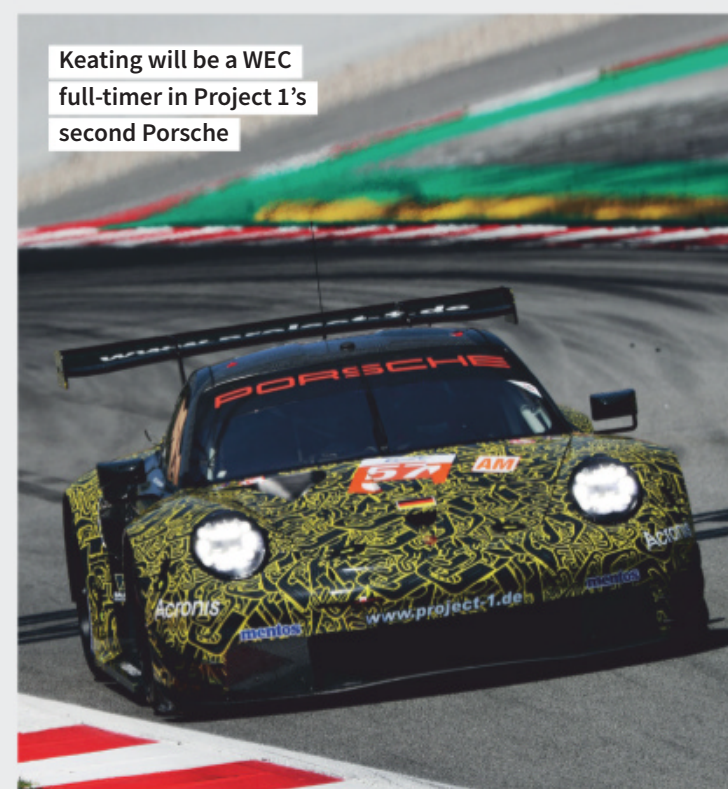
New co-drivers for Egidio Perfetti in the championship-winning Team Project 1 Porsche. Matteo Cairoli replaces fellow factory driver Jorg Bergmeister as team leader, while David Heinemeier Hansson takes the silver-driver spot previously filled by Patrick Lindsey.

**The introduction of success ballast.** Cars will accrue weight under a new system, already in force in GTE in the European Le Mans Series, according to finishing position in the previous two races and championship position up to a maximum of 45kg. The slate is then wiped clean for the series finale at Le Mans.

A return to the GT ranks for 2016 class champion Francois Perrodo and a WEC comeback for his co-title winner Emmanuel Collard. The London-based Frenchman has opted to step back down to GTE Am after two seasons in LMP2, the second without Collard alongside him, and will once again race an AF Corse-run Ferrari. Dane Nicklas Nielsen, last year's Ferrari World Challenge Final winner, joins them.

**The end of the most successful driving combo in the history of GTE Am in the WEC.** Paul Dalla Lana has broken up his partnership with Pedro Lamy (which started in 2013) and Mathias Lauda (who joined them in 2015) in the factory-run Aston Martin Racing entry. The Canadian amateur will now drive a second-generation Vantage GTE with works drivers Darren Turner and Ross Gunn.

Two Porsches from the class champion Team Project 1. It has joined forces with US sportscar entrant Ben Keating, who is entering the full WEC after winning the GTE Am class on the road at Le Mans in June in his Riley Tech-run Ford GT. The American is joined by long-time driving partner Jeroen Bleekemolen and former Brazilian Stock Car champion Felipe Fraga, who is still somehow rated as a silver driver.





# RACE CENTRE

RALLY GERMANY • MOTOGP SILVERSTONE • INDYCAR GATEWAY • WORLD OF SPORT





# Tanak edges closer to title despite Neuville charge

*Hyundai's Thierry Neuville battled hard, but another win for Toyota's star was an important blow in the championship fight*

JACK BENYON

PHOTOGRAPHY MCKLEIN





**T**wenty-six years. That's the last time Toyota scored a 1-2-3 in the World Rally Championship. Swap Juha Kankkunen, Markku Alen and Ian Duncan for Ott Tanak, Kris Meeke and Jari-Matti Latvala, and the Safari for Rally Germany, which felt just as treacherous as Nairobi (also, forget that the 1993 result was actually a 1-2-3-4 with Yasuhiro Iwase in fourth).

It was an event full of threes last weekend. In addition to Toyota's podium lockout, Tanak secured his third Rally Germany win in a row (and his fourth WRC success in the last five events). His future also dominated pre-rally discussions, with three suitors – Hyundai, M-Sport and Toyota – all in talks with the star.

All four manufacturers brought upgrades to Germany. M-Sport and Hyundai came boosted by work on the dampers – even if Hyundai team boss Andrea Adamo gave journalists who asked about its updates a tongue-lashing ahead of the rally – while the biggest changes appeared to come from the Citroen camp, with an engine upgrade. Lead driver Sebastien Ogier said: "It's a little more power. If I'm honest it's not something I can sense when I drive, [but] I believe it will help us with the time."

It looked like all the crews would spend the event looking at the back of the Toyota – not a racing term suggesting that they would all be behind, but because the team brought a new spoiler to Germany. The aerodynamic profile had not changed, just the positioning after the FIA had clarified a rule relating to the bodywork in Finland. The FIA insisted in Finland that Toyota's wing wasn't illegal. Toyota brought an updated wing to Germany. We'll leave that one there.

Upgrades aside, drivers cautioned that this event was going to be won or lost on Saturday's 25.58-mile Panzerplatte test, not least because they were stunned by how messy and dusty it was. Tanak



Neuville was on spectacular form in his pursuit of Tanak

scored the 'best' result of four punctures on the pre-event reconnaissance, with Meeke a close second with three.

But that didn't mean Friday was irrelevant. The narrow and twisty roads through the vineyards above Bostalsee and Tritenheim are a challenge, and the big cuts drivers take threaten to litter the road with detritus – or "poison", as Citroen's Esapekka Lappi referred to it last year.

Tanak and Hyundai's star Thierry Neuville were shot out of a cannon. It was clear that we were about to witness an almighty and memorable fight between the duo, the dry conditions removing any question of tyre choice or mud on the road. A straight fight, *mano a mano*.

The third *mano*, Ogier, was already sweating. Pushing. Desperate.

Despite his declaration that a win was the only objective, his pre-event test had provided a bucketload of understeer. It's difficult to understand how the team responsible for nine wins on this event with Sebastien Loeb alone can't get to the bottom of the asphalt understeer issues that it also suffered in Corsica earlier this year, but the test leading up to the event was blamed.

"We discovered some effect of the set-up straight [away] in the rally," said Citroen team boss Pierre Budar. "We still have some work to do. It's not completely clear but we know what are the main items and what we have to look at."

By first service on Friday Ogier was 13.7s adrift – a lifetime in this event, especially after just four stages. He ended the day 22.1s behind Tanak despite feeling the car improve after changes in service. Fittingly, a trip into a field in SS7 – the last stage of the day – could be blamed for extra time loss, Ogier pushing to the absolute limit. It's a shame to see the WRC's best driver with an arm tied behind his back.

Dani Sordo also hit trouble. Gearbox issues turned what could have been a shot at the podium – 2.8s off Ogier heading into the final stage on Friday – into a nightmare, dropping the Hyundai back to ninth at the end of the day.

Up front, the pace had been frantic. Tanak started as he meant to go on, winning Thursday night's opening stage,



Ogier struggled – and sweated – in the wake of Tanak and Neuville





## IN THE HEADLINES



### KATSUTA'S NEW CHALLENGE

Ex-Japanese Formula 3 driver Takamoto Katsuta will make his second start of the WRC season in a World Rally Car in October's Rally Spain, where he hopes he will be able to apply lessons learned from his racing career. He will again drive a fourth Toyota Yaris WRC run by the factory squad. The ex-R5 driver made his WRC debut in that car in Germany, where he finished 10th.

### EVANS TARGETS TURKISH RETURN

After missing the last two rounds with a back injury, Elfyn Evans attended Rally Germany in support of his M-Sport Ford World Rally Team. He said it was "painful" to be on the sidelines, while confirming that the target is for him to return at the next round, Rally Turkey.

### CALENDAR WAIT CONTINUES

The saga of the 2020 WRC calendar – already delayed multiple times – took another twist as an e-vote that was supposed to occur on 15 August didn't happen. The teams have a draft calendar, which sources said could be released this week, but that is now unlikely. Rally New Zealand is looking likely to join alongside Japan and the Safari, with Germany and Australia two possible options to fall off the calendar.

### ROVANPERA'S ERROR, KOPECKY'S WIN

After a dominant first day in Germany, Kalle Rovanpera ended his chances of a fifth straight WRC 2 Pro victory by going off the road twice on Saturday morning. His Skoda Fabia R5 team-mate Jan Kopecky took victory instead. Double German champion Fabian Kreim won WRC 2, for privateer R5 cars.



## “It was clear that we were about to witness an almighty fight between Tanak and Neuville”

and led for all but one stage during Friday. But the gap was never more than 3.2s.

Adamo had called for improvements from Hyundai on asphalt to boost Neuville's chances against the mighty Toyotas. They'd won in Corsica, but Sordo and Hyundai had got lucky with other people's problems. The team clearly answered, with Neuville on the ragged edge and delivering the kind of drive that marks him out as deserving one of the places at the WRC's top table. But Tanak is in incredible form and, after Neuville moved within striking distance (1.6s back after the Friday midday service), Tanak responded and took a 2.8s lead into Saturday. The Panzerplatte was on the horizon.

First, the small matter of four more vineyard-style stages on Saturday morning. Neuville closed in to trail by 1.5s after the first stage of the day. Was there a hole in Tanak's mighty armour? The only thing capable of beating Tanak this year has been poor reliability. Was Neuville about to gift the WRC one of its best drives in recent

memory by conquering its Mr Untouchable?

A chicane said no. In the very next stage Neuville overcooked the entry to a left-right, stalled, and then a fuse went and the i20 Coupe wouldn't restart for what felt like an eternity. Amazingly he trailed by just 6.7s by the end of the stage, and by 5s heading into the two Baumholder military base stages. Arena Panzerplatte is a 6.67-mile dash, but Panzerplatte itself is the biggie. It's pointless reading too much into the Arena test because so many drivers save tyres in a bid to give them better life in the longer run through 'the big one'.

It's a tough stage, with broken concrete, broken asphalt, a mixture of dust and gravel on the surface and it is, of course, lined by the infamous *hinkelsteins*. Used to keep tanks off the road, they are like icebergs in that, while they protrude no more than a foot or two out of the ground, three to seven feet is under the surface and they are completely immovable. Never mind driving into them, a tank would struggle to shift one with a 120mm shell.

One of the Panzerplatte's most distinctive features is its large jump, named Gina, after the actress Gina Lollobrigida. Her first major film seen in English was the 1953 epic *Beat the Devil*, for which the script was written day to day as it was filmed. Much like the 2019 Rally Germany variant: Panzerplatte played the devil, and its script changed continuously through the mammoth test.

Neuville, Ogier and Tanak were running >>



in that order when drama struck on what was the sixth stage of the day and the first run through Panzerplatte – Neuville got a puncture.

He lost just 1m26.8s to the fastest time – set, of course, by Tanak – with what was an incredibly quick tyre change, just 1m12s from car stopped to starting again. But that was little consolation. His hopes of a win were gone. He would eventually come home fourth, as the top non-Toyota driver, and now trails Tanak by 33 points in the championship with four rounds to go.

Tanak admitted after the event that Neuville had been quicker on Saturday, and even suggested he would have settled for second if Neuville had continued at that pace. But the stars aligned for the Toyota driver and Neuville was out of the fight.

After service and another run through the Arena stage, it was time for another go at Panzerplatte, and this time it was Ogier beaten by the devil. After 1m22s parked on the side of the road and a Michelin tyre changed, he was back in action, but it was enough to drop him out of the podium battle and way down the order. “I think the whole rally has been disappointing,” he said at the end of the stage, “and we didn’t need this bad luck on top of it.”

You can only imagine Neuville and Ogier spending every waking minute hoping for a (safe) Tanak puncture, but it never came. Not only did the Estonian take a lead of over 40s – almost impossible to claw back on dry asphalt roads – but Ogier’s demotion put Tanak’s Toyota rear-gunners Meeke and Latvala in place to complete the podium.

Meeke had driven fantastically all weekend, in a perfect response to his critics after retiring as a result of a small mistake in Finland at the start of the month. A stage win in the second running of Panzerplatte – in a bid to hold off the anticipated charge of Ogier, not knowing he’d stopped with a puncture – was breathtaking. A quietly quick but assured drive was exactly what Toyota needed behind the blistering pace of Tanak, and a first podium of the year for Meeke was the reward. Punctures and



mistakes had robbed him of that prize so far since his move to the team after a short sabbatical from Citroen last year.

The charge Meeke had anticipated didn’t even come from Ogier on Sunday. He made his most exasperated comment of a difficult year in his return to Citroen so far: “I cannot drive this car.” It’s rare to hear Seb quite so pessimistic. He’s now 40 points behind Tanak in the championship.

Instead, the biggest threat to Toyota’s supremacy was the rejuvenated Sordo. But Latvala managed to keep him at arm’s length and held him to fourth over Sunday morning.

Latvala needed to be called twice by Toyota team boss Tommi Makinen during the weekend to tell him to stop overthinking and just drive his Yaris. Typically, by the time he did that, any chance of a win was long gone, but a

## “Meeke had driven fantastically all weekend, in a perfect response to his critics”

second podium in a row means he is playing the team game better than Meeke, even if he probably hasn’t been as quick.

No positions changed on Sunday, that is until the cars reached service after the powerstage, where the rally was seemingly ‘finished’. Sordo handed fourth to Hyundai team-mate Neuville – Sordo taking fifth – and Ogier took seventh from Citroen partner Lappi.

After his transmission issues on Friday, Sordo had moved ahead of Meeke into fourth on the previous test, so without his issues he could have comfortably been on the podium, despite his long layoff. His stock in the WRC is rising given his ‘plug and play’ ability to have time out and still be instantly on the pace.

Instead he had to settle for fifth ahead of Andreas Mikkelsen, who didn’t have any major problems all weekend but still finished behind his team-mates – who were the only two drivers to set fastest stage times outside of Toyota. His last asphalt rally was Monte Carlo, so it was fair to expect a slow start, but it took him all the event to adapt to the i20 and, even



Sordo belied bit-part-player status with immediate pace





Points leader Tanak  
led Toyota podium  
pulverisation

then, he wasn't as impressive as might have been expected towards the end. He also would have finished behind Lappi had the Finn not given up his spot to Ogier.

Instead, sixth became eighth for Lappi, who struggled when the Citroen was tricky to control on Friday, and then made mistakes when it improved. Still, flashes of pace were there – more so than Mikkelsen at Hyundai.

World Rally Car asphalt newboys Gus Greensmith and Takamoto Katsuta rounded out the top 10. Greensmith was on the pace of many more experienced drivers at times, even if a slight error, resulting in a broken steering arm, blotted his copybook.

Despite Katsuta's Japanese Formula 3 background, he favours gravel in a rally car and Germany was chosen to remove any expectation from his shoulders. He has a lot of work to do to bring his speed up, but he made it through and scored a point.

Greensmith's team-mate Teemu Suninen had a hydraulic problem on day one, but came on strong after. He was disappointing on his home rally last time out, but the Finn proved doubters of his asphalt pace wrong by taking the second-quickest time behind Neuville in the powerstage.

We'll end where we began and with Tanak's future. When asked if completing the hat-trick had changed anything, he said: "No." Don't ever say Autosport doesn't ask the difficult questions, even if the answers come up short. Perhaps an even tougher question for everyone else is, how can they stop Tanak securing his first WRC crown? ❧

## RESULTS ROUND 10/14, RALLY GERMANY, 22-25 AUGUST

| POS | DRIVER / CO-DRIVER  | TEAM / CAR                                      | TIME       |
|-----|---|---|------------|
| 1   | <b>Ott Tanak</b> (EST) <b>Martin Jarveoja</b> (EST)         | Toyota Gazoo Racing WRT / Toyota Yaris WRC      | 3h15m29.8s |
| 2   | <b>Kris Meeke</b> (GBR) <b>Sebastian Marshall</b> (GBR)     | Toyota Gazoo Racing WRT / Toyota Yaris WRC      | +20.8s     |
| 3   | <b>Jari-Matti Latvala</b> (FIN) <b>Miikka Anttila</b> (FIN) | Toyota Gazoo Racing WRT / Toyota Yaris WRC      | +36.0s     |
| 4   | <b>Thierry Neuville</b> (BEL) <b>Nicolas Gilsoul</b> (BEL)  | Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC | +58.5s     |
| 5   | <b>Dani Sordo</b> (ESP) <b>Carlos del Barrio</b> (ESP)      | Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC | +1m16.6s   |
| 6   | <b>Andreas Mikkelsen</b> (NOR) <b>Anders Jager</b> (NOR)    | Hyundai Shell Mobis WRT / Hyundai i20 Coupe WRC | +1m46.2s   |
| 7   | <b>Sebastien Ogier</b> (FRA) <b>Julien Ingrassia</b> (FRA)  | Citroen Total WRT / Citroen C3 WRC              | +1m56.3s   |
| 8   | <b>Esapekka Lappi</b> (FIN) <b>Janne Ferm</b> (FIN)         | Citroen Total WRT / Citroen C3 WRC              | +2m02.2s   |
| 9   | <b>Gus Greensmith</b> (GBR) <b>Elliott Edmondson</b> (GBR)  | M-Sport Ford WRT / Ford Fiesta WRC              | +6m22.2s   |
| 10  | <b>Takamoto Katsuta</b> (JPN) <b>Daniel Barritt</b> (GBR)   | Tommi Makinen Racing / Toyota Yaris WRC         | +8m19.2s   |

### OTHERS

|    |  |                                    |           |
|----|--|------------------------------------|-----------|
| 29 | <b>Teemu Suninen</b> (FIN) <b>Jarmo Lehtinen</b> (FIN) | M-Sport Ford WRT / Ford Fiesta WRC | +41m54.2s |
|----|--|------------------------------------|-----------|

## STAGE TIMES

| STAGE   | FASTEST           | LEADER          | SECOND         |
|---|-------------------|-----------------|----------------|
| SS1 <b>SSS St Wendeler Land</b> (3.23 miles)      | Tanak 2m39.4s     | <b>Tanak</b>    | Sordo +0.8s    |
| SS2 <b>Stein und Wein I</b> (12.08 miles)         | Neuville 10m40.4s | <b>Neuville</b> | Tanak +0.7s    |
| SS3 <b>Mittelmosel I</b> (13.67 miles)            | Tanak 12m26.4s    | <b>Tanak</b>    | Neuville +1.7s |
| SS4 <b>Wadern-Weiskirchen I</b> (5.76 miles)      | Tanak 5m03.6s     | <b>Tanak</b>    | Neuville +3.2s |
| SS5 <b>Stein und Wein II</b> (12.08 miles)        | Neuville 10m46.0s | <b>Tanak</b>    | Neuville +1.6s |
| SS6 <b>Mittelmosel II</b> (13.67 miles)           | Tanak 12m28.0s    | <b>Tanak</b>    | Neuville +2.6s |
| SS7 <b>Wadern-Weiskirchen II</b> (5.76 miles)     | Tanak 5m05.3s     | <b>Tanak</b>    | Neuville +2.8s |
| SS8 <b>Freisen I</b> (9.18 miles)                 | Sordo 8m28.0s     | <b>Tanak</b>    | Neuville +1.5s |
| SS9 <b>Romerstrasse I</b> (7.63 miles)            | Tanak 5m57.4s     | <b>Tanak</b>    | Neuville +6.7s |
| SS10 <b>Freisen II</b> (9.18 miles)               | Neuville 8m31.7s  | <b>Tanak</b>    | Neuville +6.5s |
| SS11 <b>Romerstrasse II</b> (7.63 miles)          | Neuville 5m59.9s  | <b>Tanak</b>    | Neuville +5.0s |
| SS12 <b>Arena Panzerplatte I</b> (6.67 miles)     | Tanak 6m05.8s     | <b>Tanak</b>    | Neuville +5.6s |
| SS13 <b>Panzerplatte I</b> (25.58 miles)          | Tanak 23m27.2s    | <b>Tanak</b>    | Meeke +42.6s   |
| SS14 <b>Arena Panzerplatte II</b> (6.67 miles)    | Latvala 6m04.3s   | <b>Tanak</b>    | Meeke +43.9s   |
| SS15 <b>Panzerplatte II</b> (25.58 miles)         | Meeke 23m17.6s    | <b>Tanak</b>    | Meeke +32.4s   |
| SS16 <b>Grafenschaft I</b> (17.44 miles)          | Neuville 16m16.2s | <b>Tanak</b>    | Meeke +25.1s   |
| SS17 <b>Dhrontal I</b> (7.26 miles)               | Latvala 7m35.1s   | <b>Tanak</b>    | Meeke +26.9s   |
| SS18 <b>Grafenschaft II</b> (17.44 miles)         | Neuville 16m08.8s | <b>Tanak</b>    | Meeke +25.1s   |
| SS19 <b>Dhrontal II</b> (powerstage) (7.26 miles) | Neuville 7m30.2s  | <b>Tanak</b>    | Meeke +20.8s   |

**DRIVERS' CHAMPIONSHIP** 1 **Tanak** 205; 2 **Neuville** 172; 3 **Ogier** 165; 4 **Meeke** 80; 5 **Mikkelsen** 79; 6 **Evans** 78; 7 **Latvala** 74; 8 **Suninen** 70; 9 **Sordo** 62; 10 **Lappi** 62.

**MANUFACTURERS' CHAMPIONSHIP** 1 **Hyundai Shell Mobis WRT** 289; 2 **Toyota Gazoo Racing WRT** 281; 3 **Citroen Total WRT** 216; 4 **M-Sport Ford WRT** 168.



Meeke drove well  
to score first podium  
of the season

## NEXT EVENT

**RALLY TURKEY**  
**19 SEPTEMBER**  
**ISSUE**

Can anything –  
or anyone –  
stop Toyota and  
Tanak next time  
out in Turkey?



# Rins emulates Sheene to beat Marquez in MotoGP thriller

*Forty years ago Barry Sheene tried and failed to pass Kenny Roberts at Woodcote, but Alex Rins made a similar move stick on the championship leader in 2019*

LEWIS DUNCAN

PHOTOGRAPHY GOLD AND GOOSE 

**T**he varied nature of Silverstone's 3.7-mile layout, coupled with freshly laid asphalt and scorching temperatures, were certain to lead to a multi-rider pack race – something of which championship leader Marc Marquez was all too wary.

Though he'd been pipped to the win after a thrilling duel with Ducati's Andrea Dovizioso in Austria a fortnight earlier, the dent in his points lead was minimal. But the manner of that victory had Dovizioso convinced it would rejuvenate Ducati in the final races of the 2019 MotoGP campaign.

The fact that Dovizioso, winner of the last race to be staged at Silverstone, had to come through Q1 and could only manage seventh on the grid did nothing to rule him out of the 20-lap hunt come Sunday.

Similarly, a surprise third at Yamaha's weakest venue – the Red Bull Ring – last time out left Petronas SRT's Fabio Quartararo itching to get to circuits to which the M1 is better suited. Yamaha is the most successful manufacturer at Silverstone since it returned to the calendar, so after a set of session-topping performances in FP1, FP2 and FP3, as well as a pole bid thwarted only by a technical issue, Quartararo was arguably favourite after Marquez for victory.

Throw in a likely challenge from the works Yamahas, and whoever else had the pace to stick with a pack being controlled by tyre preservation, and Marquez knew a bigger dent to his points lead was possible.

This led him to deploy an approach geared towards thinning the chasing pack rather than breaking away for victory.

"My strategy for the race was very easy, but very precise," he explained. "My strategy was to not make the best strategy to win the race, just make the best strategy to make the front group smaller – because then you can lose fewer points.

"I know that leading the race you use more tyres, you use more physical condition, you use more fuel, but anyway it's the target, to take a lot of points for the championship. This was my main target, I said I would lead the race and push-push-push, to try to have a small group in the front group, and that's what I did."

Ultimately, Marquez needn't have worried about a large group on his case. Quartararo high-sided out of fourth place at Copse on the opening lap after shutting the throttle "too aggressively" in reaction to a moment for Alex Rins, and Dovizioso was powerless to avoid using the stricken Yamaha as a launch pad in a violent collision.

This forced several riders to back off

in the accident's wake, allowing Marquez, Valentino Rossi and Rins to break away.

Rossi – qualifying on the front row for the first time since the Austin race in April – ran Marquez close on the first lap, but was already battling a tyre issue and soon lost second to Rins.

Marquez and Rins were able to drop Rossi quickly, and engaged in a fascinating tussle. The GSX-RR lacked the grunt of the Honda, but its sweet-handling chassis meant it could wipe out any straightline advantage Marquez had through Silverstone's long corners and fast direction changes.

Rins used this to take the lead around the outside of Copse on the eighth lap, but Marquez deployed his ace-in-the-hole to blast past at Stowe. The Honda rider then asked his first big question, firing in a new race lap record of 1m59.936s. Rins answered emphatically with a virtually identical 1m59.941s.

Line astern they would remain. A Marquez-esque save at the first part of Club corner with six laps remaining failed to deter Rins, and he briefly took the lead again after audaciously scything his way through at Aintree on lap 19 of 20 – only for Marquez to once again use the grunt of the Honda to ease back ahead on the run into Brooklands.

This race marked the 40th anniversary of Suzuki legend Barry Sheene's famous Silverstone battle with American hero Kenny Roberts. As if in tribute, Rins emulated Sheene's attempt to pass Roberts on Marquez on the outside of Woodcote on the penultimate tour – which Rins admitted he thought was actually the last, having lost count during the tense latter stages.

Sheene failed to make the move count back in 1979, but Rins would offer Suzuki some redemption for that defeat. Next time around he nailed the drive from Luffield to capitalise on Marquez having to close the throttle as the front end of his RC213V tried to fold away at Woodcote; Rins came up the inside to snatch victory by 0.013 seconds in one of MotoGP's all-time great duels.

This battle allowed Vinales to close right in on the final lap. Clearing Rossi on lap >>



The race ended early for Dovizioso and Quartararo with nasty crash

JEP







**IN THE HEADLINES****ZARCO HITS TECH3 KTM**

Johann Zarco has been hit with a three-place grid penalty for the San Marino GP after taking out fellow KTM rider Miguel Oliveira at The Loop on lap eight. Oliveira believed Zarco was “too optimistic”, and said the double Moto2 champion “should know better”. Zarco later apologised to the Tech3 rider.

**BROTHERS BATTLE ON TRACK**

Aleix Espargaro was left dejected when his Aprilia expired two laps from the finish while he was on course for his first top 10 finish since the second round of the season in Argentina. Espargaro chased brother Pol and was holding team-mate Andrea Iannone at bay when he was forced to pit. Aprilia said the problem remains unexplained.

**TITO'S SILVERSTONE RETURN**

Tito Rabat made his first return to Silverstone since suffering leg injuries in a crash during a wet FP4 last year that ruled him out for the rest of the season. The Avintia rider was set for some points before he crashed attempting to pass Suzuki stand-in Sylvain Guintoli. Rabat remounted to finish 16th.

**RIDERS PRAISE NEW ASPHALT**

Silverstone's new asphalt, laid after the cancellation of last year's race, came in for glowing praise from the riders. Jack Miller says the difference between the old and new surface was “night and day”. Marc Marquez's new pole record was 1.8s quicker than the previous one, while the race was 33s quicker than 2017.

**DOVI AIRLIFTED TO HOSPITAL**

Andrea Dovizioso (below) was airlifted to Coventry Hospital after his spectacular lap-one crash, which left him with brief memory loss. Checks revealed no serious injuries, and he flew home on Sunday night. Fabio Quartararo was also taken to hospital and was diagnosed with a mild concussion. He, too, was discharged later that evening.



Rins (r) draws side by side  
with Marquez during  
epic battle for victory



seven, Vinales was able to reduce his deficit to the leaders to 1.5s. But he hit a brick wall in pace, and didn't quite have enough to be a credible threat on that final tour despite sitting just 0.620s behind.

Marquez might have come off second-best in a head-to-head duel for the second race in succession, but once again his worst is runner-up spot. Happy to lose a battle or two to ultimately win the war, he is mindful of his championship situation and Dovizioso's exit at Silverstone now leaves Marquez with a 78-point lead.

Rossi's tyre issue dropped him 10s further adrift, and he was not miles ahead of the sole-remaining SRT M1 of Franco Morbidelli. Home hero Cal Crutchlow also had to deal with a rear tyre not working as it should have, similar to an issue he suffered at Mugello in June. Without this he feels he could have been a match for the Yamahas aboard his LCR Honda, instead of an “unacceptable” 19s from the win in sixth.

Danilo Petrucci ended up as top Ducati in seventh, though problems with a lack of front feeling in the early laps stopped him from achieving the top five he thought he was capable of. He headed Pramac's Jack Miller, who lost ground in the opening corners owing to his GP19's ‘holeshot device’ failing to disengage when he braked for Copse on the opening lap, before a rear tyre issue similar to Crutchlow and Rossi left him lucky to salvage eighth.

After a turbulent two weeks for KTM, Pol Espargaro gave the Austrian marque something positive to focus on with his first top 10 since June's Barcelona race in ninth, beating Aprilia's Andrea Iannone.

Some 57s away from his Honda team-mate, Jorge Lorenzo ended his return to action with a couple of points in 14th. After fracturing his back in a crash during the Dutch TT weekend, Lorenzo had been absent for the previous four rounds. Two weeks after confirming his commitment to seeing out his two-year deal with Honda in the wake of rumours of a return to Ducati with Pramac, Lorenzo admitted he was stricken with a “fear” of crashing again and aggravating an injury still a month from being fully healed. Liking his Silverstone situation to that of the Laguna Seca race of 2013, where he competed just a week after surgery on a broken collarbone, Lorenzo gritted his teeth through a tough weekend and feels he is now “out of danger” as he heads towards further readjustment time at the coming Misano test and race.

Rins proved when he fended off Rossi in Texas at the start of the year that he did have the resolve to fight at the front in MotoGP and to win races. But it didn't necessarily mean the Suzuki was also in a position to do so. Both of the marque's wins – Silverstone 2016 and Austin 2019 – since its return to MotoGP in 2015 were products of circumstance. Exceptionally cool track





conditions in Britain and a crash for dominant race leader Marquez in the United States provided the opportunities that Suzuki's talented riders capitalised upon.

Following its tough 2017 campaign, brought about by a misstep in engine selection ahead of the imposition of an in-season development freeze, the GSX-RR has steadily grown into a consistent podium challenger in MotoGP. Rins knows Suzuki can't rest on its laurels after its Silverstone triumph, but it's clear the GSX-RR can now challenge for wins on a consistent basis.

"This race is important for me, but more for Suzuki," said Rins. "They are working so hard. I was close during a lot of races after Texas, but to win this race it's unbelievable.

"This win means our bike is competitive, [now] we can't give up, we need to keep working, to keep improving, to keep developing the bike to arrive at the maximum level." ❄

## NEXT REPORT

### SAN MARINO GP 19 SEPTEMBER ISSUE

The action shifts to Misano, where Ducati's Andrea Dovizioso broke three years of Honda dominance on the Adriatic coast in 2018.

## RESULTS ROUND 12/19, SILVERSTONE, 25 AUGUST (20 LAPS – 73.322 MILES)

| POS | RIDER                          | TEAM            | TIME              |
|-----|--------------------------------|-----------------|-------------------|
| 1   | <b>Alex Rins</b> (ESP)         | Suzuki          | 40m12.799s        |
| 2   | <b>Marc Marquez</b> (ESP)      | Honda           | +0.013s           |
| 3   | <b>Maverick Vinales</b> (ESP)  | Yamaha          | +0.620s           |
| 4   | <b>Valentino Rossi</b> (ITA)   | Yamaha          | +11.439s          |
| 5   | <b>Franco Morbidelli</b> (ITA) | Petronas Yamaha | +13.109s          |
| 6   | <b>Cal Crutchlow</b> (GBR)     | LCR Honda       | +19.169s          |
| 7   | <b>Danilo Petrucci</b> (ITA)   | Ducati          | +19.682s          |
| 8   | <b>Jack Miller</b> (AUS)       | Pramac Ducati   | +20.318s          |
| 9   | <b>Pol Espargaro</b> (ESP)     | KTM             | +21.079s          |
| 10  | <b>Andrea Iannone</b> (ITA)    | Aprilia         | +25.144s          |
| 11  | <b>Francesco Bagnaia</b> (ITA) | Pramac Ducati   | +40.317s          |
| 12  | <b>Sylvain Guintoli</b> (FRA)  | Suzuki          | +45.478s          |
| 13  | <b>Hafizh Syahrin</b> (MYS)    | Tech3 KTM       | +54.783s          |
| 14  | <b>Jorge Lorenzo</b> (ESP)     | Honda           | +56.651s          |
| 15  | <b>Karel Abraham</b> (CZE)     | Avintia Ducati  | +1m29.282s        |
| 16  | <b>Tito Rabat</b> (ESP)        | Avintia Ducati  | +1m31.716s        |
| 17  | <b>Takaaki Nakagami</b> (JPN)  | LCR Honda       | +1m40.420s        |
| R   | <b>Aleix Espargaro</b> (ESP)   | Aprilia         | 19 laps-technical |
| R   | <b>Miguel Oliveira</b> (PRT)   | Tech3 KTM       | 8 laps-accident   |
| R   | <b>Johann Zarco</b> (FRA)      | KTM             | 8 laps-accident   |
| R   | <b>Fabio Quartararo</b> (FRA)  | Petronas Yamaha | 0 laps-accident   |
| R   | <b>Andrea Dovizioso</b> (ITA)  | Ducati          | 0 laps-accident   |

## WEEKEND WINNERS

### MOTO2

#### SILVERSTONE (GBR)

Augusto Fernandez (below)  
Pons Racing (Kalex)

### MOTO 3

#### SILVERSTONE (GBR)

Marcos Ramirez  
Leopard Racing (Honda)



**Winner's average speed** 109.399mph. **Fastest lap** Marquez 1m59.936s, 110.041mph.

**QUALIFYING 2** 1 Marquez 1m58.168s; 2 Rossi 1m58.596s; 3 Miller 1m58.602s; 4 Quartararo 1m58.612s; 5 Rins 1m58.670s; 6 Vinales 1m58.762s; 7 Dovizioso 1m58.762s; 8 Morbidelli 1m59.096s; 9 Crutchlow 1m59.243s; 10 Nakagami 1m59.427s; 11 Petrucci 1m59.487s; 12 A Espargaro 1m59.620s.

**QUALIFYING 1** 1 Dovizioso 1m58.944s; 2 Rins 1m59.190s; 3 P Espargaro 1m59.549s; 4 Zarco 1m59.648s; 5 Oliveira 1m59.758s; 6 Rabat 1m59.916s; 7 Iannone 2m00.240s; 8 Bagnaia 2m00.362s; 9 Guintoli 2m00.660s; 10 Syahrin 2m00.700s; 11 Lorenzo 2m01.562s; 12 Abraham 2m04.845s.

**RIDERS' CHAMPIONSHIP** 1 Marquez 250; 2 Dovizioso 172; 3 Rins 149; 4 Petrucci 145; 5 Vinales 118; 6 Rossi 116; 7 Miller 94; 8 Quartararo 92; 9 Crutchlow 88; 10 Morbidelli 69; 11 P Espargaro 68; 12 Nakagami 62; 13 Joan Mir 39; 14 A Espargaro 33; 15 Bagnaia 29; 16 Iannone 27; 17 Oliveira 26; 18 Zarco 22; 19 Lorenzo 21; 20 Stefan Bradl 16; 21 Rabat 14; 22 Michele Pirro 9; 23 Guintoli 7; 24 Syahrin 6; 25 Abraham 5; 26 Bradley Smith 0.

**MANUFACTURERS' CHAMPIONSHIP** 1 Honda 256; 2 Ducati 211; 3 Yamaha 195; 4 Suzuki 166; 5 KTM 76; 6 Aprilia 53.





# Slice of luck helps Sato find redemption

INDYCAR SERIES  
GATEWAY (USA)  
24 AUGUST  
ROUND 14/16

That Takuma Sato, Ed Carpenter and Tony Kanaan occupied the podium at Gateway cannot merely be explained by saying they caught a lucky break with a caution period. Yellow flags played a large role, but they flew as a result of faster driver/car combos making mistakes on an extraordinary night.

Team Penske's polesitter and championship leader Josef Newgarden made a strong getaway ahead of fellow front-row starter Sebastien Bourdais (Dale Coyne Racing with Vasser Sullivan), the Penske Dallara-Chevy of Will Power, the second Coyne entry of rookie Santino Ferrucci, Chip Ganassi Racing's Scott Dixon and Simon Pagenaud (Penske). Almost immediately there was a spin for Marcus Ericsson, causing the first yellow as he trickled to the pitlane for a checkover and new tyres. On the restart, Power made a bold move around the outside of Bourdais to claim second and it cost Seb enough momentum that he ceded third to Ferrucci.

Dixon was already in trouble. Unidentified debris had holed one of his radiators and he was losing fluid. He eventually stopped for behind-the-wall repairs that would cost him 60 laps and present him with a mere 20th-place finish. Yet he was not the worst of the best.

That (dis)honour went to Power, who had run a lap longer than Newgarden in the first stint, and emerged from the pits directly behind his team-mate. He then got slightly off line on cold tyres into Turn 3, drifted up into the marbles and crashed.

The pits closing under caution left Colton Herta, Conor Daly, the recovering Ericsson and Marco Andretti out on track. The prime beneficiaries were James Hinchcliffe, who



had just committed to the pitlane before it closed, and the two Coyne machines that had stopped just before the yellow. Ferrucci was thus tailing leader Hinchcliffe on the lap-69 restart and Bourdais got around Newgarden to claim third, at which point Josef realised his car was great out in front but not so keen on dirty air. He would not lead again.

Not that this worried him much in the greater scheme of things: primary title rival Alexander Rossi, who started the race 36 points in arrears, and from 11th on the grid, had spent the evening thus far running in an unspectacular ninth.

That second stint was the calmest of the lot, until Ferrucci finally found a way around Hinchcliffe for the lead on lap 83 and pulled out a seven-second lead.

Then, just after the second round of stops, in which Rossi's Andretti Autosport squad got him out ahead of Pagenaud and onto the tail of Newgarden, Ericsson struck the wall at Turn 4, bringing out another caution. Once Andretti, who had been running long and had assumed the lead, stopped under yellow, Ferrucci and Bourdais were left running 1-2 for Coyne. On the

restart Rossi got ahead of Newgarden and into fourth behind Hinchcliffe, then the yellow flew again — this time a result of Spencer Pigot hitting the wall after a territorial argument with Charlie Kimball.

Rossi moved ahead of Hinchcliffe at the restart, and Newgarden followed suit a lap later. Ferrucci controlled the pace at the front until both long-running Coyne cars stopped on lap 188. Ferrucci's crew took a little longer, allowing Bourdais to emerge ahead of his rookie team-mate, but he then went into the Turn 4 wall having hit the marbles. Out came the fifth caution.

Stopping under green-flag conditions on a 25-second lap temporarily puts a car a lap down to anyone running longer, and such was the case here. Sato — who had suffered a wheel-banging opening lap from fifth on the grid and hadn't even been inside the top 15 throughout the first stint — had found his Rahal Letterman Lanigan Racing machine much more to his taste for the rest of the night and now inherited the lead, ahead of Kanaan's AJ Foyt Racing car and Carpenter.

Having not yet made their final stops, this trio were a lap ahead of all but Newgarden, whose Penske crew had







Second win of the season was timely for Sato, who was criticised for Pocono shunt

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IMAGES

performed a brilliant pitstop to get him ahead of Rossi and keep him on the lead lap. Now all four were able to make their last stops under caution once the pits opened and, with the rest of the field running at pace car speed, they were able to resume still holding the top four positions, with their pursuers now on the lead lap.

Rossi should have ceded track position to make his final stop under this caution, too. But gambling on more yellows before the finish on lap 248, the Andretti Autosport team elected to save fuel. It didn't work, and on lap 228, Rossi pitted. He would roll home a bemused and lapped 13th.

Sato took off at the restart and Kanaan was unable to keep up. Had the race been a lap longer, or had Carpenter found a way past Kanaan a lap sooner, he would surely have won because he rocketed onto Sato's tail. But despite his best efforts, he came up 0.0399s short. Sato, after being pilloried for his part in the Pocono accident the week before, had found perfect redemption with his second win of 2019.

Ferrucci was understandably less satisfied with fourth, having led 97 laps. He had fought past Newgarden in the final stint, ceded fourth after a wild moment during a failed attempt at an outside pass on Carpenter, then regained it with three laps to go. However, he had another flirtation with the wall on the final lap and, in order to retain fourth, he cut back onto the racing line, giving Newgarden an alarming squeeze that sent him into a spin in avoidance. The Penske stammered home in seventh behind Pagnaud – who has now taken over second place in the championship – and Daly.

DAVID MALSHER



ABBOTT

#### RESULTS ROUND 14/16, GATEWAY (USA), 24 AUGUST (248 LAPS – 310.000 MILES)

| POS | DRIVER                          | TEAM/CAR   | TIME                     |
|-----|---------------------------------|--|--------------------------|
| 1   | <b>Takuma Sato</b> (JPN)        | Rahal Letterman Lanigan Racing / Dallara-Honda         | 2h15m53.4687s            |
| 2   | <b>Ed Carpenter</b> (USA)       | Ed Carpenter Racing / Dallara-Chevrolet                | +0.0399s                 |
| 3   | <b>Tony Kanaan</b> (BRA)        | AJ Foyt Enterprises / Dallara-Chevrolet                | +2.2459s                 |
| 4   | <b>Santino Ferrucci</b> (USA)   | Dale Coyne Racing / Dallara-Honda                      | +4.1935s                 |
| 5   | <b>Simon Pagnaud</b> (FRA)      | Team Penske / Dallara-Chevrolet                        | +6.2741s                 |
| 6   | <b>Conor Daly</b> (USA)         | Carlin / Dallara-Chevrolet                             | +8.0200s                 |
| 7   | <b>Josef Newgarden</b> (USA)    | Team Penske / Dallara-Chevrolet                        | +13.8050s                |
| 8   | <b>Ryan Hunter-Reay</b> (USA)   | Andretti Autosport / Dallara-Honda                     | +14.9394s                |
| 9   | <b>Colton Herta</b> (USA)       | Harding Steinbrenner Racing / Dallara-Honda            | +17.1010s                |
| 10  | <b>Marco Andretti</b> (USA)     | Andretti Herta Autosport / Dallara-Honda               | +18.4657s                |
| 11  | <b>Felix Rosenqvist</b> (SWE)   | Chip Ganassi Racing / Dallara-Honda                    | +19.8590s                |
| 12  | <b>James Hinchcliffe</b> (CAN)  | Arrow Schmidt Peterson Motorsports / Dallara-Honda     | -1 lap                   |
| 13  | <b>Alexander Rossi</b> (USA)    | Andretti Autosport / Dallara-Honda                     | -1 lap                   |
| 14  | <b>Zach Veatch</b> (USA)        | Andretti Autosport / Dallara-Honda                     | -1 lap                   |
| 15  | <b>Charlie Kimball</b> (USA)    | Carlin / Dallara-Chevrolet                             | -1 lap                   |
| 16  | <b>Marcus Ericsson</b> (SWE)    | Arrow Schmidt Peterson Motorsports / Dallara-Honda     | -1 lap                   |
| 17  | <b>Matheus Leist</b> (BRA)      | AJ Foyt Enterprises / Dallara-Chevrolet                | -2 laps                  |
| 18  | <b>Graham Rahal</b> (USA)       | Rahal Letterman Lanigan Racing / Dallara-Honda         | 226 laps-mechanical      |
| 19  | <b>Sebastien Bourdais</b> (FRA) | Dale Coyne Racing with Vasser Sullivan / Dallara-Honda | 189 laps-accident        |
| 20  | <b>Scott Dixon</b> (NZL)        | Chip Ganassi Racing / Dallara-Honda                    | 136 laps-radiator damage |
| 21  | <b>Spencer Pigot</b> (USA)      | Ed Carpenter Racing / Dallara-Chevrolet                | 131 laps-accident        |
| 22  | <b>Will Power</b> (AUS)         | Team Penske / Dallara-Chevrolet                        | 52 laps-accident         |

**Winner's average speed** 136.874mph. **Fastest lap** Newgarden 24.9164s, 180.604mph.



MILLER

**Qualifying 1** Newgarden 186.508mph; 2 Bourdais 185.927mph; 3 Power 185.896mph; 4 Pagnaud 185.143mph; 5 Sato 185.050mph; 6 Ferrucci 184.830mph; 7 Hinchcliffe 184.452mph; 8 Dixon 184.293mph; 9 Hunter-Reay 184.206mph; 10 Rosenqvist 184.130mph; 11 Rossi 184.070mph; 12 Herta 183.399mph; 13 Pigot 183.211mph; 14 Ericsson 183.180mph; 15 Veatch 182.547mph; 16 Rahal 182.065mph; 17 Carpenter 181.334mph; 18 Daly 179.399mph; 19 Kimball 178.982mph; 20 Kanaan 178.974mph; 21 Leist 178.290mph; 22 Andretti 175.192mph.

#### CHAMPIONSHIP

**1** Newgarden 563; **2** Pagnaud 525; **3** Rossi 517; **4** Dixon 493; **5** Power 416; **6** Sato 382; **7** Hunter-Reay 368; **8** Rahal 346; **9** Ferrucci 326; **10** Rosenqvist 324.



# Rast and Muller set for showdown as Audi bags title in the DTM's 500th race



**DTM**  
**LAUSITZRING (DEU)**  
**24-25 AUGUST**  
**ROUND 7/9**

The history books will show that Rene Rast won the DTM's 500th race, but it does not begin to tell the full story of a Lausitzring weekend that fully confirmed Audi's 2019 dominance and Rast's ability to recover from the lowest of lows.

Rast came into the weekend with a healthy 37-point buffer to title rival and Audi stablemate Nico Muller, bolstered by the Audi Rosberg driver's qualifying dominance – which has helped him earn 24 points towards his total.

And it was business as usual on Saturday morning when Rast took his sixth pole position of 2019 – an improved showing

after he targeted finding a better balance between qualifying and race trim.

But while Rast gained another point on Muller in the pole shootout, any superiority over his rival lasted just six laps.

Muller had already dispatched second-placed starter Jamie Green at the start before hounding Rast, who dramatically slowed through the Turns 2-5 complex and then pulled over onto unused banking.

Onboard footage showed Rast slowing moments after selecting third gear following the Turn 1 left-hander. His steering wheel was also vibrating furiously as he went through the next corners.

While Rast continued, he was well adrift of the lead and retired soon after. He reported a loss of power-steering and that the engine failed to react to throttle input, likely caused by a sensor problem.

Muller then managed the race from the front, keeping BMW's outside title contender Marco Wittmann at arm's length to take the victory and reduce Rast's championship advantage to just 14 points.

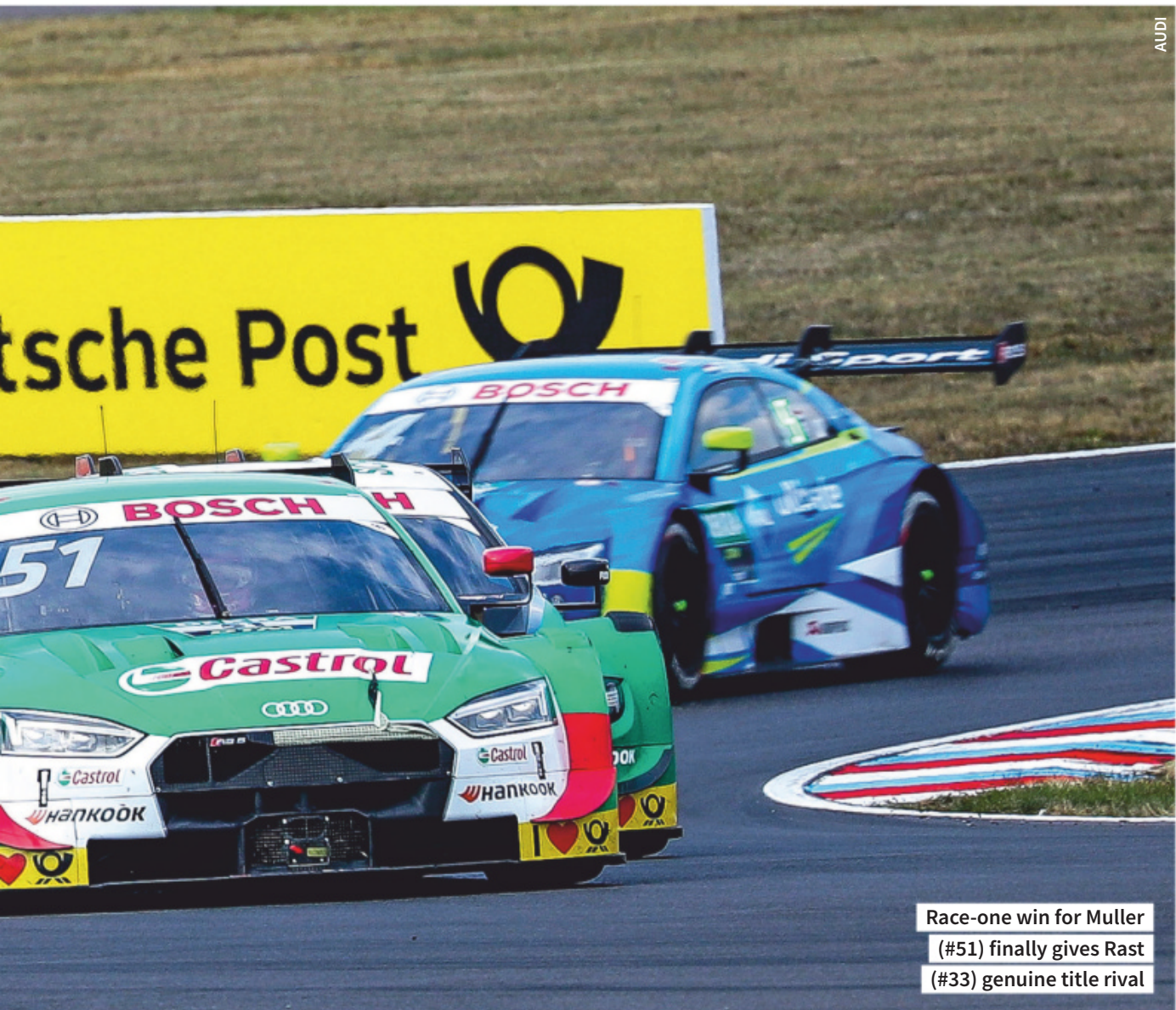
"Obviously it's got tighter in the title [race]. I think that's what the DTM needed," was Rast's diplomatic verdict. His Sunday performance, though, returned him to championship-favourite status.

Rast's cause was aided by the Abt Audi squad and Muller making a decision they would later come to rue. A minor clutch problem had manifested itself in Saturday's race but they believed working around the issue would be better than using a joker and changing the clutch overnight.

But while Muller qualified ahead of Rast for third, it counted for nothing come the race. In a dramatic start Rast jumped







Race-one win for Muller  
(#51) finally gives Rast  
(#33) genuine title rival

immediately to second as Muller bogged down off the line and fell to 10th, and front-row starter Jonathan Aberdein made a similarly sluggish getaway.

Rast followed polesitter Green in close pursuit until he dispatched his helpful stablemate with ease on the run to the Turn 1 on the fourth lap of 34.

While Rast then pulled clear before making his mandatory pitstop to extend a decisive gap to the field for victory, Muller's work was cut out from the off.

He struggled to recover from his bad getaway and then lost significant time trying to pass Wittmann.

But Muller opted to pit early, which allowed him to pick off some of his rivals ahead when they pitted and returned to the track on cold tyres. The Audis not in title contention moved aside for both Rast and

Muller on many occasions. Since Audi once again seemed to have a clear car advantage, the compliance of Muller's team-mates enabled him to recover to second.

Rast now heads to the Nurburgring with a 20-point lead over Muller after extending his advantage by six points in race two.

Audi's dominance at the Lausitzring means it has sealed the 2019 manufacturers' title with four races to spare, having entered the weekend knowing it needed to outscore BMW by at least 20 points across the event.

While BMW had been believed to hold an advantage early in the 2019 season – particularly in qualifying – its M4 DTM has been relegated to second-best behind the RS5 in recent rounds.

The causes of the swing have been the subject of wide-ranging paddock debate. Audi's class-leading engine reliability has enabled it to push harder in race conditions and the RS5 is relatively kind to its tyres, while the M4 is said to be a more difficult car to set-up. The consistency of Audi's eight drivers is another factor.

Audi is now focusing its attention on fully supporting Rast and Muller's title battle. The manufacturer is expected to take the hit of introducing new engines for the pair to mitigate against the reliability problems that have been a hallmark of Class One's debut season.

As Rast's Saturday showed, it only takes one failure to swing the course of the title race. A fine margin splits the DTM's leading driver and its title-race newcomer.

TOM ERRINGTON

WEEKEND WINNERS

DTM

LAUSITZRING (DEU)

Race 1 Nico Muller  
Abt (Audi RS5 Turbo DTM)

Race 2 Rene Rast  
Team Rosberg (Audi RS5 Turbo DTM)



DTM/ITC TRIUMPHS

MOST SUCCESSFUL MAKES WINS



MERCEDES 196

MOTORSPORT IMAGES/J BLOXHAM



AUDI 120

MOTORSPORT IMAGES/RLMEIER



BMW 87

MOTORSPORT IMAGES/BARTKOWIAK



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McKLEIN



FORD 30

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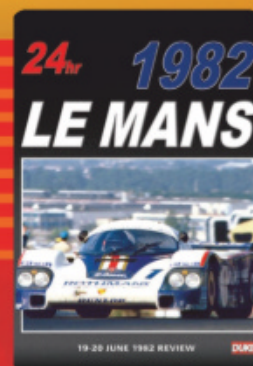
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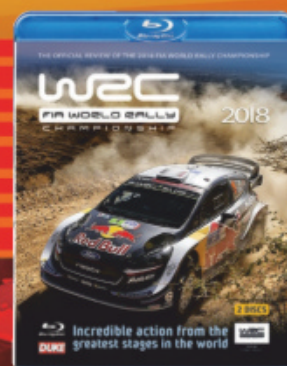
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Tandy/Pilet are just 11 points behind Bamber/Vanthoor with two rounds to go



## Tandy and Pilet take Porsche's tally to six

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IMAGES

**IMSA SPORTSCAR  
VIRGINIA (USA)  
25 AUGUST  
ROUND 10/12**

The Porsche GT Team underlined its superiority in the IMSA SportsCar Championship's GTLM division with an emphatic victory last Sunday at Virginia International Raceway.

The pair of 911 RSRs topped every session during the GT-only weekend, except for the race-morning warm-up, and were out front for all but two of the race's 88 laps. Laurens Vanthoor snagged the pole position in the car he shared with Earl Bamber, but it was Nick Tandy and Patrick Pilet who combined to take victory – the team's sixth in nine races this year and its first at Virginia since 2015.

The race came down to a six-lap dash to the chequered flag following a heavy crash

for Katherine Legge, whose Heinricher/Meyer Shank Racing GTD Acura suffered a failure with less than 20 minutes remaining. Legge was fortunate to emerge unscathed.

After the Porsches had exchanged positions several times, Tandy regained the lead following the final round of pitstops, then turned a series of stunning laps after the late restart to lead Bamber home by less than a second. The Corvette of Jan Magnussen/Antonio Garcia couldn't match that pace, finishing 3.3 seconds behind the winner after a lengthy battle with the Ford GT of Ryan Briscoe/Richard Westbrook.

Ben Keating and Jeroen Bleekemolen claimed a hard-fought and long-overdue first GTD win of the season in their Riley Motorsports Mercedes-AMG GT3, edging championship leaders Trent Hindman/Mario Farnbacher (Acura) and Cooper MacNeil/Toni Vilander (Ferrari).

**JEREMY SHAW**

## McLaughlin matches Lowndes

**AUSTRALIAN SUPERCARS  
THE BEND (AUS)  
24-25 AUGUST  
ROUND 10/15**

Scott McLaughlin equalled Craig Lowndes' record of 16 wins in a single Supercars season, thanks to a pair of victories at The Bend Motorsport Park.

The DJR Team Penske Ford Mustang driver was pipped to pole by Chaz Mostert on the Saturday, but helped himself to an early lead after making what he later described as his "most complete" start of the season.

Mostert did manage to shadow McLaughlin for the majority of the 120-kilometre race, but was unable

to mount any sort of genuine challenge. He was then forced to call off his charge with a couple of laps to go thanks to a low-fuel warning light, which allowed the gap to balloon out to 7.1s by the flag.

McLaughlin's fortunes were partly reversed on the Sunday, with a pole position followed by a tardy getaway that dropped him back to third.

When Holden driver Jamie Whincup lost momentum on lap two of 41 after a half-hearted move on leader Will Davison, McLaughlin was able to grab second. He then jumped Davison during the second round of stops, helped by an airbox fire that led to the frontrunning Tickford Ford stalling twice in the pitlane.

**ANDREW VAN LEEUWEN**

### WEEKEND WINNERS

**IMSA SPORTSCAR  
VIRGINIA (USA)**

**GTLM** Nick Tandy/Patrick Pilet  
Porsche GT Team  
(Porsche 911 RSR)

**GTD** Ben Keating/Jeroen Bleekemolen  
Riley Motorsport  
(Mercedes-AMG GT3)

**AUSTRALIAN SUPERCARS  
THE BEND (AUS)**

**Race 1** Scott McLaughlin (below)  
DJR Team Penske  
(Ford Mustang)

**Race 2** Scott McLaughlin  
DJR Team Penske  
(Ford Mustang)

**NASCAR XFINITY SERIES  
ROAD AMERICA (USA)**

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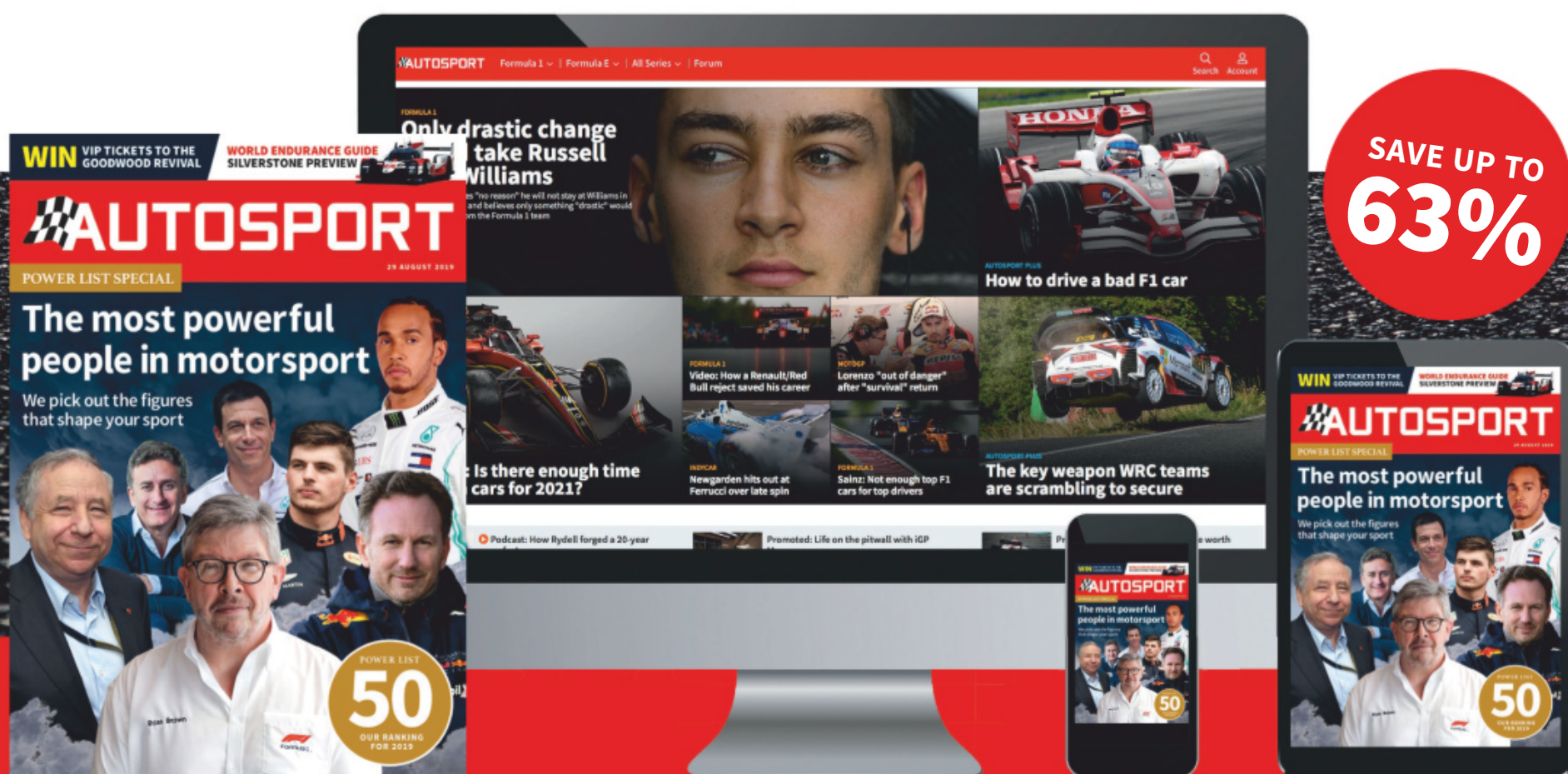
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# Audi topples BMW brace for Suzuka spoils

**SUZUKA 10 HOURS**  
**SUZUKA (JPN)**  
**25 AUGUST**  
**ROUND 4/5**

WRT underlined its class in endurance events with a dominant display at Suzuka to deliver Audi's first Intercontinental GT Challenge victory of 2019.

Kelvin van der Linde, Dries Vanthoor and Frederic Vervisch registered a commanding 40-second win after

overhauling a pair of BMW M6 GT3s that had run first and second early on. The WRT trio breezed past the Walkenhorst BMW of Christian Kroghes, which was left with significant damage after it collected the crashed GTNET Nissan. The Audi then undercut the rapid Schnitzer M6 in the second round of pitstops to move into the lead.

Both BMWs later ran into further trouble. The Walkenhorst-entered car retired with accident damage and the Schnitzer M6 was

hit with a drivethrough for falling under the minimum pitstop time, allowing the WRT Audi to consolidate its advantage.

WRT's lead only came under threat in the fifth hour when the field was neutralised after Nick Cassidy lost the rear of his HubAuto Corsa Ferrari 488 GT3 and shunted heavily at 130R. But the Belgian Audi was able to pull away quickly from the rest of the field, aided by lapped cars separating it from its nearest challengers.

For much of the second part of the race, the WRT Audi was trailed by the sister R8 LMS GT3 run by Absolute Racing, setting up a potential Audi 1-2. But the Chinese team ran into refuelling issues at its final pitstop and dropped to seventh in the order.

That elevated the GruppeM Mercedes-AMG GT3 of Raffaele Marciello, Maximilian Buhk and Maro Engel to second, ahead of Absolute's Porsche entry driven by Dennis Olsen, Matt Campbell and Dirk Werner.

Double Formula 1 world champion Mika Hakkinen's return to racing ended with a 22nd-place finish in the McLaren 720S GT3 which he shared with Katsu Kubota and Hiroaki Ishiura.

RACHIT THUKRAL



F1 champ Mika Hakkinen was back behind the wheel of a McLaren

## WEEKEND WINNERS



**INDY LIGHTS**  
**GATEWAY (USA)**  
Oliver Askew, Andretti Autosport (Dallara IL-15)



**BRAZILIAN STOCK CARS**  
**INTERLAGOS (BRA)**  
Ricardo Mauricio, Eurofarma RC (Chevrolet Cruze)





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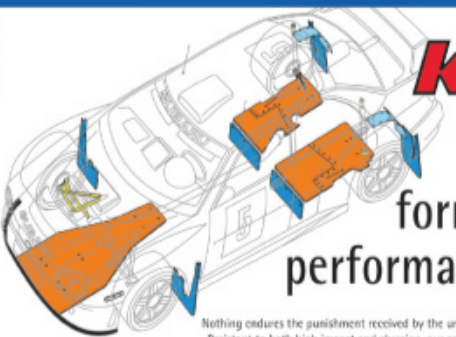
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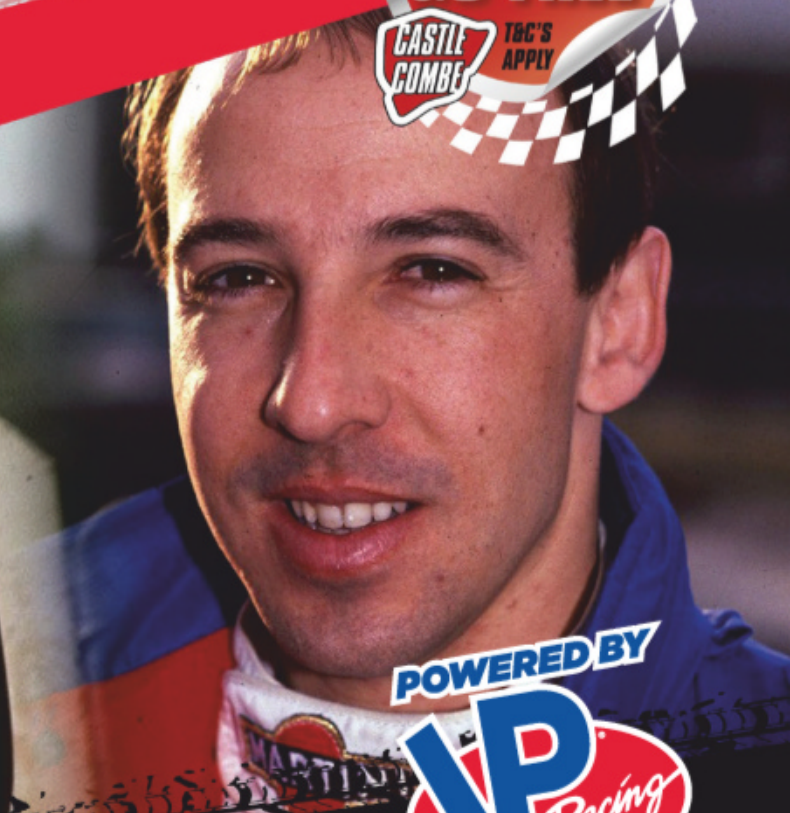
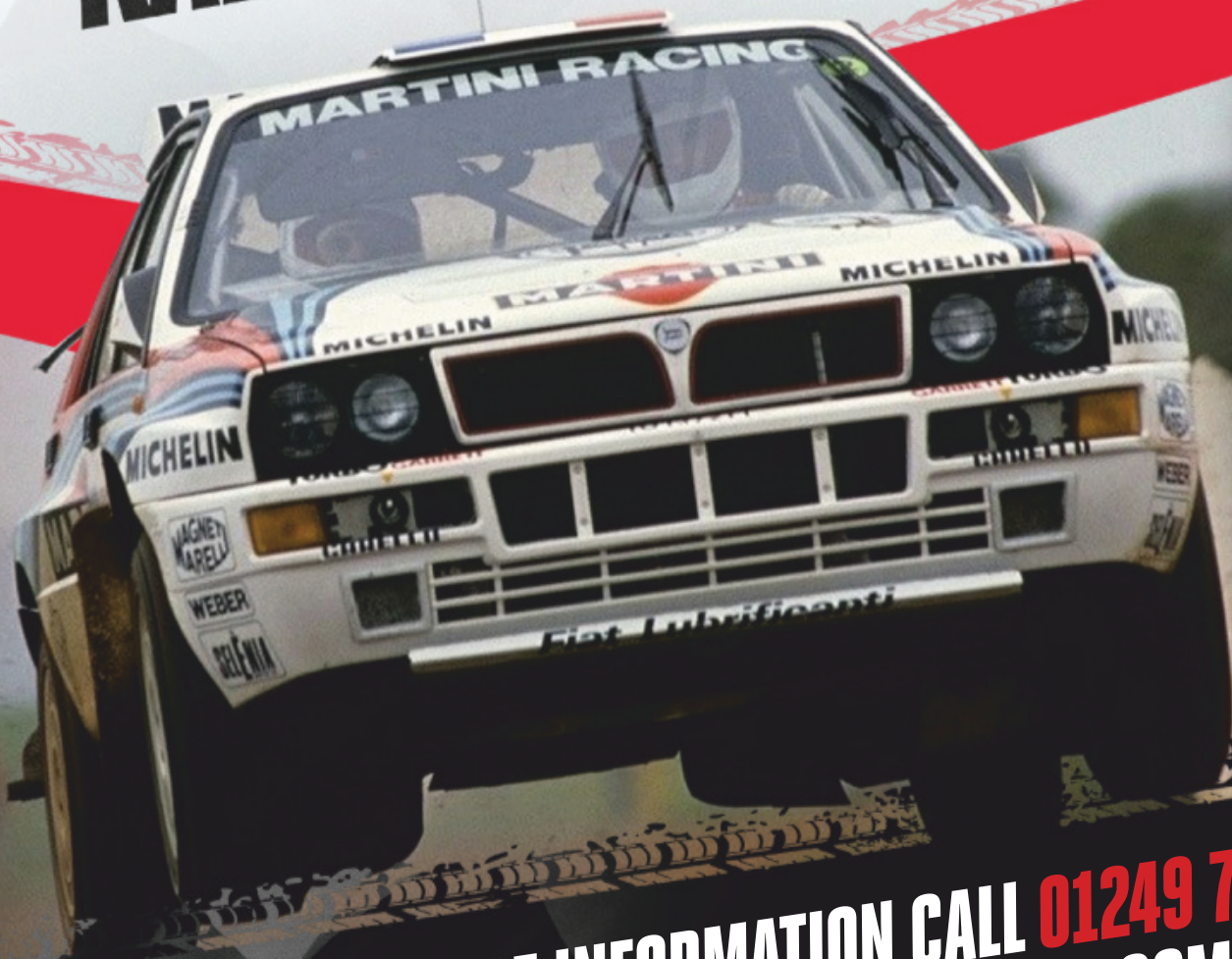
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C1s raced at Anglesey in May, but now won't get to run 24-hour contest there next month



BOURNE

## C1 24-HOUR RACE CANCELLED DUE TO LACK OF MARSHALS

### BARC

The Citroën C1 24-hour race due to take place at Anglesey next weekend has been cancelled after not enough marshals signed up.

The Citroën C1 Racing Club's second twice-round-the-clock race of the season was due to form part of the British Automobile Racing Club's 6-8 September event at the Welsh venue.

The BARC offered a shorter C1 contest to run on the Saturday, but insufficient interest from competitors for the change in race format means this will not take place either. Instead, just the support races, for the Caterham Graduate and Hyundai Coupe Cup categories, will take place on the Saturday.

"We were very short of marshals – using a shift system, we didn't even have enough for one marshal per post during the 24-hour race," explained BARC general manager Ian Watson.

"There was no option but to cancel it, not only for the marshals' safety but for the competitors' safety. It's not a decision taken lightly, but it had

to be taken now to give them advance warning."

When asked why there was such a severe shortage of marshals for this event, Watson said: "If I knew the reason for it, we wouldn't have a shortage. It's been a long year and we've had a lot of race meetings going on. The whole thing with marshals across the country is very difficult – a lot of meetings are running very short."

The C1 Challenge is the most popular racing category in the country in terms of entries, with 99 cars taking part in the 24-hour race at Silverstone earlier this year. In the past, it ran both 24-hour contests at Rockingham but had to look for alternative venues for this season following the circuit's closure.

The chairman of the C1 Racing Club, Meyrick Cox, said: "It's disappointing for us and our competitors. A huge amount of work goes into organising a 24-hour race; people have spent a lot of money testing, on accommodation and, in some cases, booking flights.

"It does raise the question of whether we go for a 24-hour race at Anglesey next year. People talk about the depth of issues with





motorsport and this is just another one.

“Even when you have a successful series you end up with problems, and as a sport we need to have a look at this. There are too many events run with too few cars. As a sport we have got to consolidate quite a bit and need to be thinking how the sport works as a whole.”

Cox said he would be open to the idea of making it mandatory for each C1 team to supply a marshal if BARC and Motorsport UK provided the training, but said it would take more than the three-week notice they were given.

“Of course we would consider something like that – I do a day’s marshalling each year because I want to give something back to the sport,” he added.

**STEPHEN LICKORISH AND STEFAN MACKLEY**



## New one-make Porsche series set for 2020 launch

### PORSCHE SPRINT CHALLENGE

Porsche will launch a second one-make championship in the UK next season, with the new series featuring its 718 Cayman GT4 Clubsport machine.

The Porsche Sprint Challenge GB will sit below the existing Porsche Carrera Cup GB, which forms part of the British Touring Car Championship’s support bill. Autosport understands the Cayman category will run across multiple different race meetings.

The car was new for 2019 and has been competing in the

GT4 class of British GT with long-term Porsche squad GT Marques. The car has also appeared in the GT Cup this season with Spy Motorsport.

The second-generation Cayman GT4 represents a significant step forward from its predecessor, with a marked upturn in performance. It features a 3.8-litre engine that produces 425bhp and was designed as more of a race car than the original.

Autosport understands the series will be officially launched next month.

**STEPHEN LICKORISH**

## Fisher seals third Combe FF1600 crown

### CCRC

Josh Fisher became the first Castle Combe FF1600 triple champion since Kevin Mills in 1997 by wrapping up the 2019 title on bank holiday Monday.

Fisher, champion in 2008 and 2017, needs only to avoid exclusion from next month’s final round to defeat Luke Cooper, who could still finish level on points but has an inferior win count.

Cooper kept his hopes of retaining his title alive by claiming a double pole

position and victory in the first of Monday’s races. But in the second bout Fisher prevailed by 0.149s and effectively sealed the title when brother Felix took the fastest-lap bonus.

“I was frustrated after the first race as I was a bit soft, and that doesn’t do you any good in Formula Ford,” said Fisher. “I went hard again in the second race and it paid off.”

Jamie Sturges claimed the Combe GT crown by taking his sixth and seventh wins in Class D in his VW Golf TCR.

**IAN SOWMAN**



# Wood returns to Super Silhouettes as Special Saloons get back in action

Ex-BTCC racer Wood made his first 2019 outing

## BARC/CSCC

Former British Touring Car Championship racer Lea Wood made a one-off appearance in Super Silhouettes at Mallory Park on bank holiday Monday, his only scheduled outing in his “year out” from racing.

The 35-year-old, who has 121 BTCC starts to his name, opted to step back from racing for 2019 because of a house move and work commitments, but was tempted by the one-day Mallory meeting, racing a seven-year-old Peugeot 205-based machine. He last raced in Pickup Trucks in 2018.

“I raced in the [Super Silhouettes] series in 2005 and 2006 when it was a VSR championship,” he said. “I just thought I would go out, and thoroughly enjoyed it. I like Mallory and it’s quite local for us.

“I last raced at the end of last year so

it’s not a big change really, but it’s a lot different to the Pickups.”

Wood was 10th in the first race, but he enjoyed a classy run to fifth in race two.

While Wood’s Super Silhouette machine made a rare outing, two Special Saloons were also back in action at the Brands Hatch Classic Sports Car Club meeting.

The Thundersaloon class-winning Transpeed Vauxhall Firenza of Tony Davies scored its best results since returning to racing after a 12-year break.

Davies, who took the 2.5-litre crown alongside brother John in 1985, restored the car last year, having last raced it at Snetterton in 2007. It returned to racing in Special Saloons at Oulton Park in May, where it suffered gearbox failure, before scoring a pair of fourth places in Kent.

“I was getting older and thinking,

‘There’s not many more years left that I can actually enjoy this sport so to hell with it, I’m going to do it,’” said Davies. “We decided to strip the car right down to bare metal and rebuild the whole thing from scratch except for the gearbox, which came back to haunt us at Oulton Park.

“Gartrac rebuilt the back axle for me, and the hubs and everything were in desperate need of attention. The chassis was actually in great nick because it’s always been kept in a garage.”

The Firenza, in which Gerry Marshall also made a one-off appearance in period, hit fame in 1984 when it played a leading role in the BBC television series *Driving Ambition*.

John Digby’s Modsports Ginetta G4 also joined the Special Saloons and Modsports grid at Brands in the hands of his son Matt.

A multiple championship-winning car in period, the Ginetta had lain idle for 26 years until Digby Jr gave it a run out at the same venue a year ago. He guided the car to a class pole and two class podiums last weekend, despite losing second gear.

“We like doing what you can within the rules but we want to keep this totally original to Modsports rules,” said Digby. “We could put a great big wing on it, but we want to keep it as it was 30 years ago. It handles like a little go-kart.”

JASON NOBLE AND MARK PAULSON



Digby took class podiums in G4



Davies powered Firenza to a best result of fourth

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BMW M6 GT3 could be  
Turkington's likeliest  
endurance racing option



## BTCC champion Turkington eyes endurance race outings

### GT RACING

Three-time British Touring Car Championship title winner Colin Turkington says he would like to expand into GT and endurance racing should he be able to avoid any event clashes.

The BTCC points leader is set to draw level with Andy Rouse as the series' most successful driver if he wraps up a fourth title at the end of the season.

Although the WSR driver has no plans to depart the BTCC, 37-year-old Turkington would like to move into

endurance racing and compete at established European venues.

He said: "As far as I'm concerned, I really enjoy the [BTCC] and I'd like to remain in it as long as I can."

"I have aspirations to do some endurance racing. I'm getting more and more interested in and excited by endurance racing, Le Mans and British GT. I've been to watch some of that and I really like the cars. They're maybe not as exciting to watch but I just think the cars would be cool to drive."

MATT KEW

## Hill gets dream Nissan Skyline drive

### SALOON CAR CUP

British Touring Car Championship racer Jake Hill achieved a personal ambition at Oulton Park when he got to race an early 1990s-spec Group A Nissan Skyline R32.

Hill, 25, was drafted in to race Ric Wood's newly built car at the Gold Cup meeting when fellow BTCC racer Adam Morgan was busy.

Hill said: "The Group A R32 may well be my favourite touring car of all time. I have

one as a road car. When I saw Ric's race car at the Silverstone Classic I just had to go and have a look at it. Then, Ric very kindly rang me and asked me if I'd like to race it."

Hill could only do Sunday's Dunlop Saloon Car Cup race owing to a clashing event at Brands Hatch on Monday, but he was unable to qualify on Saturday after gearbox problems developed in testing with Wood at the wheel.

The team returned to base at Stockport and fitted a fresh

gearbox overnight. Hill then started from the back of the grid after sharing Wood's Holden Commodore during the qualifying session. He duly set a time good enough for pole in just five laps in the Holden.

In the race, Hill stormed the Nissan from the back of the grid to third in three laps before retiring at mid-distance with more mechanical problems. "I love racing historics and I get to drive some proper cars," added Hill.

PAUL LAWRENCE

### IN THE HEADLINES

#### LATEST BRDC RISING STARS

The latest drivers to join the British Racing Drivers' Club's Rising Stars programme have been announced. British GT4 title contender Seb Priaulx, British Formula 4 race winner Louis Foster and Blancpain GT Series Endurance Cup racer Finlay Hutchison have all been selected to benefit from the scheme.

#### BROTHERSTON'S RETURN

Thirty-nine years after his last contemporary Formula 3 race, the 1980 Leinster Trophy event at Mondello Park, David Brotherston endured a troubled Classic F3 debut at the Oulton Park Gold Cup. His ex-Piero Necchi Chevron-Toyota B38 ran well in testing but electrical and fuel system issues forced him to qualify out-of-session and battle a dire misfire in the races.

#### WALKER IN HISTORIC F3

Period Oulton Park ace Mike Walker made his first 1000cc F3 'screamer' starts in 51 years last Sunday. An accident in qualifying at Cadwell Park in June precluded his planned return in the ex-Mike Knight Brabham BT21, subsequently repaired by co-owner Andrew Tart. Walker took a best result of 11th in race two.

#### TERRY HARRISON

The Oulton Park and Historic Sports Car Club fraternities were deeply saddened by the passing of former Lotus sportscar racer Terry Harrison in hospital last week. An ardent student of motorsport's history and event judge for many years, he will be sadly missed.

#### NISSAN SKYLINE IN ACTION

A second Nissan Skyline R32 (below) was on the Dunlop Saloon Car Cup grid at Oulton Park in the hands of former Mazda MX-5 racer Jonathan Bailey. "I had one as a road car as a 19-year-old and I've still got it," said Bailey. The race car is a genuine 1993 NISMO car used in Japan by Toshio Suzuki/Akira Iida and had not raced since the end of 1993.







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# How Priaulx Jr has emerged as a GT4 frontrunner

*The 18-year-old rising star of British GT has impressed with his increasingly wise head on young shoulders. It's no wonder his team wants to keep hold of him*

JAMES NEWBOLD

**W**hen Seb Priaulx's Multimatic Motorsports Ford Mustang GT4 clocked a 1m42.384s in qualifying for the second British GT race of the season at Oulton Park, it raised plenty of eyebrows.

Although he had experience with a roof over his head from his two seasons in Ginetta Junior, few expected the 18-year-old British Formula 4 graduate to punch in a time a full 1.146 seconds faster than anybody – an exceptionally rare feat anywhere, let alone in a performance-balanced formula like GT4. The fact that the same gap separated reigning GT4 Pro-Am champion Scott Malvern's Mercedes in second from Micah Stanley's 16th-placed Academy Motorsport Aston Martin hardly helped.

All at once, the expectation on Priaulx's shoulders sky-rocketed, while simultaneously doubts were cast about how much had been down to the driver and how much had come from the car. After all, team-mate Scott Maxwell had topped the Am session on his first visit to the circuit since the 1970s – when, as a boy, he had spectated with his father – and the Multimatic effort is a de facto factory programme, having developed the Mustang for the North American market in 2017.

Yet if Priaulx didn't get much of the credit for that Oulton

**“He's blown me away. Not for outright performance, but from a maturity perspective”**

pole, he has since shown that it was no flash in the pan and has launched a convincing championship challenge despite not always having the outright quickest car.

“He's blown me away,” says Multimatic boss Larry Holt, who first watched Priaulx race in Ginettas at Snetterton in 2017. “Not from an outright performance perspective, but from a maturity perspective. The kid is 18 years old; he's almost more mature than Maxwell, who is 55!”

Last-minute Balance of Performance changes at Oulton – to the effect of an extra 45kg and 10mm in rideheight – transformed the car for race day, and Priaulx shunted out of race one attempting to fight back into the points after Maxwell lost ground avoiding the fallout of Ian Loggie and Ryan Ratcliffe's tangle at Knickerbrook, then clashed with GT3 leader Seb Morris at Druids.

But Holt reckons the accident had a positive benefit on Priaulx – “he made a mistake, he apologised for it profusely, he behaved in exactly the right way” – as he bounced back to win race two and has since racked up consistent points, combining his evident pace with the art of patience.

“Since then I don't think we've had the ultimate car,” says Holt. “It's competitive but it's not running away and hiding. If we're in third or fourth, then he's going to get some points and he's not going to make the bold move that he made at Oulton Park.”

A second victory of the season followed at Donington Park after Priaulx hunted down Mark Kimber's BMW, although on-the-road podiums at Silverstone and Brands Hatch were lost to post-race penalties for pit infractions; the first for Priaulx going too slowly in the pits to ensure he didn't exceed the maximum drive time and the second for refuelling without the earthing cable attached.

The Brands Hatch penalty was particularly damaging, dropping Priaulx and Maxwell to ninth and costing them the GT4 points lead to the TF Sport Aston Martin of Tom Canning and Ash Hand with only the second visit to Donington remaining. They are now 12 points in arrears, and have also fallen behind the HHC McLaren of Dean Macdonald and Callum Pointon, but Holt couldn't be more pleased with the drivers' performance.

“What those two guys – one 55 and one 18 in a car that hasn't been in the championship before – have achieved on a race-to-race basis is really good,” Holt says. “I'll be disappointed if we don't win a championship, but I'll be satisfied that we've shown well, we've been taken seriously and those two guys did a great job. Sebby for sure has gained a massive amount of expertise.”

Spa was billed as the acid test for Priaulx's progress, with his father – three-time World Touring Car champion Andy, a fixture of Multimatic's recently curtailed Ford World Endurance Championship programme since 2016 – joining the team for a one-off in the second car shared with Olympic legend Sir Chris Hoy. On Priaulx Jr's first time racing at the track, and carrying an additional 20kg than his father's Pro-Am car, as is standard for Silver pairings, Seb was quicker for the bulk of the session on a wet but drying track and was only pipped at the death by two tenths.

It bodes well for his future and Holt says, while there's been no deal done for 2020 yet, he doesn't want Priaulx going anywhere else. “I've put time and effort into that kid now and I want to hang onto him,” Holt says. “He's a talent that we need to move along, we need to get him into bigger and better stuff. All Multimatic Motorsport contracts on that front will be Priaulx family deals. It will be unique in the industry!” ❧





While Hibberd was a double Historic F3 winner, Spaggiari (pictured) starred with second

# Formula 3 screamers shine at Gold Cup

**OULTON PARK  
GOLD CUP HSCC  
24-26 AUGUST**

The 1000cc Formula 3 ‘screamers’ of 1964-70 provided the best racing of the Historic Sports Car Club’s annual Gold Cup weekend, behind runaway double victor Andrew Hibberd in the ex-Chris Irwin Chequered Flag Brabham BT18.

Italian Enrico Spaggiari surprised even Hibberd by leading Sunday’s opening stanza in the stunningly restored Gold Leaf Team Lotus 41X and was overjoyed to match its original driver/developer John Miles’s second place, behind Tim Schenken’s Chevron B9, here in 1968.

One of the greatest finishes in Oulton Park’s history featured three cars crossing the line abreast within 0.11 seconds in Hibberd’s wake in race two. Jostled back to fourth early on, indomitable Swiss Christoph Widmer (ex-Wal Donnelly Brabham BT18A) battled back to grab second by a nose, with Andy Jarvis (ex-Peter Deal March 703) and Peter Thompson (Brabham BT21) on either flank.

“That was my 100th race, and my best,” beamed Widmer, clutching timekeeper TSL’s photo-finish evidence. A flat battery had halted points leader Simon Armer (ex-Tom Walkinshaw 703) in their midst.

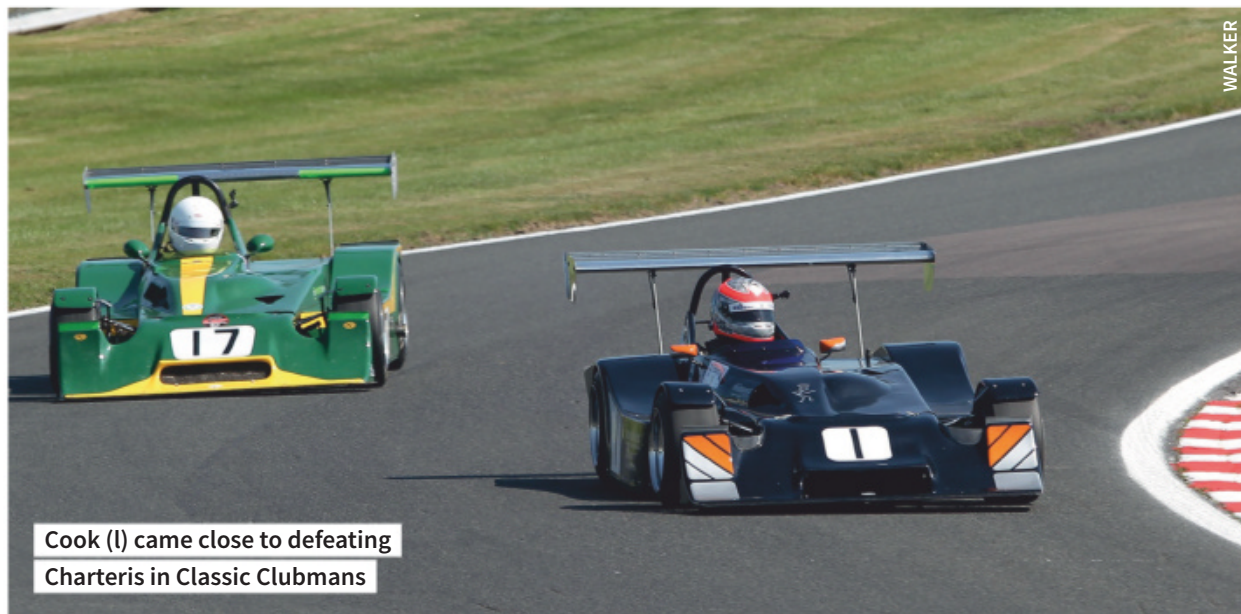
The Hibberd camp was already celebrating ecstatic customer Andrew

Hayden’s maiden Formula Junior win in his ex-Ian Walker Racing/Mike Spence Lotus 22. The Austin-Healey 3000 convert duelled hard with double champ Peter de la Roche before the latter’s front-engined Lola Mk2 broke a driveshaft. Michael Hibberd thus took a first class gold after a race-long scrap with Alex Morton’s loftier Condor.

Off-campus remedial work by Richard de la Roche and Mike Fowler got Peter out for race two with seconds to spare. Six laps in, he ousted fellow Cheshire man Robin Longdon (Lola Mk5A) from the lead in a cracking tussle but, after a dramatic Old Hall exchange, Longdon wriggled through to win from Hayden and de la Roche, half a second splitting them. Morton stole fourth from Hibberd on the final lap.

Both Road Sports grids raced over 30 minutes. Kevin Kivlochan led the 70s round until his Morgan +8’s head gasket popped, leaving Jim Dean — who had burst his Lotus Europa through from row four to third on lap one — ahead. As Mark Leverett’s Europa and points leader Adam Bagnall’s smoky Jaguar E-type wilted, Dean repeated his 2016 victory, over Charles Barter’s Datsun 240Z and Jez Clark’s Elan, which survived a spin at Hislops — although Jason Minshaw’s invitational class Ford Escort RS2000 was classified third overall.

The Historic race provided succour for Kivlochan, who worked tirelessly to keep Will Plant’s Morgan +8 in his AC Cobra’s



Cook (l) came close to defeating Charteris in Classic Clubmans





Dean profited from rivals' woes in 70s Road Sports



Bullock's Williams FW06 roared to XL Aurora win



Allison leads the Guards Trophy field away

mirrors. "About four laps in my tyres and brakes were gone," said 'KeKi'. Fortuitously, Plant's rubber was also shot. Roger Lee (Lotus 7) finished a fine third.

March-mounted Yorkshiremen Jamie Brashaw (F5000 73A) and Mark Dwyer (F2 742) disputed the XL Aurora Trophy opener in which V8 power told, but contact at Old Hall at the start of race two put them both out, bringing red flags. Australian Marty Bullock treated spectators to the sight and Cosworth DFV soundtrack of a well-driven ex-Alan Jones Williams FW06 in a spirited pursuit. The F1 invitee won race two with James Murray (ex-Gerry Birrell F2 Chevron B25) under his wing. Clive Wood's stout pursuit in Ken Thorogood's FAtlantic Chevron B34 allowed him to hold fastest lap until Bullock countered.

Wood also scored a Classic Clubmans FF1600-engined double, behind the A-Sport cars of Mark Charteris, Alan Cook and Mike Lane. Only a safety car hiatus in race two enabled Charteris, wobbling on tyre jelly, to deny Cook, who (lapping 3s quicker than before on new rubber) would otherwise have been uncatchable.

Andy Smith blitzed the Classic F3 races, displaying awesome commitment and consistency in his March 783 to win both by 36s from former champion Steve Maxted's improving Ralt-Alfa RT3. Points leader Adrian Langridge (March 803) was third both days. URS FF2000 star Ben Stiles

briefly ran second after Monday's getaway, in which Smith was initially swallowed.

On home soil, Callum Grant twice aced SpeedSport duo Pierre Livingston and Ben Tusting in super clean Historic Formula Ford 1600 bouts. Returnee Clive Richards was fourth overall, best of the over 50s, in a Merlyn Mk20 rout, with Grant's team-mate Ted Pearson enjoying a combative run to fifth second time out.

Reigning triple champion Andy Park and Benn Simms slugged it out each side of a red flag in Monday's first Historic FF2000 contest. Park's smoking clutch gave out on the penultimate lap, but Simms's only just held out to the chequer. With Simms's Reynard SF77 consigned to the trailer, Park was challenging Ian Pearson (Royale RP30) for the lead in race two when a front wheel detached at Cascades. When Pearson's gearbox would only stay in third, he couldn't keep Jason Redding behind.

But for a very late safety car, Benn Tilley's patient tactical run in Euni Valentine's ex-Ken Delingpole/David Prophet Lotus 23B looked likely to repeat his Croft Guards Trophy victory. He was short of brakes, however, thus Charlie Allison (ex-Trevor Twaites Chevron B8) pounced at the last gasp in a one-lap dash to the finish.

After a dreadful start, contact at Old Hall and two spins, poleman Ben Rushworth forced Paul Ugo's B8 past impudent early leader Dan Eagling (Ginetta G4 twin-cam)

## OULTON PARK WEEKEND WINNERS

### HISTORIC F3

Races 1 & 2 Andrew Hibberd (Brabham BT18)

### FORMULA JUNIOR

Race 1 Andrew Hayden (Lotus 22)

Race 2 Robin Longdon (Lola Mk5A)

### 70s ROAD SPORTS

Jim Dean (Lotus Europa)

### HISTORIC ROAD SPORTS

Kevin Kivlochan (AC Cobra)

### XL AURORA TROPHY

Race 1 Jamie Brashaw (March-Chevrolet 73A)

Race 2 Martin Bullock (Williams-DFV FW06/002)

### CLASSIC CLUBMANS

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

### CLASSIC F3

Races 1 & 2 Andy Smith (March-Toyota 783)

### HISTORIC FF1600

Races 1 & 2 Callum Grant (Merlyn Mk20)

### HISTORIC FF2000

Race 1 Benn Simms (Reynard SF77)

Race 2 Jason Redding (Reynard SF79)

### GUARDS TROPHY

Charles Allison (Chevron-BMW B8)

### DUNLOP SALOON CAR CUP

Races 1 & 2 Stewart Whyte (Honda Accord)

### HISTORIC TOURING CARS

Races 1 & 2 Pete Hallford (Ford Mustang)

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

with two wheels on the grass up Clay Hill for third. British Touring Car star Josh Cook piloted Mike Gardiner's TVR Griffith home second of the GTs.

Scot Stewart Whyte screamed his ex-Tom Kristensen Honda Accord Super Tourer to a typically accomplished Dunlop Saloon Car Cup double over Mark Wright's snaky Ford Sierra RS500. Jonathan Bailey drove his long-dormant ex-Toshio Suzuki/Akira Iida Nissan Skyline R32 neatly on its post-period debut and was rewarded with a third and a fourth.

"Rusty" after an 18-month layoff, Ford Mustang stalwart Pete Hallford outgrunted Roger Stanford's ever-sideways Lotus Cortina in both Historic Touring Car outings. Amid high attrition — and a race two stoppage after Roger Ebdon's Mini and Jonathan Evans's Mustang collided approaching Druids — gearbox failure ended Cortina ace Rick Belcher's pointless day.

Erstwhile table-topper Bob Bullen changed his Anglia's 'box between races, having limped round for four laps in top, only for a flat battery to end a miserable day while third in the sequel. Stanford and Bullen now share the lead going to Brands.

MARCUS PYE



## Winning return for Anderson after two-year break



Anderson took a win and two second places in Rover V8-powered BMW E30

HAWKINS

**BRANDS HATCH  
CSCC  
25-26 AUGUST**

After a two-year break from racing, Clive Anderson made a victorious return to Special Saloons and Modsports in his Rover V8-powered BMW E30.

Having set out to treat the weekend as an extended test session, Anderson was delighted to qualify third. He powered past Paul Sibley's Lotus Elan, then cut inside the Peugeot 309 GTi of Ricky Parker-Morris

exiting Paddock Hill Bend early in race one to claim a maiden victory.

Anderson had to settle for second in races two and three behind Andy Southcott's MG Midget, finally cured of a chronic misfire after a change of wiring loom. Joe Ward had led race two in the ex-Gerry Marshall 'Baby Bertha' after diving past the Peugeot, now pedalled by Danny Morris, only to spin at Druids when the brakes deserted him.

Parker-Morris completed a hat-trick of third-place finishes for the 309 on its first outing this year, but Sibley's weekend went

downhill after clinching second place in the opener, his car suffering with a sick engine.

Modern Classics success went to the Porsche 968 of Paul Livesey. Polesitter Dan Williamson's newer Porsche 911 lost out at the start to the superior straightline speed of Charlie Jackson's Ford Escort Cosworth, which Jackson had formerly campaigned as a Group A rally car.

But, in searing heat, the Escort retired with a water leak, so Williamson led into the pitstops, where restarting his car turned its driving aids on.

## Lees sprints into action at VSCC's debut Brands meeting

**BRANDS HATCH  
VSCC  
24 AUGUST**

Resourcefulness, adaptability and willingness to change are increasingly vital tools in today's event organisers' boxes. Bravo to the Vintage Sports-Car Club therefore, which, faced with insufficient entries to fill the race programme in its 85th anniversary season, added a morning Sprint to its Brands Hatch debut.

The entertaining and close-fought competition brought an extra dimension to the day, enabling drivers to learn the circuit and the Formula Vintage meeting to wash its face financially.

Fifty-nine subscribers enjoyed a practice and two timed runs over one and a half laps of the Indy Circuit.

Long-time Morgan Challenge racer Tony Lees, husband of progressive hands-to-the-pumps VSCC president Jenny, set best time of the day in the famous CoGNAC Special, the GN-chassised, AC-engined concoction that the late Freddie Giles piloted.

The twitchy combo's 97.37s shot overcame Patrick Blakeney-Edwards' Frazer Nash Super Sports by 1.04s. Down the class, PBE's brother Simon and his wife Jo had a splendid duel in 1929 FN Super Sports. Simon led by almost a second after the first runs then improved, but Jo matched his time. Dutchman Hans van Wortel won the tightest class, a Riley-rich affair, improving from third in his monoposto 12/4 to oust speed event specialist Alexander Hewitson and Tim Kneller. Just 0.54s split the trio.

After a cautious start, Francesca Wilton pulled out all the stops to beat sister Stephanie in their shared Cooper-Bristol.



Lees took CoGNAC Special to victory

HAWKINS

When racing started Fred Harper blasted his Offenhauser-engined Kurtis Kraft 500G to victory in the fastest set, for pre-1961 and Vintage racing cars.

"It's got twice the horsepower and twice the grip of anything else, but I couldn't slow down," said Harper. "I didn't trust Patrick not to creep up on me." His Meguiar's Mirror Glaze Special was raced by New Mexico-born Ray Crawford to best finishes of fourth in the three-legged Race of Two Worlds that embroiled American and European teams at Monza in 1957 and 1958.

Six decades later, the heavyweight, in which Crawford also started two Indianapolis 500s, was also in a race of two worlds as Pat Blakeney-Edwards



As Williamson struggled to switch them off, the car was cutting its revs and Livesey moved in front. With full power restored after ripping off the panel in frustration, Williamson dived back ahead into Druids, only to spin on oil when taking a tighter line into Paddock through traffic and hand Livesey the win.

Contact that shifted the tyre on its rim knocked the handling askew on Stephen Scott-Dunwoodie's BMW M3 E46 in the New Millennium race, allowing James Moulton-Smith to win in the E36 started by father Mark Smith.

An earlier brush between the BMWs of initial pacesetters Piers Reid and Lucky Khara spun both and ended their challenges.

The majority of the Tin Tops field were handed 60-second penalties for Code 60 violations, allowing Richard Wheeler to keep the win despite his transgression and running out of fuel as he crossed the line.

Jonathan Bevan/Rod Birley were promoted to second after Dave Banks/Ryan Colvey and Nigel Ainge/Danny Cassar copped 120s penalties. Fourth was poor reward for Cassar, who had driven through the field following polesitter Ainge's lap-one spin.

Jamie Keevill's Lotus Elan overcame a 30s success penalty in Group 2 of the Swinging Sixties to hold off a fast-closing TVR Griffith of Geoff Taylor, whose chase ended with a final-lap off at Paddock before scrambling back on track for second. Group 1 honours went to Ian Staines after Tom Pead crawled into retirement with a suspected ignition-switch failure on his BMW.

The Talbot Sunbeam Lotus of Matt



Wheeler kept win despite incurring 60-second penalty



Smith/Moulton-Smith took victory in New Millennium race

and Martin Ellis took a comfortable Future Classics win after polesitter Mark Chilton's Nissan Skyline GTR overheated at its pitstop.

Sam Smith pounced when leader Tom Dunstan was wrong-footed by a spinning backmarker to win Classic K in the Lotus Elan started by Tim Cousins.

Carl Chambers' Peugeot 208 GTi made light of his 30s success penalty to win the Turbo Tin Tops race, reeling in Gary Patterson – who also lost out to Ollie Clarke – after the pitstops.

MARK PAULSON



Williams slides his Frazer Nash Super Sports

pursued in his spindly Nash.

He lapped in a minute flat, way ahead of Ginetta Junior graduate Oliver Llewellyn in dad Tim's thunderous Bentley 3/8, which bested Julian Grimwade's Alvis-engined FN Norris Special.

Eddie Williams dominated the Owner-Driver-Mechanic standard and modified pre-war sportscar field, showcasing 13 marques including a Kentish Invicta, driven by Trevor Swete. Driving Charles Gillett's rapid Nash, Williams outran Christopher Mann's stunning art deco-liveried Alfa Romeo Monza and the Riley TT Sprite of former VSCC president Kneller, who will hang up his helmet after Snetterton's seasonal finale next month.



Kurtis Kraft 500G driven by Harper

Oliver Sharp was set to lap the Triple-M Register field when his MG N Special wilted, adding to high attrition that started when Mike Painter's Kayne Special was pushed from the grid with clutch failure and son Harry's PA's supercharger broke. Charles Goddard (PA/PB) was the beneficiary of these woes.

PBE added pre-war scratch honours to his haul, beating Grimwade and Julian Wilton, whose ex-Arthur Dobson ERA R7B was minus top gear all day. Handicap gongs were earned by young James Edwards, first time out in the Frost family Morgan Super Aero, and super-consistent John Moss (Austin Seven).

MARCUS PYE

## BRANDS HATCH WEEKEND WINNERS

### CSCC

#### SPECIAL SALOONS & MODSPORTS

Race 1 Clive Anderson (BMW E30)

Races 2 & 3 Andy Southcott (MG Midget)

### MODERN CLASSICS

Paul Livesey (Porsche 968 CS)

### NEW MILLENNIUM

Mark Smith/James Moulton-Smith (BMW M3 Evo E36)

### TIN TOPS

Richard Wheeler (Ford Fiesta ST)

### SWINGING SIXTIES

Group 1 Ian Staines (MG Midget)

Group 2 Jamie Keevill (Lotus Elan S2)

### FUTURE CLASSICS

Matt Ellis/Martin Ellis (Talbot Sunbeam Lotus)

### CLASSIC K

Tim Cousins/Sam Smith (Lotus Elan)

### TURBO TIN TOPS

Carl Chambers (Peugeot 208 GTi)

### OPEN SERIES

Race 1 Christian Pittard (Caterham 7)

Race 2 Tim Davis (Caterham C400)

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

### VSCC

#### VSCC SPRINT

Tony Lees (CoGNAC Special)

#### VINTAGE, PRE-1961 RACING & WILLIAMS TROPHY

Fred Harper (Kurtis Kraft 500G)

#### O-D-M PRE-WAR SPORTS CARS

Eddie Williams (Frazer Nash Super Sports)

#### TRIPLE-M REGISTER

Charles Goddard (MG PA/PB)

#### PRE-WAR SCRATCH

Patrick Blakeney-Edwards (Frazer Nash Super Sports)

#### PRE-WAR HANDICAP

James Edwards (Morgan Super Aero)

#### PRE-WAR HANDICAP

John Moss (Austin Seven Sports)

For full results visit: [theresultslive.co.uk](http://theresultslive.co.uk)



Goddard won in MG PA/PB



# Turiccki eases to brace of Pickup wins

**MALLORY PARK  
BARC  
26 AUGUST**

Conditions for the pair of Pickup Truck races in the balmy sunshine couldn't have been more different from the downpours that greeted the series on its return last month, which left the grid with little in the way of a benchmark for the one-mile Mallory oval in the dry.

George Turiccki made it look easy, having aced a decisive move up the inside of Daniel Petters on lap five of 25 into Gerard's Bend for the lead.

But the duel for second between Petters and Mel Collins proved the most thrilling battle. The pair traded the podium places – and paint – on multiple occasions, before Collins took advantage of Petters' wobble on the crest where Turn 4 meets the main straight to slide past.

Dale Gent could only muster enough for seventh from pole. Michael Smith, starting second, stormed into the lead in race two, before he went for a rallycross excursion on the Stebbe Straight, dropping him to 12th and allowing Paul and Reece Jones into the top



ROBERTS

Pickup Trucks used Mallory Park's one-mile oval, this time in the dry

two positions. Reece fought gallantly for all of two laps, but Turiccki continued the momentum to slither past at Gerard's.

Junior Saloon Car Championship leader Scott McIntyre has become used to dominating the 2019 season, but on three occasions the poleman couldn't hold off Alex Jay at Mallory.

Ruben Hage was squeezed into the wall on the Kirby Straight, which prompted a red flag and regrid – a reprieve for McIntyre, who had dropped to eighth. But on the second attempt, despite McIntyre getting a better start, Jay wasn't to be denied, cruising to a 9.584-second first win of

the season after inching past on the first lap.

McIntyre endured a race-long duel with Owen Hizzey for fourth, ending his run of 10 races on the podium.

Pole in race two led to more disappointment for McIntyre as he got all out of shape at the Esses, which was all Jay needed to shuffle past for the lead. McIntyre recovered to second after dropping to fifth.

All three of the leaders in the first MG Owners' Club race had a go at throwing away the race win in just three laps in an extraordinary conclusion to the 22-lapper.

William Sharpe had been leading David Mellor and Steve McDermid (all ZRs)

## Martin extends FF1600 points gap in frantic races

**KIRKISTOWN  
500MRCI  
23-24 AUGUST**

One win and a second place were enough to give Ross Martin an extended lead over title rival Spike Kohlbecker as the National Formula Ford 1600 field visited Kirkistown.

Scottish driver Martin and his Dolan Motorsport Van Diemen finished runners up to the returning Michael Eastwell (Spectrum) in the first of three races,



Win and second place were Martin's reward

DEMPSTER

before following that up with a win from Jonathan Browne in the second contest.

And while he could manage no better than seventh in the third encounter (won by local ace Ivor McCullough), it was enough to put Martin some 40 points clear of Kohlbecker heading to Silverstone.

The inclusion of a handful of locals, running as guests in the main championship, added more than a little spice to an already potent array of talent, and they certainly made their presence felt.

Will Herron (Rfoo) just lost out to Browne's Ray in the battle for race-one pole, while McCullough shared the second row with Rory Smith, but neither local ace made it to the finish. Herron was shuffled back behind McCullough on a hectic opening lap before the pair came together at Colonial on lap two, putting McCullough out and dropping Herron further back.

Herron's comeback drive ended at Fisherman's on lap nine of 16 when contact with Jamie Sharp sidelined both drivers,

leading to a full and frank trackside discussion followed by visits to the clerk of the course's office.

Up at the front, Eastwell headed a train comprising Martin, Browne, Jamie Thorburn and Kohlbecker over the line to set up the grid for race two. This was a much quieter affair, but still close, with Martin taking the flag from Browne by just 0.1 seconds. Thorburn was a further half second back, ahead of Eastwell, McCullough and Kohlbecker.

McCullough, who also managed to win both the Northern Ireland rounds from brother David and Alan Davidson, led Kohlbecker across the line by 1.3s in race three, as Browne completed the podium party in third.

Elsewhere in a packed programme, David Cousins scored back-to-back wins ahead of Eorann O'Neill among the Mazda MX-5s, while Brendan Fitzgerald also did the double in typically hectic Ford Fiesta contests.

Other double victories were scored by





when McDermid attempted a lunge on Mellor and spun himself around at the Gerard's right-hander.

That was followed just a lap later by a moment for Sharpe at the same turn, gifting Mellor the lead, who then lost it himself with an off, again at Gerard's, to enable a surprised Sharpe to lead McDermid home for the victory.

There was no such drama second time out, however, as McDermid eased his ZR to a lights-to-flag win by 5.413s.

Malcolm Blackman proved his class in the Super Silhouettes bouts, with two victories, including a blinding

drive from seventh to first.

Steve Burrows and Ian Hales, also in Vauxhall Tigras, were the only other two in contention, but Blackman found the wind in his sails with a quicker run up the hill towards the hairpin on lap six of 19, which ensured he had a stronger exit and a victory-sealing pass at Devil's Elbow.

Blackman started race two from fifth, making his charge to the front somewhat inevitable – the feat accomplished on lap three with a confident surge again down Devil's Elbow.

**JASON NOBLE**



Matthew Nicholl among the Ginetta Juniors and, at the other end of the scale pacewise, by Paul O'Connell, whose Dallara Nissan 3.5 dominated both the BOSS Ireland races.

Richard Kearney and Brian Hearty took a win apiece in Formula Sheane, which ran concurrently with the Northern Ireland FF1600s. Philip Sheane was the top man in the B&C class Formula Vee encounter while, in the A class affair, defending Irish champion Anthony Cross beat ex-champion Dan Polley in an all-Sheane battle.

Barry English proved best of a small SEAT Leon field on two occasions, while victories among the NI Saloons went to the Renault Clio of Matt Lyness in race one, and Donal O'Neill's SEAT Cupra after Lyness spun with only a lap to go in race two. Gavin Kilkey and Greer Wray topped the BMWs.

Jim Larkham and Ivor Greenwood scored a Roadsports victory apiece in their Radicals, while the one-litre 'Sevens' class was won by Trevor Allen and Mark Francis.

**RICHARD YOUNG**

## WEEKEND WINNERS



### MALLORY PARK PICKUP TRUCKS

Races 1 & 2 George Turiccki

### JUNIOR SALOON CARS

Races 1 & 2 Alex Jay

### MG OWNERS' CLUB

Race 1 William Sharpe (MG ZR, above)

Race 2 Steve McDermid (MG ZR)

### SUPER SILHOUETTES

Races 1 & 2 Malcolm Blackman  
(Vauxhall Tigra)

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

### KIRKISTOWN

#### NATIONAL FORMULA FORD 1600

Race 1 Michael Eastwell (Spectrum 011C)

Race 2 Ross Martin (Van Diemen RF99)

Race 3 Ivor McCullough (Van Diemen RF01)

### NORTHERN IRELAND FF1600

Races 1 & 2 Ivor McCullough  
(Van Diemen RF01)

### MAZDA MX-5/FORD FIESTA

Races 1 & 2 David Cousins (MX-5)

### GINETTA JUNIOR

Races 1 & 2 Matthew Nicholl

### BOSS IRELAND

Races 1 & 2 Paul O'Connell  
(3.5 Dallara Nissan, below)

### FORMULA VEE

Classes B & C Philip Sheane (FV09)

Class A Anthony Cross (Sheane FV94)

### SEAT LEONS & NI SALOONS

Races 1 & 2 Barry English

### ROADSPORTS

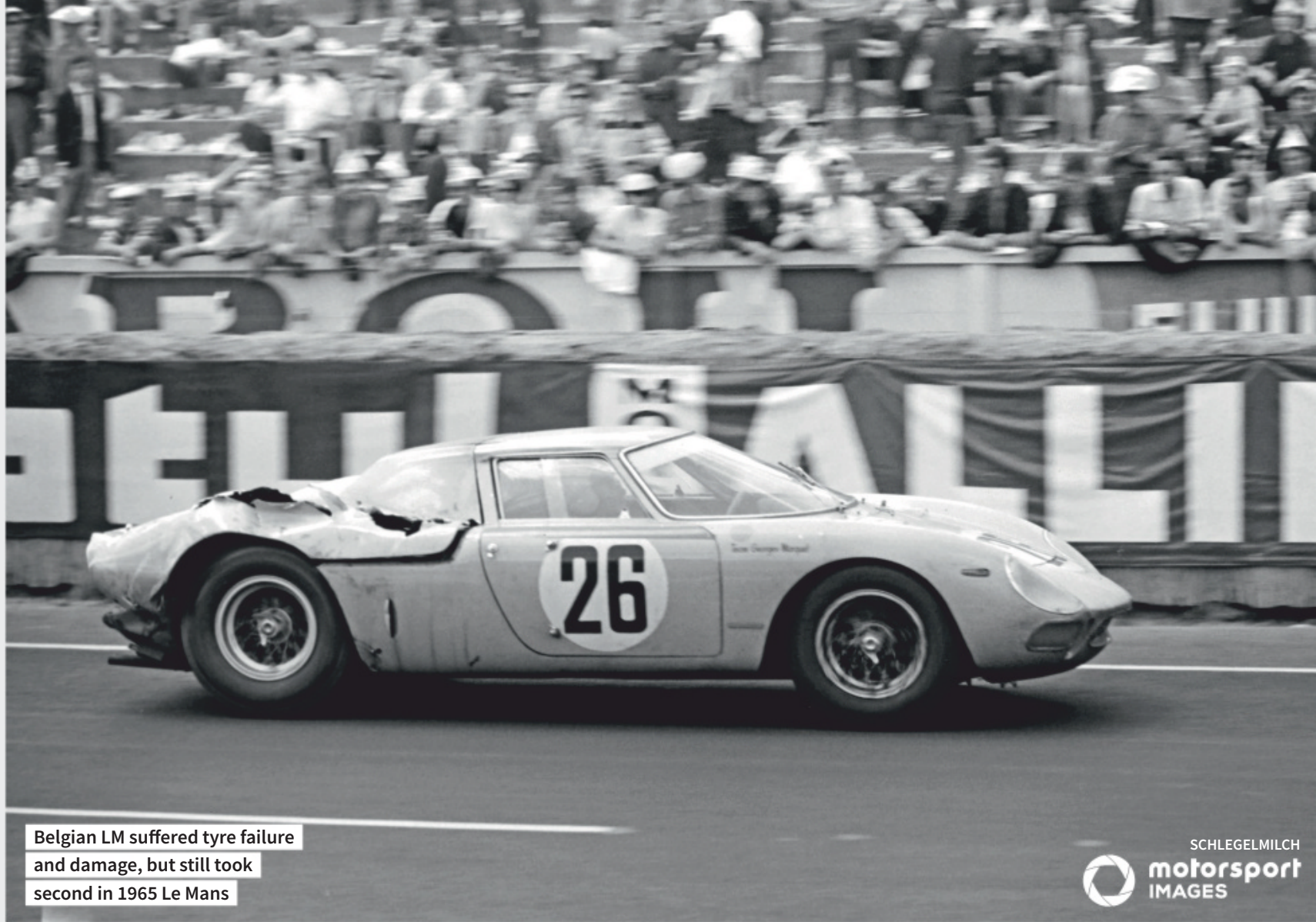
Race 1 Jim Larkham (Radical PR06)

Race 2 Ivor Greenwood (Radical Prosport)

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







Belgian LM suffered tyre failure and damage, but still took second in 1965 Le Mans

SCHLEGELMILCH  
motorsport  
IMAGES

## FERRARI'S STEP TOO FAR



**BOOK REVIEW**  
**FERRARI 250 LM -**  
**THE REMARKABLE**  
**HISTORY OF 6313**  
**RRP £30.00**

Motorsport history is full of manufacturers and teams pushing

the boundaries of the rules, and what governing bodies deem acceptable. Some of the most famous racing cars, such as the Porsche 917, resulted from successful attempts to step outside the 'spirit of the regulations'. But the Ferrari 250 LM's story is different.

Famously, Enzo Ferrari tried to homologate the mid-engined car as a GT, to follow on from the 250 GTO. But the LM's layout and uncanny similarity to the 250P sports-racer made it a clear departure from Ferrari's successful line of GT cars and the governing body would not homologate it as a GT.

Despite much protracted arguing, the 250 LM (a name that stuck despite most cars having 3.3-litre engines and therefore, in theory, being '275 LMs') had to run in the prototype class. Its international successes were limited, with the obvious exception being the famous 1-2 at the 1965 Le Mans 24 Hours, with the North American Racing Team car of Jochen Rindt/Masten Gregory defeating Ecurie Francorchamps' example – driven by Pierre Dumay/Gustave Gosselin – after an epic chase.

Which is where chassis 6313, the main subject of this book, comes in. Autosport has long been a fan of Porter Press's *Exceptional Cars* and *Great Cars* series. All the books focus on an individual, famous chassis, delving deep into its story, while at the same time giving an overview of that model's place in motorsport history. It's an approach

that breathes new life into well-known subjects and the 250 LM book, the seventh in the *Exceptional* series, is no exception.

James Page, former *Classic & Sports Car* editor and Autosport contributor, is a safe and enthusiastic pair of hands, and he has put together an impressive array of material for this work. The original LM brochure, 6313's build sheets (complete with engine power figures from the dyno), Ecurie Francorchamps' 1965 Le Mans time sheets, and a cutaway drawing are all included. There's also a picture of the fastback-bodied version, somehow even more beautiful than the 'standard car' that appeared at the 1964 Le Mans test day.

Things get a bit listy at times when it comes to the events 6313 competed in, but there are vignettes on key drivers and some great insights. The 1965 Le Mans gets its own chapter (though Page refrains from getting involved in the debate about whether Ed Hugus drove the winning NART car), while Richard Attwood's account of the 1968 Le Mans 24 Hours, in which he shared David Piper's LM, is a highlight.

There's also the case of 6313's mistaken identity, finally solved by an incredibly small detail (we won't spoil it here!), and its successful career in historic racing. As usual for this series, the book ends with some superb shots of the car as it is today.

There's more than enough here to easily justify the £30 price, whether you're a Le Mans fan, Ferrari enthusiast, or just want to know more about motorsport history.

Which just leaves one request. One of the most interesting subplots of the book is the LM developments and successes of famous British privateer Piper. Perhaps that could make it onto Porter Press's list of future projects?

**KEVIN TURNER**




[youtube.com/AUTOSPORTdotcom](https://youtube.com/AUTOSPORTdotcom)


Upsets are rare in Formula 1, but that makes them all the more special when they occur. We take a look back through the archives to pick out 10 cars that had no business winning a grand prix but somehow managed to do just that. **Go to [bit.ly/worstF1winners](https://bit.ly/worstF1winners)**


[autosport.com/podcast](https://autosport.com/podcast)


### RICKARD RYDELL A TIN-TOP LEGEND



Autosport paid a visit to 1998 British Touring Car champion Rickard Rydell in Sweden to talk Super Touring, his Macau Grand Prix victory, a class triumph at Le Mans, and whether a driver knows if they are losing their edge as they age.

## WHAT'S ON

### INTERNATIONAL MOTORSPORT

**Belgian Grand Prix**  
F1 World Championship  
Round 13/21  
Spa, Belgium  
1 September

**TV Live** Sky Sports F1, Sun 1230  
**TV Highlights** Channel 4, Sun 1900, Sky Sports F1, Sun 1800

**FIA Formula 2**  
Round 9/12  
Spa, Belgium  
31 August-1 September  
**TV Live** Sky Sports F1, Sat 1545, Sun 1010

**FIA Formula 3**  
Round 6/8  
Spa, Belgium  
31 August-1 September  
**TV Live** Sky Sports F1, Sat 0935, Sun 0845

**Porsche Supercup**  
Round 7/9  
Spa, Belgium  
1 September  
**TV Live** Eurosport 1, Sun 1120, Sky Sports F1, Sun 1125

**IndyCar Series**  
Round 15/16  
Portland, Oregon, USA  
1 September  
**TV Live** Sky Sports F1, Sun 2000

**Indy Lights**  
Round 9/10  
Portland, Oregon, USA  
31 August-1 September

**Blancpain GT Europe**  
Round 4/5  
Nurburgring, Germany  
31 August-1 September  
**TV Livestream** Motorsport.tv, Sat 0810, 1310, Sun 1245

**Formula Renault Eurocup**  
Round 6/10  
Nurburgring, Germany  
31 August-1 September

**World Rallycross**  
Round 8/10  
Loheac, France  
31 August-1 September  
**TV Live** BT Sport 3, Sun 1400, Freesports, Sun 1400

**NASCAR Cup**  
Round 25/36  
Darlington, South Carolina, USA  
1 September  
**TV Live** Premier Sports 1, Sun 2230

**Formula Regional European**  
Round 5/8  
Imola, Italy  
31 August-1 September

**24 Hour Series**  
Round 6/7  
Barcelona 24 Hours, Spain  
31 August-1 September

### UK MOTORSPORT

**World Endurance Championship**  
Round 1/8  
Silverstone



30 August-1 September  
WEC, ELMS, Porsche Carrera Cup  
**TV Live** BT Sport ESPN, Sun 1200  
**WEC** **TV Livestream** Motorsport.tv, Sat 1140, Sun 1130  
**ELMS** **TV Livestream** Motorsport.tv, Sat 1050, 1410

**Oulton Park MGCC**  
31 August  
Porsche Club, MG Cup, MG Metro, MG Trophy, Cockshoot Cup

**Snetterton MSVR**  
31 August  
Equipe GTS, Equipe Pre-'63, AMOC GT, Inter Marque,

Jack Fairman Cup, Pre-War Team Challenge

**Cadwell Park BARC**  
31 August  
Mini Se7en, Mini Miglia, MaX5, Northern Sports/Saloons, Karts

**Brands Hatch MSVR**  
31 August-1 September  
F3 Cup, GT Cup, Monoposto, Production BMW, Racing Saloons, Bernie's V8s

**Knockhill SMRC**  
1 September  
Ford Fiesta and Hot Hatch, FF1600, Classic Sports and Saloons, Legends Cars, Sports and Saloons, C1 Cup, Mini Coopers







1) Who, what, where, when?

2) Who is this?

This bona fide legend had a soaring career that left a lasting impact on the sport. From engineering stock, he put these skills to good use as the need for speed worked its way into his veins. After serving his country, it was through repatriated foreigners that he was given his big break. This led to a call-up from the old man and stirring cameo performances. He switched camps to give another legend its sole success before repeating the feat for a fellow pioneering visionary. Back at home he was plotting a course to challenge the established elite and took to the wing to complete the task. As part of an all-star line-up he really shook things up on the world stage. Outside the cockpit there was an early purple patch and a long barren stretch plus a ubiquitous part that still bears his name today.

3) On this day...

- A** Touring car legend Frank Gardner died on this day in 2009. He made eight world championship Formula 1 starts, all for the same marque; which one?
- B** Keke Rosberg claimed his maiden F1 win on this day in 1982, in which race?
- C** Conny Anderson made his only F1 start on this day in 1976. For which team?
- D** It's 2000 250cc world champion Olivier Jacque's birthday. He scored one MotoGP podium, but on which make of bike?
- E** Which Brazilian scored his first and only IndyCar podium on this day in the 2009 Chicago race for KV Racing?



4) Name the helmet

**LAST WEEK'S ANSWERS** Who, what, where, when Will Power, Minardi PS04B, Misano, Italy, November 2004. Who is this? Alessandro Nannini. On this day A) Lotus, Hesketh, Tyrrell, Williams, March. B) Bremgarten. C) Williams, Minardi. D) Mikhail Aleshin. E) Paul Radisich. Name the helmet Pierluigi Martini.

IN NEXT WEEK'S ISSUE

BELGIAN GRAND PRIX

Will Vettel end his year-long wait for a win?

MOTORSPORT IMAGES/ANDRE



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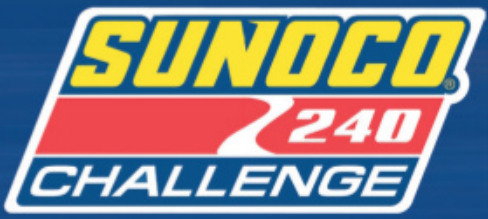
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# HOGGARD BREAKS FREE AS CHALLENGE HEADS TO DONINGTON DECIDER



Photos: BRDC F3 © Jakob Ebrey Photography / Mini Challenge © David Young



| POS. | DRIVER            | TEAM                  | SERIES      | PTS.  |
|------|-------------------|-----------------------|-------------|-------|
| 1    | Johnathan Hoggard | Fortec Motorsport     | British F3  | 85.36 |
| 2    | Clement Novalak   | Carlin                | British GT3 | 82.14 |
| 3    | Ayrton Simmons    | Chris Dittmann Racing | British F3  | 80.36 |
| 4    | Jonny Cocker      | Barwell Motorsport    | British F3  | 70.31 |
| 5    | Dean Macdonald    | HHC Motorsport        | British GT4 | 59.45 |

| POS. | DRIVER          | TEAM                  | SERIES            | PTS.   |
|------|-----------------|-----------------------|-------------------|--------|
| 1    | Robbie Dalglish | Privateer             | Mini - Cooper Pro | 108.61 |
| 2    | Cian Carey      | Chris Dittmann Racing | F3 Cup            | 107.00 |
| 3    | Kelvin Fletcher | Beechdean AMR         | British GT4 AM    | 96.23  |
| 4    | Dominik Jackson | RAW Motorsports       | Radical Challenge | 96.00  |
| 5    | Toby Goodman    | Excelr8 Motorsport    | Mini - Cooper Pro | 94.83  |

For a full list of challenge points scorers, or to enter, visit [www.sunocochallenge.com](http://www.sunocochallenge.com)



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