

SPECIAL ISSUE E-TYPE ANNIVERSARY

AUTOSPORT

BRITAIN'S BEST MOTORSPORT WEEKLY

29 JULY 2021

JAGUAR E-TYPE **LEGEND HITS 60**

We celebrate the iconic GT – and find out
how it's still getting better

PLUS
LONDON
FORMULA E

Brits Dennis and Lynn
win amid drama

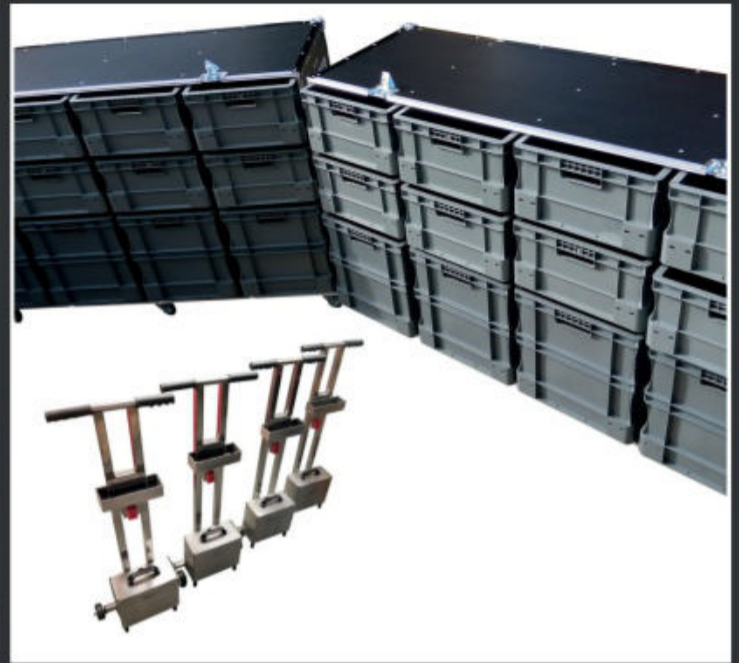
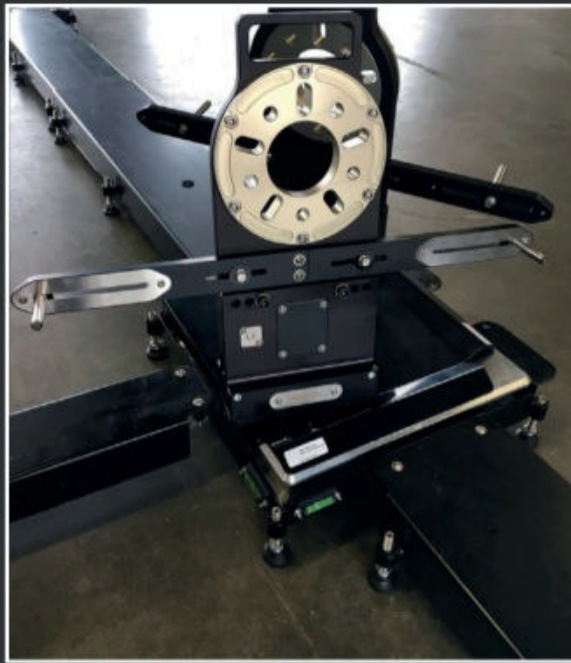


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Celebrating 60 years of Jaguar's automotive masterpiece

Autosport has enjoyed producing special car issues before, but this one is a little different. Whereas the two previous subjects – the Lotus 72 and Porsche 917 – tend to come into any debate about the greatest racing car of all time, the Jaguar E-type is an icon for different reasons.

As we show on page 24, the famous Jaguar had a mixed motorsport record during its heyday in the 1960s, and its fame comes largely from its remarkable looks and success as one of the great automotive designs.

Nevertheless, it still makes for a fine racer, as Ben Anderson discovered recently in a special track test at Brands Hatch (p16). Top historic driver, preparer and Jaguar expert Gary Pearson also explains how the E-type has been improved in historic racing and is now capable of taking on machines that left it behind in period.

There have also been some remarkable one-off racing E-types too, particularly in the UK, and Paul Lawrence takes a look at the histories and recent restorations of two of the best-known (p28).

Pearson and many other Jaguar aces will be at Silverstone this weekend for the 60th anniversary race at the Classic. Turn to p66 for Marcus Pye's selection of the other likely highlights.

- If you're a Scalextric fan, head to page 64 for the chance to win a limited edition E-type set, worth more than £85.



Kevin Turner

Kevin Turner
Chief Editor

kevin.turner@autosport.com

**NEXT WEEK
5 AUGUST**

Hungarian GP
Will Verstappen reassert himself before F1's summer break?



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Gary Hawkins

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Could Bottas find himself switching to an Alfa Romeo seat for next season?



ALFA ROMEO EYES BOTTAS TO REPLACE RAIKKONEN

FORMULA 1

Valtteri Bottas has emerged as a lead candidate to switch to Alfa Romeo in Formula 1 next year if the Finn is not retained by Mercedes.

Mercedes will decide over the summer break if it is to keep hold of Bottas as Lewis Hamilton's team-mate for next year, or if it will take George Russell instead.

The team insists no decision has been made yet, and Bottas is fully focused on convincing his bosses to hand him a fresh contract. But, if Mercedes does opt for Russell, then Bottas has been clear that he wants to remain in F1 rather than go and race in another category.

There has been speculation that he could return to the Williams team, for which he raced between 2013 and 2016, as replacement for Russell, with the Grove-based outfit enjoying a lift in performance under new owner Dorilton Capital.

However, high level sources have revealed that he is a key target of the Alfa Romeo team, which is looking increasingly unlikely to retain Kimi Raikkonen beyond

the end of this season.

Bottas would bring the team speed and experience, plus a decent profile as a multiple grand prix winner. While it is understood that talks regarding a possible deal have not begun, it is believed there has been brief contact regarding Bottas's potential availability for 2022. But nothing will move forward until Mercedes has decided what it wants to do.

Alfa Romeo owner Finn Rausing and team principal Frederic Vasseur are understood to be in no rush to sort out drivers for next year, and have been open that they will wait until Mercedes and Red Bull have settled their line-ups before making a call, being one of the few teams with two free seats for 2022.

Speaking at the British Grand Prix, Vasseur said: "We will see how the market is evolving. I think that, as usual, the system will fulfil the places at the top.

"It means that Mercedes has to take a decision and then Red Bull has to take a decision. Then, like a domino, at one stage, we will have some opportunities on the table and

we'll take a decision at this stage."

Mercedes boss Toto Wolff says that Bottas continues to deliver for his team, having played a role in helping Hamilton take victory at the British Grand Prix. Bottas currently sits fifth in the drivers' championship, having finished on the podium in the last three races.

"Valtteri has speed, Valtteri has character and Valtteri is a team player, which is very important in the dynamics of a team," Wolff told Autosport. "I feel that for the last few races he is very much positive in his approach and you can see that on track.

"He could have been on pole [at Silverstone], if he would have had the slipstream. And he finished the race a few seconds behind the leaders, so he's right up there and I'm happy to see that."

Asked if this weekend's Hungarian GP was Bottas's last chance to prove a point with a decision looming in the summer, Wolff said: "It is not about proving a point, it is about us sticking our heads together here, and with Mercedes, to draw out the



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ETHERINGTON/MOTORSPORT IMAGES

Bottas played his part in Hamilton's British GP success

future of our driver line-up.

"We will take a decision over the summer and then we will decide when to communicate it."

Should Mercedes opt to jettison Bottas at the end of the year, Wolff said that he felt a responsibility to help the nine-time grand prix winner secure a future elsewhere on the grid. "If we come to the situation that we wanted to give somebody else a go, then it's not only my relationship with him but also the responsibility that he has a great future, because he deserves that," said Wolff.

"He has been a team-mate of the best Formula 1 driver of all-time, and it's not always very easy to shine. But he is fantastic."

**JONATHAN NOBLE &
ROBERTO CHINCHERO**

P12 OPINION

F1 CLAMPS DOWN ON TEAM LOBBYING

FORMULA 1

Formula 1 teams have been warned that they risk punishments in the future if team personnel speak to race stewards during live investigations without prior approval.

After Lewis Hamilton and Max Verstappen's clash at Silverstone, Mercedes boss Toto Wolff and Red Bull chief Christian Horner lobbied the stewards as they looked into the crash.

Horner said that he did not think the stewards should be "interfered with", and that he only went to see them upon hearing that Wolff had done so.

FIA race director Michael Masi has now warned teams



FIA POOL

that unprompted visits to the stewards will not be tolerated, with access beyond necessary FIA officials only allowed with 'prior approval' or as the result of a summons.

Horner has also stuck to his stance that Mercedes acted poorly with its post-race celebrations while Verstappen was in hospital, despite Wolff's belief that

his counterpart's remarks had gone too far.

"I am still disappointed about the level of celebrations enjoyed in the wake of the accident," Horner said. "It is unimaginable not to inform your driver of the situation, moreover to protect them in case they do not show the necessary restraint."

JONATHAN NOBLE



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Monza sprint info confirmed

FORMULA 1

Formula 1 has officially confirmed that Monza will stage the second sprint event in 2021, with an 18-lap race set for the Saturday of the Italian Grand Prix.

F1 staged its inaugural 100km Saturday sprint race at the British GP at Silverstone as part of a shake-up of the race weekend format.

While it was widely known that Monza would host the second sprint race, F1 had shied away from providing any official confirmation until last week when it unveiled the timetable for the event.

As seen at Silverstone earlier this month, the introduction of the sprint

race on Saturday has resulted in a number of other changes to the weekend schedule, including a late running of qualifying on Friday. Qualifying will again take place on Friday evening, running from 1800 to 1900 local time in Italy, while the sprint race is slated for a 1630 start on the Saturday.

The sprint race will cover 18 laps of the 3.6-mile circuit, and should be finished by 1700 local time.

A third F1 sprint event at a flyaway race is set to be announced at a later date. Brazil had been intended to be the location, but it is thought that the Circuit of The Americas is a more likely venue.

LUKE SMITH

MENEZES LEFT OUT OF LE MANS DRIVER LINE-UP

LE MANS

Gustavo Menezes will not race the new Glickenhaus Le Mans Hypercar in next month's Le Mans 24 Hours.

The American, who will be part of Peugeot's World Endurance Championship squad next year, was the driver left on the sidelines when the US entrant picked its two car squads from its seven drivers.

Team boss Jim Glickenhaus explained that there was a desire to put together two cohesive line-ups in his pair of 007LMHs entered for the French enduro on 21-22 August. Romain Dumas and Richard Westbrook, who drove together at the Algarve and Monza WEC rounds, will be rejoined by Ryan Briscoe, while Franck Mailleux swaps cars from Monza to take Menezes' place alongside Pipo Derani/Olivier Pla.

Menezes, who made his debut with the team at Monza earlier this month, will act as a reserve for Le Mans. It remains unclear if he will drive either of the cars at the official test day the week ahead of the race.

"We want drivers who fit well together," said Glickenhaus. "This was always going to happen because we had seven drivers, but we picked the ones who would work best as a team."

Glickenhaus refused to be drawn on comments made by Menezes on social media that his Peugeot contract had played a part in the decision.

"I don't want this to degenerate into high school stuff," he said. "All I would say is that I wish Gustavo and Peugeot well next year."

GARY WATKINS



JEP/MOTORSPORT IMAGES



Tasman Series to be revived

TASMAN/S5000

The Tasman Series has been revived through the new S5000 category, Australia's modern take on Formula 5000.

The V8-powered open-wheeler series (below) has confirmed that it will stage a seven-race Tasman Series across two separate meetings in 2021.

Once a staple of a European grand prix driver's winter, the original Tasman Series ran from 1964-75 and attracted some of the sport's biggest names. The series was run to Formula 1-style rules before switching to F5000, and included events in Australia and New Zealand.

Backed by Motorsport Australia and Motorsport New Zealand, the revamped Tasman Series will see the reintroduction of the famous Tasman Cup, previously won by Bruce McLaren (1964), Jim Clark (1965 and 1967-68), Jackie Stewart (1966) and Chris Amon (1969).

This reincarnation of the Tasman Series will only begin with races in Australia due to travel restrictions caused by the pandemic. It is understood a future

series featuring events in Australia and New Zealand is on the cards.

The new Tasman Series will be contested over meetings at the Mount Panorama circuit as part of the inaugural Bathurst International (26-28 November) and the Gold Coast 500 (3-5 December), with four races at the former and three at the latter. Organisers have also confirmed a "substantial prize money fund".

"With growing New Zealand interest in S5000 and two high-profile events that serve as a launching pad, bringing back the Tasman Series title was a no-brainer," said Matt Braid, CEO of S5000 promoter the Australian Racing Group.

"Introducing an international component to S5000 has always been in the plan, but the changing landscape this year has encouraged us to do something different, and it comes with significant investment from ARG and buy-in from our existing teams and competitors.

"It is absolutely our plan to build this into a full trans-Tasman series for S5000 in the future."

TOM HOWARD





DAKAR Audi Sport has revealed the RS Q e-tron electric challenger in its full guise ahead of the marque's debut in the Dakar Rally next year. It is powered by three MGUs coupled with a two-litre four-cylinder turbo engine to charge the car's batteries, attached to a 295-litre fuel tank. It also features a single-gear gearbox on each axle and digital differentials. Double World Rally champion Carlos Sainz Sr, two-time DTM champion Mattias Ekström and 14-time Dakar Rally winner Stéphane Peterhansel have all recently completed test mileage ahead of its Dakar debut. The livery is "almost final", according to Audi chiefs.

Gow to stay despite Aussie bid

SUPERCARS/BTCC

Alan Gow will continue to run the British Touring Car Championship even if the consortium he is linked to is successful in its bid to buy Supercars.

Gow is understood to have teamed up with Peter Adderton, Paul Morris, Mick Doohan and Pete Smith in an effort to purchase the Australian series from majority stakeholder Archer Capital.

While Gow could not comment on the buyout bid in Australia, Autosport understands that regardless of the outcome he is locked in as BTCC CEO until the end of 2026. If the Supercars bid is successful, Gow is thought likely to prioritise his BTCC commitments in the same way he did in the 1990s, when he was one of three partners in the Australian Super Touring Championship and also had a role in the

North American Super Touring series.

Firm details regarding the Supercars sale have been few and far between thanks to non-disclosure agreements protecting those directly involved. There is speculation the sale, which is being managed by Miles Advisory Partners, could be ratified as soon as September with the list of potential buyers already having been whittled down.

It is understood that the consortium is proposing to buy not only the 65% of the business owned by Archer Capital, but also the 35% owned by the teams.

Other bids still thought to be in the running are TGI/TLA, which involves Supercars legend Mark Skaife and former NASCAR COO George Pyne, and the Australian Racing Group, which owns and runs a number of categories, including TCR Australia and S5000.

ANDREW VAN LEEUWEN

IN THE HEADLINES

F1 2022 CALENDAR TWEAKS

Saudi Arabia Formula 1 chiefs are hoping their race can switch to an early calendar slot in 2022, amid mounting speculation the season will begin again in the Middle East. The inaugural Saudi Arabian Grand Prix will be the penultimate round this year, taking place on 5 December, but the race promoters want an early slot on next year's schedule.

DAYLIGHT RACE FOR BAHRAIN

The opening leg of this year's Bahrain World Endurance Championship double-header will be the first round of the series at the Sakhir circuit to take place exclusively in daylight. The six-hour race on 30 October will start at 1100 and finish just as the sun is setting at 1700. The second Bahrain round, an eight-hour fixture, will start at 1400 and conclude in darkness like all previous WEC rounds at Bahrain.

SORDO SWITCHES AGAIN

Dani Sordo has changed his co-driver for the second time in a matter of months for the remaining rounds of the World Rally Championship season. The Hyundai Motorsport driver has announced that he has split with Borja Rozada, who only took over the seat this year. Rozada will be replaced by Candido Carrera.

PEDROSA IN KTM RETURN

Retired three-time grand prix motorcycle world champion Dani Pedrosa will make his MotoGP comeback as a KTM wildcard in August's Styrian Grand Prix. The double 250cc and one-time 125cc world champion retired from MotoGP at the end of the 2018 season, but has since been KTM's official test rider.

THAILAND GP CANCELLED

The MotoGP Thailand Grand Prix has been officially cancelled for the second consecutive year due to the ongoing COVID-19 pandemic. MotoGP officials have confirmed a replacement event is being assessed.

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2021 SUMMER

HIGHLIGHTS

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7/8 AUGUST

15 AUGUST

21/22 AUGUST

22 AUGUST

28/29 AUGUST

28-29 AUGUST

29 AUGUST

30 AUGUST

5 SEPTEMBER

11/12 SEPTEMBER

18/19 SEPTEMBER

19 SEPTEMBER

26 SEPTMBER

**BRITISH GT INC. SNETTERTON 70TH ANNIVERSARY
FESTIVAL ITALIA**

CONVOY IN THE PARK (BRITISH TRUCK RACING)

MINI FESTIVAL

GT WORLD CHALLENGE EUROPE

HISTORIC GOLD CUP

FORD RS OWNERS' CLUB NATIONAL DAY

TUNERFEST MIDLANDS (FEATURING TIME ATTACK)

FESTIVAL OF PORSCHE

BRITISH GT CHAMPIONSHIP

BRITISH TRUCK RACING

FORD POWER LIVE

GO JAPAN! SHOW

SNETTERTON

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New BTCC engine for Ingram?

BTCC

Leading British Touring Car Championship team Excelr8 Motorsport has launched a feasibility study into running a Hyundai engine in its i30 N Fastbacks in 2022.

Excelr8 is teaming up with Swindon Powertrain, the existing supplier of the BTCC TOCA customer engine, to undertake a research and development project into Hyundai power, with the support of driver Tom Ingram's backer Hansford Sensors.

The move could mean Swindon remaining represented in the BTCC after all – shortly before the delayed start of the 2020 season, World Rally Championship team M-Sport was named as the new supplier of the TOCA engine, beginning in 2022. Ironically, a few months later Laser Tools Racing Infiniti Q50 star Ash Sutton became the first driver to claim an overall BTCC title with TOCA/Swindon power.

Prior to the start of the current NGTC ruleset in 2010, Swindon already had a storied history in the BTCC, including building the engines with which John Cleland and Vauxhall won the 1995 crown at the height of the Super Touring era.

An Excelr8 statement said: "Key to the final decision over whether to use

the engine will be investigations into the potential gains that could be available for the Hyundai, with current regulations meaning anyone using the stock TOCA engine, as presently fitted to the car, is subject to the same performance tuning opportunities.

"Further work will explore the way in which a bespoke unit could allow the team to better manage the balance between performance and reliability over the course of a full 30-race season, and on how it could provide greater opportunity to integrate the new Cosworth hybrid system being introduced by the BTCC for 2022."

The project appears to tie in with efforts on the part of Excelr8 to form an official relationship with Hyundai UK.

A Swindon-tuned engine could mean Excelr8 joins BMW teams West Surrey Racing and Ciceley Motorsport and Honda squad Team Dynamics (all of which have engines built by Neil Brown) plus the MB Motorsport/Motorbase Fords (Mountune) in using bespoke units in the BTCC.

Ingram lies second in the overall and independents' standings, with Excelr8 on top in the independent teams' and runner-up in the overall teams' charts.

MARCUS SIMMONS

IN THE HEADLINES

JAG COMMITS TO FE GEN3

Jaguar Land Rover has committed to the Gen3 Formula E regulations, keeping its Jaguar Racing team on the grid until 2025-26. Jaguar Racing had already registered to the new rules for 2022-23, but its ongoing participation was not guaranteed until the wider Jaguar Land Rover marque joined Mahindra, DS Automobiles, Porsche, Nissan and NIO as manufacturers signed up to Gen3.

HARVEY OUT, HELIO IN

Four-time Indianapolis 500 winner Helio Castroneves will contest the full IndyCar campaign next season with Meyer Shank Racing. The team will expand to two full-time entries for 2022, but current incumbent Jack Harvey will be replaced by an as-yet unnamed driver.

MITCHELL'S BTCC CHANCE

British GT ace Jack Mitchell has secured a Team Hard Cupra Leon seat for the remainder of the British Touring Car Championship campaign. The 23-year-old Kentishman, who scored one British GT race victory last season in a McLaren, will take the seat vacated by Glynn Geddie following the opening three rounds.

BRITSTAKE DTM TROPHY LEAD

Britons Will Tregurtha and Ben Green sit first and second in the DTM Trophy after last weekend's Lausitzring round. Green's FK Performance BMW was second to Nico Verdonck (Toyota) in race one, while Tregurtha's CV Performance Mercedes improved from third in the first event to win the second race from Green.

BEARMAN WINS AGAIN

Oliver Bearman's fine run of Formula 4 form continued with a hat-trick of Italian F4 wins at Imola last weekend. The British Van Amersfoort Racing driver has now scored eight consecutive victories and leads the series by 135 points, and also heads the German F4 standings.

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Jean-Pierre Jaussaud

1937-2021

OBITUARY

Jean-Pierre Jaussaud, who has died aged 84, claimed two Le Mans 24 Hours victories in very different circumstances. In 1978 he was arguably the support act at the Alpine Renault squad to Didier Pironi, but two years later it was his cool head that secured the local Rondeau team victory.

Jaussaud took the finish in 1980 aboard the Cosworth-powered M379 he shared with team owner Jean Rondeau, who'd had to be hauled out of the car after his final stint – a few days later he'd be in hospital undergoing kidney dialysis. The Rondeau team had been coping with an ongoing starter motor problem in the final stages and opted not to bring in the car during a rain shower in the final hour.

The veteran French driver spun the car on slicks and stalled. Some reports suggest that the engine fired on the third spin of the starter, some say on the second. The number of attempts it took to restart is irrelevant. It was the patience of the man at the wheel that was key to giving Rondeau the victory he so craved – and making him the first and so far only driver to win Le Mans in a car bearing his own name.

“The starter had been getting very hot and at every stop we were throwing water on it to cool it down,” recalls long-time Rondeau man Lucien Monte. “When Jean-Pierre spun, the engine didn't restart, but he didn't stay on the button. He waited and the second time the engine fired.



His patience was very important.”

Jaussaud owed his first victory at Le Mans to persistence and persuasiveness. He hadn't been on Alpine sporting director Gerard Larrousse's shortlist for the marque's return to Le Mans in 1977.

“Jean-Pierre must have called me 100 times in my office trying to persuade me to give him a seat for Le Mans,” recalls Larrousse. “I did what Porsche had done with me and Hans Herrmann in 1969: put an old guy with a young guy.”

Jaussaud drove with Patrick Tambay in his first year with Alpine and was then paired with Pironi, who Larrousse describes as “our quickest pilot”.

Larrousse wanted his more experienced driver to finish the race in

1978, but Jaussaud said he was too tired. That meant Pironi took the chequered flag in the Alpine-Renault A442B that had taken the lead with five hours to go.

Jaussaud made the first of his 13 Le Mans starts in 1966 with Matra. He'd been picked up by the French manufacturer for Formula 3 for 1965 after making his initial steps in car racing the preceding year. A karting graduate, he won the first Volant Shell scholarship run by the Jim Russell school at Magny-Cours and claimed a paid-for season in French F3 in 1964.

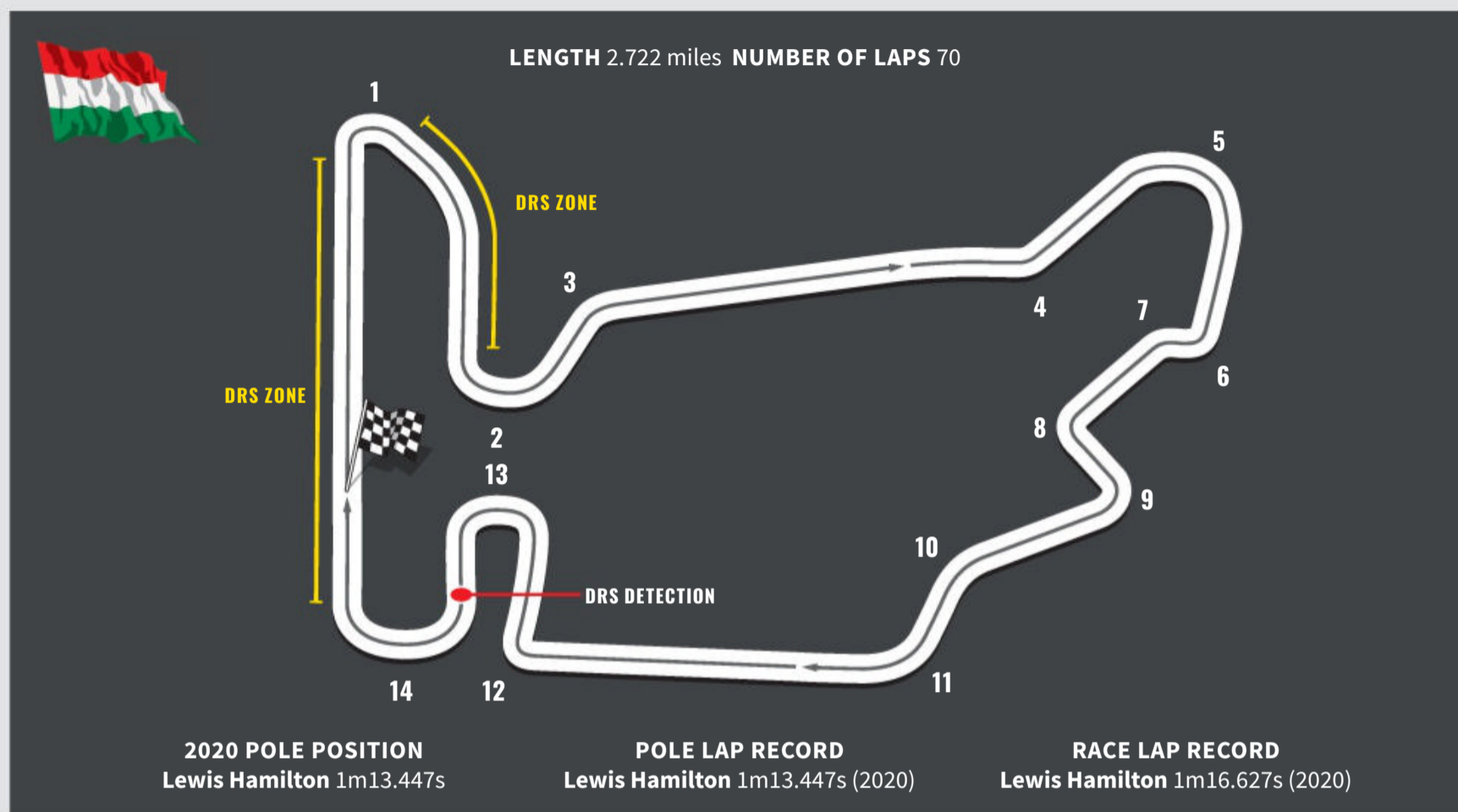
He was a frontrunner in French F3 every year from 1964, finally winning the championship in 1970 with Ecurie Winfield, driving both Martini and Tecno chassis. He made a full-time graduation to Formula 2 the following year and then finished runner-up to Mike Hailwood in the European championship in 1972 with a pair of victories aboard an Ecurie ASCA Brabham-Ford BT38.

Jaussaud never made it to Formula 1 proper. He tested for Renault and also raced a works-run Surtees in the Aurora-sponsored British F1 series in 1979 at a French round at Nogaro. He made his final Le Mans start in 1983 and continued racing in touring cars and one-make series into the early 1990s.

GARY WATKINS



F1 HUNGARIAN GRAND PRIX PREVIEW



UK START TIMES

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FP1 1030 FP2 1400

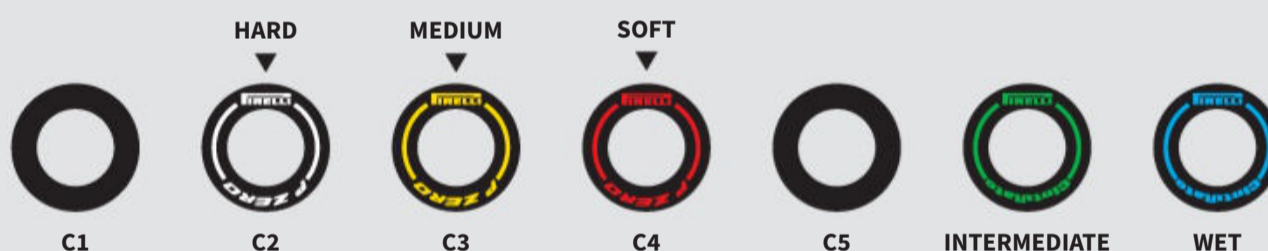
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FP3 1100
QUALIFYING 1400

Sunday 1 August
RACE 1400

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BBC RADIO 5 LIVE

HIGHLIGHTS
CHANNEL 4 1830

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	Verstappen	185
2	Hamilton	177
3	Norris	113
4	Bottas	108
5	Perez	104

Constructors

1	Red Bull	289
2	Mercedes	285
3	McLaren	163
4	Ferrari	148
5	AlphaTauri	49



SUTTON

RACE STATS

Previous winners

2020	Lewis Hamilton	Mercedes
2019	Lewis Hamilton	Mercedes
2018	Lewis Hamilton	Mercedes
2017	Sebastian Vettel	Ferrari
2016	Lewis Hamilton	Mercedes
2015	Sebastian Vettel	Ferrari
2014	Daniel Ricciardo	Red Bull
2013	Lewis Hamilton	Mercedes
2012	Lewis Hamilton	McLaren
2011	Jenson Button	McLaren



ALL PICS: MOTORSPORT IMAGES

Best results

Hamilton	1st x 8
Vettel	1st x 2
Raikkonen	1st x 1
Alonso	1st x 1
Ricciardo	1st x 1
Verstappen	2nd x 2
Bottas	3rd x 2
Leclerc	4th x 1
Stroll	4th x 1
Sainz	5th x 1



The drivers under pressure

The Hungarian GP is the last race before F1's summer break, so there are several drivers keen to make a point before they head off on their holidays

ALEX KALINAUCKAS

There are plenty of people in Formula 1 for whom August cannot arrive fast enough. After 27 races in 55 weeks since the pandemic-delayed 2020 championship finally got under way, the 2021 summer break is being eyed hungrily. The schedule is punishing, with the run of 12 planned races over 15 weeks in the season's second half (the 50% point won't come until Saturday at Spa) still to come.

The wisdom of replacing races that will inevitably fall to COVID's claws later in the year is highly contentious given the stresses so many events places on team members, with the value of having a 23-25 race calendar and its impact on the championship's quality concentration still to be measured.

But, before the summer break arrives, there's one more weekend to cram in – the 2021 Hungarian Grand Prix. And there are plenty of drivers hoping to secure a glittering result to reflect on during their holidays. For some, it's a matter of F1 career survival. Others need critical momentum. Most need points – so let's start with the two drivers that will likely be competing for the biggest haul in Budapest.

Max Verstappen needs to hit back with a big score this weekend after his standings lead was slashed in the aftermath of his controversial clash with title rival Lewis Hamilton at Silverstone. The Red Bull driver still has the season's fastest car,

“Verstappen needs to hit back with a big score this weekend after his points lead was slashed”

but he and his team are heading to the Hungaroring track where Hamilton is an eight-time victor. Hamilton's pedigree will likely make a critical difference if his squad is there or thereabouts with Red Bull again, or even if it's slightly behind.

The opening two days are set to be scorching, so expect a tyre management race to play out if that heat sticks around for Sunday (it *could* rain that day, but that prediction will inevitably be much-discussed and then wrong). In any case, with the twisty nature of the 2.72-mile track meaning the tyres getting little respite, this will present another test of the progress Verstappen and Red Bull have made of late against Hamilton's historically supreme skills in this facet. Track position will, as ever, be key in Hungary.

Heading into the summer break, it would be a poor reflection for Valtteri Bottas and Sergio Perez to remain behind the starring

Lando Norris in the drivers' standings. As brilliant as the 21-year-old has been so far in 2021, and how ever-improved his McLaren squad continues to be, the gulf to 'Class A' remains significant and the four drivers from Red Bull and Mercedes should be occupying those places in the championship.

Perez is a race winner in 2021, but must recover from a poor Silverstone weekend. There's much more pressure on Bottas to grab a great result in Hungary, given the uncertainty of his Mercedes future. If his Black Arrows seat can indeed still be saved, making a good start and being properly in the lead fight for the first time since Monaco is the minimum requirement.

Across the McLaren garage, Daniel Ricciardo needs to catch Norris fast. He's still struggling with adapting his driving style to the McLaren, essentially not gelling at corner entry and how he previously liked to combine that with late braking. Ricciardo needs a big result to remind people of his class. Plus, McLaren cannot afford an unbalanced line-up to cost it in the tight fight for third in the constructors' championship with Ferrari, where Charles Leclerc and Carlos Sainz Jr have formed F1's strongest overall driver pairing.

Esteban Ocon needs to maintain the momentum he secured with a return to the points at Silverstone given his slump over the preceding triple-header. The Frenchman could feel the benefit of a new chassis in his car handling last time out, but with Alpine now “switched entirely to 2022”, according to team executive director Marcin Budkowski, it will be a case of holding that form from now on. Fernando Alonso has a five-race points streak to extend, with Alpine locked in a close fight with Aston Martin and AlphaTauri over fifth place in the constructors' championship.

Both Kimi Raikkonen and Antonio Giovinazzi could do with strong, clean weekends in Hungary given Alfa Romeo team boss Frederic Vasseur's recent statement that “we could keep the same line-up or we could change, but everything is open” for 2022. Plus, there are the suggestions Alfa would like Bottas to join should George Russell indeed be promoted to Mercedes from Williams.

Russell's team-mate, Nicholas Latifi, needs to make this event one of those where he hits the ground strongly from the off. In qualifying, Latifi suffers from going up against one of F1's star one-lap performers and has been unlucky at times, but his team wants him to string things together more consistently. A fine qualifying performance can only help come race day, where, if it's chaotic, Latifi needs to at the very least lead home the Haas rookies in a bid to jump back ahead of Mick Schumacher in the drivers' standings, with the German currently ahead thanks to his 13th place in Baku, where a safety car penalty cost Latifi. 🏆

P11 HUNGARIAN GP PREVIEW



Audi's rights and wrongs

The German manufacturer, in its swansong Formula E season, came so close to pulling off a strategic coup in London by exploiting a loophole in the championship's regulations

MATT KEW

So many were so quick to direct so much anger towards Lucas di Grassi and Audi when the Brazilian emerged from the short indoor pitlane at the ExCeL in London leading last Sunday's Formula E race. But, by the letter of the law, the team delivered a strategy masterclass. Or at least it had in theory, were it not for a minor brake lock-up on the slippery surface that meant bullets were dodged.

The precedent for the 2016-17 champion to gain seven places and jump the Mercedes of polesitter Stoffel Vandoorne was set in Berlin last season, when both Mahindra Racing cars gained places by heading for the pits during a full-course yellow period (think virtual safety car in other series). While the FIA closed that particular loophole, the amendment to the rules only applied to said FCY conditions and didn't carry over to a proper safety car intervention. That meant di Grassi was "free to pit provided that [he would] stop in front of their pit", according to the sporting regulations.

For all the outcry that it was unsporting and not in the best interests of the championship, in a series of extremely fine technical margins, it was a legal move that was illegally executed.

Audi will quit Formula E after one more event in Berlin next month. The squad that won the teams' title in 2017-18 has slipped to sixth in the standings for the past two seasons. So, with the potential to create a bit of controversy but to come away having fought for one last trophy, it wasn't in the marque's best interests

"Audi didn't owe the championship or the FIA any favours to save face"

to help the image of Formula E by falling into line. Perhaps if it was hanging around for another year or two then such a move wouldn't have been executed. Maybe Audi would have played it safe if it had been leading the teams' championship and didn't want to risk a penalty. Similarly, if London and its quirky pitlane had have been the second or third round on the calendar, and not the one before last, a more conservative approach might have been the order of the day. But these are hypotheticals. Very few wouldn't seize such a chance to legitimately gain the upper hand.

In truth, the FIA had a lucky escape when di Grassi locked up on the slippery pitlane, which didn't receive the same grippy epoxy sand finish as the proper track in the exhibition hall. That meant, although his wheel speed hit zero, the car was never truly stationary and so di Grassi earned what was initially a drivethrough before

later being disqualified when he didn't serve the penalty, having been oblivious to the reprimand.

Frederic Bertrand, the FIA director of Formula E, wouldn't budge on what might have been had di Grassi nailed his braking. He said: "I cannot say what would happen if he had [done] something right." But, should it have gone to plan, di Grassi would have stood to win the race in scenes that had the potential to embarrass a world championship to a greater degree. Last weekend's saga was yet another poor look for the series and the governing body during a season when the regulations have been made to look incomplete, to put it mildly. But was there any hypocrisy on show last weekend?

When Audi sacked long-time Formula E driver Daniel Abt for having a professional sim racer take his place in a UNICEF-supported Esports competition, a statement was released that read: "Integrity, transparency and consistent compliance with applicable rules are top priorities for Audi." There's no doubt the initial move down the pitlane conformed to that "consistent compliance" with the rules and team principal Allan McNish never shied away from the media in his justification. He was open, 'transparent' even. From that truthfulness, the standards of "integrity" were met. Whether it was an honourable move... that's where the lines are more blurred.

The team reached for a low-hanging fruit, missed by its rivals, and oh so nearly picked it. The blame should lie with the hole-filled regulations that had the capacity to accommodate a less than sporting, albeit somewhat admirable, tactic.

This comes in a season where big-spending manufacturers and their vastly talented engineers were made to look foolish by the mass retirements and slowing cars in Valencia when aggressive energy reductions caught almost the entire paddock off-guard. It comes in a season where the patience towards a group qualifying system that hurts the best performers has worn perilously thin.

In that context, while hastily conceiving an almost inspired strategy that was so nearly executed perfectly by di Grassi, Audi didn't owe the championship or the FIA any favours to save face.

As ever, though, some good comes from these situations. A couple of hours after the flag fell in London, Bertrand was telling Autosport that the loophole would be closed. An event of this type shouldn't happen again. The concern after the precedent set so far in this turbulent campaign is which vague article of the sporting regulations will be exposed next to create another image problem. When prevention is so much better than cure, the clauses and subclauses of the rulebook need going over with a fine-tooth comb so that Formula E's credibility can be improved upon.

A Monaco thriller that upstaged Formula 1's races in the principality was this championship at its best. London wasn't.

P32 FORMULA E REPORT



Regaining that career momentum

The 2019 Aston Martin Autosport BRDC Young Driver of the Year has had a tricky past 18 months but now reckons he's back on track

JOHNATHAN HOGGARD

It's been an interesting time. Winning the Aston Martin Autosport BRDC Young Driver of the Year Award was quite high profile, with a lot of teams contacting me, and then I was offered a free drive in the Porsche Carrera Cup Asia, which I was looking forward to. We were looking to do a dual programme with GTs and single-seaters, so we'd have plenty of options available and then concentrate on whichever one we wanted to go into. I did one round of the Porsche Sprint Challenge in Malaysia and was getting ready for round one of the Carrera Cup Asia and then the pandemic hit. I wasn't able to travel, and everyone was in lockdown.

After winning the Award, racing at the Daytona 24 Hours, and being ready for the Porsche Carrera Cup Asia, I was building on everything, and my name was coming up quite a lot. Teams were getting in contact, it was helpful with finding sponsorship, and then it all kind of came crashing down.

I wasn't being forgotten about, but it was getting quite late on in the year and I was ready to do the Carrera Cup Asia season, but it never got going, so I was doing some testing, including in the FIA Formula 3 Championship, and then had my Red Bull Racing F1 test in October. It was disappointing and very frustrating to go from everything going really well to then stopping and not being able to do the sort of driving that I was planning.

The Red Bull Racing F1 test for winning the Award was really nice to enjoy. It kind of got my name out there again and showed I'm still here. I really enjoyed it. It was a fair bit of track time — I had the whole day just to go out whenever I wanted. We waited for the track to dry up in the morning, and then did all of our running in the afternoon. There was no pressure, it was just a case of enjoying the day. I wanted to do as well as I could because it's not every day you get to drive an F1 car. Hopefully it shows that, even though I've had a bit of time out, I'm still on the pace.



I did half a day on the simulator beforehand, just to get used to everything. But I felt very relaxed. I wasn't thinking, 'I'm driving a Formula 1 car; this is quite stressful'. There were no complaints from the team. It was just like a normal test day, to be honest, they all thought I did a good job, or they said so!

It was a great day to enjoy and any day you get in a car is good. To drive a faster car with more downforce helps when you drive something slower, as you're more precise because you can think a lot quicker. Everything slows down a bit more because, when you're thinking as fast as an F1 car goes, you naturally are able to cope with it a bit better.

We were struggling to get the budget together for this season. We looked across the whole of motorsport to see what we could do

"I felt very relaxed. I wasn't thinking, 'I'm driving a Formula 1 car; this is quite stressful'"

but unfortunately never made the progress we wanted to. Then a really good opportunity came up in FIA F3 when I got the call from Jenzer Motorsport and my sponsor, Travel Planet, which came together really quickly, even though I missed round one in Barcelona.

I had experience from the post-season tests at Barcelona and Jerez in 2020, so it was a case of trying to remember that and build on it as best I could in the limited time I had. It was only one or two weeks from knowing I was doing Paul Ricard to actually being at the circuit! It was tough, especially not knowing the track and only having 45 minutes of practice and going straight to qualifying. Now I'm trying to build on each round as I go, taking it as it comes, trying to make the best of this opportunity.

Looking to the end of the season, I think we can be in the mix. I need to sort out qualifying, because that's been the weak point for the past two rounds. The racing has been fairly good, especially at the Red Bull Ring, where I managed to get 10th place in race two. If I manage to qualify a lot higher, then the goal of being in the points-paying positions isn't too far away. I can make up places and, if any drama kicks off, I'll be in the right place to capitalise on it.

It was good to make progress from Paul Ricard to the Red Bull Ring. And now hopefully I can make progress again, heading to Budapest this weekend. The Hungaroring is a tricky circuit and I've never been there before. It will be tough and there's plenty of work to be done to be able to perform better, but it should be an enjoyable experience. 🍀

YOUR SAY

The FIA and its stewards must come up with a framework of consistent decision-making that includes some tolerance for contact

COLIN SCRIVENER

Verstappen displays disrespect

Max Verstappen's approach to racing involves aggressive weaving and blocking more extreme than any of his competitors. This was illustrated at the start of both the sprint and the Grand Prix at Silverstone. This behaviour is that of a bully, and displays more disrespect for his competitors than has ever been shown by Lewis Hamilton. Thus, one must consider Max's comments to be laughable. Unfortunately, Christian Horner compromises his own credibility by supporting them.

F1 has invested considerable resources and the teams are designing cars that are intended to race one another more effectively from next season onwards. This effort will be totally wasted unless the FIA and its stewards can come up with a framework of consistent decision-making that allows that to happen and includes some tolerance for contact. It must be able to tolerate 50/50 incidents like the one at Copse.

Colin Scrivener

By email

Can't be right that Hamilton was able to win

Consider this scenario: on the first lap of an F1 race Driver A pushes his chief rival off the circuit with a dangerous, potentially life-threatening manoeuvre. The stewards, quite correctly, decide that a penalty is appropriate. However, with the rival's car out of contention, Driver A's car is so strong that the penalty is ineffective, and he still wins the race. So, in effect, Driver A's poor driving on the first lap is rewarded with a race win.

This can't be right, can it? In other competitions penalties are often awarded after the race, so for example if a driver wins by 20 seconds he is given a 25s penalty. Surely F1 should do the same?

Paul Richards

Norfolk

Lewis could not give way this time

Blame has been attributed to Lewis Hamilton for the incident at Copse. I do not agree. As an ex-International Clerk, I would have heaved a huge sigh of relief that Max Verstappen was not seriously injured, declared it a racing incident and awarded no penalties.



I can understand, though, that the stewards might have felt some penalty was appropriate, given the TV replays available at that time. Karun Chandhok's post-event, side-by-side replays show a quite different scene. Max 60/40 to blame, in my view. Max's team must view this piece of evidence – plus other instances this year where he was being particularly aggressive and collisions were avoided by Lewis giving way. He did not – could not – this time.

Time for these two great drivers to get together and agree a little less aggression before one or the other is seriously injured.

George Copeland

Wokingham

Desperate act of a man who knows he's beaten

The actions of Lewis Hamilton at Copse on the opening lap of the GP looked very much like a desperate act of a man who knows he is beaten by a better man, Max Verstappen. Why someone who is one of the very finest of his generation has to resort to dangerous tactics in order to win is difficult to accept. To compound the incident, the FIA stewards imposing no real penalty upon Lewis or Mercedes was not their finest hour.

Bill Warden

By email


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JAGUAR E-TYPE AT 60

BRANDS HATCH TRACK TEST • UPS AND DOWNS IN RACING • WORLD'S FASTEST E-TYPE





A TASTE OF AN ICONIC BIG CAT

*It's 60 years since the Jaguar E-type arrived
and caused a sensation. Time for our resident
racer to try two special racing versions*

BEN ANDERSON

PHOTOGRAPHY **HAWKINS**



T

here is something so elegant about Jaguar's E-type. It has style, grace and poise that still turns heads even now, 60 years on from its original release. Our Brands Hatch test day, in early July, wasn't private, so we shared track time with Legends, Pickups, Mazda MX-5s, even a Trans-Am Ford Mustang — and the pit garages were full of Euro NASCARs, preparing for the coming weekend's American SpeedFest.

As I trundled up to the pitlane, taking the necessarily circuitous route around the back of the garages from our parking spot in the lower paddock, occasionally having to stop for ambling pedestrians or slow-moving recovery vehicles, I noticed countless NASCAR mechanics, who'd travelled in from Europe, reaching for their smartphones.

This is one of the pure joys of driving special historic racing cars. I recall competing in Simon Hadfield's ex-Peter Gethin Chevron B37 at the 2012 Silverstone Classic, and the crowds that car drew to the collecting area when I fired her up and revved the engine; the smiles on their faces. It was similar with the E-types. People made signals at me to blip the throttle; they took videos and photos of the cars as they gleamed in the summer sun.

Enzo Ferrari is said to have thought the E-type beautiful when it was first released in 1961, and now I see what he saw, through the joyous faces of these enthralled spectators. Classic cars really are a wonderful thing. Two at a time — well that's like manna from heaven.

The first and only other time I drove an E-type, at Snetterton in April 2010, I struggled to fit inside the harness and consequently felt quite uneasy driving the car. I was also somewhat distracted by Michael Schryver's faster Chevron B6, which we ended up racing together at that year's revived Autosport Three Hours. But I recall being impressed by the road-holding of the Big Cat's steel chassis, and by the glorious sound of the 380bhp, 3.8-litre, Sigma-tuned XK engine. Great traction, decent handling, but not much stopping power for 1000kg of metal.

First up today is '1 PKL' (E-types are often known by their numberplates), a car originally owned by George Wicken, one of Jaguar's favoured clients who received an early Roadster. He campaigned it in 1961 and entered the car for the Goodwood Tourist Trophy, though withdrew (along with the John Coombs-entered E-type) because the cars were not yet considered ready.

'PKL' did little competition after that, aside from "beach racing and other silly stuff", according to the car's current owner, historic racing ace and preparation expert Gary Pearson. Gary bought the car about 15 years ago and Pearsons Engineering restored it as a Semi-Lightweight (ie quicker!) for historic racing.

When pre-1963 competition started to take off late in the last decade, the decision was made to put it back to its original specification. "Because it had previous competition history, we put it back to Kinrara spec," explains Pearson. "That racing didn't exist when we got the car."

The car has done little racing since, and suffered a clash with David Clark's Lotus Elite in the Stirling Moss Trophy at the Goodwood

Anderson found the earlier car (1 PKL) an easier proposition than the faster Semi-Lightweight



“YOU CAN DRIVE AN E-TYPE AS QUICKLY AS YOU WANT FOR HOUR AFTER HOUR AND NOT FEEL TIRED”

SpeedWeek, but is due to contest the RAC Historic Tourist Trophy at the Silverstone Classic this weekend, with Pearson sharing driving duties with Jaguar Le Mans winner Martin Brundle.

Brundle has already driven ‘PKL’ and felt right at home in it straight away, finding it quite an easy car to drive. I have to say I agree with his assessment. It’s agile and pretty nimble for an old thing. Although it’s not one for a tall person – watching me climb, or is it fall?... out was an unedifying spectacle I’m sure (*it was indeed – ed*) – I immediately felt comfortable when driving.

It has a sensible seating position, which feels low enough to assist the car’s centre of gravity without compromising visibility. There was nothing about the ergonomics that bothered me, nothing to distract from the focus on driving. I limited my run to around 12 laps, working my way into the 58-second bracket by the end, but I felt I

could have gone on and on without really breaking sweat.

“An E-type is a really enjoyable car to race,” says Pearson. “It’s a comfortable car. You can drive one as quickly as you want for an hour and a half and not feel tired. Do that in a Cobra and after half an hour you’re fighting the car.”

The brake pedal on this E-type is super-stiff, which is probably the most unexpected feature – it feels like a downforce single-seater set-up with basically next to no pedal travel. Personally, I like that, and in an endurance race it would probably bolster confidence because you would never feel through your foot like you were running out of brakes.

The flipside is that the car doesn’t stop as the pedal feels, which you particularly notice at Paddock Hill Bend and Druids. Coming into Paddock you feel like you’re not really slowing down at all. E-types are known for being ‘under-braked’ (see page 20) and you really feel that >>

“I’M SURE THERE’S TIME TO BE MADE FROM TAKING A MORE AGGRESSIVE ATTITUDE AND MANIPULATING THE CAR”

limitation at the fastest point on this circuit.

I was heeling-and-toeing while decelerating and downshifting, using some engine braking to help slow the car, particularly for Druids. I started by taking this corner in second gear, but the rev range on the XK engine feels very narrow, so I quickly switched to using first gear, then making a quick (relatively, this is historics after all!) upshift to second on my way out.

The engine didn’t seem to like running at anything below 4000rpm, but between 4000rpm and 6000rpm you feel like you’ve got plenty of useable torque from the 320bhp engine. It has decent grunt and I felt, in terms of straightline speed, that I wasn’t really giving anything away to any of the modern machinery I shared the track with. This car is really quite driveable, so long as you’re not letting the revs drop too low. Apparently, none other than Bruce McLaren reached a similar conclusion about the ideal rev range in an article for *Motor Racing* after racing an E-type in the early 1960s. *Plus ça change.*

The four-speed H-pattern gearbox is very easy to use. There were a couple of times I went for second and almost got reverse on downshift, but I didn’t find it was a problem to avoid jumping accidentally through that gate. As ever with old cars, you just need to take your time with it to



Anderson found pre-1963 car very comfortable

Classic XK engine produces 320bhp

get your downshifts right. The upshifts barely required brainpower.

I took Paddock Hill Bend in third, feeling I had to brake quite early because of the lack of stopping power, so then I tried to get off the brake as soon as I dared to carry some decent speed through the corner and down into the compression. This was easily my weakest corner, because the brakes did not inspire confidence, and I often found myself wanting to get back on the throttle too soon, which means the entry

REWRITING HISTORY IN HISTORIC RACING

The Jaguar E-type struggled to compete with the best Ferrari 250 GTOs in period, but it’s a different story now in historic events.

Jaguars are invariably frontrunners in both pre-1963 and pre-1966 GT races. In the prestigious RAC Tourist Trophy Celebration at Goodwood for pre-1966 machines, E-types have won 10 of the 23 editions held so far. The tally in the Kinrara Trophy for pre-1963 cars is 3-1 to Ferrari, but the Stirling Moss Trophy for the same racers at last year’s SpeedWeek resulted in an E-type 1-2-3.

As it proved during its long life, the XK engine is ripe for being pushed to squeeze out more power (see page 27). Gary Pearson estimates a good 3.8 now chucks out over 380bhp, but the biggest gains have been made in the handling department.

“We’ve worked really hard on the suspension, fine-tuning torsion bars, anti-roll bars and dampers,” Pearson explains. “We’re always



E-types can battle Cobras at Goodwood

working at it. You’re always trying to optimise or improve and there are a lot of good E-types now.

“We’ve invested in a damper dyno. We’ve been running the dampers all the time, trying different damper set-ups and valving.”

At the same time, the GTOs are now worth too much and rarely come out to race. “The GTO is not

quick enough anymore because they’ve not developed the way that the E-types and the Cobras have,” says Pearson. “The GTO is just too valuable.”

The Cobras, however, remain a threat and have now won seven RAC TTs, including three of the past four. Perhaps surprisingly, it’s in braking as well as the extra power of the 4.7-litre V8s that the Cobras have the edge.

“The E-types were homologated with fairly small Dunlop brakes, so we’ve got these tiny brake pads on the front, which are overworked,” explains Pearson. “The Cobras have the Girling CR caliper, which is almost twice the size and is a proper racing caliper. If you had the stopping power of a D-type in an E-type we could take it to the Cobras more.

“At circuits like Donington Park and Goodwood the E-type is more competitive because it’s a better handling car than the Cobra.”

KEVIN TURNER

The E-type's lines turned heads when it arrived in 1961 and the Jaguar still attracts attention



definitely wasn't right. I also had to be mindful of MotorSport Vision's track limits rules, which state you'll be flagged off and docked session time if you repeatedly run too wide during a test day...

I held third for the run up the hill to Druids, then braked as late as I could, shifting down to first and using the engine to help me stop. I tried to make an early turn here, as the grip level drops significantly if you try to drive too deep into this corner. Because the E-type is front-engined, most of the weight sits over the front axle, which means the car tends to understeer, so I was mindful of trying to keep some weight on the nose as I came off the brakes to help me turn in to the slowest corner on the track – similar to the driving style required for a Caterham Seven.

You can hold second gear all the way down the hill as you cross the track for Graham Hill Bend, but I had to be mindful of the exit kerb at Druids – the car tends to follow any grooves or ruts it finds. The tyres overheated so after a few laps it started to understeer then oversteer through the corners. I got sideways a couple of times at Graham Hill Bend, but the slides were perfectly controllable thanks to the car being relatively soft and malleable.

Shift up to third and a gentle brush of the brake pedal for Surtees. I could probably be a bit more aggressive on turn-in, but it's difficult to tell the gain because the car is a little bit lazy. You can feel all the weight go to the offside at Surtees. It feels better not to attack the entry too



much, rather tip the car in gently, straighten up as quickly as you can, then gun the throttle while using as much kerb as you dare.

It's down to second for Clearways, being mindful of accidentally shifting into reverse. Again, I try to get the car turned in early, to avoid washing out onto the relatively gripless part of the circuit on the outside. Given the car's propensity to understeer, there seems little point in attacking the entry here and trying to provoke a quicker rotation, but this approach is also a function of my natural

tendency to want to prioritise a clean route through Clark Curve to get onto Brabham Straight at optimum speed.

To begin with I reapply the power quite progressively, but conditions are decent and so is the traction. As my right foot gets heavier with its input, there's never any real danger of excessive wheelspin or pushing myself off the circuit on the outside. I get back up to third gear at or near the marshals' post that sits adjacent to the pitroad on the inside, then snatch fourth as I come across the start/finish line.

I'm impressed with how well put together the car feels. It looked after me comfortably as I found my feet after several months away from driving. Given my rustiness, there is room to improve – particularly at Paddock – and once really comfortable I'm sure there's time to be made from taking a more aggressive attitude and manipulating the car a bit more on some of those corner entries. >>

E-TYPE AT 60 TRACK TEST

It's worth noting that pre-1963 E-types are not slow — thanks to recent developments they can now lap Goodwood in the 1m29s and 1m30s, frontrunning pace for the pre-1966 machines when they returned to Goodwood in the late 1990s. "The pre-1963 cars are now as quick as the Lightweight E-types were 20 years ago," confirms Pearson. So, even though this example generally looks and feels a bit road-going, we're still talking about a highly competent piece of historic racing kit.

There's barely time for more than a quick coffee before jumping in to PKL's younger cousin — Pearson's pre-1966 GT Semi-Lightweight E-type, 254 KTU. This car was built into a Semi-Lightweight a couple of years ago, from a 1963 road car. "When we put the white car back to the earlier spec, we put all the 'go faster' bits on this one," says Pearson.

"The Semi-Lightweight has more grip because we can run wider tyres — 700Ls compared to a maximum of 650s for the white car. It's a bit more of everything. The aero on the white car isn't as good because of the soft top, and it is heavier.

"The Semi-Lightweight feels that bit more planted and we can run it stiffer. You need to throw it around a bit to get the nose in so you can get on the power earlier."

Development work on the engine has also afforded the car more power. The maximum achieved in period was around 340bhp, but 380-400bhp is now possible with work such as porting the heads. The motor in KTU is chucking out 380bhp, so that's an extra 60 horses to play with compared to the earlier example. It also has slightly bigger brakes than PKL, which is useful considering how much quicker we'll be arriving at those corners.

Amplified warmed up and now dialled into the track, I feel immediately quicker and more purposeful when I steer KTU out onto the Brands Indy Circuit. I'm told the car looked that way from the outside too, and the lap times (faithfully logged by Autosport's Kevin Turner) bear out



Semi-Lightweight is lively with around 380bhp

that impression. Having overheated the skinnier tyres on PKL during my short earlier stint, this time I do a couple of installation laps before diving back into the pits to have the pressures adjusted. After heading back out I'm straight into the low 57s in this car, then a trio of mid-56s laps, then a 55.8s before traffic — a Lotus Elan and a modern Mini Challenge Cooper — disrupt my rhythm. In four more flying laps I manage a best of 55.7s before peeling into the pits for good.

The extra grip from those bigger tyres, and the extra stiffness dialled into KTU's set-up, becomes apparent from how much harder I feel I must work behind the wheel. To a certain extent this is a function of me getting more confident behind the (skinnier) steering wheel on my second run of the day, but it's also the case that KTU just feels that bit more alive than PKL.

KTU has a softer, more conventional feeling to its brake pedal, and there is more throttle travel now that we're dealing with a significant chunk of extra horsepower. When I pick the throttle back up on the exit of Clearways and drive the car around Clark Curve, KTU drifts into a

"THE CAR DRIFTS INTO A POWERSLIDE THAT DOESN'T REALLY SETTLE DOWN UNTIL YOU'VE CRESTED THE RISE"





Small brake discs
are a weakness

powerslide that doesn't really settle down until you've crested the first part of Brabham Straight opposite the marshals' post. That means you have to be more progressive with the throttle, otherwise a gravelly accident awaits...

Once the tyres warm up, this settles down a bit, but the car still drifts at Clearways and moves around at Surtees. If you miss your apex travelling at this speed, you're likely going to have to stay on your line, so you have to be more precise with your inputs than in the older car.

I again tried to use second gear at Druids, but first again proved the better way to go. KTU had an even narrower rev range than PKL — it felt like anything below 5000rpm created a misfire of protest from the combustion chambers. Consequently, this engine felt as though it was running a much peakier camshaft and that most of the grunt was at the top end of the range; the higher the revs, the better she sang.

I had to be much more alert driving this car, and was sweating when I alighted, which wasn't the case in the pre-1963 version. It wore me out

points to the older car despite arriving that bit faster.

I also felt I could be earlier and firmer back on the power in most places, though it might also be true that I was driving better after the first session and rotating the car more effectively. I would probably have gone a chunk quicker if I'd had another run in PKL.

The run in KTU suggested to me that Brands Hatch Indy is a bit tight and busy for E-types. I imagine Brundle and Pearson will be much more in the car's element at fast, flowing Silverstone this weekend — drifting gracefully through all those high-speed corners, turning heads, bringing smiles to faces, triggering people to reach for their smartphones to record this iconic piece of motor racing history in all its glory. 🏁

Autosport would like to thank MotorSport Vision and Pearsons Engineering

TRACK TEST E-TYPE AT 60

much more than the older machine! There was nothing there that frightened me, but I did feel the effort more and would probably find it harder to drive consistently over a long race distance.

I was a bit too tall for the seating position in this car — my helmet was touching the rollcage and I could feel the vibrations through it — but my confidence was up for this run and I began to enjoy drifting through Graham Hill Bend and Surtees, and even occasionally through Paddock Hill Bend, so was definitely closer to the limit with KTU than I had been in PKL.

Adjusting the tyre pressures made quite a difference to the consistency of the car's behaviour through the run — I'm told that getting this right is one of the main performance differentiators when E-types are racing — and the extra stopping power from those slightly bigger brakes meant it was possible to brake at similar

NEXT STOP: OULTON PARK GOLD CUP

Jaguar E-types can be seen at many historic race events. MotorSport Vision has already held its big Donington Park Historic Festival and Legends of Brands Hatch Superprix meetings, but there is still another extravaganza to come in 2021.

The Oulton Park Gold Cup began as a non-championship Formula 1 race in 1954, won by Stirling Moss in a Maserati 250F. It largely continued as a contemporary event for the rest of the century, being held for all manner

of machinery at different times, including F5000, sportscars and British Touring Cars. But it is now one of the Historic Sports Car Club's big meetings.

E-types are likely to feature in this year's Guards Trophy for GT and sports-racing cars, and the Dunlop Historic Trophy for pre-1966 Jaguars, which seems fitting given the Jaguar won on its competition debut at Oulton Park 60 years ago (see page 24).

As is the case with most historic celebrations,

a wide variety of tastes is catered for. Single-seater fans can enjoy the Aurora Trophy for F5000, F2 and Formula Atlantic cars of the 1970s, Historic (1964-70) and Classic (1971-84) F3, two groups of thrusting Formula Fords, and Formula Junior. Historic Touring Cars (pre-1966) and the Dunlop Saloon Car Cup (featuring the ever-popular Super Tourers) should please tin-top aficionados, while the Historic and 70s Road Sports sets will bolster the sportscar action.

An auction and classic car displays add to the off-track entertainment, while an F1 demonstration is set to include a Benetton B190.

This year's Gold Cup will take place on 28-30 August. For more information, visit oultonpark.co.uk



Classic Formula 3 will
provide some of the
action at Gold Cup

TICKETS

TICKETS	ADULTS	TEEN (13-15)
Weekend advance	£35	£21
Saturday advance	£10	£10
Sunday advance	£22	£14
Monday advance	£22	£14

Tickets will also be available on the gate
Grandstand/hospitality upgrades also available



THE UPS AND DOWNS OF THE E-TYPE IN RACING

The new Jaguar looked set for motorsport success in 1961, but things didn't turn out to be quite that straightforward...

KEVIN TURNER

PHOTOGRAPHY  **motorsport**
IMAGES

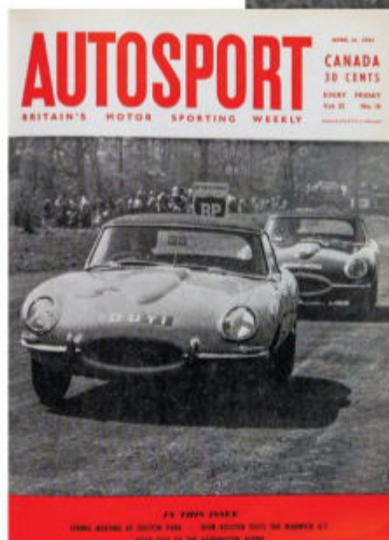
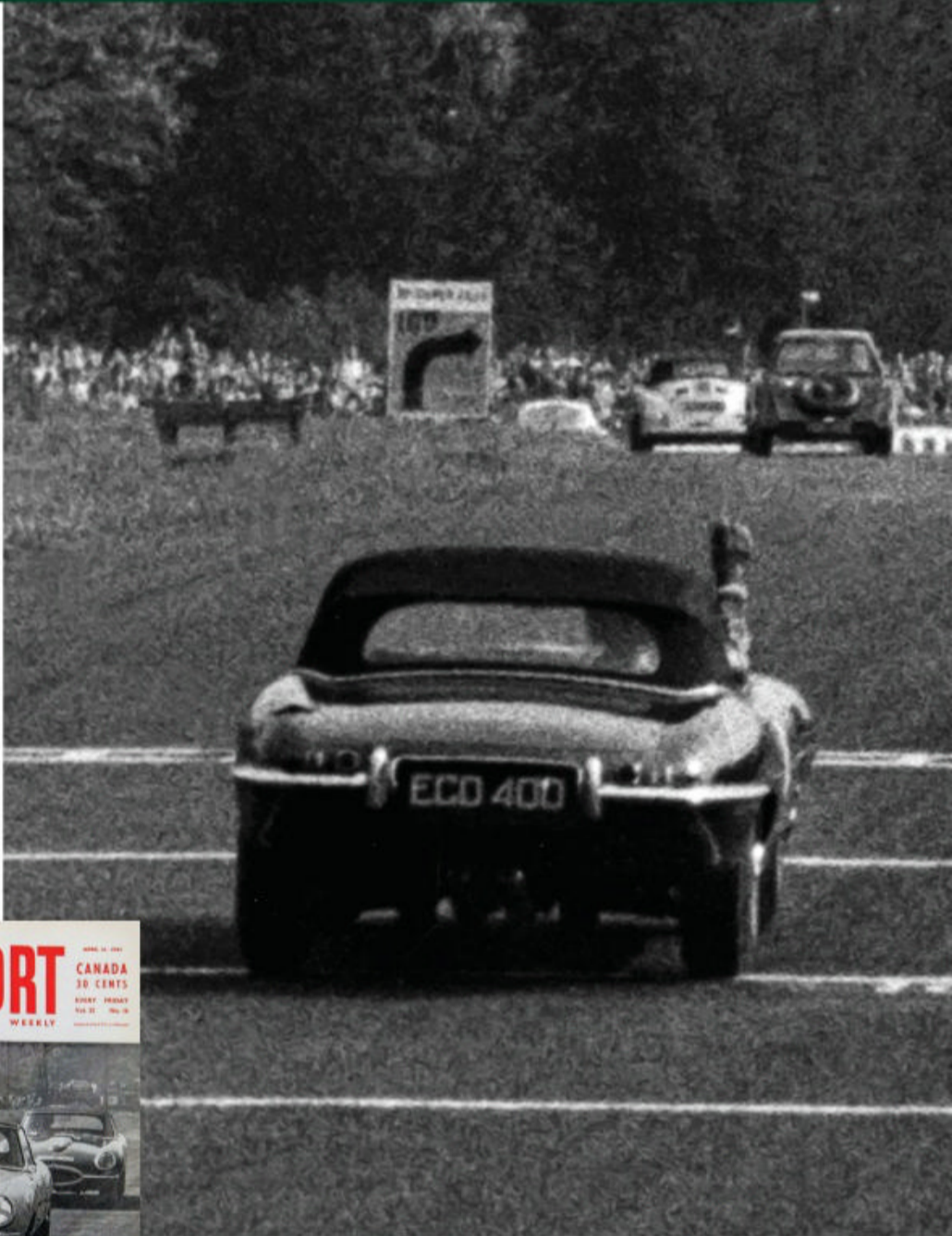
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hen Graham Hill and Roy Salvadori finished first and third on the Jaguar E-type's competition debut at Oulton Park in April 1961, the future looked bright. The new and striking Big Cat was only denied a 1-2 by Innes Ireland's Aston Martin DB4 GT in the closing stages, and the best Ferrari was a distant fourth.

With the world sportscar championship becoming the International Championship for GT Manufacturers in 1962, there was a feeling that Ferrari's hegemony might finally be challenged. "Britain's hopes are as bright as they could be, for the new Jaguar should be more than a match for the pre-eminent 250 GT Ferraris," reckoned Autosport.

It proved to be something of a false dawn. The E-type, still in reasonably standard form, did score further national successes in 1961, but by the end of the season it was clear that a well-prepared and driven 250 GT Berlinetta could still deliver. Stirling Moss won the Peco Trophy at Brands Hatch in August, driving Rob Walker's Ferrari, and Mike Parkes remained tough to beat in his Maranello Concessionaires example.

"We thought we had a winner," concluded



Autosport in its season summary. "Unfortunately, however, when the E-type came up against the Berlinetta it was found that a well-driven Prancing Horse could massacre any number of well-driven Jaguars."

Things didn't get much better in 1962. Although the 240bhp Jaguar remained competitive in some UK events, particularly with Formula 1 star Graham Hill in the John Coombs-run E-type, international pickings were slim as Ferrari again moved the GT-racing goalposts.

The lighter 250 GTO, pushing the homologation game yet further and essentially powered by the three-litre V12 engine from the Testa Rossa sports-racer, maintained Ferrari's dominance. The 260bhp (300bhp was quoted





Graham Hill crosses the line at Oulton Park to take victory on the E-type's racing debut

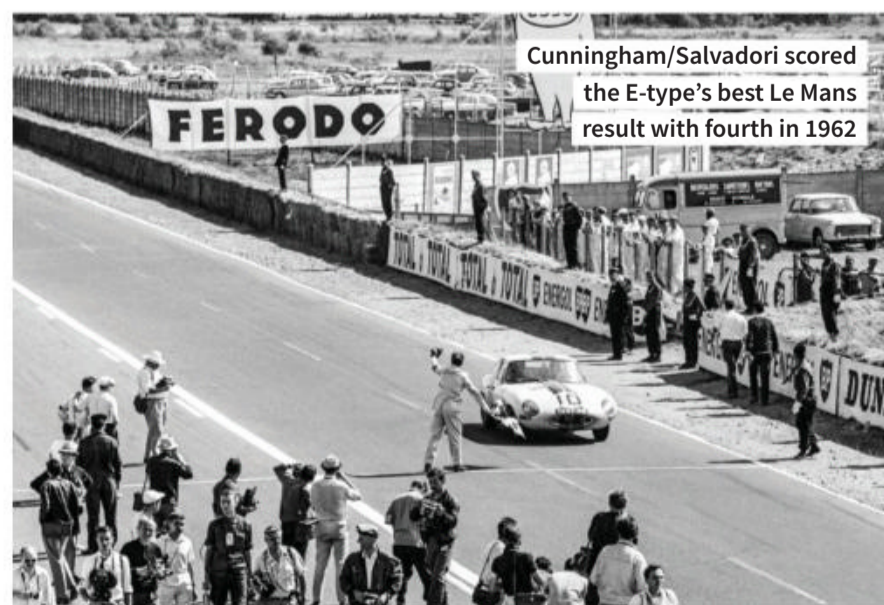
“JAGUAR WERE ON THE TOP OF THEIR GAME, BUT THE FACTORY HAD STOPPED RACING AS A WORKS ENTITY”

at the time but probably only reached later) Ferrari, much more aerodynamic than its predecessor, was the better all-round package, with superior handling and braking than the early E-types.

There was a good reason for that. While GT and endurance racing were key for Ferrari, Jaguar did not want to commit a factory programme to developing the E-type. The road-going car was desirable and incredibly cheap for its level of performance. And Jaguar also had the impressive MkII and MkX saloons to produce – a full-on competition programme simply wasn't a priority.

“As a road car the E-type was a masterpiece,” says historic racer and Jaguar expert Gary Pearson. “It was like a concept car that went into production. Jaguar were on the top of their game, but the factory had stopped racing as a works entity.”

There were still developments during 1962, such as aluminium panels to save weight and increased power, and some highlights. Briggs Cunningham/Salvadori and Peter Sargent/Peter Lumsden finished >>



E-TYPE AT 60 RACING HISTORY

fourth and fifth overall with their E-types at Le Mans, though they were overshadowed by GTOs finishing second and third.

“Jaguars, deeply involved in the serious business of producing sufficient motor cars to meet the demand, must have been pleased at the performance of the two E-types,” suggested Autosport. “One must come to the conclusion that factory-entered cars might even have stood a chance, but the addition of Weber carburettors and practically D-type engine specification is evidently not enough to give the GTO Ferraris a run for their money.”

It was a similar story at the Goodwood Tourist Trophy, Salvadori coming home fourth (one lap adrift) behind three Ferraris. Hill remained a threat in national events, but Parkes – armed first with a 250 GT Berlinetta and then a GTO – still tended to set the GT pace in the UK and won the 1962 Autosport Championship.

Ferrari’s domination, and perhaps Coombs’s and Equipe Endeavour’s purchases of GTOs, sparked a response from the Jaguar factory, which also got its hands on one of the pacesetter Italian cars.

The famous Lightweight, of which 12 were originally made (Jaguar produced another run of six in the middle of the last decade), were the result and arrived in 1963.

The use of aluminium instead of steel saved weight, there were suspension improvements, and power was eventually pushed to around 340bhp, the introduction of a wide-angle cylinder head that allowed larger valves being the single biggest improvement.

Bruce McLaren, who completed an E-type 7-8 in the 1963 Sebring 12 Hours (behind three GTOs), was impressed enough: “Only a couple of GTOs were faster. Handling and brakes were good, the only serious disadvantage compared with the GTO being the lack of a five-speed gearbox.”

Hill won the Sussex Trophy at Goodwood, the Grovewood Trophy at Mallory Park and the BRDC International Trophy-supporting GT race at Silverstone after Parkes spun his GTO. Peter Lindner sensationally led the opening lap of the 1963 Nurburgring 1000Km overall in his Lightweight, while Dick Protheroe’s low-drag car, which had work done to improve the brakes, also beat all the GTOs at Reims in June.

Jaguar had moved much closer, but Ferrari remained ahead. And V8-engined AC Cobras started showing their strength as the campaign wore on, comfortably beating the Cunningham-run Lightweight of



track expert Walt Hansgen in September’s Bridgehampton Double 500 GT encounter, despite questionable aerodynamics.

E-type reliability wasn’t always brilliant either – the heavy ZF gearbox hanging off the back of the engine led to blocks cracking or head gaskets failing, and

there were transmission issues at Le Mans in 1963.

The Lightweight cars were developed, Hill’s feedback proving particularly useful and assisting upgrades such as the move to wider wheels. By 1964 the different special low-drag coupes of Peters Nocker and Lindner (to be killed in the car at Montlhéry), and Peters Lumsden and Sargent, were the ultimate expressions of the theme. The fuel-injected Lumsden/Sargent car, ‘49 FXN’, had bodywork developed by Sami Klat. Along with suspension improvements, the effort helped the car top 170mph at Le Mans, while Lindner won a race at Avus.

THE HEART OF THE GREATEST JAGUARS

Jaguar produced some of the finest vehicles in the decades following the Second World War, but even more important was the engine that powered most of them. The work of William Heynes, Walter Hassan and Claude Baily, the straight-six XK engine first appeared in the XK120, which caused a sensation at the London Motor Show in 1948.

While the XK120 established Jaguar as a major player in sportscar production, the 160bhp dual overhead camshaft engine was also used in the enormous MkVII saloon.

Competition success with some lighter, mildly modified XK120s encouraged Jaguar to design a proper competition version, to become known as

the C-type. Wins in the Le Mans 24 Hours followed in 1951 and 1953, the latter success by Tony Rolt and Duncan Hamilton being the first victory in the French classic by a car with disc brakes. Both were scored with the 3.4-litre XK engine, which by then was producing around 200bhp.

The dramatic lines of the D-type arrived in 1954. Narrowly defeated on its Le Mans debut, it would win the 24 Hours for the following three years. By 1957 the Jaguar factory had withdrawn from competition, but produced a 3.8-litre version of the XK engine for leading customers. The Ecurie Ecosse D-type that won the 1957 Le Mans was a 3.8 – and led home three 3.4s in a crushing display.

It wasn’t just Jaguars that used the unit in competition. Most notably HWM and Lister did too, Archie Scott Brown dominating the UK scene in 1957 in his Lister-Jaguar.

At the same time, Jaguar set the pace in the early days of saloon car racing. The standard 3.4 powerplant and a short block 2.4-litre version were used in the saloon that became known as the MkI, which was replaced by the MkII in 1959. With those, Jaguar dominated saloon car competition until the arrival of American V8s in 1963.

A three-litre version, to comply with post-1957 world sportscar regulations and which was used by the experimental E2A at Le Mans in 1960, was



Bob Tullius and Group 44 brought the V12-engined E-type some success in mid-1970s

“AS A FACTORY EFFORT THE FUNDS WEREN’T THERE. THE E-TYPE WAS DRAGGED ALONG BY CUSTOMERS”

But even these privately developed/funded Lightweights got nowhere near preventing Ferrari retaining its international GT crown. The GTO, which gained new bodywork for 1964 and now produced around 330bhp, continued to rack up GT wins and impressive results in the major endurance events. There were simply too few Jaguars, and the company’s priorities meant that the GT programme was never pursued with as much vigour as it was at Ferrari, even if running GTOs was often in the hands of privateers. It was left to the rise of the well-run Shelby Cobras, now with more suitable Daytona Coupe bodies, to provide Ferrari’s real challenge, finally knocking it from its GT perch at Le Mans in 1964 and the championship in 1965.

“At that time it was an arms race between Ford [with the Cobra] and Ferrari,” concludes Pearson. “Jaguar did some great stuff with the Lindner/Nocker E-type but that was all privately funded by Peter Lindner, so it wasn’t the Jaguar factory putting its might behind the Lightweight to try and compete against Ferrari and Ford. As a factory effort I just don’t think the funds were there to do it. The E-type was dragged along; its development was pushed by customers.”

Aside from club racing, including some mighty Modsports machines, that was pretty much it for the E-type in contemporary



Ultimate Lightweights: Sargent/Lumsden lead Lindner/Nocker at Le Mans in 1964

racing. But there was one last hurrah in the United States.

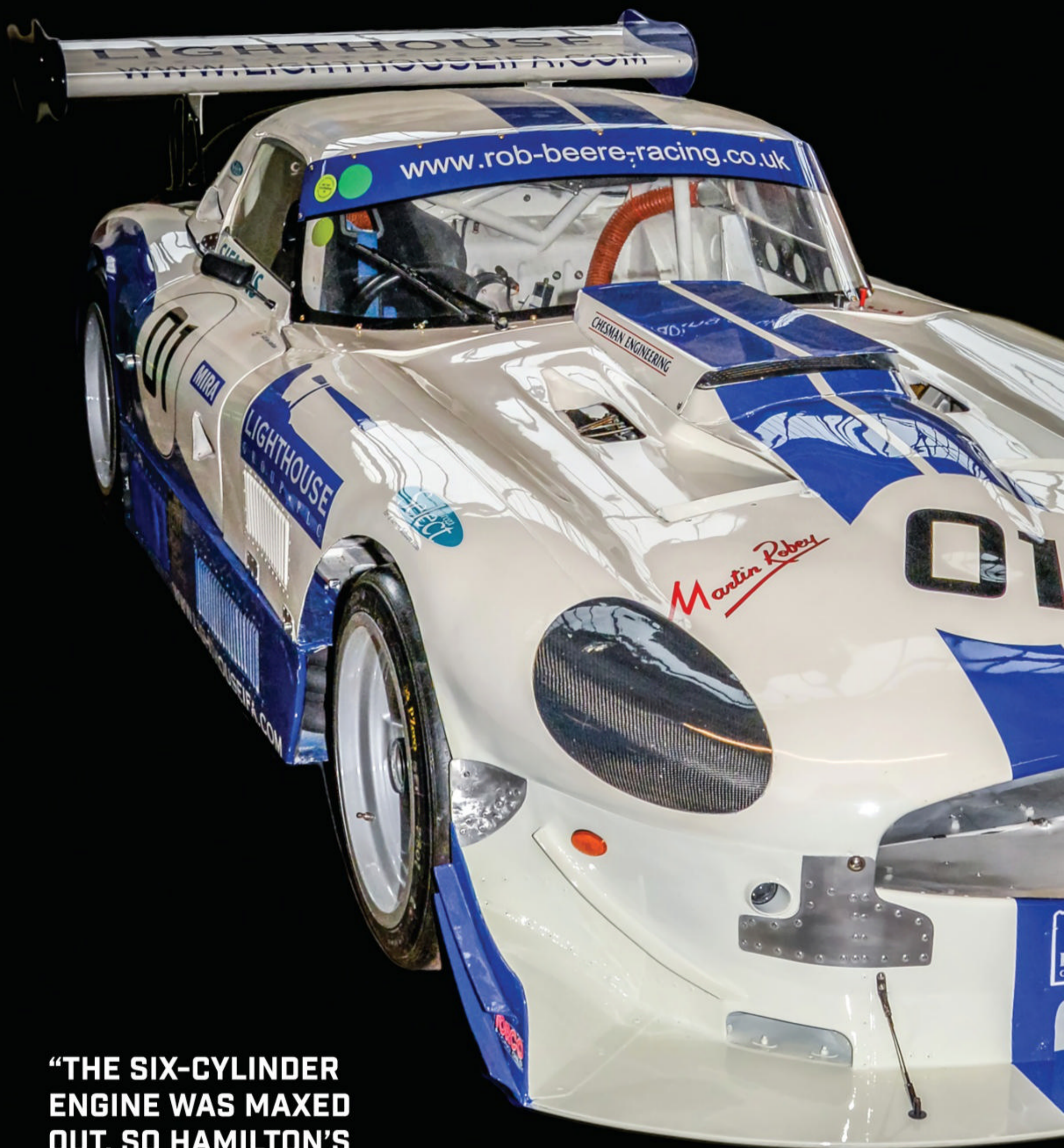
The V12-engined Series 3 was not the most attractive model but it took the E-type into the 1970s, and two teams – Huffaker Engineering and Group 44 – developed cars for Sports Car Club of America competition. Both were successful, but it was Bob Tullius’s Group 44 version that is most famous. A race winner in 1974, Tullius took the Class B Production Car title with his 460bhp E-type the following season before beginning an all-new programme with the XJS...

The E-type was not Jaguar’s most successful car in racing, but it didn’t need to be. Its impact was much wider than that, and it remains one of the great automotive designs. Whether on the road or race track, most would agree it still looks pretty good at the age of 60. 🏆

less successful, before the E-type arrived in 1961 with the 3.8-litre variant. Power outputs of the day were often disputed, but the E-type’s engine provided significant improvement over the original XK120 powerplant largely thanks to development on valve ports, valve sizes and induction passages.

The E-type got a 4.2-litre upgrade for 1964. It ended its life with the next great Jaguar engine, the V12, but the XK would go on for many more years. It was used in the XJ6, launched in 1968, and the last Daimler DS420 Limousine rolled off the production line in 1992 after nearly 700,000 XK engines had been produced.





**“THE SIX-CYLINDER
ENGINE WAS MAXED
OUT, SO HAMILTON’S
SEARCH FOR MORE
POWER POINTED TO A V12”**

GETTING THE 'WORLD'S FASTEST E-TYPE' BACK ON TRACK

Thousands of the model were produced over the years, but none can quite match the mighty machine that was campaigned by Malcolm Hamilton

PAUL LAWRENCE



E

ver since Graham Hill gave the brand-new Jaguar E-type a debut win at Oulton Park in April 1961, people have raced E-types. But none of them can match the fastest and most way-out of all: the 7.3-litre monster developed and raced by Malcolm Hamilton and affectionately known as 'The Beast'.

Hamilton's car was the device that set the standard in the once highly competitive Aston Martin Owners Club Intermarque Championship. In its ultimate specification it ran a 7300cc Jaguar V12 pushing out around 700bhp and weighing in at 1275kg. It could do 0-150mph in around eight seconds and was clocked on an airfield at 185mph. The diff exploded on a second run when Hamilton reckoned it would have hit 200mph.

But it was on British race tracks that this car really made its name, scoring 52 wins in 13 seasons, mainly in the care of Rob Beere Racing. Sadly, its reign came to an end thanks to an errant Porsche at Oulton Park at the end of 2001.

The damaged car was put away and sat in storage for nearly a decade before racing E-type guru Peter Griffiths bought the remains and set about having the car rebuilt. It's been finished for about five years and is now offered for sale in the hope that someone will take it back into racing.

The story really began with Hamilton's previous car, a six-cylinder E-type he raced in the mid-1980s. It was a quick car, but not quick enough. "I was always being beaten by the 500bhp and 600bhp Aston Martins, with people like Gerry Marshall, that just kept driving past me on the straights," recalls Hamilton.

The six-cylinder was maxed out, so Hamilton's search for more power pointed to a V12. Yorkshire-based racer Fred Cliffe had a V12 Roadster that had been developed to a certain extent and came >>



E-TYPE AT 60

with an ex-Broadspeed 5.3-litre V12 engine as used in the XJ12 touring car project. “I’d seen this V12 outside in the corner and it was really just an abandoned car,” says Hamilton, who visited Cliffe from time to time to collect parts.

The car first appeared in the 1988 season as an open-top roadster, run by Kearns Richards Services in Stockport. “We went along the lines of the American Group 44 cars, but I couldn’t see where I was going,” says Hamilton. “We changed it a lot from what Fred had – we chopped six inches out of the wheelbase and made the wheelbase halfway between the six-cylinder and the 12-cylinder to give it more positive turn-in. We started off with one of the 5.3 Broadspeed engines, but they were a real mess.”

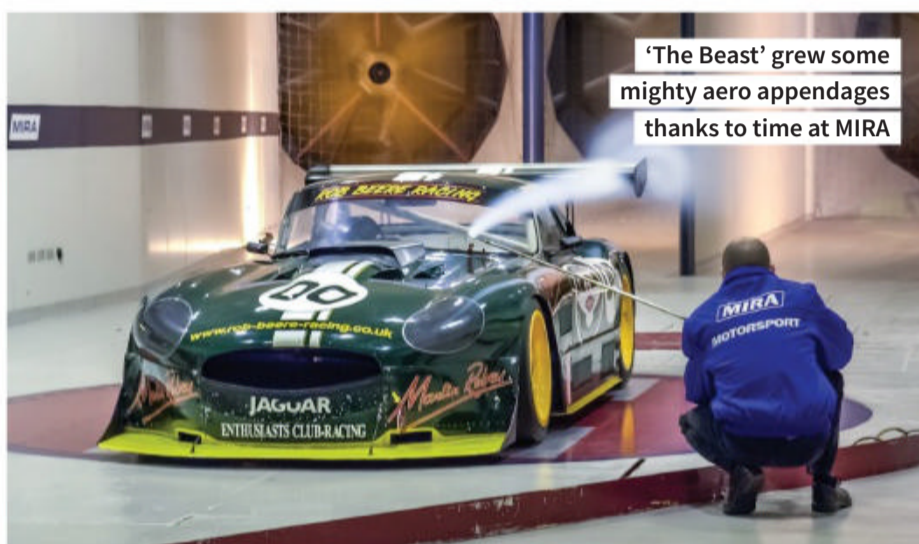
Rob Beere had worked on the car at Kearns Richards and, when that company folded, he set up on his own back near his home in Coventry and the E-type went with him. “Rob developed and developed it and we had engines ranging from six litres to 9.3 litres, but the 7.3-litre version was the best,” says Hamilton, who at the time was running the racing school at Oulton and living in a house that backed on to Druids Corner. “Rob was putting special liners in the block and making his own pistons.”

Through the 1990s, the E-type – which had several colour



Car raced as an open roadster in its early days

HAWKINS



‘The Beast’ grew some mighty aero appendages thanks to time at MIRA



HAWKINS

schemes – continued to win races and the hearts of club racing fans. Easy-going and approachable out of

the car, Hamilton was a fierce competitor once the flag dropped. One of his regular rivals was Marshall in the well-developed V8 Aston Martins of Geoffrey Marsh. “Gerry was my hero! I was terrified, obviously, the first time I met him but then I got used to him and we became good friends,” says Hamilton, who often hosted Marshall at his home near Oulton Park.

Surprisingly, Hamilton reckons that the E-type was not the untamed

THE EGAL THAT LANDED

Two decades before the Hamilton E-type was created, another outrageous big-engined E-type was thrilling fans of national racing. After a very long hiatus, the Jaguar Egal is back in the UK and ready to run once more.

Like its younger cousin, the Egal is a complete one-off with no period international racing history, so it has limited options to go racing again. But even if it only runs in demonstrations – as it did in the recent E-type 60th birthday bash at Shelsley Walsh – it will be a head-turner.

The Egal was one of the ultimate club racing weapons of the mid and late-1960s, and was originally built by Geoff Richardson for owner Rob Beck. The E-type chassis came from a Semi-Lightweight that Beck had crashed at Castle Combe, and the engine installed was a seven-litre Holman and Moody Galaxie marine engine.

Chris Summers, noted for his fearless handling of some brutish single-seaters, was one of the early drivers, and later Barrie ‘Whizzo’ Williams was entrusted with the car. Williams’s combination of natural car control, desire to race anything,

anywhere and the youthful enthusiasm that never left him made him an ideal candidate for a car that would have intimidated many.

Williams later recalled that Beck offered him the car to use on the road for a few days before his first event, and so he duly set off home to Bromyard with his dog Tom – a huge elkhound – sitting on the passenger seat!

In due course, the Egal could not live with the nimble Chevron B8s and Ginettas G12s in GT racing. Once its racing days drew to a close at end of the 1960s, the car passed through several owners, including one Londoner who thought it would make a good road car. It eventually found its way to the US and a long restoration began. Unfortunately, the owner died before the car was finished.

Finally, the Egal returned to the UK a couple of years ago and, on behalf of the new owner, Chris Keith-Lucas at CKL Developments has been restoring it to period specification. He says there are plans to race it once more.

“I went to New York and saw it over there and

verified it – and then we brought it back,” says Keith-Lucas, who has secured its original registration of ‘590 DXR’ on behalf of the owner. “In America, it grew even wider, but a close inspection of it reveals all the old dings and dents.”

The demonstration runs at Shelsley were completed with due regard for the Jaguar transmission, which was always a weak link in period. “I wasn’t doing tyre-burning starts,” says Keith-Lucas. “That would twist the propshaft like a toffee wrapper. I’ve got the dyno figures where it has over 600 lb ft of torque, so it’s really an absolute monster. It is a complication because a car like this was never homologated. It did a huge amount of British club racing, but it didn’t do international events, so that limits what you can do.”

‘The Beast’ (main article) and the Egal are very different cars, yet they share much. They are two of the fastest E-types ever built, they are ferociously powerful, and they stir wonderful memories for those who saw them race in period. Importantly, both have been saved and are now ready for their next chapters.

LAWRENCE



V12 E-type could take
on and defeat later
Porsches and Ferraris

**“AT FIRST IT WAS HORRENDOUS
BECAUSE IT DIDN'T HANDLE
TOO WELL – WE DID A LOT OF
WORK IN THE WINDTUNNEL”**

monster it might have been once unleashed on a race track. “I suppose it was a challenge but it actually felt slow, sitting there waiting for it to really take off after a corner,” he explains. “At first it was horrendous because it didn’t really handle too well. We had a lot more power and it was arriving at the corners fast and didn’t want to go around. We did a lot of work in the windtunnel at MIRA.”

Being allowed to use the windtunnel for free after hours helped them to improve the handling considerably.

The project did miss a couple of seasons early on while they battled reliability issues, and funds to run the car were always stretched. Realising that he needed some sponsorship to help pay for the racing,

Hamilton capitalised when the E-type featured on the cover of the Jaguar Drivers’ Club magazine. He approached every advertiser in the magazine and they all said no until he got to Martin Robey, who specialised in E-type panels. A deal was struck for Robey to pay £1000 per race started, which was a massive boost. Now, 25 years on, Hamilton admits there were times when, after problems in qualifying, the car was fixed sufficiently to get off the startline and into almost instant retirement in order to collect the sponsorship.

After many more wins, the project came to an unexpected and sudden halt at Oulton Park at the end of the 2001 season. By now, the mighty Porsche 935 lookalike of Richard Chamberlain had become one of Hamilton’s key rivals. Early in the race, both cars spun onto the grass as they battled for the lead and Chamberlain rejoined some way ahead. When he finally got the E-type off the wet grass, Hamilton set about trying to salvage a result. “I wasn’t one for backing off,” admits Hamilton, who made good ground until he caught a Porsche, known for being rather wide. “I got back up to about fourth, which is where this fella in the green Porsche was. He just swerved around in front of me and I was probably doing 50mph more than he was.”

Finally, Hamilton squeezed through into Old Hall and thought that the matter was resolved, until he felt a big whack in the back of the E-type, which pitched it into the barriers.

“If that had happened in the middle of the season, I would have been racing the next weekend – Rob would have had it ready,” says Hamilton. But, given the threat from Chamberlain, it seemed the obvious time to do some more development. Sadly, funds and enthusiasm were depleted and the car has not raced since.

New owner Griffiths has slowly had it restored to its former glory over several years. “Structurally, the car was OK but it was disassembled and a few parts, like the exhaust, had been borrowed,” says Griffiths. “We had to make a new exhaust, which was very expensive.”

Griffiths was keen to retain as much of the original car as possible, and even the twisted aluminium passenger door was saved. He has no intention of racing it, hence putting it up for sale. What it really needs now is a new owner who wants to bring a one-off icon of national racing back to the grids. It would certainly spark some memories of what is widely considered to be the fastest Jaguar E-type in the world. ❧



RACE CENTRE

FORMULA E LONDON • WORLD OF SPORT

Lynn jumps for joy after breaking his Formula E duck – with a little help from Fanboost



LONDON'S IN-OUT, IN-OUT RETURN SHAKES IT ALL ABOUT

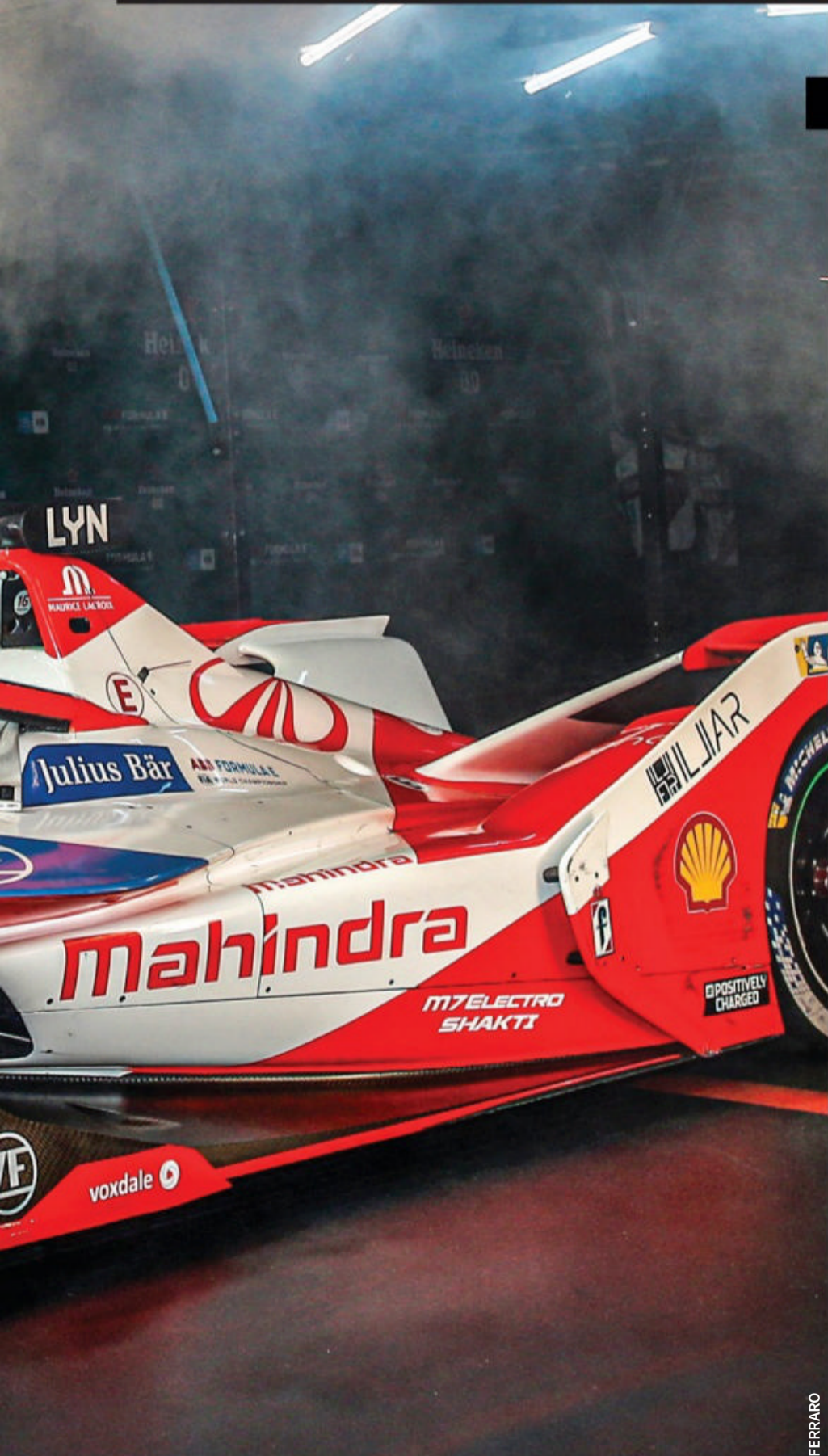
Jake Dennis and Alex Lynn won on a weekend in the UK's capital that generated a string of remarkable, and in one case controversial, storylines

MATT KEW

PHOTOGRAPHY



motorsport
IMAGES



FERRARO

The latest Formula E-hatched unconventional world first for motorsport with a part-indoor, part-outdoor circuit. The long-awaited return of London to the electric calendar. A brilliant second victory for series rookie Jake Dennis to tee-up a genuine but totally unforeseen title challenge. A maiden victory for Alex Lynn, which arrived so soon after the Briton learned that his services would no longer be required by Mahindra Racing for the 2022 season.

All these remarkable story threads will be remembered in good time for their own small place in racing history. But the masses of internet comments posted in response to last Sunday's race at the ExCeL would have you believe there was only one talking point.

Lucas di Grassi sat in eighth as the safety car was deployed for Andre Lotterer squeezing reigning champion Antonio Felix da Costa into the pitwall in their dice for 12th. The DS Techeetah driver then abandoned his damaged machine at Turn 1, its front-left wheel buckled after the "sore loser" Porsche driver had made a "super dirty" defensive move.

The position of the wreckage meant the Mini safety car slowed to a crawl down the main straight, which created a window of opportunity. Audi called di Grassi into the short pitlane, he slowed to the 50km/h limit and dived out of view of the TV cameras behind a staircase that blocked the garage. He then trundled to the pit exit, where he slipped ahead of race leader Stoffel Vandoorne's Mercedes into an unlikely first place.

For all the criticism that was soon directed at the Brazilian and his team, by the letter of the law they had legally gained seven places. The sporting regulations read: "the pitlane entry and exit remain open and cars are free to pit provided that they stop in front of their pit." But missed by the cameras in those crucial moments was a minor skid from di Grassi as he attempted to slow the car on the super-slippery exhibition hall surface. The tyres briefly locked, so while the wheel speed registered zero, his car had never been truly stationary.

"That will stay in my head for the rest of my life," di Grassi would soon say when his small mistake meant the team fell just shy of a controversial but legal strategy masterclass to win.

Adjudged not to have a fully stopped, the 2016-17 champion was handed a drivethrough. Team principal Allan McNish bolted to the race stewards to contest the decision, confident he could defend the deft tactic. While the contest waged behind closed doors, race engineer Markus Michelberger kept schtum over team radio and di Grassi crossed the line in the belief he had snared a second victory of the season to go with his Puebla spoils. >>



**NO ADS.
JUST MORE
PERFORMANCE**



Then as the provisional results landed, di Grassi was bumped back to eighth. But for failing to serve his reprimand, to which he was oblivious, he was eventually disqualified. Audi was handed a suspended €50,000 fine and a debate spawned concerning when the interests of any team should fall into second place to protect the public image of Formula E. Not for the first time in 2021, it wasn't a good look.

Fortunately, di Grassi copped his black flag before the finish. That meant, unlike in Mexico, when on the road victor Pascal Wehrlein was excluded moments after crossing the line, the attention could switch to the success story of Lynn as he arrived home for his first win.

The Saturday polesitter had fallen back in race one when he cooked his rear tyres thanks in part to the ZF powertrain in the Mahindra that hangs too much weight over the back axle. "It's no secret that we aren't the fastest package in a race," said the Essex lad after he had slipped to third behind Dennis and Nyck de Vries in the opener. "We tend to destroy our tyres a lot more than most."

His role was reversed on Sunday, and the hunted became the hunter. Lynn lined up third on the grid behind Oliver Rowland and Vandoorne, who had snared a fourth pole over his Nissan e.dams rival by four hundredths of a second.

Qualifying for race two had been a thriller. While the usual trend of the group one runners struggling to set a competitive time on a green track continued, rain briefly arrived in time for the next 12 in the championship to set their flying lap. That meant on this unique circuit, as the indoor track offered up more grip with every pass of a Michelin all-weather tyre, the outdoor section became increasingly





Di Grassi went from eighth to first under the safety car – then got black-flagged

slippery and so the fight to progress into the superpole shootout went down to the wire.

It was Rowland who earned the better launch and forced Vandoorne to chop across to the middle of the circuit to defend his line into Turn 1 and from there, the pair took control.

Nyck de Vries soon threw his Mercedes up the inside of Lynn through the fiddly and unpopular Turn 10 hairpin. Lynn saw his rival coming and gave him space, but both still ran out of steering lock and tagged, which bent the rack on the Silver Arrow machine and would remain a headache for de Vries for the duration.

In the fortnight leading up to the penultimate round of the season, the FIA had deducted 4kWh from the usual 52kWh race energy total in a bid to avoid the prediction from team simulations that the two London races would be flat-out sprints – not in the spirit of a series that pins so much of its competition on battery management. But the small reduction didn't go far enough in the eyes of many. As a result, the two usual attack mode power boosts were doubled in duration to eight minutes in a bid to make engineers and strategists sweat.

Rowland had been told by his team only to use his 35kW advantage after Vandoorne had done so first. But a change of heart on lap four of 30 meant the Barnsley-born racer took the initiative and dived through the activation gate to take his first usage. He returned to the race line behind de Vries in third, a move that didn't best please Rowland – communicated via a swear-y radio message.

But the delay from the 2019 FIA Formula 2 champion did not last long. Both Mercedes soon moved for their attack mode and Rowland regained second place behind Vandoorne before the race was quickly neutralised by the first of two safety cars.

It was triggered by Rowland's Nissan e.dams team-mate Sebastien Buemi, the 2015-16 champion sending his car up the inside of Rene Rast's Audi in Turn 10. They hit at the apex, Rast's steering broke, and he weaved back into Buemi's sidepod as his suspension failed. Rast retired and the stewards didn't hold back in giving his Swiss rival a 10s stop/go penalty.

The safety car peeled in after two laps and Vandoorne timed his restart wonderfully. He waited for Rowland to reach the apex of the final outdoor corner, when the Nissan couldn't lay down its power with so much steering lock on, and then bolted eight tenths clear.

In even better news for Mercedes, de Vries pounced on Rowland for an early 1-2 and both Stuttgart machines opted for their second attack mode. But that bought de Vries back behind Rowland as the next safety car – owed to Lotterer and da Costa – came into play.

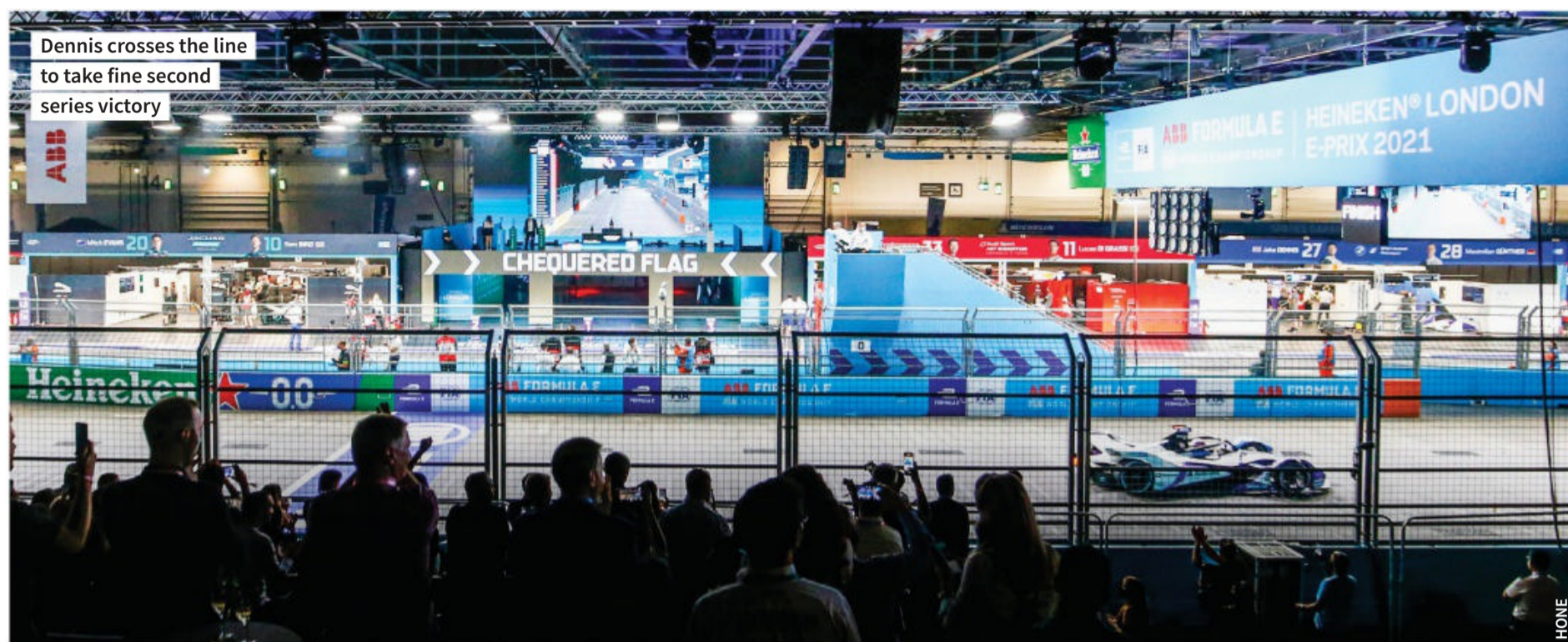
Like so many watching on, Vandoorne was bemused when he saw the green and red flash of di Grassi's car exit the pit and slot in at >>

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Dennis crosses the line to take fine second series victory

the front of the pack. However, he would have less than a lap to get used to the sight as Rowland made a critical error.

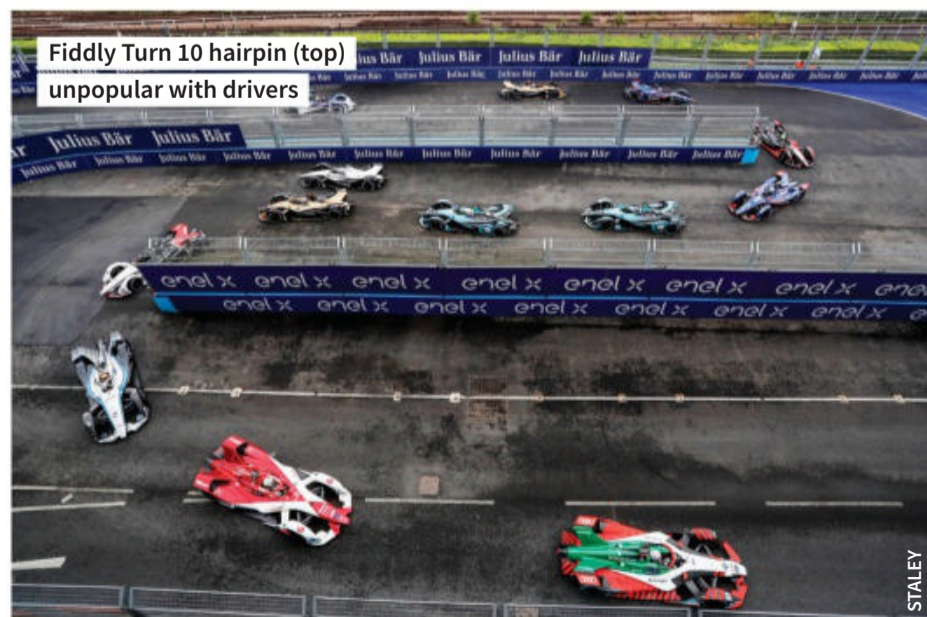
A massive lock-up, with Turn 10 the site of the unwelcome action yet action, meant he careered into the side of Vandoorne. That forced the Belgian to find reverse and resume in 16th. "Rowland just f***ing destroyed me", was the blunt assessment.

The shunt opened the door for de Vries to sneak through, then passing di Grassi as he moved for attack mode, as Lynn climbed into the hunt for victory. De Vries could do little to respond having used both of his 35kW boosts. Lynn, by contrast, had the better part of five minutes remaining for his second activation and welded himself to the rear of de Vries's car.

After Lynn's slip to third in race one, Anand Mahindra, chairman of the massive Indian automotive firm, called on his 8.6million Twitter followers to vote for Lynn in the Fanboost competition. His driver won the small power leg-up by a mile and then deployed it into Turn 3 to pass de Vries for the final time in a move that would prove decisive once di Grassi had been dealt with. The win was settled by six tenths as Mahindra snared its fifth victory.

Asked where he would rank his Formula E success among his career highlights, which include a 2014 GP3 Series title and a Le Mans class win with Aston Martin, Lynn buzzed: "It's up there. From a personal highlight it's been one that has tortured me for many years now. My Formula E career has been quite an interesting one. There was a part of me, to be honest, that would have left with just a win. I could have just ticked it off. At least I [could have told myself I] knew how to drive this category."

"It's really difficult to put into words because it's sort of four years on-and-off in Formula E and dreaming of one day maybe coming close to winning a race."



Fiddly Turn 10 hairpin (top) unpopular with drivers



Polesitter Vandoorne is forced to defend his line at start of race two

Those words about the flux in his Formula E career hide a poorly kept secret in the paddock. Lynn — who scored a pole position on his New York City debut in 2017, was let go by DS Virgin Racing and then by Jaguar Racing — will again be a free agent after the final Berlin round in August. Ironically, given how the race unfolded for that win to arrive, he will be replaced at Dilbagh Gill's squad by Rowland.

But after a podium in the first race and a win in the second bout last weekend, Lynn enters the final double-header absolutely in the title hunt. De Vries tops the table with 95 points, although is acutely aware that his chances of getting it over the line are slim thanks to the contrived group qualifying format. Robin Frijns' fourth place on Sunday earned him second and pre-event standings leader Sam Bird holds onto third despite two crashes on his home weekend for Jaguar Racing.

Lynn sits sixth, just 17 points off the top and with 58 up for grabs. His one-lap pace is clear and performances in Valencia and now London have proved his ability to manage a race and drive around degrading tyres this season.

The slightly tiresome unpredictability of Formula E, which leaves 18 drivers still in mathematical contention for the crown, was likened by some in the paddock last weekend as equivalent to everyone winning a medal at a primary school sports day. Now, Lynn's fight isn't solely for silverware but more to take part in next year's sports day and the one after.

When he signed for Mahindra Racing full-time for 2021 after his six-race Berlin cameo last year, Lynn was clear to Autosport. This was the year he would establish himself in Formula E and thereby earn his place on the grid for the long haul. His performances in the English capital accomplished one of those goals. Now he needs to be equally well-judged off-track to negotiate the paperwork to achieve the second. 🏆

DENNIS STRENGTHENS HIS CASE



Jake Dennis shares more than just scoring a popular home victory in common with Alex Lynn. He too is fighting to show the pitlane that he's worthy of a Formula E future.

Where the two Brits differ is in who they're trying to impress. Lynn needs to find an all-new berth. Dennis, though, is trying to charm Michael Andretti and squad boss Roger Griffiths into retaining him as the Andretti Autosport race team becomes an effective privateer for 2022 after its partner BMW has exited the series.

The case for retaining Dennis grows ever stronger. This is a driver who, this time last year, had never driven a Formula E car. He became the unexpected winner of an internal shootout with fellow DTM drivers Philipp Eng and Lucas Auer to win the seat, and he's not stopped impressing since.

His rookie victory from pole in Valencia was beautifully executed. But the smooth Circuit Ricardo Tormo was the furthest thing from a typical Formula E track. Last weekend in London, he showed another side to his armoury, deploying his attack mode perfectly around the narrow ExCeL streets to pounce on front-row rival Lynn.

Now fourth in the points, he said: "After [my debut] in Saudi, it was a bit of an eye-opener for the level and obviously the nature of the championship. I've started getting my head around it now."

The success came despite Dennis's chagrin when his race engineer told him to go, then not, and then go again to activate attack mode. But he soon regained his cool in the heat of battle.

Although there have only been seven for Dennis to date, this was by some way his strongest weekend in the championship – capped off by ninth place in race two.

Having been second in the standings overnight, he was thrust into group one and qualified only 17th. That he made up so much ground to snare a point, without resorting to the pitlane, is the mark of a driver who deserves to stay in Formula E.

RESULTS ROUND 7/8, LONDON (GBR), 24-25 JULY (33 LAPS – 46.178 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Jake Dennis (GBR)	BMW Andretti / BMW iFE.21	46m50.048s
2	Nyck de Vries (NLD)	Mercedes / Mercedes EQ Silver Arrow 02	+5.341s
3	Alex Lynn (GBR)	Mahindra Racing / Mahindra M7Electro	+6.946s
4	Andre Lotterer (DEU)	Porsche / Porsche 99X Electric	+10.699s
5	Rene Rast (DEU)	Audi / Audi e-tron FE07	+11.427s
6	Lucas di Grassi (BRA)	Audi / Audi e-tron FE07	+12.233s
7	Stoffel Vandoorne (BEL)	Mercedes / Mercedes EQ Silver Arrow 02	+17.381s
8	Antonio Felix da Costa (PRT)	DS Techeetah / DSE-Tense FE21	+18.457s
9	Edoardo Mortara (CHE)	Venturi Racing / Mercedes EQ Silver Arrow 02	+30.724s
10	Pascal Wehrlein (DEU)	Porsche / Porsche 99X Electric	+38.240s
11	Nick Cassidy (NZL)	Envision Virgin Racing / Audi e-tron FE07	+43.475s
12	Jean-Eric Vergne (FRA)	DS Techeetah / DSE-Tense FE21	+48.025s
13	Robin Frijns (NLD)	Envision Virgin Racing / Audi e-tron FE07	+51.037s
14	Mitch Evans (NZL)	Jaguar Racing / Jaguar I-TYPE 5	+57.579s
15	Oliver Turvey (GBR)	NIO 333 / NIO 333 001	+58.624s
16	Joel Eriksson (SWE)	Dragon Penske Autosport / Penske EV-5	+59.945s
17	Sergio Sette Camara (BRA)	Dragon Penske Autosport / Penske EV-5	+1m00.436s
18	Maximilian Guenther (DEU)	BMW Andretti / BMW iFE.21	+1m05.105s
EX	Sebastien Buemi (CHE)	Nissan e.dams / Nissan IM03	+8.008s
EX	Oliver Rowland (GBR)	Nissan e.dams / Nissan IM03	+28.185s
R	Norman Nato (FRA)	Venturi Racing / Mercedes EQ Silver Arrow 02	+1m44.707s
R	Tom Blomqvist (GBR)	NIO 333 / NIO 333 001	25 laps
R	Sam Bird (GBR)	Jaguar Racing / Jaguar I-TYPE 5	1 lap-accident
R	Alexander Sims (GBR)	Mahindra Racing / Mahindra M7Electro	0 laps-accident

Winner's average speed 59.159mph. **Fastest lap** Evans 1m22.340s, 61.180mph.

SUPERPOLE 1 Lynn 1m23.245s; 2 Dennis 1m23.544s; 3 Buemi 1m23.627s; 4 Sette Camara 1m23.758s; 5 Lotterer 1m23.863s; 6 Nato 1m23.912s.

QUALIFYING 1 Lotterer 1m23.900s; 2 Lynn 1m23.921s; 3 Dennis 1m24.032s; 4 Buemi 1m24.124s; 5 Sette Camara 1m24.199s; 6 Nato 1m24.329s; 7 di Grassi 1m24.564s; 8 Sims 1m24.584s; 9 de Vries 1m24.644s; 10 Eriksson 1m24.695s; 11 Evans 1m24.820s; 12 Wehrlein 1m24.847s; 13 Rast 1m24.913s; 14 Vandoorne 1m25.101s; 15 Blomqvist 1m25.104s; 16 Mortara 1m25.198s; 17 da Costa 1m25.279s; 18 Bird 1m25.366s; 19 Turvey 1m25.398s; 20 Cassidy 1m25.911s; 21 Rowland 1m25.932s; 22 Frijns 1m26.009s; 23 Vergne 1m26.168s; 24 Guenther.

RACE 2 (30 LAPS – 41.980 MILES)

1 Lynn 46m29.532s; 2 de Vries +0.599s; 3 Evans +6.257s; 4 Frijns +6.682s; 5 Wehrlein +9.212s; 6 Guenther +10.637s; 7 Cassidy +12.685s; 8 Sette Camara +19.237s; 9 Dennis +24.914s; 10 Eriksson +27.920s; 11 Mortara +29.083s; 12 Vergne +29.915s; 13 Buemi +30.291s; 14 Turvey +31.364s; 15 Vandoorne +33.623s; 16 Sims +34.336s; 17 Lotterer +35.204s; 18 Rowland +42.269s; 19 Blomqvist -1 lap; EX di Grassi -1.466s; R Nato 27 laps-accident; R Bird 27 laps-accident; R da Costa 10 laps-accident; R Rast 5 laps-accident.

Winner's average speed 54.176mph. **Fastest lap** Frijns 1m21.635s, 61.708mph.

SUPERPOLE 1 Vandoorne 1m20.181s; 2 Rowland 1m20.222s; 3 Lynn 1m20.248s; 4 de Vries 1m20.353s; 5 Evans 1m20.376s; 6 Guenther 1m20.398s.

QUALIFYING 1 Lynn 1m20.319s; 2 Evans 1m20.321s; 3 Vandoorne 1m20.459s; 4 Rowland 1m20.483s; 5 Guenther 1m20.504s; 6 de Vries 1m20.511s; 7 Wehrlein 1m20.569s; 8 Frijns 1m20.620s; 9 Sette Camara 1m20.641s; 10 di Grassi 1m20.750s; 11 Buemi 1m20.812s; 12 Rast 1m20.924s; 13 Nato 1m20.977s; 14 Blomqvist 1m20.988s; 15 Eriksson 1m21.010s; 16 Lotterer 1m21.038s; 17 Dennis 1m21.042s; 18 Cassidy 1m21.043s; 19 Sims 1m21.064s; 20 Mortara 1m21.080s; 21 Bird 1m21.108s; 22 da Costa 1m21.195s; 23 Vergne 1m21.244s; 24 Turvey 1m21.847s.

CHAMPIONSHIP 1 de Vries 95; 2 Frijns 89; 3 Bird 81; 4 Dennis 81; 5 da Costa 80; 6 Lynn 78; 7 Cassidy 76; 8 Evans 75; 9 Mortara 74; 10 Rast 72.

NEXT RACE

BERLIN E-PRIX
19 AUGUST
ISSUE

German
double-header
to decide title.

Ellis (57) took storming win in race one and started on pole for the second contest



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Mercedes ends its DTM drought at the Lausitzring

DTM
LAUSITZRING (DEU)
24-25 JULY
ROUND 2/7

Mercedes claimed its first race wins in the DTM since August 2018 as Philip Ellis and Maximilian Gotz shared the spoils in the second round of 2021 at the Lausitzring.

Daytona 24 Hours GTD class winner Ellis was arguably the star of the weekend, charging from ninth on the grid to take the top spot in the first race on Saturday. Having already jumped to fifth in the opening laps, the Winward driver judged the safety car restart to perfection, overtaking both Esteban Muth and Mike Rockenfeller at the banked first corner before passing Kelvin van der Linde into Turn 2, the first braking zone of the circuit.

After the mandatory pitstops, the Swiss GT3 ace was able to reel in polesitter and

long-time race leader Sheldon van der Linde (Rowe Racing BMW), completing the move going into Turn 1. That pass sealed Mercedes' first DTM win since Paul di Resta triumphed at Misano three years ago.

Behind Ellis, Red Bull protege Liam Lawson recovered from a slow restart in his Ferrari to finish second, as 2013 champion Rockenfeller (Abt Sportsline Audi) claimed the final podium spot after Sheldon van der Linde was handed a five-second penalty for a pitstop infringement. That, coupled with Kelvin's struggles in a heavily ballasted Audi, meant the van der Linde brothers were unable to convert their front row lockout into a top result.

Sunday's second race also saw a Mercedes driver on top, although the result was due more to fortune than the raw pace of the AMG GT3. Kelvin van der Linde had claimed the lead during the pitstop cycle when Lawson stalled exiting the AF Corse

pitbox and the South African was several seconds clear of the chasing pack when his Audi suddenly shut down on the pitstraight. He managed to restart the car and continue, but the time he lost in the process dropped him down to third.

Gotz was the driver to pick up the pieces, having passed Lawson when the Ferrari driver rejoined the track on cold tyres for what was a net second position at that time. This marked the German driver's first victory in the DTM, having never finished higher than fourth during his previous two-year stint with Mercedes in 2015-16.

Third was still enough for Kelvin van der Linde to retain the lead of the championship, four points clear of Lawson, who has scored podiums in all but one race so far.

Ellis finished in a strong fourth position given the weight penalty he was carrying from Saturday, moving up to third in the championship with the biggest points haul of any driver at the Lausitzring. The same couldn't be said about last year's runner-up Nico Muller, with the Team Rosberg Audi driver amassing just a single point all weekend with 10th in race two.

While Lawson enjoyed a double podium at Lausitz, team-mate Alex Albon had a relatively quiet weekend in the other Ferrari, finishing fifth and 11th across the two races. He, however, can now claim to have a DTM podium to his name after Mercedes' Vincent Abril was disqualified from the Monza season opener, retrospectively promoting the Anglo-Thai driver to third. Abril's HRT team has appealed his exclusion.

RACHIT THUKRAL



Kelvin van der Linde led race two until Audi issues allowed Gotz to pounce



Kevin Hansen took advantage of other battles to win Spanish opener

Hansen Jr takes first bout

WORLD RALLYCROSS
BARCELONA (ESP)
24 JULY
ROUND 1/9

Kevin Hansen took his chance to win the opening World Rallycross round of the season, despite strong challenges from brother Timmy and Johan Kristoffersson.

Triple World Rallycross champion Kristoffersson silenced any doubters that considered his title-winning success to be heavily down to racing Volkswagen Motorsport's Polo by setting the fastest time in the opening free practice session. The Swede, now racing for the EKS JC squad and driving an Audi S1, continued that form through the four qualifying sessions at Barcelona. But, late on Friday evening, he was disqualified from Q1 after the FIA data logger in the S1 was been found to be unplugged.

That left the reigning champion down in 15th overnight and handed the initiative to the Hansens.

Making the most of Kristoffersson's troubles, Timmy Hansen claimed the top qualifier position, ahead of younger brother Kevin. Both drivers then won their semi-finals from pole position.

The Hansen brothers boxed off turn one with their Peugeot 208s in the final. Kristoffersson dived into the compulsory joker lap on lap two, but Timmy Hansen covered him by doing likewise on the next tour. Both were then held up behind a yet-to-joker Krisztian Szabo.

The marginal time loss behind Szabo meant that when Kevin Hansen joked the next time around, he was able to carry the greater momentum around the outside of both Kristoffersson and his brother to claim a second career win.

HAL RIDGE

De Ridder becomes first RX2e winner

RX2E
BARCELONA (ESP)
24 JULY
ROUND 1/5

The first FIA-sanctioned electric rallycross category, RX2e, made its debut at the World Rallycross weekend in Spain and it was Belgian racer Guillaume De Ridder who dominated in the 10-car, single-make field.

Electric rallycross cars had been seen at World RX events before. But with FIA backing, and the governing body's drive together with new rights holder Rallycross Promoter to transition World RX's top flight to electric propulsion for 2022, the RX2e



De Ridder won inaugural all-electric RX2e round

class is the first collaborative step in the next phase of the discipline. Developed between Spanish electro-mobility experts QEV and leading rallycross outfit Olsbergs MSE, the RX2e machines are of a similar tubular spaceframe construction to that of the class's internal combustion engine predecessor, RX2. Still four-wheel drive, the new iteration is driven by a pair of electric motors, one at each axle, and produces 250kW (335bhp) and 510Nm torque.

Experienced rallycross campaigners Jesse Kallio and Fraser McConnell both pushed De Ridder hard throughout the weekend. When both were eliminated on the first lap of the final after contact, it was Ole-Henry Steinsholt and Patrick O'Donovan who completed the podium.

"The RX2e car has been even better than I expected," said De Ridder. "It's brand-new technology, so you could expect some small failures, but it was absolutely flawless."

HAL RIDGE

WEEKEND WINNERS

DTM

LAUSITZRING (DEU)

Race 1 Philip Ellis
Winward (Mercedes-AMG GT3 Evo)

Race 2 Maximilian Gotz (below)
HRT (Mercedes-AMG GT3 Evo)

GT2 EUROPEAN SERIES

SPA (BEL)

Race 1 Peter Guelinckx/Bert Longin
PK Carsport (Audi R8 LMS GT2)

Race 2 Sahedi Samini/Stefan Rosina
True Racing (KTM X-Bow GT2 Concept)

WORLD RALLYCROSS

BARCELONA (ESP)

Kevin Hansen, Hansen WRX (Peugeot 208)

RX2E

BARCELONA (ESP)

Guillaume De Ridder

EUROPEAN RALLY CHAMPIONSHIP

RALLY DI ROMA CAPITALE (ITA)

Giandomenico Basso/Lorenzo Granai
Delta Rally (Skoda Fabia R5 Evo)



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Imperious Imola show from title hunter Crawford

EUROFORMULA OPEN
IMOLA (ITA)
24-25 JULY
ROUND 5/8

Jak Crawford turned in a performance at Imola last weekend that was little short of perfect. The Team Motopark racer earned a brace of wins and only missed out on a hat-trick by a smidge over a tenth of a second. With that emphatic display, he thrust himself into the title picture.

The young American, who earned a brace at Paul Ricard in May, finally cemented himself in third place in the championship hunt – after missing Spa – behind points leaders Cameron Das and Louis Foster.

As the rival pair scored only a podium apiece in Italy, Red Bull-back Crawford kicked off his dominant display by commanding the opener from pole, snaring the fastest lap as a bonus, on his way to a bruising 9.6-second triumph over Foster.



Crawford's Imola haul:
two poles, two wins
and three fastest laps

EUROFORMULA OPEN

The partially flipped grid for race two presented more of a challenge. Crawford lined up sixth but needed only four laps to catch second-starting team-mate Roman Stanek in the fight for victory. For 15 tours, Crawford gave chase. On the final lap, he darted this way and that to find the space to pass but would wind up only 0.125s adrift.

Stablemate Das joined the Motopark party in the finale, with Crawford again running

clear from pole to a 4.2s victory over Stanek and Das for a squad 1-2-3. That was a lesson in a team performance, something not repeated by Van Amersfoort Racing whose three drivers – Casper Stevenson, Cem Bolukbasi and Rafael Villagomez – all managed to collide on the opening lap.

Fourth place for Foster, to follow his second and fifth, means he's four points off leader Das, while Crawford is 48 points adrift.

Saucy's tasty form goes on to leave rivals playing catch-up

FORMULA REGIONAL EUROPEAN
SPA (BEL)
24-25 JULY
ROUND 6/10

Of the six circuits visited by the Formula Regional European series in 2021, Swiss hotshot Gregoire Saucy has now tasted victory at no fewer than five thanks to his success at Spa last weekend.

The Monaco double-header in May remains the only blot on his copybook as the ART Grand Prix racer converted his Belgian pole on Sunday into the race spoils by 0.745 seconds over Zane Maloney, the 2019 British F4 champion climbing from fifth in the spec Alpine series to finish runner-up.

After a remarkable seventh win from the 12 races so far this term, Saucy dominates the title race with a 60-point cushion over Hadrien David – the R-ace GP driver chalked second and third over the two races.

It was G4 Racing's Michael Belov who opened the batting with a fine victory. He led all 10 laps in a rain-soaked encounter from pole, albeit four of which were spent behind the safety car.

Maloney rounded out the podium behind David to complete a sound weekend, while Saucy made astounding progress from his 24th grid slot – unable to thread a decent lap together in mixed conditions – to cross the line a respectable eighth.



Saucy leads from pole
en route to race-two
victory at Spa

WEEKEND WINNERS

EUROFORMULA OPEN
IMOLA (ITA)

Races 1 & 3 Jak Crawford
Team Motopark

Race 2 Roman Stanek
Team Motopark

INTERNATIONAL GT OPEN
IMOLA (ITA)

Race 1 Loris Spinelli
AKM Motorsport
(Mercedes-AMG GT3 Evo)

Race 2 Faisal Al Zubair/Andy Soucek
Lechner Racing
(Porsche 911 GT3-R)

FORMULA REGIONAL EUROPEAN
SPA (BEL)

Race 1 Michael Belov (below)
G4 Racing

Race 2 Gregoire Saucy
ART Grand Prix



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1961 JAGUAR E-TYPE 'SEMI-LIGHTWEIGHT'

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1955 LOTUS-BRISTOL MK X 'NOY 1'

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- Experience of running WT testing programs
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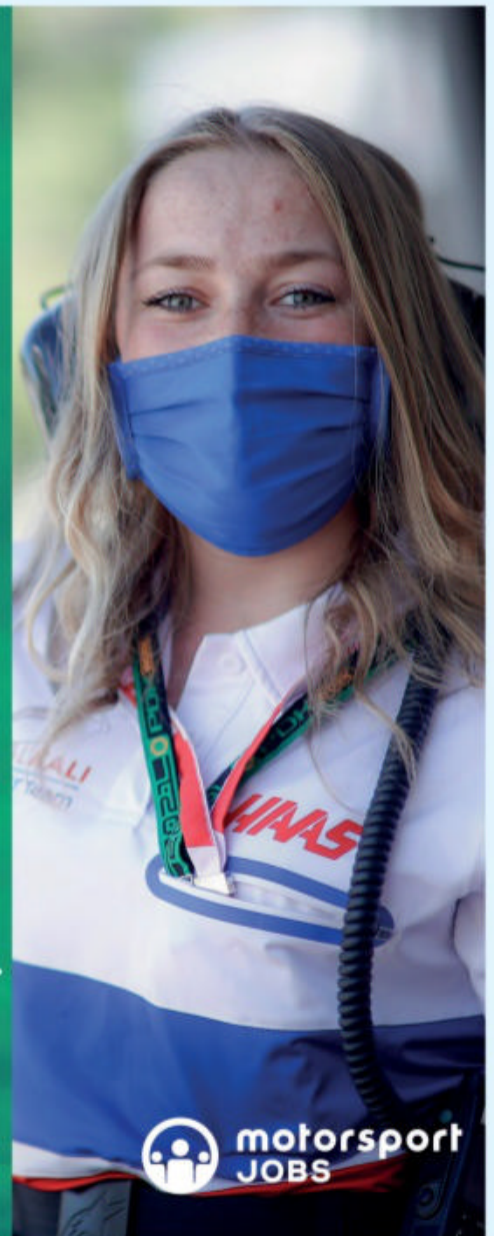
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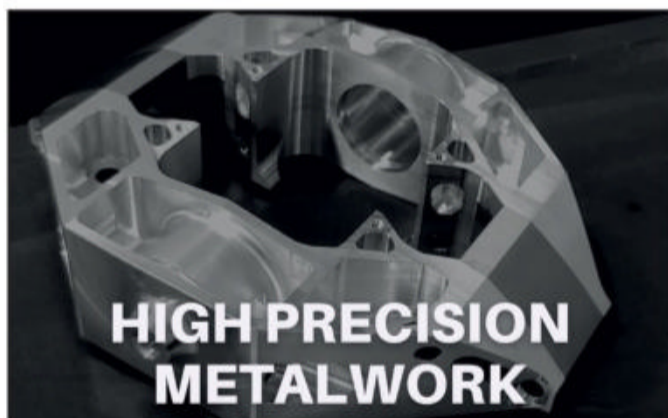
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BRITISH GT Adam forced out of Spa with COVID-19

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Lind and Machitski take charge at Spa

Barwell Lambo pair score dominant victory
as British GT visits Belgian F1 venue



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ADAM OUT OF BOTH SPA GT EVENTS DUE TO COVID-19

BRITISH GT

Four-time British GT champion Jonny Adam was forced to miss last weekend's Spa British GT round with COVID-19, which will also rule him out of the upcoming Spa 24 Hours.

The Aston Martin factory driver was joint championship leader with Beechdean AMR team-mate Andrew Howard prior to Spa, but had to withdraw from the event while "observing COVID protocols" – according to a championship statement – after coming into contact with a COVID-positive individual.

In his absence, Howard was partnered by 2015 GT4 champion Ross Gunn, who finished fourth after Howard was brought in too early for the mandatory driver swap.

It was subsequently confirmed by Aston Martin that Adam would also miss this

weekend's Spa 24 while recovering from COVID. Adam leads the overall GT World Challenge Europe and Endurance Cup Pro-Am standings, but will be replaced in Garage 59's Vantage by Marvin Kirchhofer.

His 18-point deficit to Howard means Adam won't be able to win the British GT crown, a situation reminiscent of Howard's first title in 2013 when Adam was handed a points deduction for contact and finished six points behind his team-mate.

"It's a bit like 2013 for me with Andrew at the moment," joked Adam. "My ultimate goal is still to try and give these guys as many wins and hopefully a championship or two come the end of the season."

"It was going to plan, that was the annoying thing. It's been a pretty successful season with these guys, but that doesn't stop even though I've unfortunately missed a race."

Howard reaffirmed that Adam's deficit would make no difference to their title challenge and, despite being only 1.5 points off the top, said they had a "big job to do".

"We've got a real fight on our hands that would have been easier if we hadn't made a schoolboy error [in the pits]," he said. "Most important is we made the best out of what we could and reduced the impact to the minimum that it could be."

JAMES NEWBOLD

P56 BRITISH GT REPORT



PANDEMIC, COSTS AND LOGISTICS HIT SPA GRID

BRITISH GT

A smaller than usual field made the journey to Spa for the British GT round last weekend, with the pandemic, finance and logistics cited as factors.

GT3 entries from Paddock Motorsport and Enduro Motorsport, and GT4 teams Ciceley Motorsport and Fox Motorsport all stayed at home.

Ciceley commercial director Norman Burgess said it had been an "ethical" decision made by drivers Jake Giddings and David Whitmore, "100%" due to COVID-19. With the Oulton Park British Touring Car round this weekend in which Ciceley also competes, Burgess was happy to support them.

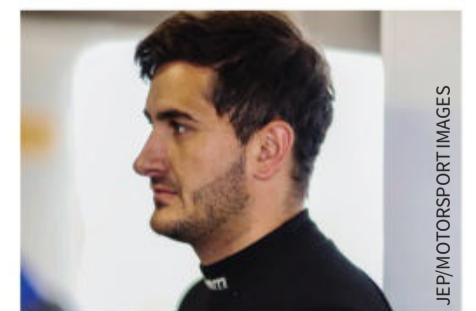
"A lot of my mechanics, they're only young lads and they've only had one job anyway," he said. "I use a lot of them for both [British GT and BTCC], so I didn't want to risk having the team infected."

Enduro team manager Marcus Clutton (below) agreed that it "made sense not to take any chances". "Had we been in the championship fight, then we obviously would have gone," he said. "But, the way the rules are changing, it wasn't worth the risk, we're not in for the championship so we were happy to sit this one out."

Paddock team co-owner Martin Plowman said Spa was "not really critical to our sponsors" and that missing the event would "enable us to go bigger and better at the other rounds and finish the rest of the season comfortably".

A Fox team spokesperson said "off-track commitments" for Nick Halstead meant skipping the event had been planned for over a month.

JAMES NEWBOLD



Mini ace avoids serious injury in Oulton crash

MINI CHALLENGE TROPHY

Mini Challenge Trophy title contender Matt Hammond avoided significant injury after being airlifted to hospital following a serious crash at Oulton Park last weekend.

After taking victory earlier in the day, Hammond was in the thick of the action in the partially reversed-grid second race, having made a strong start, when his car went off the road at the exit of Druids and crashed into the barriers.

The race was red-flagged while medical crews attended to Hammond, and the remainder of the meeting was curtailed due to a time curfew, meaning the second Monoposto F3 race was unable to run. Hammond was airlifted to Stoke Royal Infirmary, where he remained as a precaution as Autosport closed for press on Tuesday, after having CT and MRI scans.

"I'm feeling a bit battered and bruised but they've done the tests and there's no broken bones," said Hammond. "I was losing a bit of sensation in my hands and feet in the car so



they were a bit worried about that.

"I don't really remember too much about it. It all happened so fast – I got tagged from another car and I didn't have time to react, so I was into the barrier hard. It's pretty high-speed there and not a place you want to go off. I was doing well before that and overtook four cars in one and a half laps and it was all looking good."

This was Hammond's second major accident in two events after he was tipped into a roll at the previous round at Brands Hatch. He is unsure if he will be racing in

the next event at Croft on 7 August and says he'll "see how the next couple of days go" before making any decisions on his future.

The 2017 champion has enjoyed a successful return to the series this year, having not competed since that title-winning campaign, scoring four wins from the opening nine races to head the points.

A full investigation into the circumstances of the crash is due to be held at a later date, with Lewis Saunders the provisional winner of the shortened race.

STEVE WHITFIELD & STEPHEN LICKORISH

Neary stands by Spa race start despite collision

BRITISH GT

Richard Neary has vowed not to change his approach to starts after his Team ABBA Racing Mercedes was eliminated in a violent crash in the British GT race at Spa last weekend.

As in the previous round at Donington Park, where he launched from 10th to second at the first corner, Neary reacted quickly from eighth when the lights went out and immediately passed three cars before a slight move left from Ian Loggie's

third-starting RAM Mercedes resulted in heavy contact.

Neary's car was out on the spot, along with two others caught up in the incident, while Loggie lost seven laps in the pits to repairs before finishing sixth (in GT3). The incident was investigated, but no action was taken.

Neary hopes to be out for the next round at Snetterton on 8 August, and said it would not deter him from making similarly opportunistic moves in future.

"The race starts when the lights go out, that's it," said Neary, who was left with neck

pain after the shunt. "If everyone had been watching the lights properly, there wouldn't have been a crash. What happened, happened and my approach next time out will be identical."

Barwell boss Mark Lemmer said that poleman Leo Machitski had followed protocol at the start, a point confirmed by driving standards officer Michael Vergers.

"Leo was at the correct speed, a constant speed, and he went when the lights went out. It was a copybook start," said Lemmer.

JAMES NEWBOLD



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US F4 champion Yeany makes European debut in British F3

BRDC BRITISH F3

Reigning US Formula 4 champion Hunter Yeany made his debut in BRDC British F3 last weekend when the series made its overseas trip to Spa.

The 16-year-old, who currently races in the Formula Regional Americas Championship, had never previously competed in Europe ahead of his appearance at the Belgian circuit with Fortec Motorsport.

Having finished the opening two races in eighth and 15th respectively, the American took third in the fully reversed-grid race having benefited when Reece Ushijima

was handed a post-race penalty for exceeding track limits, promoting Yeany to the podium behind Fortec team-mates Roberto Faria and Mikkel Grundtvig.

"The car felt really good and Fortec did a great job setting it up," Yeany said. "After practice was over, we got challenged with some rain and I just thought of it as 'just something else, OK we'll get through this' and we ended up doing a really good job in the race. That was my second time in the British F3 car in the rain and the other two races were really good learning curves.

"I'm not sure [about returning to the series] yet but my options are always open."



Yeany managed to take a podium on his debut in British F3 at Spa

JEP/MOTORSPORT IMAGES

Al Harthy to return at Snetterton

BRITISH GT

Ahmad Al Harthy will make a long-awaited return to British GT next month at Snetterton, the 2014 runner-up's first showing since 2015.

The Omani driver, who has focused on Pro-Am GT3 racing in Europe with Blancpain GT Series Endurance Cup titles in 2017 and 2019 to his name, will share a TF Sport-run Aston

Martin Vantage GT3 with factory driver Charlie Eastwood for the two one-hour sprint races.

Al Harthy was due to contest the full British GT season with TF Sport alongside Jonny Adam in 2020 before the pandemic and travel restrictions led the entry to being withdrawn.

"It is a very challenging year still with COVID-19 continuing to cause so many difficulties globally," said Al Harthy, "but I'm very proud to be able to represent Oman in British GT once more and we would love to get some good results at Snetterton."

It marks TF's first outing in the series since the Silverstone 500 in June, where the outfit took a best result of fourth.

"It'll be the first time Ahmad has been back in the car since the Asian Le Mans Series at the start of the year, but I have no doubt he'll be straight on the pace and looking for podium finishes," added team boss Tom Ferrier.

JAMES NEWBOLD



Al Harthy last raced in British GT in 2015

JEP/MOTORSPORT IMAGES

IN THE HEADLINES

TEAM ROCKET'S TOUGH TIME

Team Rocket RJN endured a tough British GT weekend at Spa, with two of its cars eliminated in the startline chaos, having already lost James Kell's GT4 entry after a testing crash caused damage that could not be repaired. Rival GT4 pair Andrew Gordon-Colebrooke and Chris Salkeld (Century Motorsport) still lead the Pro-Am points despite being moved into the Silver Cup class, after the latter's Bronze grading "was changed to reflect his FIA Silver status".

BROTHERS AT BRANDS

Racing brothers John, Mike and Tony Davies will compete together at the same meeting for the first time, despite each having started racing over 40 years ago, at Brands Hatch's Classic Touring Car Racing Club event this weekend. Twins John and Mike, 67, who returned to racing this year, will share the family Mini Cooper S in the pre-1966 Touring Car race. Tony, 62, drives his Transpeed Vauxhall Firenza in Classic Thunder at the same venue at which he and John put the car on pole for the first Thundersaloon race in 1985.

SR3 DRIVERS TO ITALIAN GP

Radical SR3 drivers now have the chance to enter the Sports Prototype Cup races in support of the Formula 1 Italian Grand Prix on 10-12 September at Monza. The event, which will feature two 35-minute races, was originally just for the Revolution A-One Trophy but entries for SR3 drivers have been opened on a 'first come, first served' basis.

HALSTEAD BACK FOR FANS

British GT driver Nick Halstead will return to the Ginetta GT4 Supercup at Oulton Park this weekend with Fox Motorsport in the Pro-Am class. "It was always my plan to race in the Supercup this year, but I wanted to wait until fans were allowed back before I committed," said Halstead, who raced in the Am category last year (below).



JEP/MOTORSPORT IMAGES

Hill in Williams, historic race debut for Hunt

SILVERSTONE CLASSIC

Damon Hill will again be reunited with his 1996 Formula 1 title-winning Williams FW18 at the Silverstone Classic this weekend, while Freddie Hunt is also set to make his historic racing debut at the event.

Hill completed demonstration laps in the Renault-powered FW18 at the British Grand Prix earlier this month and is now due back behind the wheel on Sunday at the Classic.

“While it’s hard to believe that 25 years have now flown by, it’s always an amazing experience for me to get back into that Williams – so many special memories come rushing back,” said Hill.

Meanwhile, Hunt – the 34-year-old son of 1976 F1 world champion James – is to race a twin-turbocharged Nissan Skyline GT-R R-32 in Motor Racing Legends’ Historic Touring Car Challenge. He will share Ric Wood’s Calsonic tribute car, a winner at Thruxton in June.

Hunt, who has dabbled in numerous categories including Euro NASCAR, Formula Masters and Michelin Le Mans Cup LMP3



prototypes, has not contested a full season of racing since 2007, when he competed in British Formula Ford in a JTR Ray.

Hunt’s passport to the event is his father’s impressive record at Silverstone. James aced the BRDC International Trophy in 1974 and 1976, debuting a locally built Hesketh 308 and McLaren M23 respectively. Hunt’s biggest Silverstone victory was the 1977 British GP in a McLaren M26. “The car is awesome and I’m really looking

forward to the race – I’ve never driven a Group A car before,” said Hunt.

Also due to be racing at the event is a newly built Lotus Elite from GT squad Tolman Motorsport. The car will race in the RAC Tourist Trophy and will be piloted by sportscar driver Craig Dolby. “It’s an amazing car, the details and quality are incredible,” said Dolby. “I can’t wait to get out there and demonstrate what Tolman is capable of building. It’s a little rocketship!”

No rallying or rallycross events at Croft circuit

BARC

Croft circuit will not hold any rallying or rallycross events next season, citing the financial impact of the coronavirus pandemic as a key reason.

The Yorkshire venue had been a regular on British and Clubmans rallycross schedules up to 2018 and also hosts two popular winter rallies

– the Jack Frost and Christmas Stages.

In a statement, Ben Taylor, chief executive of circuit operator the British Automobile Racing Club, stressed that the BARC’s commitment to Croft is “as strong as ever”.

“The past 18 months have been very challenging for everyone,” he said.

“To put the reality into some sort of perspective, Croft Circuit lost 10 times more money in 2020 than it made in 2019.

“The additional workload, the wear and tear on the venue and the financial return mean that the [rally/rallycross] events simply don’t stack up. As a rally fan, that pains me. But Croft is a commercial venue, with a very small team and a very limited number of days usage each year. We have a responsibility to use those days to best effect for the business.”

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New Supersport enduro to have more races in '22

BRSCC

The British Racing and Sports Car Club has already committed to running a calendar of events for its new Supersport Endurance Cup next season ahead of the category's inaugural round at Snetterton this weekend.

The series was created following the success of the club's mini-endurance Clubsport Trophy division, which has regularly attracted packed grids since its launch in 2019, and the BRSCC being asked if it would put on longer races.

The first event is due to last an hour and 40 minutes and the BRSCC's head of formulae development Greg Graham is encouraged by the initial interest. "It's looking good – we've got a nice mix, from TCR cars to Mazda MX-5s and everything inbetween," he said. "That was the goal – we've chosen not to target the



Existing shorter Clubsport Trophy has proven to be a hit

highest level because that's all catered for. Club racing is our bread and butter so we've built the regulations and structure to suit club racing."

Planning is well under way for the BRSCC's 2022 schedule and the Supersport Endurance Cup is featured. "We've already confirmed it will be part of our calendar next year and we're looking to have five events," added Graham. "This is not a test event, it's the first of many."

STEPHEN LICKORISH

Double-length Compact Cup contest set to return next year

BRSCC

The BMW Compact Cup held its first double-length race with a 30-minute finale at Snetterton last weekend, and the revised format is set to be used again next year.

The grid was set with a random draw of race two's top 10. Four-time champion Steven Dailly, who earlier won the opening two sprint races and was starting fifth, had predicted beforehand that "it's going to be about tyre management – the person who manages the tyres best is the person that is going to win in the last two laps".

But that prediction failed to ring true when a deluge of rain arrived with five

minutes of the race to go, leading to a host of cars spinning off at Coram and Murrays. Leader Dailly went off at Murrays twice and on the exit of Williams, but Ben Huntley behind wasn't able to capitalise. The chequered flag went out three minutes early, sealing the victory for Dailly.

"The cars have been developed for 10 years to run for 15-minute sprint races, so tyres, brakes, fuel were a conundrum," said British Racing and Sports Car Club head of formulae development Greg Graham. "Everybody enjoyed it and it gave the team bosses and drivers something else to think about. I think we will do it again next year."

JASON NOBLE & STEPHEN LICKORISH



Dailly won longer race, despite late deluge of rain

IN THE HEADLINES

FIESTA FRONTRUNNERS' WOE

Fiesta winners John Cooper and Luke Pinder had a torrid Saturday at Snetterton last weekend. Double Croft winner Cooper suffered a lower control arm issue on the left front in qualifying and missed the first race while repairs were carried out. Bad luck then struck again when the same problem occurred on the other side of the car en route to race two's grid. Meanwhile, Pinder suffered a boost issue in the first race, which forced him out. He charged from 18th to seventh in race two and finished fifth in the finale.

WILSON BACK TO CLASSIC

Formula Junior racers will entertain Silverstone Classic early arrivals with races at 0900 on Saturday and Sunday. Cooper T59-mounted Sam Wilson, a 13-time winner over the years, takes on defending champion Cameron Jackson (Brabham BT2), Richard Bradley and Alex Ames (Brabham BT6s), Andrew Hibberd and Lukas Halusa (Lotus 22s), Nick Fennell (Lotus 27) and Westie Mitchell (de Tomaso 63) at the sharp end of a stellar field.

NO GRAMPIAN BRC FANS

Round three of the British Rally Championship will run behind closed doors next month because of strict COVID-19 restrictions that remain in force in Scotland. Following the Nicky Grist Stages in Wales, the Grampian Forest Rally on 14 August becomes the second consecutive round without fans.

ZAMMIT FINALLY BACK

Maltese hillclimb ace Zach Zammit (below) competed in the UK for the first time since the end of 2019 when he scored British Hillclimb points at Prescott last Sunday. Through 2018 and 2019, Zammit was a regular contender at UK events but has been unable to compete here for 18 months due to COVID-19 restrictions. "I've been waiting for Malta and the UK to be on the green list," he said. "I did 13 trips to the UK in 2019!"



LAWRENCE

Machitski and Lind pull clear from the chaos

SPA
BRITISH GT
25 JULY

Leo Machitski and Dennis Lind celebrated a crushing victory during British GT's annual European foray to Spa – the Barwell Motorsport Lamborghini duo stealing a march in the championship on a day when many of their rivals endured a different type of crushing.

Eliminated on lap one last time out at Donington Park, Machitski and Lind were one of the only crews to emerge unscathed from a bruising Belgian encounter, one that became more about survival than outright pace before it even actually started.

Even ahead of qualifying, there were casualties, with the guesting Leipert Lamborghini GT3 being withdrawn almost as soon as it arrived after Brendon Leitch's crash in first practice. Then, in the wet second session, Scott Malvern caught standing water on the climb to Raidillon, the resulting 20G impact with the barriers



putting the Team Parker Racing Porsche out. That left just eight GT3 runners when the grid formed up, and not even all of those made it past the start/finish line.

Machitski and Lind had already bossed qualifying, securing top spot by half-a-second ahead of joint championship leaders Beechdean AMR (Andrew Howard joined by Ross Gunn, with regular team-mate Jonny Adam required to self-isolate – see News) and the RAM Racing Mercedes of Ian Loggie/Yelmer Buurman.

Pole turned out to be about the only safe place to be when the lights went out for the rolling start. Machitski didn't get away brilliantly and Loggie behind made a better launch to get a run on him, jinking left just as Donington winner Richard Neary – starting from the back of GT3 after a wishbone failure in qualifying – was attempting to put his ABBA Mercedes straight through the middle, having

reacted quickest when the lights went out.

The contact launched Neary into a spin in the pack, leaving Team Rocket RJN McLaren drivers Michael Benyahia (GT4) and Mia Flewitt (GT3) with nowhere to go. Loggie limped back to the pits, where the RAM mechanics changed his rear suspension in just 20 minutes to allow the car to rejoin, albeit seven laps down, in the hope of bagging some points.

With one championship contender struggling, Machitski didn't hang around when the resulting safety car finally departed, and set about pulling a healthy gap over Howard's Aston Martin, which had no answer to Machitski's pace due to over-inflated tyres. The Lamborghini simply disappeared into a near 30-second lead before handing over to Lind, who in truth didn't have much to do in the two-hour race.

"Leo did literally all of the work for that, I just got in the car and drove about, staying

MARSHALL AND BROWN GIVE McLAREN GT4 VICTORY

It's safe to say that the McLaren 570S hasn't enjoyed a successful British GT4 season so far in 2021.

It has largely struggled against renewed competition from the upgraded Century Motorsport BMWs and others, but Balfe Motorsport's Ashley Marshall and Jack Brown brought a ray of sunshine to Woking with a fine victory at Spa, even if they had to overcome a few obstacles to secure it.

It came as little surprise that Century's runaway championship leaders Will Burns and Gus Burton plonked their M4 on pole but, with an extra 20s to serve on their

pitstop after winning last time out at Donington, a clear run in the first stint would be vital to their hopes. They didn't get it.

While Burns managed to avoid the chaos at the start, taking the restart in fourth overall, he couldn't pull away from Marshall's chasing 570S. That in itself was remarkable, given Marshall was caught in a second early clash at La Source, which both knocked his tracking out and also affected the throttle map.

"The car was a real handful, it was pretty wayward on the straights and the throttle was permanently stuck open by 30%, so it wasn't easy to manage," he said.

Still, Marshall stuck to Burns's tail and drafted ahead into Eau Rouge, before repelling a counter challenge at Les Combes. From there, he crafted a three-second lead before handing across to Brown at the pit window, which jumbled the order further.

Matt Topham had been forced to bring his Pro-Am Newbridge Motorsport Aston Martin to a complete stop in the startline mayhem, then lost more time in a tangle with Mark Sansom's Ginetta during an eventful opening stint. But, with the Silver Cup entries all having to serve an extra 26s at their stops, co-driver Darren Turner emerged in third and looked a real threat.



Machitski leaves the drama in his wake at the start of the race



Winners: Lind (r) with team-mate Machitski

Lamborghinis in the opening stint – Igoe briefly losing fourth to Balon with a mistake at Fagnes before regaining the position with a bold move into Eau Rouge. Further around that 14th lap, Balon spun at Campus and lost 90s to the group ahead digging himself out of the gravel.

After taking the WPI Huracan over from Igoe, Phil Keen finally managed to pass the McLaren after getting a run on Lewis Proctor through traffic up Eau Rouge. That sealed second for the Brands Hatch winners, and helped get their title bid back on track after two disappointing rounds. The Proctors brought their McLaren home third for a maiden British GT podium as a pairing, while Gunn just fended off the Balon/Sandy Mitchell Lamborghini – which then had 30s added to its race time in lieu of a drivethrough for straying beyond track limits – to claim fourth.

And what of RAM? Buurman managed an overheating gearbox to reach the finish in 13th and sixth of the GT3 runners, keeping himself and Loggie well in the title hunt. The result also means that neither Beechdean nor RAM will carry a success penalty into the next round at Snetterton. With the top four crews being covered by 16.5 points, the season run-in should be anything but dull.

ROB LADBROOK

out of trouble,” said Lind. “I did radio the team at one point to ask about fastest lap as I wanted something to go for!”

He got it, too. And his efforts helped the car to a mighty 49s advantage at the flag to record the pair’s first win of the season and Machitski’s first British GT3 win since 2006 – when he won the class title in what could prove to be an ominous statistic.

Behind, things were far from settled. Howard was running a solid second until he was called into the pits a few moments before the pit window had actually opened, essentially giving himself a stop/go penalty, and then picking up an eight-second stop/go for speeding while doing so. That dropped Beechdean to fourth, almost two minutes down on the winners.

With the Aston gone, Stewart and Lewis Proctor’s Balfe McLaren moved up to second. It had been an effective roadblock for both Michael Igoe and Adam Balon’s

WEEKEND WINNERS

GT3

(47 laps) **1 Leo Machitski/Dennis Lind (Lamborghini Huracan Evo)**; 2 Michael Igoe/Phil Keen (Lamborghini) +48.603s; 3 Stewart Proctor/Lewis Proctor (McLaren 720S); 4 Andrew Howard/Ross Gunn (Aston Martin Vantage); 5 Adam Balon/Sandy Mitchell (Lamborghini); 6 Ian Loggie/Yelmer Buurman (Mercedes-AMG). **Fastest lap** Lind 2m20.872s (111.21mph).

Pole Machitski/Lind. **Starters** 8.

Points **1 Machitski/Lind 87**;

2 Howard 85.5; 3 Loggie/Buurman 79.5; 4 Igoe/Keen 70.5; 5= Jonny Adam (Aston Martin) & Balon/Mitchell 67.5; 6 Richard Neary/Sam Neary (Mercedes-AMG) 52.5.

GT4

(44 laps) **1 Ashley Marshall/Jack Brown (McLaren 570S)**; 2 Matt Topham/Darren Turner (Aston Martin Vantage) +16.362s; 3 Will Burns/Gus Burton (BMW M4); 4 Will Moore/Matt Cowley (Ford Mustang); 5 Chris Salkeld/Andrew Gordon-Colebrooke (BMW); 6 Richard Williams/Sennan Fielding (Audi R8). **FL** Scott McKenna (Toyota GR Supra) 2m33.494s (102.07mph). **P** Burns/Burton. **S** 10.

Points **1 Burns/Burton 115.5 (below)**;

2 Salkeld/Gordon-Colebrooke 81; 3 Topham/Turner 64.5; 4 Williams/Fielding 54; 5 Brown/Marshall 46.5; 6 James Kell/Jordan Collard (McLaren) 40.5.



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

After passing Katie Milner (Team Rocket RJN) for second, Turner hacked away at Brown’s advantage at the rate of two seconds per lap and then pulled a terrific move for the lead around the outside of Pouhon. But a 30s penalty for track limits abuse handed the victory back to Marshall/Brown.

Turner’s pace was such that he retained second – and Pro-Am honours – with Burns/Burton capping the podium. Matt Cowley inherited fourth when Milner was stopped by a puncture at the Bus Stop, after prevailing in a terrific scrap with Andrew Gordon-Colebrooke’s BMW, both delayed by drivethroughs for track limits infringements.

ROB LADBROOK



Marshall/Brown took hard-fought victory



Carlin racer O'Sullivan (r)
bagged two second places

JEP/MOTORSPORT IMAGES

O'Sullivan stars come rain and shine to extend F3 lead

SPA
BRDC BRITISH F3
24-25 JULY

Despite not taking a win on BRDC British F3's traditional visit to Spa in Belgium last weekend, championship leader Zak O'Sullivan did his chances of the title no harm at all.

The Carlin driver took home two second places in the opening pair of races at the Belgian Grand Prix venue, as well as a fighting drive to seventh from 15th in the full reversed-grid race three on Sunday morning. He extended his championship lead in each race and, having entered the weekend with a 47-point margin at the top of the standings over Hitech's Reece Ushijima, left the Ardennes with a 78-point buffer to the Japanese-American.

The trio of races produced three different winners, two of whom claimed their maiden British F3 victories. The first went the way of O'Sullivan's team-mate Christian Mansell, who had

prior experience of the circuit having competed in the Euroformula Open round a month ago. The Australian qualified third, but rain arrived in time for the start of the race and he used that to his advantage as he followed O'Sullivan past polesitter Bart Horsten at Les Combes on the first lap.

Mansell followed his team-mate closely for the next three tours and, when O'Sullivan made a mistake at the Bruxelles right-hander, he slipped through and pulled away to take his second victory of the year by 4.5 seconds. Second place for O'Sullivan was his seventh podium in 10 races, while Arden's Roman Bilinski, a new entrant at the previous round at Donington Park, claimed his first series podium with third.

Bilinski's weekend went from good to brilliant in race two, as he claimed a first British F3 victory from fourth on the grid. Horsten started from pole again and led the first lap, while Bilinski climbed to second past the Carlin pair at Les Combes despite being edged onto the grass by Horsten on the Kemmel Straight.

Next time around, the Arden driver used the tow to good effect, blasting into the lead at Les Combes. Horsten kept Bilinski within his sights while O'Sullivan and Mansell closed in behind, with the championship leader moving into second on lap six of nine but he was unable to make an impression on Bilinski, who had the race under control. Mansell deprived Horsten of a podium on the final lap, with yet another move on the Kemmel Straight.



Bilinski took maiden
British F3 win at Spa

JEP/MOTORSPORT IMAGES

WEEKEND WINNERS

BRDC BRITISH F3

Race 1 (8 laps) 1 Christian Mansell; 2 Zak O'Sullivan +4.462s; 3 Roman Bilinski; 4 Tom Lebbon; 5 Bart Horsten; 6 Javier Sagrera. **Fastest lap** Mansell 2m34.821s (101.19mph). **Pole** Horsten. **Starters** 16.

Race 2 (9 laps) 1 Bilinski; 2 O'Sullivan +0.866s; 3 Mansell; 4 Horsten; 5 Reece Ushijima; 6 Sebastian Alvarez.

FL O'Sullivan 2m20.467s (111.53mph). **P** Horsten. **S** 16.

Race 3 (9 laps) 1 Roberto Faria; 2 Mikkel Grundtvig +1.605s; 3 Hunter Yeany; 4 Bilinski; 5 Mansell; 6 Ushijima.

FL Ushijima 2m20.934s (111.16mph). **P** Max Marzorati. **S** 16.

Points 1 O'Sullivan 294; 2 Ushijima 216; 3 Mansell 212; 4 Faria 168; 5 Horsten 163; 6 Sagrera 154.

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

Roberto Faria then claimed his first British F3 win in the full reversed-grid third race, as Fortec locked out the podium places. The Brazilian started fourth, passed polesitter Max Marzorati at the Bus Stop Chicane after an opening-lap battle and then drove around the outside of Reema Juffali at Fagnes on lap three.

Faria's team-mate Mikkel Grundtvig had already taken the lead on the opening lap and built a gap of over three seconds, but the Rio de Janeiro resident whittled that down and made a move for the lead at Les Combes on the penultimate tour.

Grundtvig took his second podium in four races, with one-off entrant Hunter Yeany (see News) completing the Fortec lockout after Ushijima was handed a five-second penalty post-race for exceeding track limits, which dropped him to sixth.

RICHARD RANDLE

Hammond wins again in Minis before big crash

OULTON PARK
MSVR
24 JULY

Matt Hammond experienced a day of vastly contrasting fortunes at Oulton Park last weekend, as he extended his Mini Challenge Trophy advantage with a win before a major crash put him in hospital.

Hammond resisted pressure from a train of seven cars to take a lights-to-flag victory in the opening encounter. Charlie Mann led the charge behind but couldn't create an opportunity to snatch the lead, while Hammond's nearest championship rival Dominic Wheatley finished third. Louie Capozzoli came out on top in a fierce battle for fourth with Nicky Taylor as the pair made contact a couple of times, before a damaged exhaust caused Taylor to lose power on the final lap and tumble to eighth.

Taylor started on pole for the partially reversed-grid race alongside Alfie Glenie, but it was reigning champion Harry Nunn who grabbed the lead into Old Hall after bravely threading his way between the pair off the line. Lewis Saunders moved into second and then took the lead from Nunn before Hammond's incident brought out the red flags (see News). A result was declared after two laps, with Saunders the winner from Nunn.

The meeting was abandoned due to the approaching time curfew, preventing the second Monoposto F3 race from going ahead. Martin Wright took victory in the earlier race, which had to be restarted after the front three collided just moments after the lights went out. Points leader Lee Fern moved between F3 class rival James Drew-Williams and M1400 runner Jason Timms off the line but the gap disappeared, sending all three into the barriers.

A cracked oil filler prevented Chris



Hammond leads the way in
Mini Challenge Trophy opener

WALKER

Davison from taking the restart in his Dallara F301 F3 car, leaving the front two rows of the grid empty for the resumption. That enabled Wright to lead away in his M1400 301 machine, with James Rimmer and Bryn Tootell applying early pressure behind. Wright was eventually able to pull clear, while Rimmer was denied a podium finish after retiring with a broken gearbox.

Championship leader Dan Gore took two wins in the Moto 1000 category, triumphing in the first race ahead of fellow Jedi racer Nikita Abramov before resisting a late charge from Dan Clowes in race two.

Simon Rudd extended his slender Focus Cup points advantage with a controlled victory in race one ahead of Gary Mitchell.

Lewis Ryan took the lead away from Spencer Fortag at the start of the partially reversed-grid race, but came under early pressure from Scott Parkin. Rudd climbed from sixth to join the lead battle, passing Parkin with three laps to go.

Ryan ran deep into the Knickerbrook chicane on the final tour, but was able to hold off Rudd to take the win. Charlie Barre crashed heavily at the chicane after contact with Branko Kiproviski, who was disqualified

for causing the collision.

Defending F3 Cup champion Stefano Leaney continued his unbeaten run this season with another dominant brace, though slow starts from pole in both races allowed brief spells in front for George Line and Shane Kelly.

Cody Tree overtook championship leader Steve Dickens in the early stages of the opening Clubmans Sports Prototype race in his Phantom P94, before taking a dominant win ahead of Mike Evans and Dickens. Evans passed Tree exiting Old Hall for the first time to lead the second race and fended his rival off until the finish, while Dickens was fourth behind Pete Richings.

STEVE WHITFIELD

WEEKEND WINNERS

MINI CHALLENGE TROPHY

Race 1 Matt Hammond

Race 2 Lewis Saunders

MONOPOSTO F3/2000/1400/CLASSIC

Martin Wright (Dallara 301)

MONOPOSTO M1000/1800/1600

Races 1 & 2 Dan Gore (Jedi Mk6)

FOCUS CUP

Race 1 Simon Rudd

Race 2 Lewis Ryan

F3 CUP

Races 1 & 2 Stefano Leaney (Dallara F317)

CLUBMANS SPORTS PROTOTYPE

Race 1 Cody Tree (Phantom P94)

Race 2 Mike Evans (Mallock Mk23)

For full results visit: tsl-timing.com



Ryan (l) had to cope with
heavy pressure to win
second Focus Cup contest

WALKER

Blackburn roves to double ST-XR victory

SNETTERTON
BRSCC
24-25 JULY

Momentum in the ST-XR Challenge swung in favour of Michael Blackburn thanks to two victories in the category's first visit to Snetterton since 2018 for the British Racing and Sports Car Club's summer festival weekend.

It should have been three from three as Blackburn had been leading the tense second race, which ended in a photo finish, just settled in Chris Grimes' favour by 0.03 seconds. Simon Robinson in the XR class had been doing a superb job to hold off the ST charge behind, the XR class starting 20s ahead of the STs for the second contest, but pulled off with an issue on his XR2 on the penultimate lap.

Biblical downpours prior to race three wet the track nicely, but Blackburn managed the conditions best and took the lead when Grimes' wide moment at Turn 3 left him vulnerable on lap one. Grimes spun off a lap later to give Sam Beckett second after starting 10th.

Race one had been easier for Blackburn with a 3.3s win from Beckett and a surging Grimes, who climbed from ninth to third. But it was a tougher weekend for series frontrunner Chris Jones – a four-time 2021 victor – as he took only one podium.

A nervy second race was the highlight of the Fiesta Junior Championship's bumper four-race weekend, but Deagen Fairclough emerged with the most spoils. Jenson Brickley struggled at the start in race one to prevent any chance for the double Oulton Park winner to challenge Fairclough for that one, and things went awry again in race two when those around made better launches.

But he more than made up for it shortly afterwards when a spectacular lap-two



Two wins for Blackburn have given him momentum in title race

sweep at the inside of Wilson surged him from third to first past the duelling Fairclough and fast-starting James Wallis. Fairclough, who enjoyed untroubled wins in races one, three and four to go along with his pair at Croft, was dealt a blow when he slowed with a gearbox issue.

Wallis continued to challenge to the end, briefly hoping for the win when Brickley went rallying on the grass down the Bentley Straight, but Brickley held on. A 5s penalty for Wallis for track limits abuses ultimately dropped him behind Sid Smith to third.

A tussle of the experienced hands of David Nye and Rob Smith characterised the first senior Fiesta race. Poleman Simon Horrobin was out of the picture after a clutch issue resulted in him getting swamped on the run to Turn 3 on the first lap, leaving ex-British Touring Car racer Nye to break into the lead.

Former European Le Mans Series GTE champion Smith took up the mantle of

closest challenger, his headline attempt coming on lap six of seven with a lunge into Riches, which he had to back out of, eventually finishing 1.6s behind.

Race two came down to a last-lap dash between Nye and Alastair Kellett. Kellett visibly hustled the car – including a two-wheel moment over the Nelson kerbs – to carve into the 1.5s lead Nye had built up by the end of lap two. That was down to two tenths by the penultimate tour, but Nye did enough to hold on. Jamie Going then won the finale.

Simon Tomlinson won the first Track Attack race, shortened by nearly four minutes as a result of a roll at Murrays for Jim Dimond that left his Peugeot 206 on its roof. Tomlinson (VW Golf), starting fourth, made use of the infield for the key passes on lap three – first a committed outside move at Agostini past Nick Gwinnett's Renault Clio, before overtaking James Anderson (Honda Civic) for the lead at Williams. A chaotic sprint in the wet later went Anderson's way after slipping through on Tomlinson, who did not defend too hard.

Invitational Ford Fiesta driver Zachary Lucas won the Clubsport Trophy race on the road after David May got out of shape on the exit of Turn 3 and dropped the Nissan 370Z he shared with Mark Skeats to fourth before the pitstops.

The Nissan was third behind the William and Alastair Kellett invitational Fiesta after the stops had shaken out, but May/Skeats were set to win before being disqualified for a technical infringement. This meant fifth-placed Matt Higginson's Honda Civic was the winner as invitational class cars are not eligible for overall victory.

JASON NOBLE



Track Attack opener went the way of Tomlinson's Golf



WEEKEND WINNERS

ST-XR CHALLENGE

Races 1 & 3 Michael Blackburn (Fiesta ST150)

Race 2 Chris Grimes (Fiesta ST)

FIESTA JUNIOR

Races 1, 3 & 4 Deagen Fairclough

Race 2 Jenson Brickley

FIESTA CHAMPIONSHIP

Races 1 & 2 David Nye (ST180 Turbo)

Race 3 Jamie Going (ST180 Turbo)

TRACK ATTACK RACE CLUB

Race 1 Simon Tomlinson (VW Golf)

Race 2 James Anderson (Honda Civic)

CLUBSPORT TROPHY

Zachary Lucas (Ford Fiesta)

CITYCAR CUP

Races 1, 2 & 3 Nic Grindrod (Citroen C1)

BMW COMPACT CUP

Races 1, 2 & 3 Steven Dailly

ASTON MARTIN OWNERS CLUB

GT/GT4/INTERMARQUE

Roy Millington (Ferrari 488 Challenge Evo, below)



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

MORE FIRSTS FOR THE CITYCAR CUP

Series is attracting a diverse range of drivers



For the CityCar Cup, 2021 appears to be a year of firsts. That seems like a bizarre assessment for a category in its second season, but this year already marks its first with fully fledged championship status, and last time out at Donington Park was its first British GT support slot.

Snetterton last weekend was the championship's first visit to the Norfolk circuit, and a thrilling final race – which was arguably the highlight of the season – made it the first triple-header weekend and featured the first reversed grid.

That final race comprised a random draw for the top-10 finishers in race two, and put runaway title leader Nic Grindrod in the pack.

It wouldn't be an understatement to say Grindrod's year so far has been imperious. Coming into Snetterton, he had won all six races, taken every pole, scooped every fastest lap and led every lap.

But the good racing in simple, relatively cheap cars means it is attracting all sorts – from seasoned club campaigners such as Grindrod (Pickups and Caterhams among others), to novices and even rally converts, like Richard and Stuart Bliss. "I think they have done really well – in theory there are 42 cars out there that can compete," said Grindrod. "There aren't many places where you can say there are 40-plus cars."

New format didn't stop Grindrod from winning



Richard Bliss made the switch from various rallying exploits over the past decade, which have included a Welsh Tarmac title and even co-driving on some World Rally Championship stages, and was drawn to CityCar Cup for his first circuit racing foray. He said: "It's been really good – rallying is just me and the car, so it's a bit different. It keeps the adrenaline going."

"These are a lot cheaper to repair. When I first started, I thought top 10s and I would be quite happy, but when you are finishing fourth and second it's really good racing."

It's no wonder then that the pack were buoyant at the reversed-grid prospect and, on the evidence of the superb racing in the finale where any one of the front six could have won, future partially reversed encounters shouldn't be ruled out.

Grindrod, fresh from two more pole-to-flag wins, was drawn in ninth, leaving him with work to do to haul his Citroen C1 to the front. Duncan Stone led Ross Makar (both C1s) in the early stages as Grindrod stalked through the dicing pack.

Seventh by the end of lap one segued into a marvellous second tour where Grindrod utilised the inside lines at Wilson and Agostini to pass three cars (the Bliss Toyota Aygos, and John Booth's C1).

While Makar was hustling past Stone for the lead on lap four of eight, Grindrod progressed to third and, just one lap later, swept past Stone for second at that favourite Wilson inside line before making the race-winning move down the Bentley Straight on the defenceless Makar.

"That was brilliant fun," Grindrod beamed. "It brought back all those memories of racing in the Pickups. There were three or four different leaders. I really enjoyed it – if we do more reversed races like that, it will be spot on."

JASON NOBLE

Double delight for Smith in Intermarque

CADWELL PARK
CMMC
25 JULY

A varied programme provided plenty of interest at Cadwell Park, where Daniel Smith topped both incident-packed Intermarque Silhouette races to score his maiden victories in the series.

Smith's Mercedes CLK was gifted the lead in the opener when his brother Lewis clashed with Ray Harris into Park, allowing him to ease to a comfortable win from Malcolm Blackman's Vauxhall Tigra. With the top three reversed for race two, Blackman and Smith quickly dispatched polesitter Dave York. Smith then passed Blackman at the Mountain but was chased down by Harris's Ginetta G40R in the closing stages.

After grass blocking the radiator thwarted his first-race recovery, Harris was in determined mood. He charged from the back of the thinner-than-usual grid to run second within three laps, then reeled in Smith. Two abreast into the Mountain on the final lap, Smith had to slither across the grass as he secured the win. Blackman was another to retire with overheating after an off,



Smith capitalised when brother Lewis tangled with Harris in opener

leaving York half a minute back in third.

Behind Jon Woolfitt's dominant Spire, Colin Simpson (Marcos Mantis) and Mike Cutt (BMW E36) enjoyed a terrific Northern Saloon & Sportscar tussle. A powerful getaway helped Simpson dive inside at Coppice, and he fended off Cutt for several laps until the BMW slipped past at the Gooseneck only to run wide exiting Charlies and allow Simpson to power back in front.

Cutt headed Woolfitt for a couple of laps in race two, before the Spire outbraked him into Park. Cutt then shook off the attentions of Simpson, who eventually retired when the propshaft in his reworked

drivetrain failed, handing Neil Claxton's Suzuki SC100 – now uprated from 1300cc to 1700cc Crossflow propulsion – third.

Eike Wellhausen's resplendent replica Lister Knobbly topped an unlikely three-way scrap for Classic Challenge honours over Nic Strong's Ford Capri Mk1 and the MG Midget of David Morrison. Wellhausen was never headed but the cars' differing strengths made for an absorbing contest.

Cooper-Norton trio Tom Waterfield, Simon Dedman and Chris Wilson battled for 500cc Formula 3 supremacy. Polesitter Waterfield's Mk9 briefly dropped to third when he missed a gear before he reassumed

Fiesta battlers boil over in Kirkistown heatwave

KIRKISTOWN
500MRCI
24 JULY

The heatwave continued at Kirkistown and, with temperatures in the mid-20s and only a light breeze to mitigate conditions, the 500 Motor Racing Club of Ireland's third race meeting of the year was a steamy affair. In some cases, it got a bit overheated.

As ever, Formula Ford – which rarely



Battle behind allowed Davidson to scamper to opening FF1600 win

disappoints at the Northern Ireland venue – provided plenty of action, but in fact the Fiestas produced most of the excitement. Following their unruly display at the June meeting, their first appearance of the day was much anticipated, probably for all the wrong reasons. But, rather than a repeat of last month's crashfest, the little tin-tops put on a great show with a five-car leading group swapping places for most of the race.

The Stewart brothers' tag team was in the thick of things from the start along with Megan Campbell, Colm Barrable and, initially, Neville Anderson all taking turns at leading. It seemed that no sooner had anybody grabbed the lead than a moment, usually at the Hairpin, would drop them back into the clutches of the others.

Eventually, it was the feisty Campbell who grabbed the top spot with championship leader Mark Stewart trying all ways to depose her. Briefly, he did, but only for a lap before Campbell grabbed the advantage back, and resisted all his

advances to take the win by 0.2 seconds. Paul Stewart, Barrable and Michael Graham were just as close for third, while Anderson suffered gearbox problems, which left him sidelined with just a couple of laps to go.

This left him starting from the back of the pack for race two but, somehow, he managed to claw his way through the throng in just a couple of laps to emerge at the front with Mark Stewart for company.

At this point, an already hot day became even hotter and, while Anderson crossed the line first, both he and Mark Stewart were ultimately disqualified, one for misbehaviour on-track and the other for a post-race altercation, with both having points added to their licences. This left Barrable a bemused winner from Paul Stewart and Campbell.

Alan Davidson grabbed an early lead in his ageing but effective Mondiale in the FF1600 opener, while the following pack – comprising the Van Diemens of Jordan Dempsey and David McCullough, and Dave

WEEKEND WINNERS



CADWELL PARK

INTERMARQUE SILHOUETTES

Races 1 & 2 Daniel Smith (Mercedes CLK)

NORTHERN SALOON & SPORTSCAR

Races 1 & 2 Jon Woolfitt (Spire GT-R)

CLASSIC CHALLENGE

Eike Wellhausen (Lister Knobbly)

500 OWNERS ASSOCIATION

Tom Waterfield (Cooper-Norton Mk9)

SUPER SALOONS/SOUTHERN TIN TOPS

Races 1 & 2 Rod Birley (Ford Escort WRC)

MODIFIED FORDS

Races 1 & 2 Dave Cockell (Escort Cosworth, above)

KING OF CADWELL SUPERKARTS

Races 1, 2 & 3 Lee Harpham (MS Karts-Harvey VM)

For full results visit: tsl-timing.com

KIRKISTOWN

FIESTA ZETEC

Race 1 Megan Campbell

Race 2 Colm Barrable

NORTHERN IRELAND FORMULA FORD 1600

Race 1 Alan Davidson (Mondiale M89S)

Race 2 David McCullough (Van Diemen RF01)

GINETTA JUNIOR IRELAND

Race 1 Ben McFall

Race 2 Sean McGovern

ROADSPORTS

Races 1 & 2 Jim Larkham (Radical PR06, below)

FORMULA SHEANE

Race 1 Philip Sheane

Race 2 Derek Roddy

LIBRE SALOONS

Races 1 & 2 Gerard O'Connell (SHP Escort)

For full results visit: speedhive.mylaps.com

Lister Knobbly defeated Capri and
MG Midget in enthralling battle



the lead and pulled clear of the Mk10s.

On his first visit to Cadwell since piloting a Ford Anglia there in 1992, Rod Birley scored a Super Saloons double. He withstood Paul Watson's pressure in race two, having been untroubled in the earlier race. Watson's BMW M3 E36 engine cut out in the opener, requiring a pitstop for a quick reset, before he scythed through to second. Ken Angell (E36 328i Coupe) twice took Tin Tops honours.

Dave Cockell's monstrous Escort Cosworth stretched its legs to win both Modified Fords bashes, overcoming a frozen dash and blasting past the fast-starting

Sapphire of Dave Matthias on Park Straight to clinch the second. Matthias and Ashley Shelswell's raucous Mustang-engined XR4i shared the podium places.

Lee Harpham was crowned King of Cadwell after winning all three well-subscribed Superkarts races. Ross Allen was twice classified second, although he was running first when race two was red-flagged early, losing on countback. Andrew Gulliford was second in the finale after Allen had a scary moment when wrong-footed by traffic in the Hall Bends as he challenged Harpham late on.

MARK PAULSON

Barrable was the beneficiary after
race two's top two were disqualified



Parks's Ray — helpfully began scrapping and let Davidson escape. McCullough retired on lap eight of 16 when his gear linkage came apart but, by then, the die was cast.

However, McCullough was back on form and in front in race two. Dempsey took a while to get clear of Parks and Davidson, and reeled McCullough in towards the finish, but McCullough held on while Davidson took the final podium place.

Elsewhere, two entertaining Ginetta Junior races resulted in wins for Ben McFall and Sean McGovern, Se Og Martin finishing

a close second in both. Jim Larkham took his customary brace of wins among the Roadsports brigade with his Radical, from Niall Fitzsimmons in another Radical in race one and later from John Benson (Crossle).

Formula Sheane provided victories for Philip Sheane and Derek Roddy, while Donal O'Neill took two wins among the Libre Saloons, as the sole GT runner, Gerard O'Connell, stormed round in his SHP Escort to win overall. The concurrent Mazda MX-5 races both went to Gregory McMillan.

RICHARD YOUNG



WIN

LIMITED EDITION 1961 JAGUAR E-TYPE SCALEXTRIC SLOT CAR TWIN PACK



THE PRIZE

This Limited Edition 1961 Jaguar E-type Scalextric Slot Car Twin Pack is a fitting tribute to the first race and first race win for the iconic Jaguar E-type. A great performance by both drivers saw the racing career of the legendary E-type get off to a fantastic start, with Graham Hill winning the 25-lap race and Roy Salvadori bringing it home in an impressive third place, beating the Ferrari 250 GTs. This fantastic addition to the Scalextric Legends Collection includes a beautiful limited edition collector's display box with an incredible artistic impression of the legendary classic cars doing battle on the track at Oulton Park in 1961 on the box front.

*Track not included



Limited to only 2000 units, this Scalextric collector's piece is sure to go down as one of the greatest in slot car racing, just like the real thing. Grab yours now, before they are all gone. The

big question is, will you race them on the track, or keep them on display? After all, these classic Jaguar E-types really do seem too beautiful to use – the choice is yours!

QUESTION

Who scored the Jaguar E-type's first circuit racing victory?

- A] Stirling Moss
- B] Graham Hill
- C] Roy Salvadori

TO ENTER

choose the correct answer and go to [autosport.com/competition2](https://www.autosport.com/competition2) or use the QR code below

TERMS AND CONDITIONS 1. To enter, visit <https://www.autosport.com/competition2> 2. Competition closes at 23:59 4 August, 2021. 3. This competition is open to UK residents aged 18 or over. 4. No cash alternative. 5. Prizes are non-transferable. 6. Only one entry per person. 7. Winner will be selected at random from the correct entries. 8. The prize is a Limited Edition 1961 Jaguar E-type Scalextric Slot Car Twin Pack worth £85.99. The Promoters: Autosport Media UK Ltd, 1 Eton Street, Richmond, TW9 1AG & Hornby Hobbies Ltd, Westwood Ind Est, Margate, Kent CT9 4JX.

For full terms and conditions <https://survey.alchemer.com/s3/6452540/Scalextric-Full-Terms-and-conditions>



Points leader
Menzie's fell just shy
of Gould's Prescott
record in opening
run-off



Menzies at the double to extend slender lead over Summers

**PRESCOTT
BRITISH HILLCLIMB
25 JULY**

On a weekend when none of the top contenders could quite claim a perfect performance, Wallace Menzie's was the best of the British Hillclimb Championship runners as he scored an important double victory at Prescott.

In winning both run-offs, the defending champion added a critical three points to his slender championship lead over Alex Summers as the season reached rounds 17 and 18 of 28. "It's absolutely nothing, really," said Menzie's of his title lead. "Speaking to the other guys, everybody seemed to be making small mistakes and I was over the moon to be so close to Sean's record."

The Scot's Gould came within five hundredths of a second of Sean Gould's outright mark in the first of the two top 12 run-offs. As ever, Menzie's and Summers were incredibly evenly matched, but Gould was right in the hunt as this

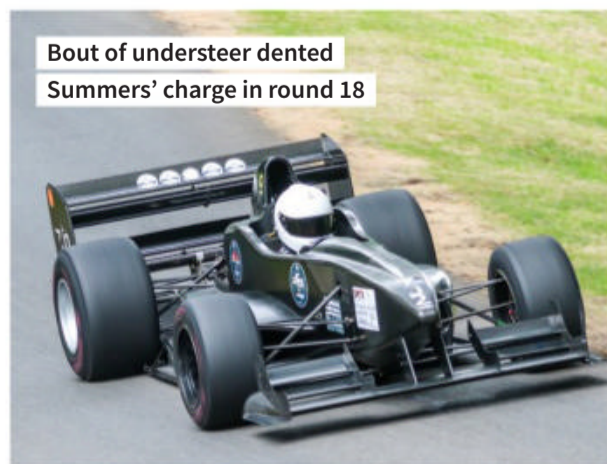
trio claimed all the podium places.

The first run-off proved to be the quicker of the two and it was Menzie's who set the mark in 35.46 seconds, a whisker shy of Gould's 22-month-old record. But Gould was right on the money and ran Menzie's to within a tenth of a second with an attacking climb, despite ongoing tweaking of his GR59's traction control. Gould said: "The car's fantastic: I couldn't fault the handling. The limitation was the driver really and in getting this traction control setting correct."

Summers ran third but admitted that it wasn't as good a climb as it might have been, and he was more than half a second away from Gould, as Scott Moran and Richard Spedding took fourth and fifth.

The absence of top runners Trevor Willis and Dave Uren with engine dramas opened the door for a gaggle of ferociously competitive smaller-engined cars to get into the points. On his first UK hillclimb for nearly two years, Malta's Zach Zammit was mighty on the opening run-off, running within three tenths of a second of Spedding, while Eynon Price and David Warburton continued their tremendous contest by matching each other on 37.61s.

Later, at the end of a remarkably incident-free afternoon, Menzie's only qualified fourth for the second run-off after a big moment out of Pardon in the class runs. "You want to run last so that you can see what you have to do," said Menzie's but, as is so often the case, he strung it all together when he really needed to and set a 35.75s, which was good enough for a second win. Summers and Gould



HILLCLIMB RESULTS

ROUND 17

1 Wallace Menzie's (3.3 Gould-Cosworth GR59M) 35.46s; 2 Sean Gould (4.0 Gould-Judd GR59JB) 35.56s; 3 Alex Summers (2.7 DJ-Cosworth Firestorm) 36.18s; 4 Scott Moran (4.0 Gould-Judd GR59J) 36.50s; 5 Richard Spedding (1.3s GWR-Hayabusa Raptor 2) 37.20s; 6 Zachary Zammit (1.6 Empire-Suzuki Wraith) 37.50s; 7 Eynon Price (1.6 Force-Hayabusa TA) and David Warburton (1.6 Gould-Suzuki GR59) 37.61s; 9 Johnathan Varley (2.0 GWR-Cosworth Predator) 38.13s; 10 Charles Hall (1.6 Empire-Suzuki Wraith) 38.21s.

ROUND 18

1 Menzie's 35.75s; 2 Summers 35.94s; 3 Gould 35.99s; 4 Spedding 36.31s; 5 Moran 36.38s; 6 Paul Haines (1.3t Gould-Suzuki GR59) 37.26s; 7 Zammit 37.29s; 8 Warburton 37.38s; 9 Hall 37.83s; 10 Varley 37.85s.

POINTS

1 Menzie's 162; 2 Summers 154; 3 Gould 117; 4 Moran 106; 5 Trevor Willis (3.2 OMS-RTE 28) 83; 6 Dave Uren (3.5 Gould-NME GR55B) 45.

chased hard, and both broke the 36s barrier, with Summers taking the runner-up slot by five hundredths of a second.

Summers said: "That last one was quick, and then I had a load of understeer coming out of the second part of the Esses. I think we were strong up to there and then you can feel it slipping away."

Spedding narrowly got the better of Moran this time around and Paul Haines was a very committed sixth as little more than a tenth separated him from Zammit and Warburton. Former racer Charles Hall shared the Empire with Zammit and scored his first BHC points with two top-10 finishes. Finally, another two top-10 scores capped a fine day for Johnathan Varley after setting a new two-litre class record in his GWR Raptor.

PAUL LAWRENCE



What to look out for at the Silverstone Classic

The Classic was one of the many major events lost to the pandemic in 2020, but it's now set to be back in style this weekend

MARCUS PYE

PHOTOGRAPHY JEP

Two weeks after reigning Formula 1 champion Alain Prost won the final British Grand Prix on Silverstone's ultra-fast layout in 1990 — after gearbox failure thwarted Ferrari team-mate Nigel Mansell, to the partisan audience's dismay — the racing world bade farewell to a circuit still rooted on the one where Jim Clark and Jackie Stewart were victorious in front of home fans in the 1960s. Its last hurrah was an Historic Festival, showcasing the venue's influence on racing through the decades, sponsored by auction house Christie's.

The 27-29 July weekend was something extraordinary, with 1964 world champion John Surtees saddling an Auto Union D-type in a Silver Arrows demo with Neil Corner's Mercedes-Benz W154 (subsequently damaged in a race incident) and victories for past masters Sir John Whitmore (McLaren M8F), Brian Redman (Chevron B19) and Willie Green (Maserati 250F), who entertained daily crowds royally.

Far from just another grandly titled race meeting, it was a different kind of event, with much to see around the vast campus. Car clubs' members subscribed to the fun, amid which there were concours competitions, autotests, and driving and flight experiences. Plus, of course, a Christie's sale at which the more pecunious invested in classics. Some buyers were even inspired to return old racing cars to the tracks and go racing. Nothing changes there, beyond values.

Delighted, circuit owner the British Racing Drivers' Club later picked up the cudgels and, having attracted big-money headline sponsorship, built the event into one that proudly earned its place alongside the Nurburgring's AVD-Oldtimer GP and California's Monterey monster among the world's finest. A fortnight after Lewis Hamilton's dramatic GP victory, the 2021 edition celebrates the current brand of cross-era action, from Brooklands — from which Silverstone took on 'the home of British motor racing' title — to 21st century prototypes.

HERBERT REMEMBERS MURRAY

Behind the name 'John Herbert' on the Historic F1 double-header's entry is none other than Johnny, immortalised at Silverstone since his 1995 British GP victory for Benetton-Renault. That the local resident, who has raced the Ensign N180B previously, became a TV pundit makes the outing doubly poignant as it celebrates the remarkable seven-decade commentary career of Murray Walker, who *was* Formula 1 to most enthusiasts, and talked about the world championship from its inception. Murray loved all aspects of the Classic and was a keen visitor to its paddocks, where his sharp mind reigned until his passing.

The Murray Walker Memorial Trophy races, on Saturday and Sunday, encapsulate Masters series regulars including Steve Hartley (McLaren MP4/1, below), Mike Cantillon and Christophe d'Ansembourg (Williams FW07Cs), Steve Boulton Brooks (Lotus 91) and James Hagan (ex-James Hunt Hesketh 308). Watch for Americans Jonathan Holtzman in his six-wheeled Tyrrell P34 and Ken Tyrrell – namesake of the marque founder – in his 011.



FORMULA 2 FLIES ANEW

You have to feel for the Historic Sports Car Club's International Historic Formula 2 series, which was experiencing growth like no other before the COVID-19 pandemic hit last spring, but has lost its continental flavour for two seasons due to untenable event and travel logistics. Back in 2019, competitors and fans were treated to two races and a record turnout of over 50 cars from the two-litre and 1600cc eras at that year's Silverstone Classic. And the series is back this year, albeit sadly without most of its staunch European contingent.

If May's International Trophy races on the Grand Prix circuit were an accurate barometer of things to come, Miles Griffiths starts as favourite to build on his double win in Philip Walker's Ralt-BDG RT1 (below). Matt Wrigley (March-Hart 782) and Martin Stretton (running a two-litre BDG engine in his long-serving 712) went at it hammer and tongs for a win apiece in the Aurora Trophy at Brands Hatch last time out. Debutants include Mark Richardson (March-BDG 752), Dean Forward (Surtees TS10) and American Graham Adelman (March 732/4).



1990 WINNERS REUNITED

Of the winners in the inaugural festival, local heroes Gary Pearson (above), Ray Mallock and Simon Hadfield are on this weekend's entry. Pearson (who was victorious in the Formula Junior/Historic 1000cc F3 race in a Lola Mk5) and Hadfield (who scooped FIA Historic Touring Car gold with Michael Schryver in a Ford Lotus Cortina) have never left the arena in which they have forged their reputations as versatile competitors.

Both were brought up in racing families and have become world-leading restorers of historic racing cars. Pearson's Jaguar speciality will have a special place in the 60th Anniversary E-type race, although we'll also see him tame his Lola T70 Mk3B with Alex Brundle and a Shelby Cobra. Former F1 spanner man Hadfield is down to co-pilot a Ford Mustang, while sports and touring car engineering legend Mallock campaigns his late father Major Arthur's U2 in which he is FJunior's reigning front-engined champion.

GRAND PRIX CARS GALORE

Members of the Historic Grand Prix Cars Association, seeded from the 50th Monaco GP support race in 1979, have espoused the Silverstone Classic in all of its iterations. John Harper, American Stephen Griswold and Peter Hannen wrestled their Coopers to a 1-2-3 in 1990's pre-1966 race, pursued by F1 bit-part player Rupert Keegan. Willie Green aced the front-engined set in a Maserati 250F.

This year, one big field over two races presents a Pathe News-style showreel of GP and Tasman/Intercontinental history, from Richard Pilkington's Talbot Lago – a class winner in 1990! – to screaming 1500cc Cooper T60, Lotus 25 and Lola Mk4 via a bevy of 2.5-litre machines of the pre-1961 epoch. Maseratis, Cooper T53s and Lotus 18s catch the eye among the F1 set, but watch for the speed of Julian Bronson's Scarab (below) with Miles Griffiths up.

Many 1960s F1 greats' prowess was honed in Formula Junior. The 1958-63 training ground is also back, with Richard Bradley, Andrew Hibberd, Cameron Jackson and Sam Wilson the men to beat.



FABULOUS SPORTS-RACERS

Sports-racing fanatics are in for a treat, with contests for the greatest cars of the 1950s to the past decade competing in anger. Jaguar C and D-types take on Ferrari, Maserati, Lister and Lotus 15 opposition in Motor Racing Legends' Royal Automobile Club Woodcote Trophy/Stirling Moss Trophy enduro, in which tiny Lotus 11 and Lola Mk1 'roller-skates' will bat well above their weight as they race into the dusk on Saturday.

The Masters Historic Sports Cars features a host of Lola T70s slug it out with agile stablemates, a Ford GT40, Chevrons from B8 to B26, and Lukas Halusa's gorgeous Alfa Romeo 33TT3. The HSCC's Thundersports set, meanwhile, puts Can-Am March and McLaren M8F to the fore and a trio of Osellas in the two-litre mix.

The youngest cars in action form the Masters Endurance Legends grids. If Peugeot 908s and 90X, Porsche 962, Lola-Judd B12/60, wailing Dallaras, thuggish Riley & Scotts, Aston Martin DBR1-2 and high-downforce ORECA, Pescarolo and Zytek prototypes are your favourites, you'll be at trackside for a tantalising taste of Le Mans races past.



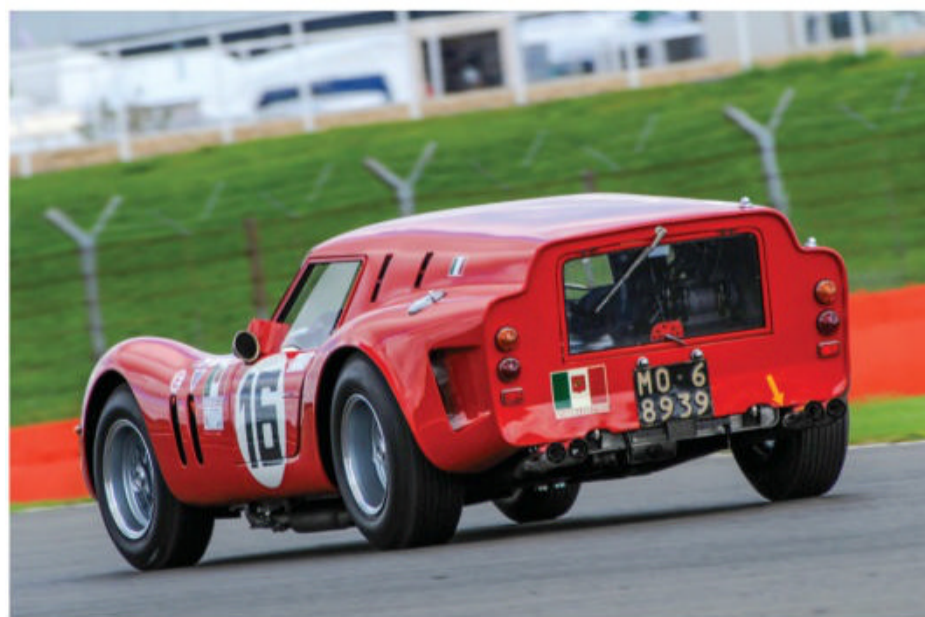
BROOKLANDS REMEMBERED

The BRDC 500 retrospective, first run in 2003, pulls the pioneering days of Brooklands into focus. A sensational pack of machines of all shapes and sizes may not transport many onlookers back to Hugh Locke King's monumental Surrey speedbowl, which closed in 1939. For subsequent generations of enthusiasts, however, such glorious gatherings are guaranteed to open eyes and generate respect for racers of a bygone era.

Aston Martins, Bentleys and Rileys abound, but the pacesetters are likely to be current

sportscar pro Richard Bradley (Alta), Gareth Burnett (right) and Michael Birch (Talbot AV105s), Germany's Rudi Friedrichs (Alvis Firefly) and the spindly Frazer Nash TT Replica of Californian Fred Wakeman and ever-spectacular Briton Patrick Blakeney-Edwards.

Among the Bentley boys are young Oliver Llewellyn (sharing promoter Duncan Wiltshire's 3-litre), and motorcycle and F1 engineering guru Dr Robin Tuluie in Ewen Getley's potent 3/4½. Lotus Europa racers Steve Skipworth and Jim Dean may be dark horses in the former's Aston.



BATTLING GT & TOURING CARS

Racing road-burners have always provided a wonderful spectacle. With more power than grip on treaded tyres or slicks – depending on age group – their drivers' skill is constantly on call as the best twitch their way around the circuit.

As usual, there is something for all tastes. The RAC Historic Tourist Trophy race for pre-1963 GT cars has a magnificent grid. Can the AC Cobras and Jaguar E-types (which have their own 60th Anniversary race) beat Lukas Halusa in the Ferrari 250 GT 'Breadvan' (left)? How high will the diminutive Lotus Elites finish?

Pre-1966 tin-tops hark back to the days when Lotus Cortinas and Mini Cooper Ss ran rings around Ford Mustangs and Falcons in the corners, only to be blown off on the straights. The Historic Touring Car Challenge has turbocharged Nissan Skylines and Ford Sierra RS500s squaring up to BMW M3s, Rover SD1s, Chevrolet Camaros, a TWR Jaguar XJS and sonorous Ford Capri GAs and BMW CSL 'Batmobiles'. Steve Soper, Dave Coyne and Olly Bryant are among the star drivers.



SOMETHING FOR EVERYBODY

The sheer scale of the event may surprise newcomers, but Silverstone is a massive canvas around which to spread out – although for hardcore Classic-goers its focal point is not all about the racing, but a chance to socialise after 16 months of restrictions.

The mornings are due to start serenely with hot-air balloon fly-outs – with next month’s Bristol festival cancelled it may engender greater interest from the faithful – while the ever-popular live music returns in the evenings when the circuit action has

wound down. Among the attractions this year are Aswad, Legal Jam, Scouting For Girls and The Brand New Heavies (see Classic website for timings).

For youngsters, there is a free vintage funfair on the village green, for older folk driving experiences, and for everybody Shift and Drift demos. And, if you are pumped up to get involved, there may be something to take your fancy in Silverstone Auctions’ well-stocked saleroom. In previous years, cars have changed hands and been raced the following day...



FRIDAY 30 JULY	
TIME	EVENT
0615	Hot air balloon fly out
0900-1315	Qualifying (7 sessions)
1325-1355	Supercar & Jaguar XJR-15 Anniversary Parades
1415-1910	Qualifying (8 sessions)
1900-2250	Live music
1930	Hot air balloon fly out

SATURDAY 31 JULY	
TIME	EVENT
0615	Hot air balloon fly out
0900	RACE 1 Historic Formula Junior
0940	RACE 2 MRL Pre-War ‘BRDC 500’
1040	RACE 3 HSCC Historic F2
1120	RACE 4 RAC Historic TT (MRL Pre-63 GT)
1220-1230	Supercar & Jaguar XJR-15 Anniversary Parades
1310	RACE 5 Murray Walker Trophy Historic F1
1350	RACE 6 HSCC Thundersports
1450	RACE 7 Classic Mini Challenge
1530	RACE 8 HGPCA Pre-66 Grand Prix Cars
1610	RACE 9 Transatlantic Trophy Masters Pre-66 Touring Cars
1755	RACE 10 Masters Endurance Legends
1855	RACE 11 Masters Historic Sports Cars
2010	RACE 12 MRL RAC Woodcote & Stirling Moss Trophies
2010-2300	Live music
2135	Hot air balloon night glow

SUNDAY 1 AUGUST	
TIME	EVENT
0615	Hot air balloon fly out
0900	RACE 13 Historic Formula Junior
0940	RACE 14 MRL Historic Touring Cars
1040	Retro Run Parade
1100	RACE 15 HSCC Historic F2
1140	RACE 16 Jaguar E-type 60th Anniversary
1235	Supercar & Jaguar XJR-15 Anniversary Parades
1245	Anniversary & Car Club Parades
1340	RACE 17 Murray Walker Trophy Historic F1
1410	25th Anniversary Damon Hill Williams FW18 Demo
1430	RACE 18 HGPCA Pre-66 Grand Prix Cars
1510	RACE 19 International Trophy Pre-66 Classic GT Cars
1630	RACE 20 Masters Endurance Legends
1730	RACE 21 Classic Mini Challenge

THIS WEEK

WILL BUXTON

with

stream exclusively on



motorsport.tv

LIVE

FOR MOTORSPORT INSIGHT THE



TV THIS WEEK WITH WILL BUXTON

He's here! For many, Will Buxton came to prominence as the lead TV commentator for GP2 and GP3, combining an almost limitless level of

enthusiasm with an uncanny ability to pinpoint and correctly identify the miscreant in a spinning Trident machine at the back of a long-range, 30-car shot.

Now he's presenting a new weekly show on Motorsport.tv that goes under the ultimate 'does-what-it-says-on-the-tin' title of *This Week with Will Buxton*, and which went out for the first time last week. If you've not clicked onto Motorsport.tv recently, then do it: Buxton's show is part of an increasingly comprehensive line-up of material, from live coverage of the World Endurance Championship and Japan's fabulous Super Formula series, to highlights from NASCAR and the World Rally Championship.

Back to *This Week*, and we all know Buxton is one of the most likeable media chaps around. As if that isn't enough, he's joined in the studio on the first episode by our own Luke Smith, one of the outright nicest blokes to stick his byline on an Autosport story. If Morrissey was writing the Smiths' breakthrough 1983 hit *This Charming Man* now, he'd be struggling to choose between the two of them. Luke missed the chaos of British Grand Prix weekend because he was

attending a friend's wedding (so remember this, folks: if you want exciting F1 races, make sure you ask anyone you know who's getting married to invite Luke). But he's caught up with all the developments, and we enjoy a convivial chat between the two.

Then we're joined by Juan Pablo Montoya, freshly back on his sofa in the US from competing in the Monza 6 Hours. "Lewis is the guy now taking the risks," beams the Colombian, who's clearly been loving the Verstappen/Hamilton fallout. "Lewis knows that if he doesn't do that he's not going to win the championship, and it's exciting. In a way it's good for F1 – everybody's talking about it." It's actually like having two Montoyas fighting it out, isn't it?

Then we get JPM's take on Romain Grosjean's impending maiden oval IndyCar race – "The risk of having a big shunt... yes. But you have the risk of having a big shunt anywhere" – before Will is joined in the Motorsport.tv studio by 17-year-old Formula 2 sensation Theo Pourchaire. And here is another tremendously likeable chap. He's excited, he details his remarkable recovery from his broken wrist sustained in Baku, and he grins like the teenager he is when Will mentions the fact that, through his connections to Alfa Romeo boss Fred Vasseur as a Sauber junior and ART driver, he must be the Frenchman most likely to join Pierre Gasly and Esteban Ocon on the F1 grid. We like him.

And we also like Alex Palou: back across the Pond we go, this time to an IndyCar Series-leading Spaniard. Will has known Palou since his GP3 days in 2015-16, and there's a nice rapport between them. Those times



BUX STOPS HERE

were a financial struggle for Palou and his family (he describes his dad as his hero, psychologist, physio and trainer), but he got a break in Japan that led him directly to IndyCar. He told his Super Formula engine supplier Honda that yes, of course he'd love to stay there forever, but it would be lovely if they could arrange for him to do just some laps in an IndyCar. Two years later he's at Chip Ganassi Racing alongside Scott Dixon, a man Buxton describes as "arguably the greatest of all time in IndyCar", and then Palou laughs that the Kiwi took part in a triathlon the previous week – and won it: "This guy is really special!"

Back to the UK, and the final screen link-up is with Jaguar's Formula E series leader Sam Bird, looking ahead to London's races and pretending to be a fan bigging up his own performance in New York. Buxton guffaws, the bonhomie is free-flow, and we make a mental note to catch the following episodes.

motorsport.tv

Motorsport.tv, one of Autosport's sister brands, has both free and premium (paywall) content. Paid subscribers can watch WEC (aside from Le Mans) and Super GT rounds live, and have access to the Duke Videos archive and *The 24 Hours of Le Mans: The Great History*, the only place you can get all the official ACO reviews in one place. Live Super Formula and European Le Mans Series races are part of the free offering.

FINISHING STRAIGHT

WHAT'S ON

INTERNATIONAL MOTORSPORT

Hungarian GP

Formula 1 World Championship Round 11/23

Hungaroring, Hungary
1 August

TV Live Sky Sports F1, Sun 1355

TV Highlights Sky Sports F1, Sun 1800, Channel 4, Sun 1830

FIA Formula 3

Round 4/7

Hungaroring, Hungary
31 July-1 August

TV Live Sky Sports F1, Sat 0925, Sat 1645, Sun 0935

W Series

Round 4/8

Hungaroring, Hungary
31 July

TV Live Channel 4, Sat 1500

Porsche Supercup

Round 4/8

Hungaroring, Hungary
1 August

TV Live Sky Sports F1, Sun 1110

Spa 24 Hours

Spa, Belgium

31 July-1 August

Livestream on Motorsport.tv, Sat 1400

TCR Europe

Round 4/7

Spa, Belgium

30-31 July

Livestream on Motorsport.tv, Fri 1720, Sat 1010



European Lamborghini Super Trofeo

Round 4/6

Spa, Belgium

30-31 July

Livestream on Motorsport.tv, Fri 1240, Sat 1250

UK MOTORSPORT

Silverstone Classic

30 July-1 August

Classic Mini Challenge, Historic F1, Historic F2, Historic Formula Junior, HSCC Thundersports, Historic Touring Cars, Jaguar E-type, Masters Endurance Legends, Masters Historic Sports Cars, Pre-'63 GT, Pre-'66 Classic GT Cars, Pre-'66 Grand Prix Cars, Pre-'66 Touring Cars, Pre-War, Woodcote/Stirling Moss Trophy

Oulton Park BARC

31 July-1 August



BTCC, British F4, Ginetta GT4 Supercup, Ginetta Junior, Mini Challenge, Porsche Carrera Cup

TV Live ITV4, Sun 1150

Cadwell Park 750MC

31 July

116 Trophy, 5Club MX-5, 750 Formula, Classic Stock Hatch, Ma7da, Sport Specials

Snetterton BRSCC

31 July

Mazda MX-5 (Championship, Clubman, Supercup), SuperSport Endurance Cup

Brands Hatch BARC

31 July-1 August

Britcar (Endurance/Praga, Trophy), CTCRC (JEC/BOSS, Pre-'66, Pre-'83, Pre-'93/'03, Thunder), Junior Saloon Car, Kumho BMW

Mallory Park BARC

1 August

2CV, FF1600 Northern/Super Classic, Hyundai Coupe Cup, Pickup

British Hillclimb Championship

31 July-1 August

Wiscombe Park, England

British Drag Racing Championship

Santa Pod

31 July-1 August





FINISHING STRAIGHT

FROM THE ARCHIVE

Riccardo Patrese (Williams-Renault FW14B) momentarily leads poleman and team-mate Nigel Mansell around Copse at the start of the 1992 British Grand Prix, followed by Benetton-Ford B192 drivers Martin Brundle and Michael Schumacher, the McLaren-Honda MP4/7As of Ayrton Senna and Gerhard Berger, Johnny Herbert (Lotus-Ford 107), Erik Comas (Ligier-Renault JS37), Jean Alesi (Ferrari F92A) and Mika Hakkinen (Lotus), rounding out the top 10. Mansell, who'd had an advantage of almost two seconds in qualifying, was swiftly back in charge, dominating the race, setting fastest lap and taking the flag 39s ahead of Patrese, triggering a track invasion of ecstatic fans.



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WHAT COULD HAVE BEEN

When a career-changing move goes begging

JAMIE DAVIES

Kelvin Burt's concussion in an Oulton Park British Touring Car Championship shunt in 1996 meant the Tom Walkinshaw Racing Volvo team needed a replacement for the next round at Snetterton. Its Formula 3 rising star Jamie Davies was a ready-made candidate, but didn't race after a puncture in a pre-event test caused the biggest accident of his career.

The 1994 McLaren Autosport BRDC Award winner had made a flying start to the 1996 British F3 season, before TWR's call to take engine tuning in-house ruined his season. But two early victories had convinced the team hierarchy that it had the ideal stopgap for its Volvo 850.

Despite his only touring car experience coming in a rear-wheel-drive BMW for an Autosport track test the previous year, Davies quickly found lap time in the FWD Volvo in a first run at Silverstone, but was quickly conscious of the car's "edgy" tendencies while building rear tyre temperature. "It would pivot around the front, the rear feeling very insecure," says Davies, who today runs the family machining business Turnspeed. "But it was quick! It had a good front end and was obviously a competitive car. It was satisfying when you did a quick lap."

Come the Snetterton test, Davies was building confidence when his left-rear let go on the approach to the fast Riches right-hander at the end of the pitstraight. He tried to catch the slide but to no avail. After hitting the ploughed field sideways, the Volvo was tossed into a violent series of rolls and Davies knocked unconscious. He awoke in the wreckage wearing an oxygen mask, with a drip in his hand. "I was opposite lock, full-throttle," he recalls, "but there's only a limited amount of steering lock that you get and it was nowhere near enough to do anything about it."

With no spare to race that weekend and Burt returning for the following round at Brands Hatch, Davies returned to F3, destined never to race in the BTCC.

"I was so focused on single-seaters, it never even entered my head that I could do a career in touring cars," says Davies, a Formula 3000 race winner who finished second at the 2004 Le Mans 24 Hours. "Formula 1 was my goal and all of my focus was going in that direction. Later in life you can look at it and go, 'I could have done something there'. But at the time when you're younger, you don't see that."

JAMES NEWBOLD



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