

F1 SHOCK New winner after startline shunt

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Hamilton takes points lead as Bottas goes bowling



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Some strange sights as Formula 1 gets a new winner

The Hungarian Grand Prix provided many remarkable sights. The key ones were Valtteri Bottas and Lance Stroll taking out nearly half the field at the first start, while almost as memorable will be the moment Lewis Hamilton began a GP on his own (above).

As Alex Kalinauckas shows in our report on page 14, those two moments also set the scene for a remarkable result. Esteban Ocon drove brilliantly to hold off Sebastian Vettel to win, helped by some superb racecraft from team-mate Fernando Alonso, crucially delaying a charging Hamilton. It was a glimpse of the Formula 1 battle we should have seen more of over the past decade.

The contest we are seeing has taken a swing in recent weeks. Erstwhile championship leader Max Verstappen has twice lost out due to contact, and goes into the summer break eight points behind Hamilton.

There were too many incidents last weekend. Jack Aitken was injured in a big shunt at the Spa 24 Hours (p8), there were multiple accidents in the British Touring Car meeting at Oulton Park (p32) and, worst of all, a marshal was killed in a very nasty crash at Brands Hatch. It was a reminder, if any were needed, of how important volunteers are. They often put themselves in the line of fire so that we can all enjoy the sport we love, something that was acknowledged by the community around the UK following the news from Brands.



Kevin Turner

Kevin Turner
Chief Editor

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NEXT WEEK
12 AUGUST

Le Mans 24 Hours preview
Our 52-page guide to the
89th running of the
greatest enduro



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Verstappen fans
have been whipped
up by Red Bull leaders'
rhetoric, says
Hamilton



FIA DISMISSES RED BULL'S 'NEW' CRASH EVIDENCE

FORMULA 1

The FIA has dismissed Red Bull's request to review the British Grand Prix accident between Formula 1 title rivals Max Verstappen and Lewis Hamilton after the team failed to present any new evidence.

Red Bull, which was pushing for a harsher penalty for Hamilton, notified the FIA in the build-up to last weekend's Hungarian Grand Prix that it would be using its right to request a review of the incident, leading to a hearing on Thursday. Red Bull advisor Helmut Marko claimed that the team's new evidence would make the stewards see the case in a "slightly different light".

But the stewards quickly dismissed Red Bull's claim after it found that the team had created evidence instead of finding it, failing to meet the criteria of a "significant and relevant new element" that would cause the case to be reopened. This evidence included a series of powerpoint slides that Red Bull had created from GPS data of the Verstappen/Hamilton crash, plus a comparison with the overtaking move that Hamilton later completed on Charles Leclerc at the same corner.

Red Bull also tried to recreate Hamilton's line at Copse during a private filming day at Silverstone with Alexander Albon on 22 July, using the RB15 car from 2019.

"What we did during the course of the test was ask Alex to drive a similar line to back up the simulations that we conducted within our simulation tools, including the driver simulator, to demonstrate the outcome of driving that line and the necessity to where your braking point would need to be," Red Bull team principal Christian Horner explained. "We couldn't achieve the speed that Lewis did on that line. In terms of conditions, obviously it was pretty similar. And it was just a useful piece of data to reaffirm what we'd seen in all of our simulations."

But the FIA was unmoved by Red Bull's argument, saying: "What was presented to the stewards was not 'a significant and relevant new element' [that was] discovered which was unavailable to the parties seeking the review at the time of the decision concerned."

The FIA also expressed "some concern" about "certain allegations" made in Red Bull's letter that was part of its submission, but the

stewards opted to "make no comments" about them as the case had been dismissed.

Mercedes welcomed the ruling, and said in a statement that it hoped it would end "a concerted attempt by the senior management of Red Bull Racing to tarnish the good name and sporting integrity of Lewis Hamilton, including in the documents submitted for their unsuccessful right of review."

Horner had called Hamilton's move at Silverstone "desperate" and "amateur", and was vocal in his criticism of his celebrations after the race. Verstappen also labelled Hamilton as "disrespectful" for celebrating the win while he was being transferred to hospital.

Horner called Mercedes' statement "antagonistic", and stressed that Red Bull's criticism had "never been anything personal about a single driver. It's about the events that happened and a competition between two guys. If that had been any other driver, the reaction would have been identical."

But the saga stirred up Verstappen's orange-clad fans at the Hungaroring last weekend, where Hamilton was met with loud boos and jeers after qualifying, and as he



RUSSELL MERC DECISION THIS MONTH?

FORMULA 1

George Russell is “confident” that a decision about his Formula 1 future will be made during this month’s summer break, amid continuing speculation about a switch from Williams to Mercedes.

Russell continues to be heavily linked to the second Mercedes seat for 2022. He has starred since he joined its junior programme for 2017, and there is a large points gap between Lewis Hamilton and current Mercedes team-mate Valtteri Bottas.

Russell (with Hamilton in pic) had previously said “we all want something decided either way by the summer



break”, but when asked to provide an update on the situation at last weekend’s Hungarian Grand Prix, he replied: “I guess there will be a decision made over the summer break. Whether anything will be announced with regards to my future, that’s another topic.

“These things are never an easy process for any driver and any team. Regardless if they’re moving

team or staying with the same team — it’s always a lengthy process. I’m confident there will be a decision made in the summer, but when that will be announced, who knows?”

Russell was due to complete a 2022 Pirelli tyre test for Mercedes at the Hungaroring this week, days after scoring his first points for Williams.

ALEX KALINAUCKAS



stood on the podium after the race.

While Hamilton brushed off the boos, saying it would only “fuel” him, Mercedes boss Toto Wolff — who had hoped to “de-escalate” relations with Red Bull — called the reaction “archaic” and put it down to the Silverstone fallout. “I think it’s a consequence of the events of the last few weeks,” said Wolff. “The incident was controversial, it was polarising. We see the consequences in terms of the emotional expressions of the grandstands, the emotional outbursts.”

Hamilton hoped that Red Bull would use the summer break to reflect on its “unacceptable” remarks. “[The booing is] not a surprise to me, given the things that have been said from the heads of that team that have incited that,” he said. “I think over this break, people really need to look within the things that have been said, because it is unacceptable.”

LUKE SMITH

P14 HUNGARIAN GP



Vettel ‘will take a stand again’

FORMULA 1

Sebastian Vettel was hit with a reprimand for wearing a pride T-shirt reading ‘Same Love’ during the Hungarian national anthem at the country’s grand prix last Sunday.

Vettel, Valtteri Bottas, Carlos Sainz Jr and Lance Stroll were summoned by the stewards over a breach of the pre-race procedure outlined by race director Michael Masi. While Bottas, Sainz and Stroll had forgotten to replace their ‘We Race As One’ T-shirts, Vettel wore his rainbow version after speaking out earlier in the week against the

populist right-wing Hungarian government’s anti-LGBTQ+ laws.

“I’m happy if they disqualify me,” Vettel said before the ruling was announced, which in hindsight was rather tempting fate (see p6). “They can do whatever they want to me, I don’t care. I would do it again.”

Earlier in the week, a Red Bull F1 team employee was fired after WhatsApp messages containing racist abuse emerged online. “We condemn racist abuse of any kind and have a zero-tolerance policy to racist behaviour within our organisation,” said the team.

LUKE SMITH



SUTTON
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Aston intends to appeal Vettel exclusion

FORMULA 1

Aston Martin has lodged a notice of intention to appeal Sebastian Vettel's disqualification from second place in last weekend's Hungarian Grand Prix.

In scrutineering checks after the race, the FIA officials could only retrieve 0.3 litres of fuel from the car, when the rules mandate that one litre should be left in the tank for sampling. The team believes that 1.74 litres of fuel

should have been in the car, and that there are still 1.44 litres in the system that the FIA could not retrieve.

Vettel stopped two corners from the end of his in-lap after the race after suffering what the team believes was an issue with the lift pump. It also believes that the pump failure could explain why the fuel has not been found.

"I can confirm an intent to appeal," team principal Otmar Szafnauer told Autosport. "So once we learn more, then if

we have grounds we will appeal, and if not, we'll drop it. But we have 96 hours.

"By all of our calculations, there should still be 1.44 litres of fuel left in the car after the 300 millilitre sample was taken. And we just have to show the FIA that it was in there, and 300 millilitres is enough for their fuel sample. And that will be the basis of the appeal."

Vettel had scored his second podium finish of the year after closely following

home race winner Esteban Ocon, but was told to save fuel on the cool-down lap before abandoning his car at Turn 12 and returning to the pits on foot.

The problem for the team is that the rules state clearly that a litre of fuel has to be physically retrieved from the car. "It is an old rule that goes back to the days before we had all this metering and all the measurements," said Szafnauer.

ADAM COOPER

Jordan to give hybrid debut at Silverstone

BTCC

The hybrid British Touring Car Championship development car is set to make its race debut at next month's Silverstone round in the hands of 2013 series champion Andrew Jordan.

Jordan, who has been out of BTCC action since splitting with the West Surrey Racing BMW team on the eve of the delayed 2020 season, has been undertaking most of the testing of the hybrid-equipped, Speedworks Motorsport-run Toyota Corolla, including last month's official BTCC test at Oulton Park, where it completed more laps than any other car on the second and final day.

The hybrid system, which will be deployed in races as a power-boosting push-to-pass tool, has been developed by Cosworth in conjunction with World Rally Championship giant M-Sport, which will supply the BTCC's customer TOCA engine from 2022. As such, the Silverstone outing



on 25-26 September will represent the race debut for the M-Sport powerplant, which is understood to have been developed from a Ford EcoBoost block. Jordan will start each race from the pitlane in order to not interfere with the BTCC title fight.

"It's not set in stone," said BTCC supremo Alan Gow. "It depends how we're getting along in the development cycle, but the plan is to run at Silverstone in free practice, qualifying and the races. But it will be invisible as far as points go. Wherever it qualifies, it won't start there. It should qualify on pole because it's got more power — there'd be something wrong if it didn't.

"It's more of a demonstration than a race — it won't get involved in any dicing with anyone else. The only thing that will stop it [the race debut] happening is if something goes wrong in testing, like a crash."

Speedworks boss Christian Dick said that his team would deploy its British GT Championship crew to run the car, to not detract from its effort with regular drivers Rory Butcher and Sam Smelt.

"The 2022 TOCA engine we believe is a competitive entity, and we know that the hybrid brings lap time," said Dick. "It should be right at the top of the timesheets."

MARCUS SIMMONS



SILVERSTONE CLASSIC Damon Hill was reunited with the Williams-Renault FW18 in which he won the 1996 Formula 1 World Championship at the Silverstone Classic last weekend. “This car is such a special car,” said the 60-year-old 22-time grand prix winner after completing some high-speed demonstration laps in damp conditions on Sunday. Other demos included a celebration of 30 years since the Jaguar Intercontinental Challenge for XJR-15s, while the mass gathering of E-types included ‘ECD 400’, which Hill’s father Graham took to victory at Oulton Park 60 years ago on the model’s competition debut. **Photograph by JEP**

Crutchlow to sub for injured Morbidelli

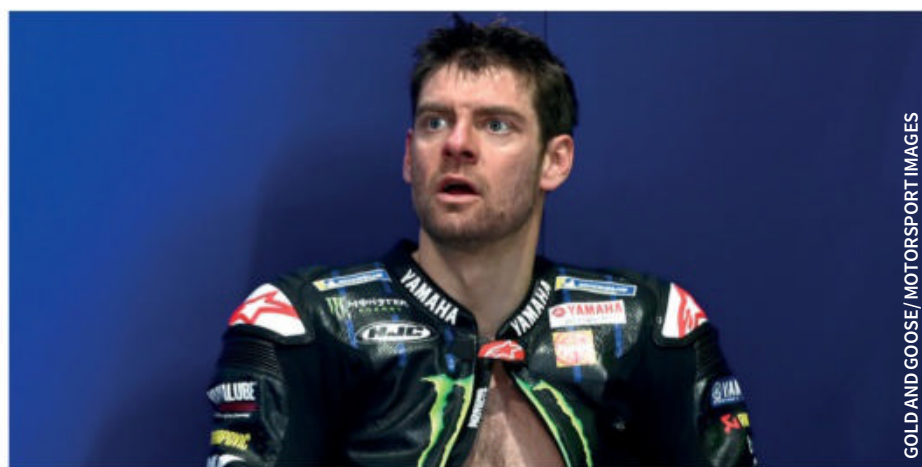
MOTOGP

Three-time MotoGP race winner Cal Crutchlow will make his return to the series at this weekend’s Styrian Grand Prix on a Petronas SRT Yamaha.

The Briton will stand in at the Red Bull Ring for Franco Morbidelli, who has undergone an operation on a pre-existing knee injury he aggravated ahead of June’s Dutch TT. Morbidelli was ruled out of the Assen round and will remain on

the sidelines until at least September’s Aragon Grand Prix.

Crutchlow retired from racing at the end of last season after 10 years in MotoGP and became Yamaha’s official test rider, replacing three-time world champion Jorge Lorenzo in the role. But he is also the designated replacement rider for Yamaha should he be needed. He wasn’t called up to replace Morbidelli at Assen because he was on standby for the factory Yamaha squad amid uncertainty



GOLD AND GOOSE/MOTORSPORT IMAGES

that Maverick Vinales would race in the Netherlands.

Crutchlow made his MotoGP debut on a Yamaha with Tech3 back in 2011, scoring six podiums on the Japanese marque’s bike before departing

for Ducati in 2014.

He will also stand in for Morbidelli at the following weekend’s Austrian GP and at Silverstone for the British GP at the end of this month.

LEWIS DUNCAN

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Aitken injured in high-speed Spa shunt



P38 SPA 24 HOURS REPORT

SPA 24 HOURS

Williams Formula 1 reserve driver Jack Aitken sustained a fractured collarbone and vertebra in a four-car shunt at the top of Eau Rouge in the opening half-hour of last weekend's Spa 24 Hours.

Aitken was injured when he spun his Emil Frey Racing Lamborghini Huracan GT3 Evo in the second left-hander in the Eau Rouge/Raidillon sequence and was collected by two cars. His injuries were assessed at the circuit medical centre before he was transferred to hospital in Liege.

Aitken described the vertebra fracture in a statement as stable, while he also sustained

a minor lung contusion. He was still in hospital in Liege as Autosport closed for press on Tuesday, but he had been seen on Monday by a specialist on transporting patients with back injuries, and was expected to make an imminent return to the UK to continue his rehabilitation.

Aitken, who was sharing the Lambo with Arthur Rougier and Konsta Lappalainen, said in his statement: "All things considered I feel fine, and quite lucky. The aim now is to get back to the UK and start to recover as best as possible and be back in the car soon: I'm sure with the people around me I'll manage it just fine!"

Aitken lost his Lambo on the 10th lap of

the blue-riband round of the GT World Challenge Europe, hit the tyres and was almost stationary when he was hit up the rear by Franck Perera in the sister Emil Frey Lambo, which was running directly behind in 16th place. Kevin Estre's Rutronik Porsche 911 GT3-R also collided with the two Lambos, while Davide Rigon's Iron Lynx Ferrari 488 GTE Evo was also involved in the pile-up but did not hit Aitken's car.

Estre and Perera were quickly released from the medical facility at the circuit, while Rigon was also taken to hospital. He was discharged on Saturday night wearing a body brace after complaining of back pain.

GARY WATKINS

Norising gets go-ahead – as season finale

DTM

The historic Norising street circuit will host the final round of the DTM season this year on the weekend of 8-10 October.

The Nuremberg event was cancelled last year amid the coronavirus pandemic, and its usual mid-summer slot was postponed this year. But now it will follow one week after the penultimate round at Hockenheim.

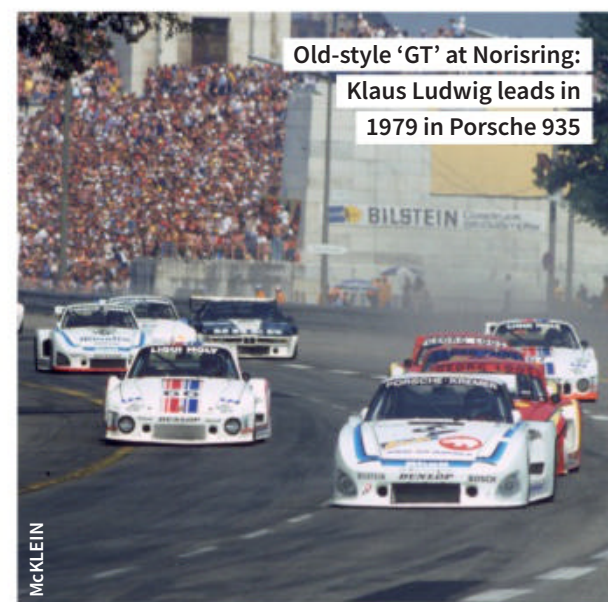
The Hockenheim track is

traditionally the site of the DTM finale, and this will be the first time that the season has concluded elsewhere since 2010, when Shanghai hosted the last event.

With the DTM's move to GT3 machinery, the Norising's flagship race will be held for sportscars as it was from its early years in the 1960s to the late 1980s.

Meanwhile, the long-anticipated return of two-time DTM champion Gary Paffett to the series

has been put on hold again. Paffett missed the first two rounds due to Formula E commitments in his advisory role with Mercedes, with Maximilian Buhk taking the seat of his Mücke Motorsport Mercedes-AMG GT3. He is now also set to miss this weekend's event at Zolder due to the Belgian government banning travellers entering from the UK in the wake of the rising cases of the Delta COVID variant.



IN THE HEADLINES

BATHURST 1000 POSTPONED

The Bathurst 1000, Australia's 'Great Race', has been postponed from its traditional early-October date to 7 November to allow time for a current COVID-19 spike in Sydney to subside. Two more Australian Supercars events, at Wanneroo and Pukekohe, have been canned for 2021, due to COVID-related travel difficulties regarding the respective trips to Western Australia and New Zealand.

XE HEADS TO SARDINIA

Extreme E will stage a round in Sardinia to replace its cancelled Amazon X-Prix in Brazil. The event on the Italian Mediterranean island will take place on 23-24 October. A replacement for the Argentinian December round is also being sought. Autosport understands that the speculative Outer Hebrides event is not a prime contender.

NEATE PULLS OUT OF OULTON

British Touring Car Championship racer Andy Neate was a non-starter at Oulton Park last weekend. The Motorbase Performance Ford Focus got out of his car halfway through qualifying due to fatigue. Although he had tested negative for COVID, he was still suffering the after-effects of a recent bout of the virus.

FAGG, VOISIN WIN AGAIN

British pair Charlie Fagg and Bailey Voisin took another GT4 European win on last weekend's Spa 24 Hours undercard in their United Autosports McLaren 570S. Voisin fended off Joel Sturm (Allied Racing Porsche) and Loris Cabirou (CMR Alpine) in the opening stint. Fagg took over and repassed the Alpine, now driven by Vincent Beltoise, as it rejoined from its stop. Beltoise lost a further place to Timothe Buret's ASP Mercedes. Sturm and Nicolaj Moller-Madsen won race two, while contact for Voisin as he battled for second with Cabirou on the final lap left the United car fourth.



Kvyat, Albon in Nissan frame

FORMULA E

Ex-Formula 1 drivers Alex Albon and Daniil Kvyat are the prime contenders to replace Oliver Rowland at the Nissan e.dams Formula E team for next season to partner 2015-16 champion Sebastien Buemi.

While the Swiss is locked in for 2022, Rowland will break away and is widely expected to join Mahindra Racing. That leaves London E-Prix victor Alex Lynn to search for a fourth new team, with the Essex racer vulnerable after signing only a one-year deal to race for Dilbagh Gill's team in 2021 compared to team-mate Alexander Sims's more expensive two-year contract.

Although Nissan e.dams enters the Berlin double-header season finale way down in 10th in the teams' standings, having been tipped by many as the pre-season favourite, the squad can count on a high-profile shortlist of replacements.

Albon, still on the Red Bull books, had initially signed to contest the 2018-19 term for Nissan e.dams until a late call-up from the Toro Rosso F1 squad led him to wriggle out of his electric contract, creating the space for Rowland. Similarly, Kvyat — loosely affiliated to the team via his

F1 reserve role for Nissan's sister Renault group marque Alpine — is also in the frame.

Nissan global director of motorsports Tommaso Volpe told Autosport: "It's always sad to see someone [Rowland] that has grown with you then leave. But at some point, a personal decision is made by the driver, and you need to accept it. We have very good options. We don't look only for a fast driver. We actually look for someone who can melt well with the team, with Seb."

Envision Virgin Racing, meanwhile, has announced a one-year extension for current points runner-up Robin Frijns, while rookie star Nick Cassidy is set to stay put as his team-mate.

Mitch Evans has also ended speculation of a move to Porsche to replace Andre Lotterer — with talks instigated by his manager Mark Webber, an ambassador for the German manufacturer — and has inked a multi-year deal to continue to partner Sam Bird at Jaguar Racing. That ensures that the Kiwi will remain an ever-present at the squad that offered him a first professional gig, and he will now be privy to the team's Gen3 car development ahead of the new rules in the 2022-23 season.

MATT KEW

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Was solo start good or bad for F1?

The sight of a lone Lewis Hamilton lining up his Mercedes on the Hungaroring grid was certainly bizarre, but it was also unforgettable, entertaining and set up a thrilling race

ALEX KALINAUCKAS

Formula 1 is fond of changing its rules. They were tweaked – after a fair bit of toing and froing – for 2017 to allow for standing starts to take place if races began with exploratory laps behind the safety car in wet conditions. A year later there was an update that once again allowed for additional standing starts if a race was red-flagged (this had last been done in 2001).

The 2020 Italian Grand Prix restart was the first such recurrence of the standing restart rule, and it has happened five times since then (although not at the 2021 Emilia Romagna GP, where a dry line only on the right-hand side of the grid meant the FIA used its discretion to apply a rolling safety car restart that Max Verstappen so nearly blew).

This rule tweaking has been something of a success given the drama of Lewis Hamilton going off in Baku, or Charles Leclerc roaring clear towards a shock near-win at Silverstone last month. Only George Russell might regret the 2020 Tuscan GP needing two restarts, after a poor standing start on the third time of asking cost him what would have been his first points for Williams, 19 races before they came so emotionally for the Briton and Nicholas Latifi last weekend. But in Hungary, the standing restart took a rather bizarre twist given the wet-to-dry circumstances of the race.

Unlike in Germany 2019 (which was also a wet start after an initial safety car getaway, so not a post-red flag standing start

“Mercedes maintained it was ‘100% the right decision’ to leave Hamilton out”

– a subtle distinction), the conditions changed vastly. Fierce sunshine had emerged during the 30-minute intermission that resulted from Valtteri Bottas and Lance Stroll getting things so wrong in their separate incidents at Turn 1. The drivers needed to swap their intermediate tyres for slicks. And fast.

That led to 14 of the remaining 15 runners piling into the pits and leaving Hamilton taking to the grid alone. The pack had played things cautiously by refitting inters in the pitlane, which surprised Mercedes. But with the drivers able to discuss tactics with their engineers on their lap out of the pits behind the safety car, bold calls could be made. This is as opposed to doing the same on the formation lap, where this is banned – somewhat controversially, given the tedious penalties given to the Haas drivers in similar circumstances at this same event in 2020.

And they were, en masse. But it wasn't easy, with eventual winner Esteban Ocon calling it “heartbreaking”, knowing that if it didn't work out with a poor stop, or if he got caught waiting for cars to pass after he'd been serviced, then he was risking a brilliant and unexpected track position at a venue where overtaking is tough.

Had Hamilton also pitted, the start light system would have been set off over an empty grid, after which the pitlane exit light would have gone green and the race started from there. Mercedes team boss Toto Wolff maintained that the team's choice to leave Hamilton out was “100% the right decision”. And this is because the squad's position at the start of the pitlane would have left it vulnerable to Hamilton having to wait for cars to pass once he'd been serviced.

That is a logical defence, and Mercedes' own calculations reckoned he would have lined up sixth in the queue – likely aided by Fernando Alonso appearing to back off to create a gap to allow Ocon to leave the Alpine pitbox before he arrived. Yet sixth is far better than 14th – where Hamilton found himself once he'd done his sole full racing lap on the inters and pitted.

In terms of having Hamilton take the start solo and F1's image, from one perspective it did look extremely odd, to the point of being pretty silly. But it was also thoroughly excellent entertainment in the moment and set the scene for the rest of the race. Ocon was established up front with the pursuing Sebastian Vettel, while Hamilton had to race back from the rear of the field.

Had he rejoined in front of Alonso in the queue, logic dictates that Hamilton would have won this race, and probably with ease, although he likely would have still needed the aggressive two-stop call or to have created a tyre-life offset against his remaining rivals ahead, given the Hungaroring's tight nature meant his early passes on Antonio Giovinazzi and Mick Schumacher weren't simple.

Further, preventing drivers from switching tyres in circumstances such as the restart last Sunday would regulate away legendary F1 moments such as Spyker's Markus Winkelhock leading at the Nurburgring in 2007, as was called to mind this time last year with the penalties for Kevin Magnussen and Romain Grosjean.

There almost certainly needs to be a wider safety review of all the cars and crews crowding the pitlane at the same time, as the crash involving Kimi Raikkonen and Nikita Mazepin was potentially very dangerous, and was disastrous for the Russian as it put him out through no fault of his own (and it held up Pierre Gasly too).

But, overall, the sight of a world champion taking the start solo will go down as a famous F1 image, and it produced a brilliant race that might otherwise have been a damp squib. 🏁

➔ P14 HUNGARIAN GP REPORT



Why Bottas deserves more credit

Valtteri Bottas hasn't had an easy ride in F1 of late. His fellow Finn, and two-time Formula 1 champion, outlines the case for the defence

MIKA HAKKINEN

I'm fascinated by what it takes to be successful in Formula 1. It's one of the reasons I continue to follow the championship so closely. So when I see some of the unfair comments about Valtteri Bottas, it's worthwhile giving some perspective based on my own experience. I know what it's like to go up against the best driver of a generation — in my case, Ayrton Senna — and to have worked with very strong team-mates throughout my career. From Johnny Herbert to Martin Brundle, Mark Blundell to Nigel Mansell and, of course, David Coulthard.

It's very easy to talk about someone who is world champion, winning all the time, and to then criticise their team-mate. It's an easy comparison, but one that avoids the big picture of what it's like to be one half of a championship-winning team. I won two world championships partly because DC was such a strong team-mate.

When McLaren put me in their car alongside Senna it was a fantastic opportunity, but a massive challenge. Suddenly it was my experience versus Ayrton's experience. And what is 'experience'? Is it the number of laps you've done, or your ability to study the data, or how clever you are about what's going on within the team?

Actually it's about all of those things together with the dynamic in the team; the small things that on their own don't seem important, but added together mean you're not quite where you want to be. I realised during my career that each mechanic,

“I used to complain all the time about the team. Keke told me to shut up and put my foot down”

engineer or data technician worked in specific ways, and in the intense environment of F1 even a small change in personnel can impact on performance. Changing the human dynamics can be as important as changing the set-up of the car.

I only went up against Ayrton for three races, but it taught me so much. About how much I had to learn, not only in terms of understanding how to get the best performance out of my car, but also how the team works, the way it focuses its efforts. During my career there were times when, for example, the tyres were not working for me and suddenly my team-mate was seven tenths quicker. Even with softer tyres on, you find yourself doing the same times as on a set of hards. It's an awful feeling, so you start looking at all the temperatures, pressures, car set-up — trying to find what your team-mate is doing. I know what it feels like to put your team-

mate's settings on your car and then find it very difficult to drive, except the lap time turns out to be half a second quicker! It teaches you to become open-minded about the guy on the other side of the garage, and to become less selfish.

This teamwork between drivers is such an important aspect for a top team. Mercedes knows well what can happen when you have two drivers fighting each other in a way that can be destructive. Part of Valtteri's job since he joined was to work beside Lewis Hamilton, push as hard as possible, but keep the communication flowing. Generating a positive atmosphere in the team and pulling in the same direction is a vital quality. It's important when you are the dominant team, but becomes critical when you have tough competition or, as will happen in 2022, an entirely new set of regulations arrives.

As a world champion you inevitably build the team around you, leaving your team-mate with a lot more work to do. When I was racing I used to complain all the time, especially to my manager Keke Rosberg. I used to say this or that was not right in the team, and Keke used to tell me to shut up and put my foot down.

Now we have a very different era, one in which there is infinitely more analysis available to the drivers and teams. To time a qualifying run in order to support your team-mate, as Valtteri did at Silverstone when he gave Lewis a tow, or to give way during a race so that the team's strategy can be maximised, is not easy. Mercedes takes a very fair approach, and Valtteri knows his job is to beat the team's competition, particularly now that Red Bull and Honda have made a major step forward.

Since moving from Williams to Mercedes, Valtteri has never stopped developing. He scored nine podiums for Williams and helped them to third in the constructors' championship for two consecutive years, but he also realised Mercedes was on an entirely different level. When I moved from Lotus to McLaren it was similar. I knew I was in the right place, with the right people and technology around me, so it felt like a huge release. But when you join a team where the people know how to succeed, you have so much to learn.

As Lewis's team-mate, Valtteri has the most formidable competitor beside him. It has been unbelievable to watch how calm, controlled and determined Valtteri has remained, how hard he has continued to work despite the challenge — and easy criticisms. He just focuses on attacking each weekend as hard as he can.

There is a popular myth that winning GPs is easy when you have the best car. That only shows a misunderstanding of the challenge. There is nothing easy about winning in F1. It's even harder when you have a multiple world champion beside you in the garage.

For any team aiming to sustain a world championship-winning performance, the degree of harmony and focus within the driver line-up is an important ingredient. It is one reason why I am certain Valtteri deserves greater credit for the job he has done. 🌟

YOUR SAY

Vettel drives brilliantly, completes the race, entertains millions of people and is excluded because he did not have enough fuel to get round what was an extra lap

ANTONY LEWIS-CROSBY

Punishment should fit the offence

It can't be right that Sebastian Vettel receives a worse punishment than Valtteri Bottas at last Sunday's amazing race. Bottas causes a major crash depriving us of some leading runners including his team-mate's rivals and gets a grid penalty of just five places for Spa.

Vettel drives brilliantly, completes the race, entertains millions of people and is excluded from the race because he did not have enough fuel to get round what was an extra lap.

Forever his performance battling with Esteban Ocon is deleted. Surely a fine for the team for not putting a few extra litres in the tank would have been a fairer answer.

Antony Lewis-Crosby
London

Ludicrous penalties need a rethink

The recent penalties handed out are ludicrous. Drive with the attitude of better a collision than lift, which puts another driver into the barriers then hospital and the car completely destroyed, and there is a derisory 10-second penalty. Drive an exciting, clean race but because of a mechanical problem be unable to provide a full fuel sample despite being able to show it is in the car and the driver gets a draconian disqualification. The rulebook needs to be revised.

A Ritemann
Liverpool

Good to see an icon celebrated

Many congratulations on last week's E-type anniversary issue. An iconic car that signalled the swinging '60s era, not only as a road car but in its many facets as a competition car.

Often overlooked seems to be the Modsports era, with the likes of John Quick, Warren Pearce, John Wilson, Mike Franey, Ted Worswick and Fred Cliffe. An era of club racing when they were top of the bill and, as Norman Dewis said, "these boys kept the Jaguar flag flying when the company no longer had the funds for any works involvement".

Nice to see the national scene getting the exposure it deserves.

Haydn Spedding
By email



Absurd comments force a response

I understand that there are many views/opinions on the Hamilton/Verstappen incident at Silverstone, but some of the comments made are frankly absurd. They obviously haven't seen Karun Chandhok's analysis or the overhead view of the accident.

Peter Windsor pronounced it a racing incident and placed it at 50/50. Other pundits have said 50/50 or 60/40 in some cases in Verstappen's favour, but another put it 60/40 to Hamilton.

Verstappen is well versed in putting his elbows out so he cannot be seen as some sort of innocent. And he accuses Hamilton of disrespect and of being unsporting! Was Hamilton supposed to not smile on the podium?

I know I am late in the day to add to the debate, but I felt I had to make some response to what has been said by the public, the media and of course Red Bull.

Neil Davey
By email

Reconstructive criticism

Might we now see *Crimewatch* reconstructions being put before the courts as actual evidence of the offence?

Graeme Innes-Johnstone
Elland, West Yorks

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'HEARTBREAKING' CALL LEADS TO OCON TRIUMPH

Esteban Ocon wasn't sure about pitting from second place, but the move was one of the keys to the Alpine driver's maiden success

ALEX KALINAUCKAS

PHOTOGRAPHY  **motorsport
IMAGES**



STAT

111

Ocon is the 111th driver
to win a world
championship
grand prix

Poleman
Hamilton has it
all going on in his
mirrors as the grand
prix turns into a
demolition derby



There were plenty of iconic images created at the 2021 Hungarian Grand Prix. The sight of Sebastian Vettel wearing an LGBTQ+ -supporting rainbow T-shirt made an impact for the right reasons ahead of the start, soon after which the pile-up crashes triggered by Valtteri Bottas and Lance Stroll created a scene of ugly chaos. But perhaps the most bizarre pictures on the day at the Hungaroring concerned Lewis Hamilton lining up solo on the grid to restart a race that was eventually won by the irrepressible Esteban Ocon.

The event ultimately broke down into three main storylines, all of which were split apart from the original narrative by some shocking driving into the first corner.

The Hungaroring had been dampened by rain falling steadily in the 30 minutes before the initial start, with all the field going onto intermediate tyres, and intrigue over the two Mercedes starting on mediums from the front row and the Red Bulls on softs was wiped away.

Bottas's problems began when he "got wheelspin" despite apparently "hitting the target" on his clutch usage for an intermediate-shod start, the Finn suspecting he'd "lost some temperature of the tyres in the formation lap". Whatever the cause, his bad getaway as Hamilton led easily away from pole and Max Verstappen followed him through from third meant Bottas was passed by Sergio Perez and Lando Norris heading into the near-hairpin, downhill Turn 1 right.

Here, on the inside line, Bottas "misjudged the braking point" and clattered into Norris, who was sent smashing into Verstappen, while Bottas – his left-front already broken – slid on and also knocked into Perez. All four cars went head-on into the runoff, as did Pierre Gasly (untouched on the far outside), although only Bottas was out on the spot.

Seconds after Bottas had caused havoc, Stroll added to it. "Once the incident at the front of the field happened," the

Canadian explained, "I took the line to the inside to try and avoid making contact, but I locked up under braking."

Stroll "knew that I wasn't making the corner", so he turned right and went onto the grass, sliding over and off Turn 1's inside kerbs and then smashing into the innocent Charles Leclerc. That contact put the Ferrari into Daniel Ricciardo's McLaren. While Ricciardo recovered, Stroll's left-front was broken, and he was soon out, as was Leclerc with smashed right sidepod.

The debris field at Turn 1 – plus Verstappen's entire right-side bargeboard array coming off in the pit exit after he'd stopped for new inters and a damage inspection at the end of the neutralised lap one – had to be cleared. Perez had stopped approaching the Turn 12 right-hander at the start of the final sector, his engine having "lost all its water immediately" in the hit from Bottas, according to Red Bull team boss Christian Horner, and so the red flags flew.

Hamilton came to the pitlane followed by Ocon, who had ended up becoming the main beneficiary of the first-corner chaos, mainly thanks to Stroll cutting ahead of him on his way to wipe out Leclerc instead of the Alpine.

Sebastian Vettel was third – "lucky" that making a "really bad start" meant he was able to wade through the incidents unscathed and leap back up the order – followed by Carlos Sainz Jr, Yuki Tsunoda and Nicholas Latifi. Verstappen was down in 13th as Red Bull got to work trying to repair as much of his smashed RB16B as it could, while Norris was wheeled back into the McLaren garage and retired during the ensuing 30-minute interlude.

OCON'S RACE TO VICTORY

When the track was cleared, Hamilton headed out still on inters – as did all his rivals, something that Mercedes director of trackside engineering Andrew Shovlin called "very surprising". His squad had opted to be "cautious" and stay on the green-walled rubber,



Braking misjudged, Bottas scoops up Norris on the run to Turn 1...



...and as the McLaren clatters into Verstappen, the Mercedes biffs Perez



“I TOOK THE LINE TO THE INSIDE TO TRY AND AVOID MAKING CONTACT, BUT I LOCKED UP UNDER BRAKING”

rather than risk getting involved in another incident or slipping off if the track wasn't ready. But it was.

“I thought that within one lap, it couldn't possibly dry up like it did,” Mercedes boss Toto Wolff later reflected on the time Hamilton was reporting each corner's dry line to race engineer Peter Bonnington. The world champion was also asking why his steering felt like it “wasn't straight”, something he'd detected when Mercedes “put the wets on” ahead of the initial start. But, assured that a pulling sensation to the left was nothing to worry about, Hamilton insisted that discussion did not

have an impact on what proved to be one of two pivotal factors that cost him the race. As Bonnington was reporting on the steering issue and telling Hamilton to prepare for a second standing start, Ocon was raising the prospect of pitting at the end of the tour behind the safety car. He knew that unlike on the formation lap, which in the rules this wasn't despite it being a second standing start, his engineer could make any strategy decisions. “If we were not able to talk, it probably would have been a different story,” Ocon later suggested.

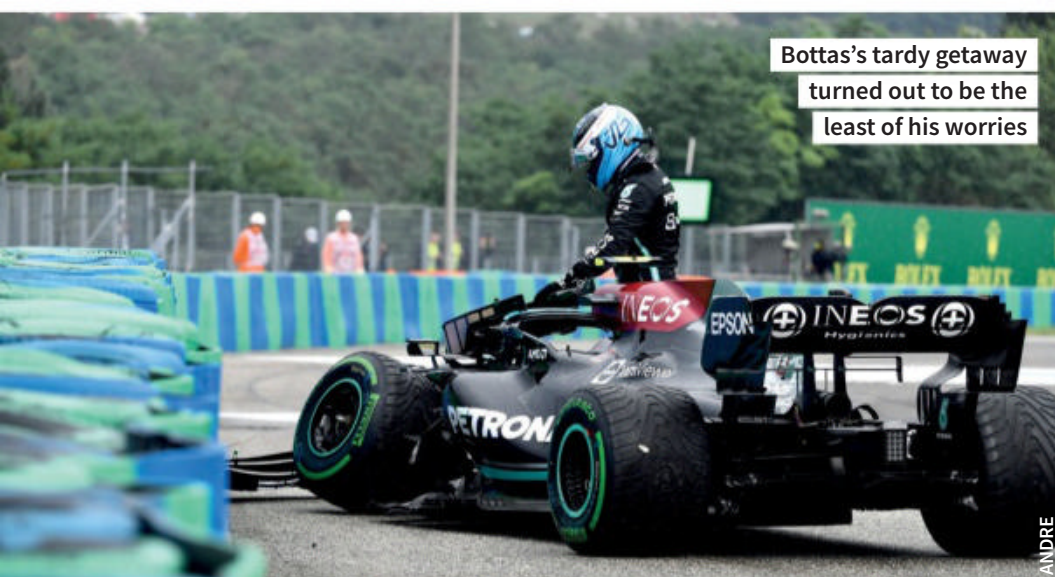
Alpine's decision was made with Hamilton bringing the pack slowly through Turn 12, and two corners later Ocon led every other car back to the pitlane to switch to dry medium tyres and take the second start at the end of the pitlane.

Bonnington assured Hamilton “we think this is the right one” as he moved to line up on pole once again, the lack of opposition reminiscent of the 2005 US GP (albeit with the promise of a much better event still to come). He weaved after leaving the line having only had the medical car for company, his race already heavily compromised.

“It was more surprising [than everyone staying on inters] to see the entire field peel off behind us,” said Shovlin, with Mercedes adamant that its real mistake had been in not picking slicks when leaving the pitlane ahead of the second start. “But when you're first garage, you've got the disadvantage that as you come in and do your stop you've then got a train of cars following you in who all have pitboxes further down the pitlane.”

Wolff explained Mercedes “calculated that he would have come out sixth with the train of cars going into the pits”, but that would still have been better than the 14th place Hamilton assumed once he came in at the end of his sole racing lap on inters – actually the race's fourth tour of the 70 scheduled.

Ocon praised Alpine's “great pitstop”, meaning he'd lined up at the pitlane exit light at the front of the queue as expected, but in yet another shock development he wasn't second behind Hamilton >>



Bottas's tardy getaway turned out to be the least of his worries

Ocon was under greatest threat from Vettel in dirty air while lapping Giovinazzi's Alfa Romeo



when the pack was released after the Mercedes had passed the pitlane exit line. Instead, it was Williams driver George Russell.

Williams's garage placing at the end of the pitlane meant its cars could pull back into the queue immediately, whereas those behind were backed up – which infuriated Sainz, who'd already lost a place to Tsunoda. But Russell took things further.

In the split-second after asking engineer James Urwin if he could pass the queue by driving up the slow lane, with nothing impeding his progress, and being told “negative”, Russell thought: “Screw it, let's go for it.” So, he crept alongside Ocon and then surged ahead when the Frenchman “was quite slow to react because I never did a start from the pitlane like this”.

Ocon actually thought Russell “was allowed to overtake, so I didn't say anything to the stewards or the team”, but just as he was “ready to fight”, Williams ordered Russell to give back all the places he'd gained and slot into eighth behind Fernando Alonso (his pre-stoppage position), pre-empting the stewards' intervention. “The team came across and said, ‘We are going to instruct George to drop back behind Fernando’, which is why you saw him pull straight off, slow right down,” explained race director Michael Masi.

With Mercedes' current and possible future stars out of his way, the

Black Arrows' former junior charge suddenly had a chance to score a major result. “To box when you are P2 on the road,” Ocon said of the decision that got him into the race lead, “it's a bit heartbreaking at first. But I'm glad that we did it because we were a long way ahead.”

Of Hamilton, yes – 18.4s in fact. But Vettel was looming, 0.8s behind at the start of lap five. Over the next 20 laps, Ocon's lead grew to just 1.5s as the Aston Martin swarmed, Vettel giving it everything to “push him into a mistake”.

Just past one-third distance, Alpine instructed Ocon, who had been working to manage the degradation on the mediums, to “drive flat-out”, said team sporting director Alan Permane. He therefore worked his lead up above two seconds for the first time, even while subsequently having to lift and coast to save fuel, which, said Permane, meant his team could “just react to Sebastian [pitting]”.

“I WAS A LITTLE BIT FASTER FOR THE MAJORITY OF THE RACE, BUT ESTEBAN DIDN'T DO A SINGLE MISTAKE”



Hamilton, on a charge, muscles past Sainz as the Ferrari laps Ricciardo

Vettel stopped to go from the mediums to the hards at the end of lap 36, but a mistake approaching his pitbox cost him dearly. Vettel “pushed really hard on the way in – probably a bit too hard – and locked the rears and triggered the anti-stall”. His slide took his AMR21 just beyond its marks and so “when the guy goes out with the gun, it bounced off the wheelnut”, explained Aston team principal Otmar Szafnauer.

The delay meant that when Ocon emerged from his own stop to take the hards at the end of the next tour, Vettel, despite pushing “like crazy on the out-lap”, came up short.

From there, Ocon marshalled the gap, his only remaining moment of real danger coming when he lapped Antonio Giovinazzi into Turn 1 on lap 49, as “once I got the dirty air [in traffic] we were a little bit slower overall than Sebastian”. Struggling to clear the Alfa without DRS meant Vettel had a serious look to the inside – Ocon said he was “too close for comfort” – but the Alpine driver held on and “managed to pull the gap



then in the tight section where the car felt amazing”.

Ocon held on as the pack, no longer held up by Latifi, came back towards the two long-time leaders, and only finally made an error after taking the chequered flag 1.9s in front. This was by not returning to the pits for parc ferme, and instead pulling up at the end of the pitlane to run back to the celebrations.

“I was a little bit faster for the majority of the race, but Esteban didn’t do a single mistake and I didn’t really get close enough,” Vettel said, over four hours before he was disqualified – subject to the results of an Aston appeal – for his car having only 0.3 litres of fuel left at the finish, 0.7 litres short of the required amount to provide a sample.

HAMILTON’S RACE BACK TO THE PODIUM

Hamilton’s efforts to get back from last had not started well. He’d quickly caught Giovinazzi once he reappeared on the mediums, but then took more than five laps to get past the Alfa Romeo, later noting “I don’t think the balance was spectacular in the race” thanks to the steering issue.

After that, Hamilton ran in a small train: Mick Schumacher, Verstappen and Gasly, who’d also been held up by Nikita Mazepin’s pitlane crash that followed Kimi Raikkonen being released into the Haas’s path at the second-start rush to lose the inters. Once they’d all cleared Schumacher by the end of lap 16, Hamilton soon became the first driver to have a strategic impact on many other cars, as he came in at the end of lap 19 to take the hards.

Verstappen, now running behind Ricciardo, followed the McLaren in at the end of the next lap in their similar bids to cover the Mercedes, but the undercut was too powerful and Hamilton was suddenly clear in 10th. From there he charged, lapping 1.1s quicker than Ocon over the next 15 laps, which included passing Schumacher again, Latifi (who had run third for 18 laps after the restart and allowed Ocon and Vettel to escape up front) and Tsunoda.

But when Hamilton reached Sainz’s rear, his charge was halted. The Ferrari driver had contested a call to stop when Tsunoda and Latifi had pitted out of his way on laps 22 and 23 respectively (the AlphaTauri undercutting the Williams at this stage), but did come in as soon as Hamilton cleared Tsunoda. The Ferrari’s fresh hards meant Hamilton was stymied until Mercedes rolled the dice again and pulled him >>

QUALIFYING



“The lap really felt beautiful. I was really happy with it. I had the song YMCA just on my mind the whole session. I’m not really sure why, I haven’t really been listening to it, but that was what was the motivator today.”

Plenty of interesting words to unpick from Lewis Hamilton, who was speaking shortly after he’d claimed the 101st *official* pole of his Formula 1 career. Starting with the Village People reference, it’s just possible (he never specifically said it was) that Hamilton was continuing his show of support for the country’s LGBTQ+ community that had begun with an Instagram post before the grand prix weekend got under way. Hamilton’s motivation worked a treat.

He’d topped FP3 by just 0.088 seconds over title rival Max Verstappen, whose Red Bull squad had been favourite arriving at the downforce-dependent Hungaroring. But throughout practice, Red Bull seemed to be off its usual game. It was grappling with a peculiar problem – which impacted all the teams – of not always getting the front tyres in the right temperature window despite the scorching conditions on the opening two track-action days. But Verstappen sauntered through as the Q1 pacesetter, then did likewise in Q2, albeit after making the surprise switch from mediums to softs as he said his team did not “want to risk it that much” with the 0.9s delta to the softs.

But in Q3, Hamilton led the way. His return to the softs from the mediums in Q2 led to a 1m15.419s, while Verstappen was initially 0.334s slower than his Q2 best as he “just didn’t have the same grip”, unsure whether the difference was down to his tyres or the track conditions changing.

Ahead of the second runs, Hamilton led Verstappen around, and appeared to drive slowly down the pitlane

and pit exit. But it was later revealed that Hamilton’s final warm-up lap was his second slowest of the session, with the Briton backing off to avoid running too close to Valtteri Bottas up ahead. Some claimed foul because Sergio Perez did not get to try a second Q3 flier as he trailed Verstappen, but Hamilton was within the FIA’s maximum time spent between the two safety car lines and there was nothing to investigate.

Hamilton nevertheless reported that his tyre preparation “wasn’t perfect” – because his front tyres were too cold, that meant he couldn’t recreate his first-run pace. Verstappen improved to 0.421s behind, but felt he “wouldn’t have gained four tenths” with warmer fronts, as he slotted into third behind the Mercedes duo, Bottas second and rueing losing his rhythm with the softs during the Q2 runs on the mediums.

**“I HAD THE SONG
YMCA JUST ON
MY MIND THE
WHOLE SESSION.
I’M NOT REALLY
SURE WHY”**



“Hard but fair” Alonso kept Hamilton behind for long enough to ensure his team-mate’s victory

onto what was really a two-stopper (he visited the pits four times in total) at the end of lap 47, when he went back to the mediums.

Just like in this event two years ago, a grandstand finish was set up, as Hamilton initially took 13.7s out of a 22.7s gap to Ocon in just six laps. Then he reached Alonso. Ocon’s illustrious team-mate, who had managed to create a gap that meant he wasn’t held up by a double-stack at Alpine in the second-start pitlane chaos, had cycled through to lead as the last effective one-stopper to come in on lap 39. He rejoined fifth and set about closing in on Sainz, moving up to fourth when Hamilton stopped, and got within DRS range of the Ferrari shortly before the Mercedes joined the party.

“I knew more or less what the situation of the race was – I was looking at the biggest screens,” Alonso said of the moment the race entered its final stages. “I knew that Esteban and Vettel were fighting and they were like two corners in front of us. With 20 laps to the end and Lewis coming two or three seconds faster, that was

enough to probably win the race [for Mercedes].”

And so, Alonso knew what he had to do: defy Hamilton. And he pulled off the second key to Ocon’s win with aplomb.

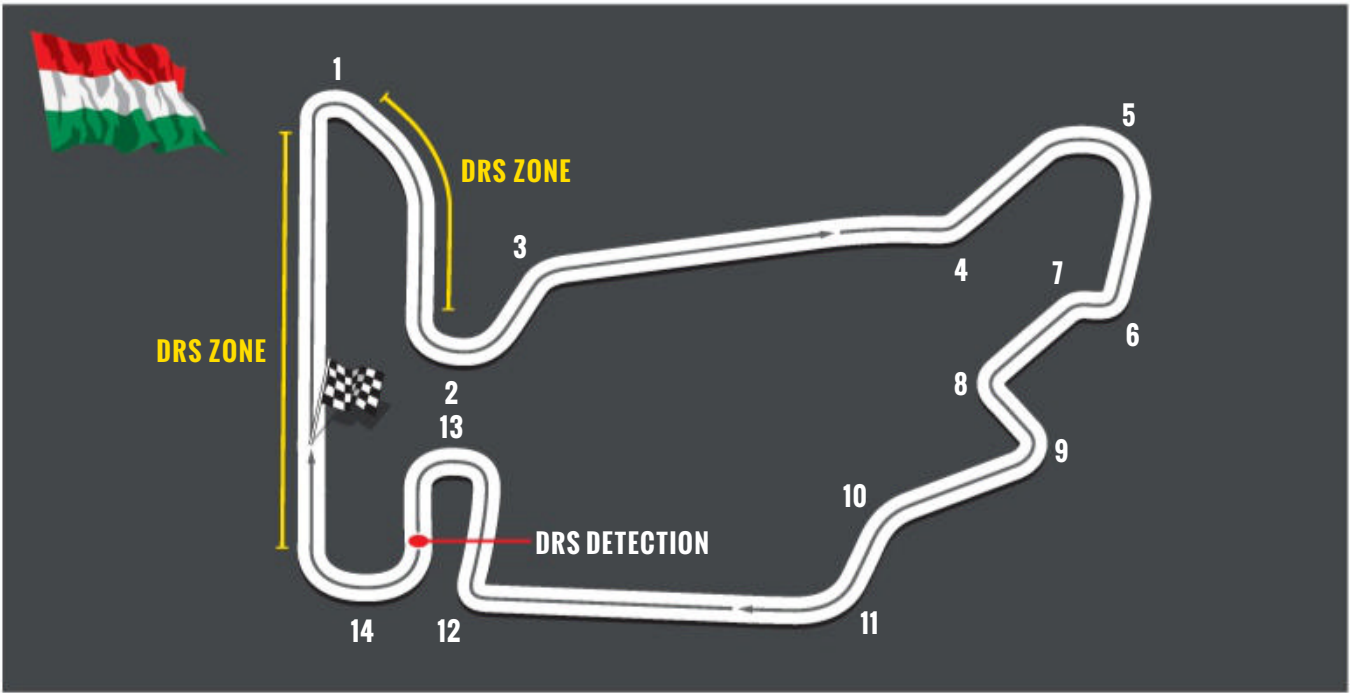
On lap 55, when Alonso locked up lapping Kimi Raikkonen at Turn 1, Hamilton attacked around the outside at the long, downhill left of Turn 2. But Alonso ran Hamilton wide and stayed ahead, then obliging his rival to attack to the outside through the rapid left of Turn 4 at the end of the back straight, where Hamilton had to back off. Twice more the same sequence played out over the next six laps, with the pair making light contact approaching Turn 4 in the third such thrilling skirmish.

“I knew that every lap I could hold him behind, that was gold for Esteban’s win,” said Alonso.

“He probably is one of the hardest drivers – but fair,” said Hamilton. “I’d say today was a little bit over the limit. I totally get it and I would do the same for my team.”

On lap 65, Alonso’s stout defence finally crumbled when he

TRACK





SUTTON



Team player Alonso congratulates F1's newest grand prix winner

locked up at Turn 1 and went wide, Hamilton racing past with DRS to finally nail his old team-mate and title rival. But Alonso's task had been accomplished.

Now, Hamilton was still 9.4s behind Ocon – 0.4s further back than 11 laps earlier. Even though he quickly caught Sainz and passed him in another exhilarating overtaking manoeuvre, moving tight to the pitwall as the Ferrari lapped Ricciardo, there weren't enough laps to recover the lead that his solo second standing start had cost.

Hamilton's efforts took their toll, the world champion struggling with fatigue that led to "everything getting a bit blurry on the podium", and visiting Mercedes' team doctor before joining Ocon in the press conference (Vettel bowed out early to head for the airport).

Gasly, meanwhile, stole Hamilton's fastest lap bonus point on the final tour. He'd been gifted enough time to take a free pitstop for softs late on by Tsunoda spinning at Turn 2, 14 laps after being ordered to let his recovering team-mate's sister AlphaTauri pass.

"IT WAS SUPER-DIFFICULT TO DRIVE. THERE WAS A LOT OF OVERSTEER AND UNDERSTEER FROM LOST DOWNFORCE"



ANDRE

Hobbled car meant Verstappen had thrilling dice with Schumacher

VERSTAPPEN'S RACE WITH "HALF A CAR"

After the hit from Norris at Turn 1, Verstappen's afternoon was one of extensive damage – and damage limitation. During the red flag, his Red Bull mechanics attempted to fix the extensively varied broken areas of his car: the floor, his bargeboards, and parts of his engine. There was only so much that could be done.

"The temperatures were off the scale, and they had to straighten pipes and fix the right side as much as possible in very limited time," Horner said of the repairs, which were completed only to the point that Red Bull got their charge back in contention with what the team boss called "half a car".

"It was super-difficult to drive with," said Verstappen afterwards. "There was a lot of oversteer and understeer from the downforce loss."

Verstappen would end the race out of the points lead for the first time since before May's Monaco GP thanks to Hamilton's recovery, but he still delivered two moments of stunning racing.

The first came after he'd spent nine laps bottled up behind Schumacher. On the race's 14th tour, he went off at the Turn 1 exit after trying a move around the outside, then successfully did so on the same line out of Turn 2, where there was a brief clash of Haas right-front wheel to left Red Bull sidepod. After that he began a near race-long chase behind Ricciardo, which ended 11 laps from home when he drove clean around the outside of the McLaren at Turn 2, having been switched to the net two-stopper on lap 40 in a successful bid to create a tyre-life offset. From there Verstappen closed in on Russell and Latifi at the finish, ending up 10th and then being boosted to ninth by Vettel's contended fuel penalty.

"Of course it's really disappointing to only score [two points] but on the other hand I was incredibly lucky to continue after the crash," Verstappen concluded as F1 headed off into its mid-season shutdown period. "So, it was a surprise to score a point at all, which is still important. We have the summer break now, but we keep pushing. We will never give up." ❄

NEXT F1 REPORT

BELGIAN GRAND PRIX 2 SEPTEMBER ISSUE

Refreshed and raring to go after the summer break, will Verstappen tip the balance back in the title battle, or is momentum with Hamilton?

DIFFERENT PATHS TO POINTS FOR ALPHATAURI DUO

With Pierre Gasly starting fifth and Yuki Tsunoda 16th, it was going to take something dramatic for the AlphaTauri drivers to effectively switch places in the pecking order after lap one. But that's exactly what happened in the Turn 1 fracas, with Tsunoda skipping through into fourth at the restart as Gasly was dropped all the way down to 13th.

The two converged over the course of the race. Tsunoda was unable to clear Nicholas Latifi until undercutting ahead at his stop, but was then overcut by the rapid Carlos Sainz Jr and Fernando Alonso as the Japanese driver's hopes of a maiden F1 podium disappeared.

Gasly spent the first part of the race stuck behind the hobbled Red Bull of Max Verstappen, but was eventually released once his former team-mate stopped. The Frenchman was able to extend his stint and go to lap 30 before pitting, eventually passing Latifi to begin catching up to Tsunoda.

AlphaTauri enacted a switch in positions between the two, allowing Gasly to exploit the gaping chasm of free air in front. Tsunoda then suffered a spin eight laps from the end of the race on the exit of Turn 2 to shed further time to Gasly, which he put down to having "no confidence at the rear". That meant Gasly could pit late on for soft tyres to claim fastest lap on his way to fifth.



Penalties for Bottas and Stroll over crash chaos

Valtteri Bottas and Lance Stroll will both serve five-place grid penalties at the Belgian Grand Prix for causing the two crashes at Turn 1 in Hungary.

Bottas slid into Lando Norris after misjudging his braking point in the damp conditions, sending the McLaren into Max Verstappen. Bottas's Mercedes then ran into Sergio Perez in the second Red Bull, leaving all drivers with damage. While Verstappen continued despite major bodywork parts missing, Bottas, Perez and Norris were all forced to retire as a result of the incident.

"It shows it's not so easy in those conditions to brake, but I should have braked earlier," said Bottas. "When I started braking, I was closing in, and then I locked the wheels and I hit Lando and that caused the whole mess. It was a misjudgement, and my mistake."

Perez called the incident "unbelievable", while Norris was unimpressed by Bottas's error despite the Finn's apology to both drivers. "All of us are in F1 for a reason, because

we're good drivers and we know where to brake," said Norris. "That's the annoying thing. You expect a little bit more when you're racing those top guys at the front of the field."

Verstappen noted that he was "again taken out by a Mercedes" after his crash with Lewis Hamilton at Silverstone, but recovered to finish the race 10th (ninth after Sebastian Vettel's disqualification) despite carrying significant damage.

The other incident involved Stroll also misjudging his braking point, cutting over the grass and inside the Turn 1 kerbs and running into Charles Leclerc, ending both drivers' races. Leclerc called the incident, in which he tagged Daniel Ricciardo, a "bowling game" on Twitter. Ricciardo continued but could only finish 12th in his damaged McLaren.

"It's not really a small mistake," said Leclerc. "He was five or six positions back, so it was unrealistic for him to try anything there."

Bottas and Stroll also each received two FIA superlicence penalty points.

"MICK SCHUMACHER HAD MORE DOWNFORCE THAN MAX" CHRISTIAN HORNER

That was the Red Bull team boss's verdict after Max Verstappen emerged from the Turn 1 melee with a damaged floor and engine, then later lost a bargeboard after his safety car stop. Verstappen said the car was "impossible to drive" and took 10 laps to pass Schumacher's Haas.



Q&A

FERNANDO ALONSO ALPINE DRIVER

How does it feel to support a team-mate in their first Formula 1 victory?

It feels OK. You need very special circumstances. Today, those circumstances were there, and the luck was on our side. It's going to be a very demanding second part of the year. To have this kind of result before the summer break is just an amazing feeling. Also, for Esteban [Ocon], when you are young and you succeed and you win a grand prix, that will stay forever. This happened in Hungary, same



as in 2003 for me. This is a lucky place for our team.

You were showered with debris at Turn 1. Did you fear the car was damaged?

The car was fine. I was unlucky, in a way, because I think I had the pace to win the race, or that's what it seems when you see the race trace. But on the other hand, I was lucky not to finish my race in Turn 1, like some people did. We take this top five – it is my best result of the year. It was not a gift because I had to fight every single lap for every single position.

Did the team instruct you to delay Lewis Hamilton?

No, the team didn't tell me anything. But I knew more or less what the situation was. I was looking at the big [TV] screens. I knew that every lap I could hold him behind, that was gold for Esteban's win. I thought honestly I could not hold him more than one or two laps. But on the last couple of corners, he seemed to struggle a little bit to follow me. Then it was enough to open a gap on the straight and defend. I think Hamilton learned a couple of different lines in the last three corners after the 10 laps behind me. He was able to pass Carlos [Sainz Jr] just in one lap, applying those new lines.



WILLIAMS GETS ITS SCOREBOARD BREAKTHROUGH

George Russell remarkably emerged from the second-start pit frenzy behind only leader Lewis Hamilton, the sole driver to take the second race start. But Russell had to gift back six places to avoid a penalty for overtaking in the pitlane.

“Overtaking a car in pitlane for the start of the race is a very different scenario [to doing that in practice or qualifying], and it's just the fact that the Williams pitstop position is at the pit exit at this particular event,” said race director Michael Masi. “Effectively, they should start in the order in which they arrived at the pit exit.”

The Williams driver then offered to be a sacrificial lamb to support team-mate Nicholas Latifi, who had been running third after the en masse switch from intermediate tyres thanks to Fernando Alonso touring slowly down the pitlane.

Latifi hung on until lap 23 before a switch to the hard compound left him vulnerable, and he started shipping places down to eighth after being undercut by Yuki Tsunoda.

Russell crossed the line in ninth, scoring his first points of the season after holding off Max Verstappen as he reeled in Latifi, which left the Brit “lost for words” and in tears.

The pair gained a place each following Sebastian Vettel's disqualification. Williams now vaults above Alfa Romeo to eighth in the constructors' championship after its first double points finish since the 2018 Italian GP.



Hopes of decent haul scuppered by Alfa's double pitlane woe

Alfa Romeo slipped to ninth in the constructors' championship after Kimi Raikkonen and Antonio Giovinazzi both landed in-race penalties that ended hopes of a decent Hungary points haul.

Raikkonen sat eighth under the red flag after avoiding the Turn 1 chaos, but an issue with the traffic light system in the pits meant he was released into Nikita Mazepin's path and they made contact, Mazepin forced to retire with a broken front-right axle.

Raikkonen received a 10-second penalty that he served at his first stop, dropping him out of the points until he moved into 10th in the final classification after Sebastian Vettel's disqualification.

Giovinazzi landed a 10s stop/go penalty after exceeding the pitlane speed limit by 15.9mph at his early stop. He spent the second half of his race tailing Mick Schumacher, but failed to pass the Haas, leaving him as the last classified finisher.

ALPINE
F1® TEAM



TEAM MAKES VICTORY

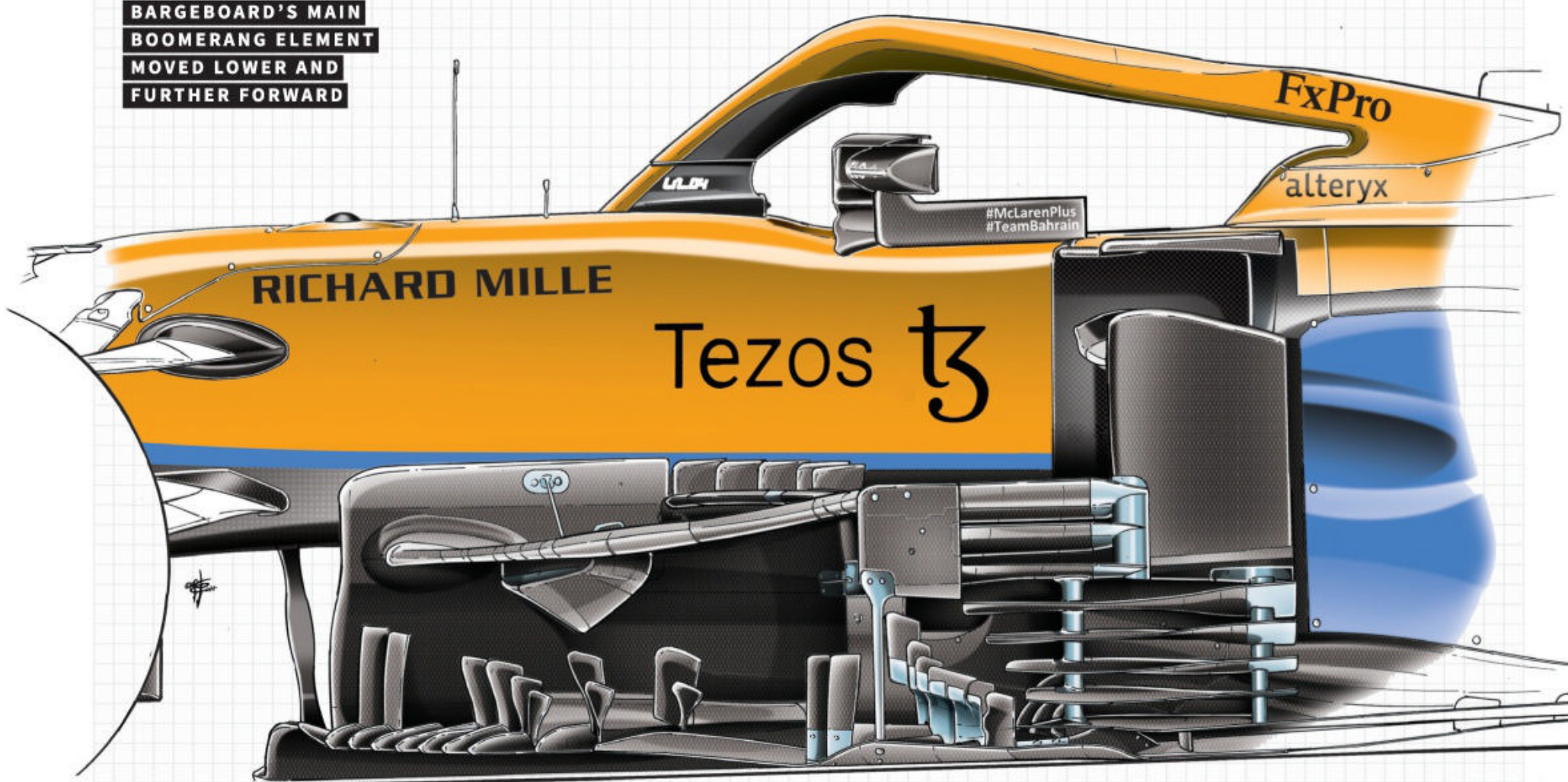
CONGRATULATIONS TO ESTEBAN OCON
AND FERNANDO ALONSO.
THANK YOU TO ALPINE
AND RENAULT GROUP TEAMS IN ENSTONE
AND VIRY-CHÂTILLON

ALPINECARS.COM

DRAWING BOARD

GIORGIO PIOLA

BARGEBOARD'S MAIN
BOOMERANG ELEMENT
MOVED LOWER AND
FURTHER FORWARD



McLAREN CONTINUES ITS 2021 AERO PUSH

McLaren introduced a new set of bargeboards for the Hungarian Grand Prix, not that it got much chance to explore them after Lando Norris was wiped out at the first corner and Daniel Ricciardo endured a miserable run to 11th place.

The placing of the main boomerang element was revised, with the leading edge moved lower and further forward in order to pick up airflow from the front sooner and interact with the

elements further downstream.

Team principal Andreas Seidl said after Friday practice: "We had several things to test thanks to a big push from the factory delivering upgrades to the track here, which worked fine, so we went through the test programme as planned and used the time between the two sessions to digest the data and confirm that all the upgrades were working."

Seidl felt that the updates were "important for the competitiveness" in qualifying, which helped Norris secure sixth on the grid, giving the team more ammunition in the fight for third in the constructors' championship. The team has more updates due after the summer break, with Seidl adding that it has been careful not to pull resources away from the design of 2022's car.

JAKE BOXALL-LEGGE

NOSE EXPERIMENTS FOR FERRARI

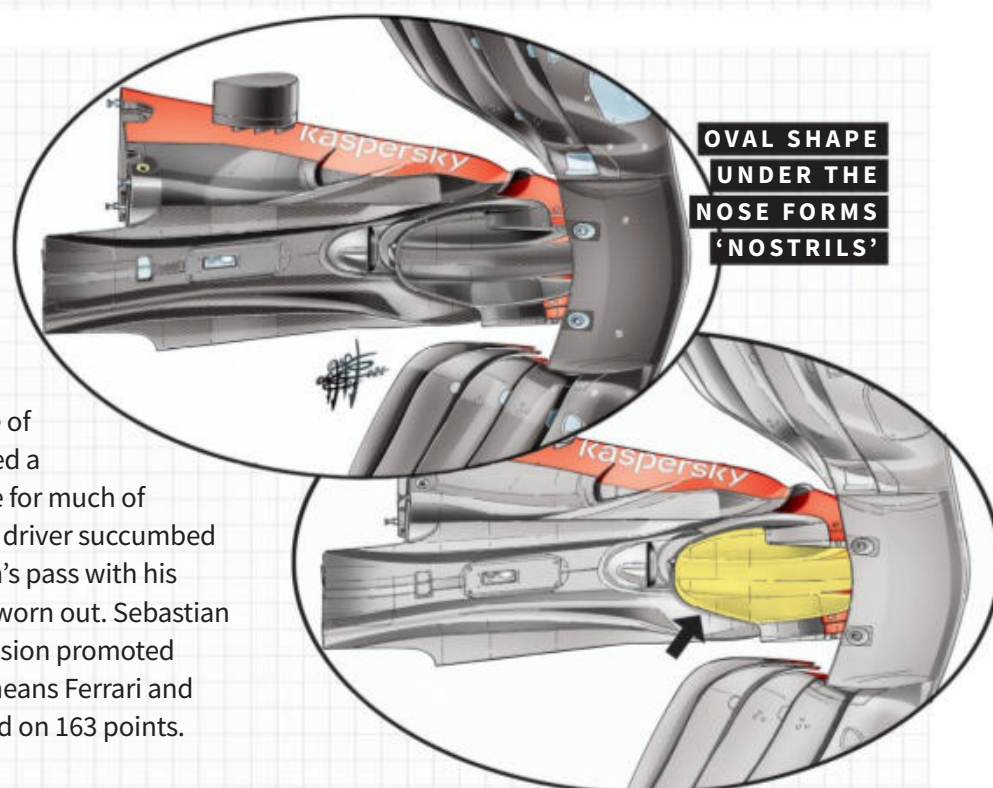
Although Ferrari reworked its nose design for 2021, it remains one of the few teams to continue with a wider geometry since it did not wish to spend its off-season development tokens on an all-new design, and instead chose to focus its resources on the rear of the car. Although this limits what the team can do with the size of its 'cape', it still has the option of using the nose's 'nostrils' to draw airflow into the centreline of the car.

The oval shape placed underneath the nose to form the nostrils is highlighted, and gives Ferrari a platform to draw in air either side of the protruding crash structure and fire it where it needs to go. There seems to be an additional vent underneath, perhaps to augment the

ducts on the side that draw airflow to the S-duct on top.

Like McLaren, Ferrari only had one horse left in the race after Turn 1, but enjoyed a better time of it; Carlos Sainz Jr occupied a provisional podium place for much of the race. But the Spanish driver succumbed late on to Lewis Hamilton's pass with his tyres considerably more worn out. Sebastian Vettel's subsequent exclusion promoted Sainz back to third and means Ferrari and McLaren are currently tied on 163 points.

JAKE BOXALL-LEGGE



20 Schumacher #47
no time

18 Latifi #6
1m18.036s

16 Tsunoda #22
1m17.919s

14 Giovinazzi #99
1m17.583s

12 Stroll #18
1m16.893s

19 Mazepin #9
1m18.922s

17 Russell #63
1m17.944s

15 Sainz #55
no Q2 time

13 Raikkonen #7
1m17.564s

11 Ricciardo #3
1m16.871s

FREE PRACTICE 1

POS	DRIVER	TIME
1	Verstappen	1m17.555s
2	Bottas	1m17.616s
3	Hamilton	1m17.722s
4	Sainz	1m18.115s
5	Gasly	1m18.181s
6	Alonso	1m18.385s
7	Leclerc	1m18.391s
8	Perez	1m18.466s
9	Norris	1m18.649s
10	Stroll	1m18.755s
11	Ocon	1m18.765s
12	Tsunoda	1m18.770s
13	Vettel	1m18.989s
14	Ricciardo	1m19.265s
15	Russell	1m19.724s
16	Latifi	1m19.824s
17	Schumacher	1m20.383s
18	Kubica	1m20.639s
19	Mazepin	1m20.992s
20	Giovinazzi	1m21.889s

WEATHER Sunny, air 29-31C track 51-61C

FREE PRACTICE 2

POS	DRIVER	TIME
1	Bottas	1m17.012s
2	Hamilton	1m17.039s
3	Verstappen	1m17.310s
4	Ocon	1m17.759s
5	Perez	1m17.824s
6	Gasly	1m18.113s
7	Alonso	1m18.169s
8	Vettel	1m18.228s
9	Norris	1m18.313s
10	Stroll	1m18.320s
11	Leclerc	1m18.370s
12	Sainz	1m18.441s
13	Ricciardo	1m18.737s
14	Raikkonen	1m19.277s
15	Russell	1m19.292s
16	Latifi	1m19.479s
17	Tsunoda	1m19.671s
18	Schumacher	1m19.817s
19	Giovinazzi	1m20.186s
20	Mazepin	1m21.881s

WEATHER Sunny, air 31-33C track 56-65C

FREE PRACTICE 3

POS	DRIVER	TIME
1	Hamilton	1m16.826s
2	Verstappen	1m16.914s
3	Bottas	1m17.055s
4	Sainz	1m17.497s
5	Leclerc	1m17.520s
6	Norris	1m17.772s
7	Perez	1m17.917s
8	Ricciardo	1m17.942s
9	Alonso	1m17.992s
10	Stroll	1m18.050s
11	Gasly	1m18.115s
12	Ocon	1m18.174s
13	Vettel	1m18.235s
14	Tsunoda	1m18.461s
15	Raikkonen	1m18.683s
16	Russell	1m18.794s
17	Latifi	1m18.821s
18	Giovinazzi	1m19.113s
19	Schumacher	1m19.406s
20	Mazepin	1m19.933s

WEATHER Sunny, air 27-28C track 51-53C

SEASON STATS

DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Hamilton	195	1	1
2 Verstappen	187	1	1
3 Norris	113	3	2
4 Bottas	108	2	1
5 Perez	104	1	2
6 Sainz	83	2	4
7 Leclerc	80	2	1
8 Gasly	50	3	4
9 Ricciardo	50	5	6
10 Ocon	39	1	5
11 Alonso	38	4	9
12 Vettel	30	2	8
13 Tsunoda	18	6	7
14 Stroll	18	8	10
15 Latifi	6	7	14
16 Russell	4	8	8
17 Raikkonen	2	10	13
18 Giovinazzi	1	10	10
19 Schumacher	0	12	15
20 Mazepin	0	14	18

CONSTRUCTORS' CHAMPIONSHIP

1 Mercedes	303
2 Red Bull	291
3 Ferrari	163
4 McLaren	163
5 Alpine	77
6 AlphaTauri	68
7 Aston Martin	48
8 Williams	10
9 Alfa Romeo	3
10 Haas	0

QUALIFYING BATTLE

Hamilton	8	3	Bottas
Perez	1	10	Verstappen
Ricciardo	3	8	Norris
Vettel	7	4	Stroll
Alonso	6	5	Ocon
Leclerc	8	3	Sainz
Gasly	11	0	Tsunoda
Raikkonen	3	8	Giovinazzi
Mazepin	2	9	Schumacher
Latifi	0	11	Russell

Qualifying head-to-head taken from usual Q1/Q2/Q3 session, not the result of sprint races

WINS

Verstappen	5
Hamilton	4
Ocon	1
Perez	1

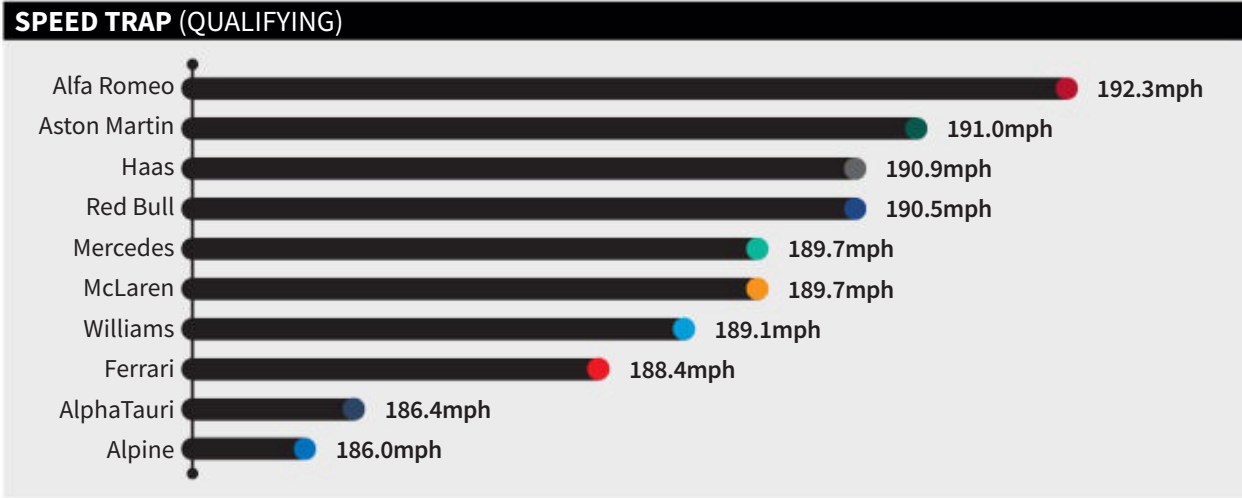
FASTEST LAPS

Verstappen	4
Hamilton	3
Bottas	2
Gasly	1
Perez	1

POLE POSITIONS

Verstappen	4
Hamilton	4
Leclerc	2
Bottas	1

Pole scores taken based on qualifying results, not the result of any sprint races (official F1 scores would be Verstappen 5, Hamilton 3)



QUALIFYING 1

POS	DRIVER	TIME
1	Verstappen	1m16.214s
2	Hamilton	1m16.424s
3	Bottas	1m16.569s
4	Sainz	1m16.649s
5	Gasly	1m16.874s
6	Stroll	1m17.038s
7	Norris	1m17.081s
8	Leclerc	1m17.084s
9	Vettel	1m17.105s
10	Alonso	1m17.123s
11	Perez	1m17.233s
12	Ocon	1m17.367s
13	Raikkonen	1m17.553s
14	Ricciardo	1m17.664s
15	Giovinazzi	1m17.776s
16	Tsunoda	1m17.919s
17	Russell	1m17.944s
18	Latifi	1m18.036s
19	Mazepin	1m18.922s
20	Schumacher	no time

QUALIFYING 2

POS	DRIVER	TIME
1	Verstappen	1m15.650s
2	Norris	1m16.385s
3	Gasly	1m16.394s
4	Perez	1m16.443s
5	Alonso	1m16.541s
6	Hamilton	1m16.553s
7	Leclerc	1m16.574s
8	Bottas	1m16.702s
9	Ocon	1m16.766s
10	Vettel	1m16.794s
11	Ricciardo	1m16.871s
12	Stroll	1m16.893s
13	Raikkonen	1m17.564s
14	Giovinazzi	1m17.583s
15	Sainz	no time

QUALIFYING 3

POS	DRIVER	TIME
1	Hamilton	1m15.419s
2	Bottas	1m15.734s
3	Verstappen	1m15.840s
4	Perez	1m16.421s
5	Gasly	1m16.483s
6	Norris	1m16.489s
7	Leclerc	1m16.496s
8	Ocon	1m16.653s
9	Alonso	1m16.715s
10	Vettel	1m16.750s

WEATHER Sunny, air 28-30C track 56-62C

NEXT RACE

29 AUGUST

BELGIAN GP

Spa

STARTING GRID

10 Vettel #5 1m16.750s	9 Alonso #14 1m16.715s	8 Ocon #31 1m16.653s	7 Leclerc #16 1m16.496s	6 Norris #4 1m16.489s	5 Gasly #10 1m16.483s	4 Perez #11 1m16.421s	3 Verstappen #33 1m15.840s	2 Bottas #77 1m15.734s	1 Hamilton #44 1m15.419s
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RACE RESULTS ROUND 11/23 (70 LAPS - 190.54 MILES)

POS	DRIVER	TEAM	FINISHTIME	LED	TYRES
1	Esteban Ocon (FRA)	Alpine-Renault	2h04m43.199s	65	In, In, Mn, Hn
2	Lewis Hamilton (GBR)	Mercedes	+2.736s	3	In, In, Mu, Hn, Mn
3	Carlos Sainz Jr (ESP)	Ferrari	+15.018s		In, In, Mn, Hn
4	Fernando Alonso (ESP)	Alpine-Renault	+15.651s	2	In, In, Mn, Hn
5	Pierre Gasly (FRA)	AlphaTauri-Honda	+1m03.614s		In, In, Mn, Hn, Su
6	Yuki Tsunoda (JPN)	AlphaTauri-Honda	+1m15.803s		In, In, Mn, Hn
7	Nicholas Latifi (CAN)	Williams-Mercedes	+1m17.910s		In, In, Mn, Hn
8	George Russell (GBR)	Williams-Mercedes	+1m19.094s		In, In, Mn, Hn
9	Max Verstappen (NLD)	Red Bull-Honda	+1m20.244s		In, In, In, Mn, Hn, Mu
10	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	-1 lap/+17.062s		In, In, Mn, Hn, Sn
11	Daniel Ricciardo (AUS)	McLaren-Mercedes	-1 lap/+28.833s		In, In, Mn, Hn
12	Mick Schumacher (DEU)	Haas-Ferrari	-1 lap/+38.594s		In, In, Mn, Hn
13	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	-1 lap/+39.629s		Mn, In, In, Mu, Hn
EX	Sebastian Vettel (DEU)	Aston Martin-Mercedes	+1.859s/insufficient fuel		In, In, Mn, Hn
R	Nikita Mazepin (RUS)	Haas-Ferrari	3 laps-accident		In, In, In
R	Lando Norris (GBR)	McLaren-Mercedes	2 laps-accident		In, In
R	Valtteri Bottas (FIN)	Mercedes	0 laps-accident		In
R	Sergio Perez (MEX)	Red Bull-Honda	0 laps-accident		In
R	Charles Leclerc (MCO)	Ferrari	0 laps-accident		In
R	Lance Stroll (CAN)	Aston Martin-Mercedes	0 laps-accident		In

FASTEST LAPS

POS	DRIVER	TIME	GAP	LAP
1	Gasly	1m18.394s	-	70
2	Hamilton	1m18.715s	+0.321s	49
3	Alonso	1m20.359s	+1.965s	41
4	Verstappen	1m20.945s	+2.551s	43
5	Ocon	1m21.421s	+3.027s	54
6	Sainz	1m21.423s	+3.029s	54
7	Raikkonen	1m21.518s	+3.124s	58
8	Russell	1m22.112s	+3.718s	62
9	Tsunoda	1m22.450s	+4.056s	43
10	Schumacher	1m22.711s	+4.317s	44
11	Giovinazzi	1m22.736s	+4.342s	44
12	Ricciardo	1m22.802s	+4.408s	58
13	Latifi	1m22.831s	+4.437s	62
EX	Vettel	1m21.459s	+3.065s	60
R	Mazepin	no time	-	-
R	Norris	no time	-	-
R	Bottas	no time	-	-
R	Perez	no time	-	-
R	Leclerc	no time	-	-
R	Stroll	no time	-	-

WEATHER Overcast then sunny, wet but drying, air 26-29C track 31-52C

WINNER'S AVERAGE SPEED 91.66mph **FASTEST LAP AVERAGE SPEED** 125.02mph

TYRES

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



RACE BRIEFING

FP1

ROBERT KUBICA replaced **RAIKKONEN** at Alfa Romeo

GRID PENALTIES

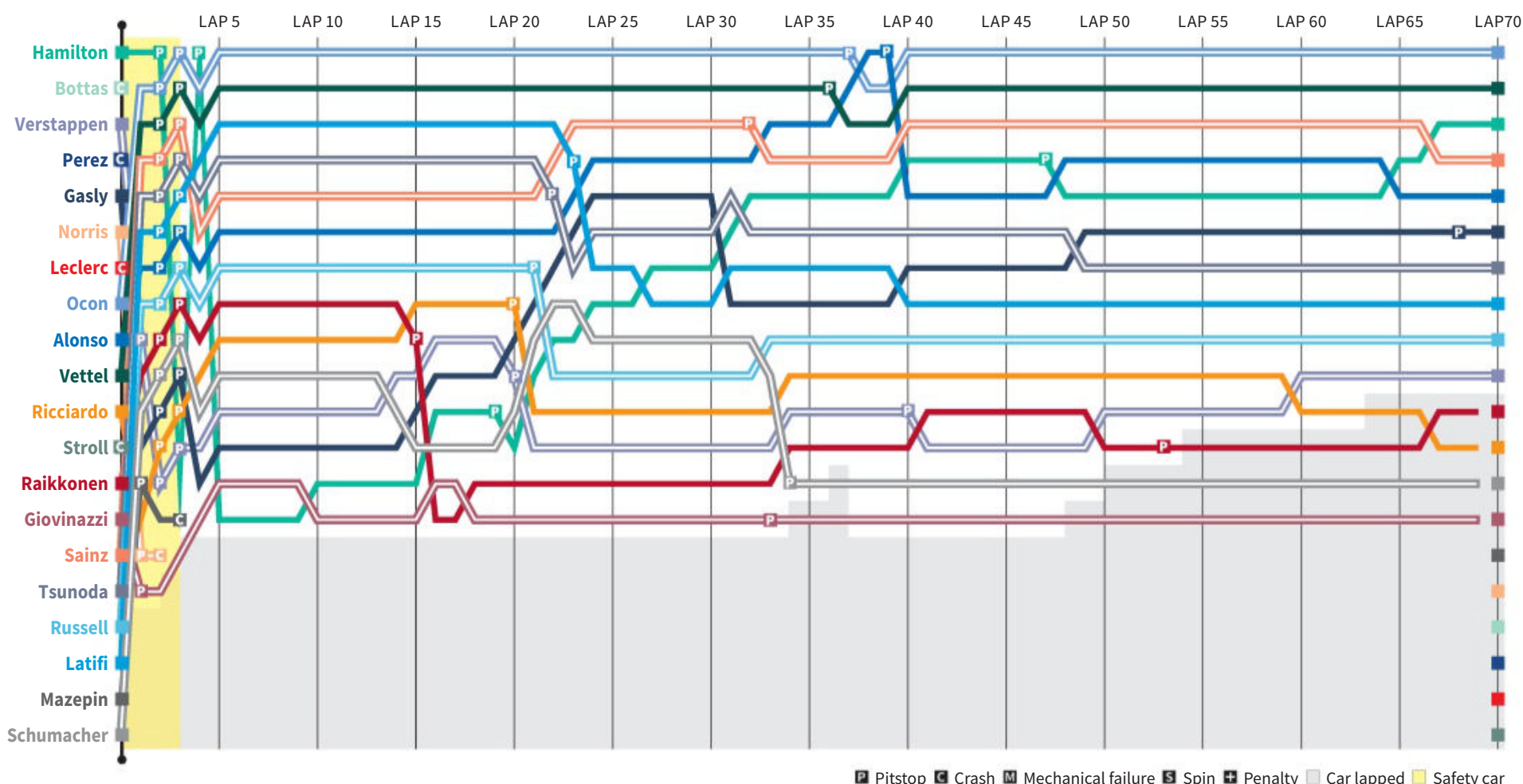
SCHUMACHER Five-place drop for gearbox change

RACE PENALTIES

BOTTAS Five-place grid drop for next event and two licence points for causing a collision
STROLL Five-place grid drop for next event and two licence points for causing a collision

causing a collision
RAIKKONEN 10-second penalty for unsafe release
GIOVINAZZI 10s stop/go penalty for pitlane speeding

LAP CHART What happened, when



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

OCON SCORES BIG AFTER SEIZING HIS CHANCE BRILLIANTLY

The Alpine driver is fully deserving of maximum points, while Stroll takes the wooden spoon over fellow Turn 1 offender Bottas

ALEX KALINAUCKAS

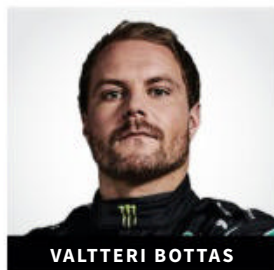
MERCEDES



LEWIS HAMILTON

Started **1st** — Result **2nd**

9 Took a brilliant pole when not the favourite, even if on his second Q3 warm-up lap he lost the required tyre temperature to do better. His part in the decision not to pit at the second start costs him the maximum. Made majestic passes at such a tight track during his various charges.

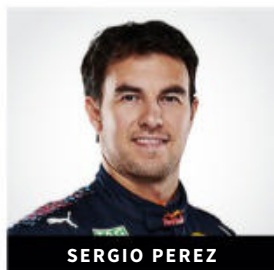


VALTTERI BOTTAS

Started **2nd** — Result **R**

3 Beating Verstappen to the front row means he outscores Stroll, but his short race was woeful. Got wheelspin despite apparently hitting clutch-usage targets and fell behind Verstappen, Perez and Norris. Misjudged his braking into Turn 1, and that error ruined three drivers' races.

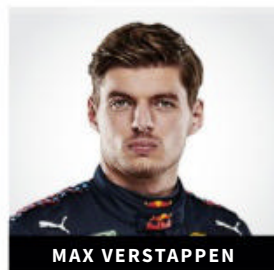
RED BULL



SERGIO PEREZ

Started **4th** — Result **R**

7 Another driver whose score is largely down to delivering in qualifying, even if he only scored Red Bull's minimum expected grid spot. Was smashed into by Bottas at Turn 1 after making a good start, then pulled two brave passes on the Haas drivers before being ordered to retire.



MAX VERSTAPPEN

Started **3rd** — Result **9th**

8 This mark is largely down to his qualifying defeat to the Mercedes drivers in what is a faster package overall. Was so unlucky at the start, and drove an excellent race with a very wounded car after the restart. Thrilled battling Schumacher early on and then Ricciardo near the finish.

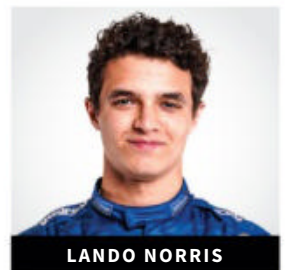
McLAREN



DANIEL RICCIARDO

Started **11th** — Result **11th**

6 His score is mainly down to his latest Q2 exit while Norris qualified five spots further up. Was so unlucky to be turned around by the innocent Leclerc after Stroll's Turn 1 clanger. Diffuser damage couldn't be fully repaired under the red flag, which hampered his pace from there.

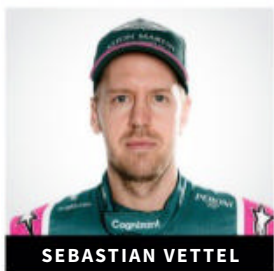


LANDO NORRIS

Started **6th** — Result **R**

7 Earns this on the strength of his qualifying performance, which could have been a mark higher had he not been beaten by Gasly after failing to recreate his Q2 time by not hooking up his best Q3 lap. Made a great start, then wiped out by Bottas. McLaren couldn't fix his car under the red flag.

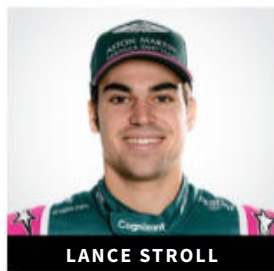
ASTON MARTIN



SEBASTIAN VETTEL

Started **10th** — Result **EX**

8 Excellent overall, but a few small things let him down. There was his bad start in the damp first go, even if it kept him away from Stroll's melee. Then he steamed too fast into his pitbox at his stop, and the delay cost him against Ocon on the Alpine's out-lap. Also looked a bit scruffy in his pursuit at times.



LANCE STROLL

Started **12th** — Result **R**

2 An understeer issue apparently contributed to Q2 exit, which is the other factor in a lower score than fellow Turn 1 gaffe-maker Bottas. After making a much better start than his team-mate, he threw it away braking at Turn 1, and then his reaction to turn right instead of left took out two cars and himself.

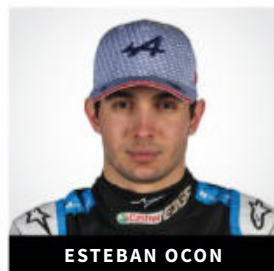
ALPINE



FERNANDO ALONSO

Started **9th** — Result **4th**

9 Misses the maximum because of his Q3 defeat to Ocon. Was fortunate that contact with Stroll exiting Turn 1 did no damage, then drove superbly. Managed his tyres on the longest 'one-stopper', before winning his team-mate the race with his nearly perfect defence against Hamilton.



ESTEBAN OCON

Started **8th** — Result **1st**

10 No way he can miss the maximum. Beat Alonso in Q3, then took his chance of a maiden race win in amazing style. Aided by first-corner shenanigans, but did everything right thereafter. Managed his tyres nicely and pulled a handy gap to Vettel before the stops.

FERRARI



CHARLES LECLERC

Started **7th** — Result **R**

7 Another rating largely down to qualifying exploits, given his race was over by Turn 2. Like Norris, his score suffers from being beaten by Gasly – not that it ultimately mattered thanks to Stroll's error at Turn 1 knocking him into Ricciardo and putting him out with his right sidepod smoking.



CARLOS SAINZ JR

Started **15th** — Result **3rd**

7 Can't score higher because his Q2 crash was a major error. Benefited from the Turn 1 shunts, before being held in the pits waiting for a safe release. His call not to pit on lap 22 helped him overcut Tsunoda and Latifi, before Alonso and Hamilton reeled him in late on.



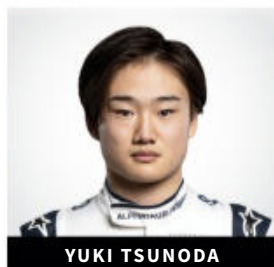
ALPHATAURI



PIERRE GASLY

Started **5th** — Result **5th**

8 Brilliantly beat Norris and Leclerc to qualify fifth. Was pulled down the order by the Bottas-shunt fallout, and lost time behind Mazepin's broken Haas in the restart pitlane chaos. Then defied Hamilton, overcut Schumacher and Russell, and passed Latifi. Capped the race with the fastest lap.



YUKI TSUNODA

Started **16th** — Result **6th**

6 FP1 crash was detrimental to much of the rest of his weekend as the lost track time contributed to his Q1 exit, which explains most of the rating difference to Gasly. Then there was his late-stages solo spin coming through Turn 2, which he said was down to having no rear confidence.

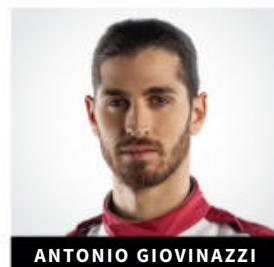
ALFA ROMEO



KIMI RAIKKONEN

Started **13th** — Result **10th**

7 Made it out of Q1 for the first time in five races, then had a typically battling race drive. Penalty for emerging in front of Mazepin in the restart pitlane action hampered him severely and was not his fault. Does lose a mark for falling off the road on the first full racing lap after taking the mediums.

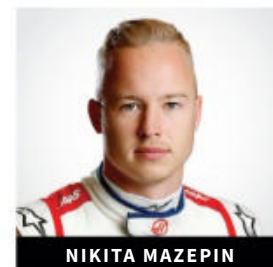


ANTONIO GIOVINAZZI

Started **14th** — Result **13th**

4 Beaten in qualifying by his team-mate, then had his gamble to switch to slicks ahead of the start wiped away by the red flag. Low score is mainly for breaking the pitlane speed limit by 15.9mph when he stopped early on and getting a stop/go penalty, stranding him in blue-flag territory.

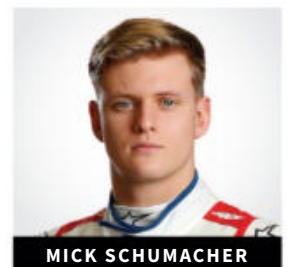
HAAS



NIKITA MAZEPIN

Started **19th** — Result **R**

6 Very tough to score given his team-mate wasn't there to provide a benchmark in qualifying, and he was taken out of the race early through no fault of his own when Raikkonen was released into his path at the second-start pitting frenzy. The contact broke his right-front suspension.



MICK SCHUMACHER

Started **20th** — Result **12th**

5 FP3 crash, after being caught out by wind and overheating tyres, meant he missed qualifying, and so can't score higher even though his defending in the race was brilliant. Gave Verstappen no quarter in their early battle, and held off Giovinazzi despite having to deal with blue flags.

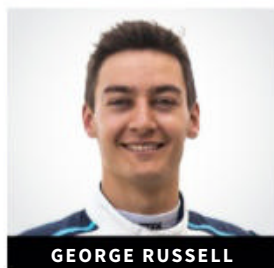
WILLIAMS



NICHOLAS LATIFI

Started **18th** — Result **7th**

9 After losing out to Russell in qualifying – he was down on power – he scores higher for delivering Williams its best result since Baku 2018. It's the decisiveness he showed to pass Russell out of the Turn 1 chaos, and then run confidently in third, that boosts his score.

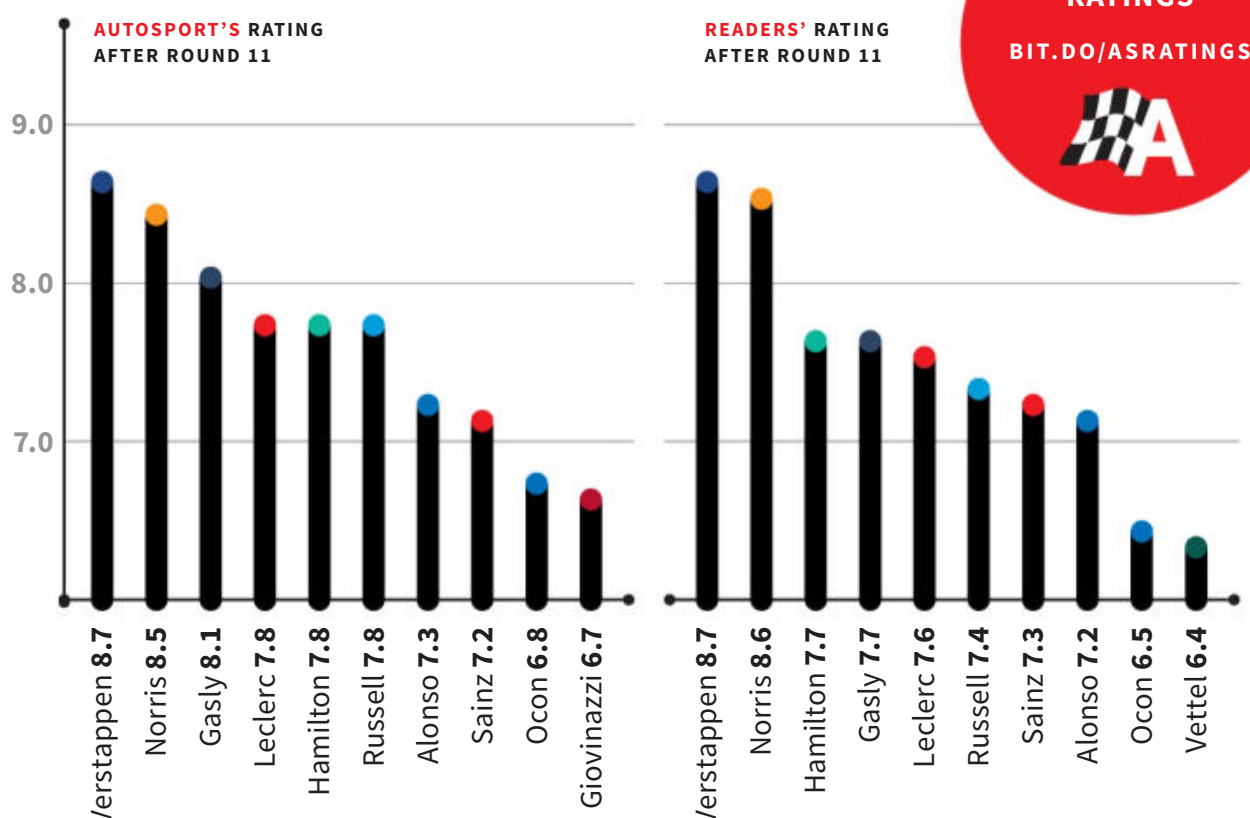


GEORGE RUSSELL

Started **17th** — Result **8th**

8 No shame in not getting out of Q1, given it's never guaranteed for Williams, but loses out for what happened out of Turn 1. Made a good start, but hesitation in the melee meant Latifi jumped him. Was cheeky at the restart and defied Verstappen during the final laps.

TOP 10 AVERAGE RATINGS



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2022 WITNESS THE NEW ERA LIVE

The hype is peaking, and the wait is almost over. But why is 2022 set to be a huge year for the pinnacle of motorsport, and why should you be there to experience it? Here are the three big reasons to get back to races in 2022.



Lewis Hamilton

Barcelona Grand Prix 2021

NEW CIRCUITS

Not only will the teams and drivers have new cars to get used to, but they'll be cruising around a brand-new circuit for next season. Miami's Hard Rock Stadium will host its inaugural Grand Prix which will see Formula 1 return to Florida for the first time since 1959. It promises a high-speed, challenging street circuit for the drivers, and beach parties, rooftop bars and salsa vibes for the fans.

F1 will also return to Melbourne for the first time since 2019, where the cars will tackle the recent track changes. Fan favourite classic tracks will remain on the calendar, too, with Spa-Francorchamps, Silverstone, Monza and the Red Bull Ring all set to remain in their regular slots.



The inaugural Miami F1 GP will take place at the Miami Hard Rock Stadium

NEW CARS

It's been a long time coming. After much hype and delay, the biggest regulation shake-up in a generation finally comes into force. Designed to create closer racing between teams and balance the playing field, we should be in for tighter, more aggressive races in 2022.

The key changes have been made to simplify the design of the machines and reduce the amount of dirty air that affects the trailing car. Whether that will be the case can only be answered at race one in Melbourne.

However, Pre-Season Testing in Barcelona* is set to be the most exciting pre-season event in decade. It's a clean slate for the designers and engineers who will set about finding something no other team has.

*Testing venue not confirmed for 2022



New for the 2022 season

The new Formula 1 car has a futuristic iridescent shine

NEW EXPERIENCES

This summer, we've finally been able to get back to racing in the best possible way: with grandstands packed with fans. But new fans seem have flocked to F1 in record numbers as we've watched from our armchairs, and 2022 will welcome fans old and new to the grandstands en masse.

Fans have been able to get back to racing this year with huge crowds flocking to the races in Austria, Britain and Hungary in recent weeks. And with fans tuning in to the sport from their armchairs in seemingly record numbers, there are plenty of opportunities for new fans to witness the power of motorsport before their eyes.

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Butcher leads
Rowbottom in race
two after grabbing the
lead at the previous
corner

Butcher breakthrough is a corollary of Toyota progress

The Scot had found it hard work to get to grips with the Corolla in 2021, but he's turned a corner and vaulted into the winner's circle at Oulton Park

MARCUS SIMMONS

PHOTOGRAPHY JEP



Speedworks Motorsport is local to Oulton Park, but had never before celebrated a single British Touring Car Championship podium finish for one of its Toyotas on its home track; Rory Butcher is new to Speedworks and its Corolla for 2021, but before last weekend hadn't looked at all like emulating the race-winning success he enjoyed in 2019 with a Honda and in 2020 at the wheel of a Ford.

How that turned around during a turbulent Sunday in leafy Cheshire for the BTCC. Butcher was a force right from free practice, and performed a stunning opening half-lap to break his Toyota winning duck in the second race of the weekend. And, as if to sum up what was an appalling event for

accident damage, he was the innocent victim in the final race of Carl Boardley's brake failure, which forced the ex-hot rod champion to spear his Infiniti across the grass on the inside of Druids. This put him on a collision course with Butcher, who had been dropping down the field with power-steering problems, as he bounced across the track, and triggered the BTCC's third and final red flag of the day.

Hopefully the Cheshire cognoscenti will have enjoyed some good driving interrupting the delays, with the incredible story of Dan Rowbottom's Team Dynamics Honda season proving to be one focus as he sped to his maiden win, and Butcher's breakthrough the other. Neither of them, however, qualified at the front: that honour fell to Senna Proctor,

whose third event with the BTC Racing Honda team provided him with his own massive step forward, and resulted in a belated victory in the reversed-grid finale.

Proctor's late quali effort denied Gordon Shedden, and that was impressive because while the lanky Yorkshireman was carrying no success ballast in his BTC Civic, neither was the Scottish three-time champion in his Dynamics version: "The first weekend I had weight in the car [at Snetterton, Proctor had to carry the 39kg of ballast earned by supersub Dan Cammish in the opening round at Thruxton], and at the second meeting [Brands] I did a terrible job in qualifying to put it bluntly. But we came here for the mid-season test, and I knew I could improve [he was quickest]. They've tweaked



the car more to my liking – it wasn't wrong, but it now suits my driving style a bit more."

The 22-year-old Proctor, who had his baby daughter in attendance, "rushed my tyre warm-up and didn't get the most out of them" on his first run, which nevertheless put him top of the times at the midpoint of qualifying. Then, after a raft of late improvements had relegated him out of the top five, he got it absolutely right with three minutes remaining to not only nail pole position, but his first ever top-four qualifying effort in the BTCC.

While Shedden had no real issues in his Dynamics car – "To actually get to start on the front row makes a change!" he quipped, referencing his Snetterton exclusion – it was a case of what might have been for team-mate Rowbottom. The cheerful bearded Midlander has been a revelation this season, and on his quickest lap he was 0.100s up on Proctor's effort in the first two sectors, while carrying 27kg of ballast. Then he lost a bundle in the final part of the lap. "The lap before, I came off out of Druids, so the radiator was full of grass," he explained. "I had horrendous temperature climbing – 103 degrees water temp – and lost three tenths from Lodge to the startline, so you can work out where that would have put me."

In between those Hondas in third place was Butcher's Toyota, carrying a mere 9kg of ballast after his tough start to the campaign. To be fair, he looked very good on race day last time out at Brands, but was buried in the pack and was one of the few doing any

"I can attack the way I want to. It's nice to go into a qualifying session feeling I can fight for pole"

overtaking. "It's been difficult for everybody," said Butcher of the first three rounds.

"They [Speedworks] have been used to Tom [Ingram] doing amazing things at the end of last year. I've come in, and if I'm honest I haven't adapted to the car as I would have liked and the team would have liked."

Ingram noticeably likes a loose, skittish car, whereas Butcher came from the user-friendly Motorbase Ford. "It was a case of 'how can we adapt the car to Rory?'" he continued. "And that process started on Saturday night at Brands Hatch. We're running different front dampers and different rear suspension geometry this weekend, and now I can attack the way I want to. In the process I've learned about what I want from a car. It's nice to go into a qualifying session feeling I can fight for pole." Similarly, inexperienced team-mate Sam Smelt made big strides to grid up 15th.

Such was the confidence from Butcher and Speedworks that they kept their set of soft option tyres in their pocket for the opening race, while the Hondas around >>

INGRAM'S OULTON JINX CONTINUES

"It shows what a bad weekend everyone else had that I'm still second in the championship," said Mr Every Cloud Has A Silver Lining Tom Ingram after close of play at Oulton Park. "We should be fifth."

Remarkably, Ingram has never finished on the podium at Oulton, thanks to a litany of misfortune during his seven seasons with Speedworks Motorsport – which now seems to have carried over to the Excelr8 Motorsport Hyundai i30 N he's piloting this year. In qualifying, the turbo wastegate became detached from its downpipe on his out-lap and, located as they are between the engine and bulkhead, "where it's about 1000 degrees", this couldn't be fixed in time.

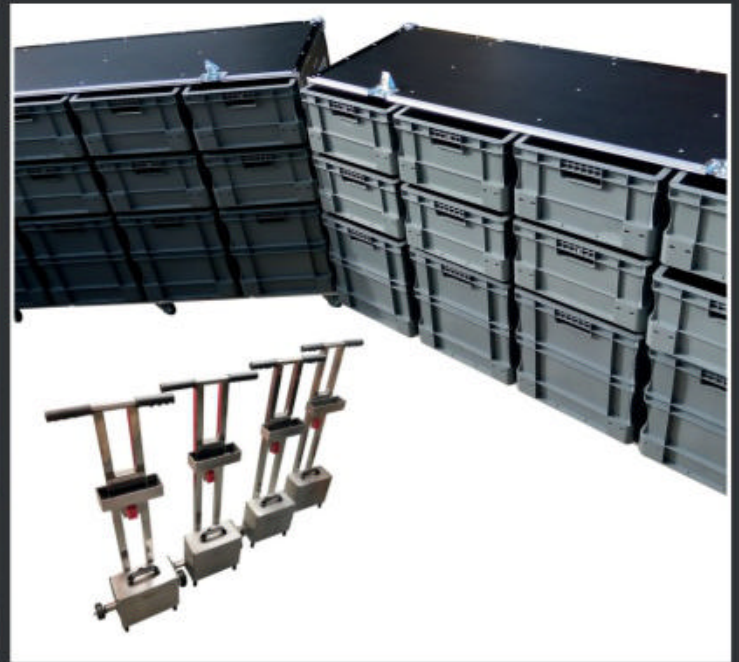
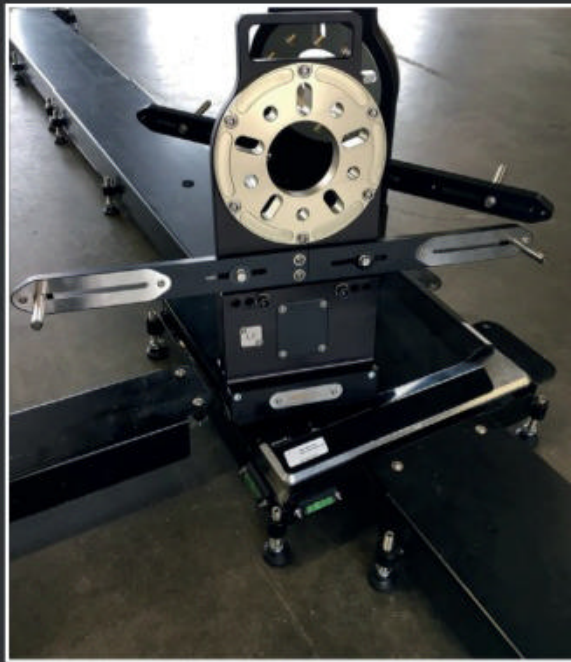
Ingram raced through to 14th on the grid for the opening race's restart, but with 66kg of ballast on board "we'd rooted our tyres in the first half of the race and at the restart there was just nothing left", and he faded to 19th. Race two was much better. With no success weight, the Hyundai forced through to 10th: "I felt that was enough to say, 'Surely the Oulton Park gods will give me the ball to be on pole'", only for Ingram's Speedworks successor Rory Butcher to draw the number 9...

Ingram had got up to sixth on the soft option tyres at the start of race three, but the red flag meant he had to do it all again. This time, he was running on the outside of Butcher on the exit of Old Hall when he was confronted by a spinning Ash Sutton: "Gulp. Mown grass. 104 water temperature. I've got to bring the car in really." From there, at least he rejoined to set the fastest lap point.

And Ingram was happy for the Butcher/Speedworks success: "I was worried it was a Speedworks-and-Tom curse here; now I know it's just a Tom curse. The first thing I did when I got out of the car was text Christian [Dick, Speedworks boss] to say well done."



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them sought to maximise their lofty grid placings. This was a tough one for Butcher, and turned into a Dynamics demo at the front. A sensational start from Rowbottom allowed him to clear Butcher and the sluggish Proctor, and tuck in behind Shedden. But Shedden, who had things nicely under control, was robbed of what would have been the first victory of his BTCC comeback year by a mid-race red flag, triggered when Jason Plato's dive inside Tom Oliphant at Lodge ended with the BMW driver turning in, getting spun around, and smashed into by helpless Hyundai men Chris Smiley and Rick Parfitt.

From the front row for the six-lap restart, Rowbottom again aced the getaway and this time got ahead of Shedden. Mindful of his Dynamics catastrophe with Matt Neal at the same venue in 2011, Shedden wasn't going to try anything risky. "Had it been a driver from another team, who knows what would have happened?" he reflected. "But you end up getting tucked up in the high-speed stuff, you lose the front end and that makes it a bit tricky. Dan made two fantastic starts and then it was a case of getting it home."

"It's only taken about 20million years," choked a tearful Rowbottom, reflecting on his hard haul to establish himself in car racing since a superb karting career. "I needed that restart, because I couldn't hang with Gordon around the back [in the first part of the race]. 'Flash' is a bit of a hunter and it's not a nice car to have in your mirror, but I knew with two laps to go it was mine to lose."

For his part, Butcher laboured to a distant fourth, significantly outpaced by the Ciceley



Shedden was leading Rowbottom when first race was red-flagged

Motorsport BMW 330i M Sport of Adam Morgan, who was also on the medium tyres. But things turned around on the soft Goodyears in race two, in which the Toyota's ballast was upped from 9kg to 48kg. "Even with the ballast it felt slightly better," said Butcher, who was fourth into Old Hall, yet was leading by the exit of the hairpin, just two corners later. "It's interesting how you need a different race car to qualifying car, and we found that for race two. It was just a bit tight in race one, and it was hard to get it out of corners."

To his credit, the clean-racing Morgan allowed the momentum-carrying Butcher space to take third into Cascades. Then Shedden attacked Rowbottom on the outside line into the hairpin. Rowbottom,

now carrying 75kg of ballast, tried to defend, but in doing so left a chink of light on the inside that was just about Toyota-sized. "That was like, deal done," grinned Butcher. "With the traction I had on the soft tyres I got the cutback."

A little bit of Honda nerfery edged Shedden wide, and from then on it was Morgan and Jake Hill's Motorbase-run MB Motorsport Ford Focus queued up behind Rowbottom, while Shedden lost a further-place with four laps remaining to the Laser Tools Racing Infiniti of Aiden Moffat, who appears to be solidly getting to grips with the rear-wheel-drive machine this year. Given the ballast, Rowbottom's successful defence of second was as impressive as his win. "I didn't have high hopes with 75kg, »

DRIVING STANDARDS UNDER FIRE ON SAD WEEKEND

"The driving standards have been bad from what I've seen. I've been lucky, because it hasn't affected me much, and that's great, but something needs to change. And it's not just in touring cars. In every [TOCA] championship it's been shit. You'd think after a

marshal died yesterday there'd have been some respect."

The words are Jake Hill's, and he is absolutely right. The BTCC held a minute's silence on Sunday before action began, to honour the fallen marshal from the previous day's action at Brands Hatch. And

then a disgusting, deplorable day of largely avoidable accidents began. Needless banging, not leaving enough room, and that old favourite of blithely closing the door when someone's clearly alongside you were rife. No individual incident was outrageous, but it added up to an unacceptable whole. The only penalties handed out were a verbal reprimand to Senna Proctor for an incident with Ollie Jackson, and two licence penalty points to Chris Smiley for the contact that sent Sam Osborne spinning into Cascades and triggering an eight-car pile-up. But even Smiley was trying to avoid contact with Tom Chilton to his other side.

Not everyone is culpable. Ash Sutton is hard, but as fair a racer as you'll see. "There was a little tiny bit of contact – it folded in my wing mirror and I couldn't bloomin' see," laughed Stephen Jelley of their fantastic battle for seventh in race two. "But we both gave each other a little bit of room and we both enjoyed it."

Sutton would be a worthy addition to, say, any big factory GT3 line-up, but what chance has anyone in the BTCC got of an international career when all anyone sees of it is a bunch of parochial hooligans duffing each other up? It's the narrow, plunging swoops of Knockhill next. What can possibly go wrong?



Oliphant's BMW was broken, but WSR got it out for the finale



Morgan followed reversed-grid Brands win with two 'genuine' podiums in Ciceley BMW

but we'll take that," he said, "but unfortunately it meant I hardly shed any weight for race three."

Morgan had the option tyres on for this race too, but was unable to make up any places at the start even with rear-wheel drive, albeit with 57kg on board. That said, Oulton marked a major step forward for the Lancastrian Ciceley squad in its first season with the BMW. "From free practice it's been really strong," smiled Morgan after the first race. "What's really positive is that the two Hondas were on the soft compound and we weren't." Later on, Rowbottom was just too solid in defence on the medium.

Hill, too, was having a good event with the Ford. He arrived at Oulton carrying 39kg of ballast, was the best of the championship top five in qualifying (in which he rescued a massive slide at Cascades), claimed eighth on the soft tyre (which has been a bugbear for Motorbase this season) in race one, and improved to fourth in the sequel. He ended a solid weekend with seventh in the reversed-grid race, just behind Rowbottom, after narrowly avoiding a head-on shunt with spinning championship leader Ash Sutton. This duo are now third (Rowbottom)

and fourth (Hill) in the points. "We were really quick on the medium and pulled it back in race two," he summarised. "We've solved our tyre-wear issue on the soft, but there's still performance to be found in it. I'm disheartened because I wanted a podium, but it's been a good day."

Proctor got what he described as redemption in that finale, via a first-corner clash with Sutton. The championship leader had qualified his LTR Infiniti 10th for the opener, consistent with his expectations when carrying 75kg of success ballast. What he didn't expect was a first-lap collision on the descent to Cascades between team-mate Moffat and Colin Turkington's West Surrey Racing-run BMW. This sent Turkington into a spin, and Sutton off-track in avoidance. He had to pit to remove grass from the radiator, but the red flag was a reprieve and he charged into the points in 14th. Sutton made more progress in race two, rising to eighth but finding any further progress thwarted by Turkington's team-mate Stephen Jelley, having his best event yet since his return to the WSR fold.

Sutton lined up alongside poleman Proctor on the front row for the reversed-grid race,

with just 21kg on board his Infiniti, and on the soft option tyres. It seemed impossible that he wouldn't win, and sure enough he winged it around the outside of Proctor at Old Hall to lead. But this was undone by an eight-car pile-up at Cascades, prompting a red flag and a restart. This time, Sutton's outside move at Old Hall wasn't quite done at the exit, and as his line bisected Proctor's he was tapped into a spin. "At the first start he was literally just clear of me," said the jubilant Proctor after his win. "At the second, I think he turned in a bit aggressively because he thought his rear bumper was clear of my front bumper. It was by no means intentional." To make matters worse, Turkington made contact with Boardley, who was pitched into the recovering Sutton at Cascades, sending the #1 Infiniti off the road with broken left-rear suspension.

Proctor was left to head home the elated Jelley and the solid Shedden, and the championship picture had taken another dramatic turn. And how about this? Turkington, who could recover only to 12th in race two and eighth in the finale – "We didn't have the pace to come back up through the pack" – is now ninth in the points. "We're going to Knockhill with only 15kg – unknown territory!" he rued. But despite his Oulton success, Butcher has a mere 21kg on his Toyota – and it's literally the track where he grew up... 🏆



Proctor (inside) won, but is about to come into contact with Sutton



P72 SUPPORTS REPORT

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RESULTS ROUND 4/10, OULTON PARK (GBR), 1 AUGUST RACE 1 (6 LAPS – 13.356 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Dan Rowbottom (GBR)	Team Dynamics / Honda Civic Type R (27kg) (S)	8m48.702s
2	Gordon Shedden (GBR)	Team Dynamics / Honda Civic Type R (S)	+0.384s
3	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330i M Sport	+2.104s
4	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla (9kg)	+5.885s
5	Stephen Jelley (GBR)	West Surrey Racing / BMW 330i M Sport (S)	+6.170s
6	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50	+7.053s
7	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra (21kg)	+7.469s
8	Jake Hill (GBR)	MB Motorsport (Motorbase) / Ford Focus (39kg) (S)	+7.829s
9	Senna Proctor (GBR)	BTC Racing / Honda Civic Type R (S)	+8.082s
10	Jack Goff (GBR)	Team Hard / Cupra Leon (15kg) (S)	+8.444s
11	Carl Boardley (GBR)	Laser Tools Racing / Infiniti Q50	+9.405s
12	Ollie Jackson (GBR)	MB Motorsport (Motorbase) / Ford Focus (S)	+10.629s
13	Daniel Lloyd (GBR)	Power Maxed Racing / Vauxhall Astra	+10.897s
14	Ash Sutton (GBR)	Laser Tools Racing / Infiniti Q50 (75kg)	+10.955s
15	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (57kg)	+11.690s
16	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon	+14.195s
17	Tom Chilton (GBR)	Ciceley Motorsport / BMW 330i M Sport (S)	+14.373s
18	Colin Turkington (GBR)	West Surrey Racing / BMW 330i M Sport (48kg) (S)	+14.593s
19	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N (66kg)	+15.331s
20	Jack Butel (GBR)	Excelr8 Motorsport / Hyundai i30 N	+15.580s
21	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R	+16.384s
22	Jack Mitchell (GBR)	Team Hard / Cupra Leon	+17.203s
23	Sam Smelt (GBR)	Speedworks Motorsport / Toyota Corolla	+17.530s
NC	Sam Osborne (GBR)	Motorbase Performance / Ford Focus	3 laps
R	Tom Oliphant (GBR)	West Surrey Racing / BMW 330i M Sport (33kg)	0 laps-accident
R	Chris Smiley (GBR)	Excelr8 Motorsport / Hyundai i30 N	0 laps-accident
R	Rick Parfitt (GBR)	Excelr8 Motorsport / Hyundai i30 N	0 laps-accident
NS	Andy Neate (GBR)	Motorbase Performance / Ford Focus	lingering COVID woe
NS	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	fuel pick-up

Winner's average speed 90.94mph. **Fastest lap** Rowbottom 1m26.734s, 92.39mph. (S)=soft tyre.

QUALIFYING

1 Proctor 1m25.485s; 2 Shedden 1m25.561s; 3 Butcher 1m25.572s; 4 Rowbottom 1m25.578s; 5 Goff 1m25.699s; 6 Morgan 1m25.702s; 7 Hill 1m25.716s; 8 Jelley 1m25.775s; 9 Turkington 1m25.795s; 10 Sutton 1m25.807s; 11 Osborne 1m25.905s; 12 Moffat 1m25.940s; 13 Cook 1m26.021s; 14 Oliphant 1m26.044s; 15 Smelt 1m26.047s; 16 Lloyd 1m26.087s; 17 Jackson 1m26.089s; 18 Plato 1m26.132s; 19 Boardley 1m26.141s; 20 Smiley 1m26.216s; 21 Taylor-Smith 1m26.610s; 22 Chilton 1m26.621s; 23 Edwards 1m26.719s; 24 Parfitt 1m26.790s; 25 Mitchell 1m26.854s; 26 Hamilton 1m27.001s; 27 Butel 1m27.254s; 28 Neate 1m28.145s; 29 Ingram no time.



GRID RACE 2 Decided by result of Race 1.

RACE 2 (12 LAPS – 26.712 MILES)

1 Butcher (48kg) (S) 17m35.137s; 2 Rowbottom (75kg) +1.698s; 3 Morgan (57kg) (S) +2.500s; 4 Hill (21kg) +2.944s; 5 Moffat (33kg) (S) +3.200s; 6 Shedden (66kg) +4.653s; 7 Jelley (39kg) +5.811s; 8 Sutton +6.035s; 9 Proctor (15kg) +6.305s; 10 Ingram +6.546s; 11 Boardley (S) +6.661s; 12 Turkington +6.826s; 13 Chilton +10.693s; 14 Smiley +15.436s; 15 Osborne (S) +17.329s; 16 Taylor-Smith (S) +17.859s; 17 Butel (S) +18.613s; 18 Plato (27kg) (S) +20.108s; 19 Smelt +20.317s; 20 Edwards (S) +20.575s; 21 Lloyd +23.129s; 22 Mitchell +23.365s; 23 Parfitt +24.281s; 24 Hamilton +26.062s; NC Goff (9kg) 8 laps; R Jackson 5 laps-accident damage; R Cook 3 laps-damage; NS Oliphant-accident damage.

Winner's average speed 91.13mph.

Fastest lap Ingram 1m26.057s, 93.11mph.

GRID RACE 3 Decided by result of Race 2, with top nine reversed.

RACE 3 (8 LAPS – 17.808 MILES)

1 Proctor (15kg) 11m40.464s; 2 Jelley (27kg) +2.183s; 3 Shedden (33kg) +4.313s; 4 Moffat (39kg) +7.478s; 5 Morgan (57kg) +7.999s; 6 Rowbottom (66kg) +9.136s; 7 Hill (48kg) +9.475s; 8 Turkington +10.215s; 9 Chilton +12.280s; 10 Smiley (S) +13.471s; 11 Lloyd (S) +13.769s; 12 Cook (S) +14.415s; 13 Plato +14.871s; 14 Oliphant (S) +15.298s; 15 Taylor-Smith +16.156s; 16 Goff +16.491s; 17 Jackson +18.774s; 18 Smelt (S) +19.342s; 19 Parfitt (S) +21.356s; 20 Edwards +22.744s; 21 Ingram (9kg) (S) +49.238s; R Butcher (75kg) +13.531s-accident; R Boardley +14.603s-brakes/accident; R Sutton (21kg) (S) 0 laps-accident; R Osborne 0 laps-accident; R Butel 0 laps-accident; R Mitchell (S) 0 laps-accident; R Hamilton (S) 0 laps-accident.

Winner's average speed 91.52mph.

Fastest lap Ingram 1m26.026s, 93.15mph.

CHAMPIONSHIP

1 Sutton 126; 2 Ingram 121; 3 Rowbottom 114; 4 Hill 103; 5 Morgan 100; 6 Shedden 97; 7 Cook 95; 8 Butcher 94; 9 Turkington 89; 10 Jelley 85.

NEXT EVENT

KNOCKHILL 19 AUGUST ISSUE

Here's hoping for a lot less crash-bang-walloping as the BTCC heads across the border to Fife



Iron Lynx Ferrari defeats Audi in thriller

The Italian team should have been down and out when the WRT squad pulled a tactical masterstroke. But Alessandro Pier Guidi was inspired in the rain

GARY WATKINS

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There have been closer finishes at the Spa 24 Hours, but probably none more dramatic and exciting – breathtaking even – than this. The Iron Lynx Ferrari squad lost what appeared to be a firm grasp on the victory early in the final hour thanks to a heavy rain storm and a preposterous gamble from the WRT Audi team. And then the Italian operation snatched the win right back courtesy of a never-say-die charge from Alessandro Pier Guidi that culminated in a move around the outside of Blanchimont to retake the lead with 10 minutes to go.

Pier Guidi, Nicklas Nielsen and Come Ledogar looked to be cruising to victory in the only one of the Iron Lynx Ferrari 488 GT3 Evos to make it beyond the end of the first hour of last weekend's double-points round of the GT World Challenge Europe. The car had led much of the way and rebuffed a late challenge from the WRT Audi R8 LMS GT3 driven by Dries Vanthoor, Kelvin van

der Linde and Charles Weerts. Or so it seemed.

There was a shade over 50 minutes left on the clock when Vanthoor brought the factory Audi into the pits with storm clouds looming. There were a few spots of rain in the air, but in no way could the track be described as wet. But WRT still opted to send the car on its way after what was a scheduled pitstop on wet-weather grooved tyres. It was an inspired move by a Belgian team packed with Spa-winning experience: team owner Vincent Vosse and sporting directors Thierry Tassin and Pierre Dieudonne have six wins in the prestigious enduro between them. "We knew we needed some luck if we were going to win," said Vosse. "And we went looking for it."

It started raining, and raining big-time, when Vanthoor was halfway around the 4.352-mile Circuit de Spa-Francorchamps. Suddenly WRT, winner of this race in 2011 and 2014, was the favourite, more so when the Iron Lynx squad opted not to bring Pier Guidi in for grooved rubber straight away. Instead

The winning Ferrari was the car to beat for much of the Spa 24 Hours...

PECKS/SRO



...but it was Pier Guidi who won for himself, Nielsen and Ledogar

BOGAERTS/SRO

it waited a lap and, by the time its man was back on track on the correct tyres, a 20s advantage had turned into a deficit of just under a minute. But all was not lost.

The race was neutralised, first with a Full Course Yellow virtual safety car and then the real thing as is the practice in the GTWCE enduros, when multiple cars inevitably went off in the horrendous conditions. The gap came down to just four or so seconds, with just a handful of cars between the Audi at the top of the leaderboard and the Ferrari that had held that honour for the majority of the race.

"To be honest, I thought it was over," said Iron Lynx team boss Andrea Piccini, another winner of this race as a driver. "But Luca [Volta] our engineer and Ale never give up. Luca was saying, 'Come on guys we can still do it; there's going to be a yellow'"

What followed was an amazing performance from Pier Guidi that gave Ferrari its first outright Spa victory since 2004. There were 27 minutes left on the clock of the race – which as well as being a >>

IT ALWAYS RAINS AT SPA, BUT IT'S IMPERVIOUS TO HURACANS

Ferrari took the first victory for an Italian manufacturer at the Spa 24 Hours since Maserati in 2008 back in the GT1 era, while Lamborghini, not for the first time, was right in the mix only to miss out.

Mirko Bortolotti had qualified the marque's talisman entry, the factory-supported FFF Racing Huracan GT3 Evo, on the front row and was in the thick of the hunt until the Raging Bull's luck turned sour. Last year the car was crashed out of the lead after topping the leaderboard at the six and 12-hour marks. This time the #63 car shared by Bortolotti, team boss Andrea Caldarelli and Marco Mapelli lost its chance in a more insidious way.

There were two penalties for pitlane speeding, both assessed when Bortolotti was at the wheel, and then another drivethrough for Mapelli for what looked a harsh avoidable-contact call. But there was another problem for the Lambo last weekend.

The fuel-tank capacities for the cars, laid down in the Balance of Performance table, were changed for Spa.

The Lambo was among the cars that struggled to get to the maximum stint length of 65 minutes, which is equivalent to 27 laps at full speed. "We had the pace to win it," said Caldarelli. "There were a couple of times when we lost time in the pits, after which myself and then Mirko were able to catch back the Ferrari. We just didn't have the luck with the penalties and also a puncture."

Caldarelli explained that the limiter was somehow allowing the engine revs to spike on entry into the pits, which resulted in Bortolotti going one click over the 60km/h limit.

He also admitted to confusion over the capacity changes, which included a five-litre reduction for the Lambo and only minus three for the Ferrari. "I don't really understand, because everyone knows the Ferrari is super-good on fuel," he said. "For us it was really tight; we had to do a lot of fuel saving."

The final ignominy for the FFF Lambo was an electronic glitch in the penultimate hour that dropped the car out of the top six down to an eventual eighth.



Crack FFF Lambo squad lost time in the pits

PECKS/SRO



GTWCE Endurance Cup round was also the opening points counter of this year's Intercontinental GT Challenge – when it went green. Pier Guidi got his head down and nibbled away at an advantage that stood at 3.5s when the safety car returned to the pits.

The next lap it was just 2.9s, the lap after 2.1s, and then 1.6s. The leaders were more or less together within four laps of the restart.

The next time around the majestic Spa circuit, Vanthoor made the slightest of errors out of Stavelot. Pier Guidi got alongside through the first left-hander on the long run to the Bus Stop, and then swept around the outside of Blanchimont with just 10 minutes remaining. A lap later, he was out of range of the Audi and extended the gap to 5s, before backing off to an eventual 4s victory. "I've been trying so many times to win this race, I really wanted it, really, really," said Pier Guidi. "When the rain came and everything seemed lost, I pushed like an animal and I did all I could."

Iron Lynx, whose works-supported GTWCE programme is run in conjunction with AF Corse, was undoubtedly a deserving winner last weekend. Factory drivers Pier Guidi and Nielsen plus Ledogar, who is very much in the Ferrari orbit after strong performances in GTE Am





“I’ve been trying so many times to win this race, I really wanted it, really, really”

machinery at the Le Mans 24 Hours in 2019 and 2020, led at six hours and 12 hours, when the first two tranches of points are allocated at Spa. They were on top for the majority of the duration, but WRT looked like it might nick this one in the hours leading up to the dramatic finish. The Audi was the fastest car in dry conditions from lunchtime on Sunday. But it was never able to get ahead, save during the pitstop cycle, because it was losing time in the pits.

The Audi had already been penalised for pitlane speeding, and the team opted to reprogram the limiter to be on the safe side. “We had good speed in the dry, and I think in clean air on a dry track we had the advantage,” said van der Linde. “But we were losing big time in the pits. We adjusted the limiter and were forced to go conservative. We went down one or two kilometres an hour, which is a lot when you have such a long pitlane.”

WRT’s challenge wilted through two quick rain showers after Sunday lunchtime. The Ferrari was the quicker car on a damp track on slick tyres, and a gap that had bounced around somewhere between two and six seconds went out to 20.

Second was still a remarkable result given that the best of the WRT Audis had started 54th out of 58 cars. Vanthoor had failed to register a time during his segment of the aggregate qualifying session on Thursday evening: he was twice on a flying lap when the red flag came out during the 15-minute mini-session. Not only did it mean that the Audi didn’t make it into the superpole shootout for the fastest 20 cars, but it had to start behind every car that did set a time in all the sessions. The car moved quickly to the top through the early stages of a race that were interrupted by a monster shunt involving four cars at Eau Rouge (see Pit & Paddock), an extended period of yellow-flag running that followed and then a heavy rainstorm as soon as the race went green. >>



Aston Martin was one of the losers during the first of a number of sudden showers to hit Spa last weekend. The team didn't bring Nicki Thiim in straight away, which put the factory-backed Garage 59 car he shared with fellow works drivers Marco Sorensen and Ross Gunn on the back foot for the rest of the race.

They were always playing catch-up, doubly so after they were forced to make their mandatory technical pitstop, in place for the cars to undergo a change of brakes, during green-flag running, unlike the majority of the frontrunners. Garage 59 didn't actually have a choice. A rear brake disc had been damaged in a brush with another car and needed changing. It didn't help that the team didn't get the job done within the four minutes allowed.

Thiim, Sorensen and Gunn ended up third, nearly a minute and a half behind the winning Ferrari. The car set fastest lap in the hands of Thiim, and looked certain to have been a contender but for its delay in the pits. "We definitely had the speed and the car to fight

"We definitely had the speed and the car to fight for the win, but just not the luck"

for the win," reckoned Thiim, "but just not the luck."

Porsche didn't have the speed, at least not consistently so, to follow up on its 2019 and 2020 wins with the GPX and Rowe teams. It managed a best finish of fifth with the factory-supported KCMG car shared by Nick Tandy and Laurens Vanthoor, two thirds of the winning line-up from last year, and Maxime Martin.

Their 911 GT3-R ended up two laps in arrears at the end of a race in which Vanthoor took no part in the latter stages. He'd been knocked off his scooter in the paddock during the night, suffering facial injuries. The car lost time early on with a refuelling problem that prevented it from taking a full load of fuel, which was traced to a breather issue. "We got two cars through the race without problem [KCMG's second entry was 12th] and we were quick enough to run in the top four or five, but not consistently so," said team manager Matt Howson. "We weren't really sure what was going on with the car."

The Porsche finished 10s behind the second of the factory WRT Audis. Robin Frijns, Nico Muller and Dennis Lind also lost out making their technical stop under green-flag conditions, and saw more seconds disappear when the car stuttered out of fuel in the pitlane entry early on Sunday morning.



The works Sainteloc Audi of Markus Winkelhock, Patric Niederhauser and Christopher Haase, another car to qualify outside the top 20, ended up sixth ahead of the Jota McLaren 720S GT3. Rob Bell, Ben Barnicoat and Ollie Wilkinson had a clean run, but put much of their loss of time down to bad luck behind the safety car.

It was a bad day for Mercedes and BMW, former winners of the 24 Hours in both the GT3 era and before. Mercedes claimed a third pole in a row with a second consecutive qualifying top spot from Auto Sport Promotion driver Raffaele Marciello, but couldn't register a finish any better than 10th. The lead ASP Mercedes-AMG GT3 that Marciello shared with Daniel Juncadella and Jules Gounon was in the fight until just beyond half distance, when the left-rear damper broke and the car was retired. The French team's other Pro entry, driven by Lucas Auer, Felipe Fraga and Timur Boguslavskiy, was the first Merc home at the back end of the top 10, just ahead of the Madpanda car that won the Silver Cup class.

The two factory Walkenhorst BMW M6 GT3s were both in the mix early on, but retired within minutes of each other, one with engine failure, the other with a suspension issue. ❧



RESULTS SPA 24 HOURS, GT WORLD CHALLENGE EUROPE ENDURANCE CUP ROUND 3/5, SPA (BEL), 31 JULY-1 AUGUST (556 LAPS – 2419.759 MILES)

POS	DRIVERS	CLASS	TEAM / CAR	TIME
1	Alessandro Pier Guidi (ITA) Nicklas Nielsen (DNK) Come Ledogar (FRA)	Pro	Iron Lynx/Ferrari 488 GT3 Evo	24h01m16.544s
2	Kelvin van der Linde (ZAF) Dries Vanthoor (BEL) Charles Weerts (BEL)	Pro	Team WRT/Audi R8 LMS GT3 Evo	+3.978s
3	Nicki Thiim (DNK) Marco Sorensen (DNK) Ross Gunn (GBR)	Pro	Garage 59/Aston Martin Vantage GT3	+1m24.957s
4	Nico Muller (CHE) Robin Frijns (NLD) Dennis Lind (DNK)	Pro	Team WRT/Audi R8 LMS GT3 Evo	-2 laps
5	Nick Tandy (GBR) Maxime Martin (BEL) Laurens Vanthoor (BEL)	Pro	KCMG/Porsche 911 GT3-R	-2 laps
6	Christopher Haase (DEU) Markus Winkelhock (DEU) Patric Niederhauser (CHE)	Pro	Sainteloc Junior Team/Audi R8 LMS GT3 Evo	-2 laps
7	Ben Barnicoat (GBR) Ollie Wilkinson (GBR) Rob Bell (GBR)	Pro	Jota/McLaren 720S GT3	-2 laps
8	Mirko Bortolotti (ITA) Marco Mapelli (ITA) Andrea Caldarelli (ITA)	Pro	FFF Racing Team/Lamborghini Huracan GT3 Evo	-2 laps
9	Christopher Mies (DEU) Mattia Drudi (ITA) Dennis Marschall (DEU)	Pro	Attempto Racing/Audi R8 LMS GT3 Evo	-2 laps
10	Lucas Auer (AUT) Timur Boguslavskiy (RUS) Felipe Fraga (BRA)	Pro	Auto Sport Promotion/Mercedes-AMG GT3	-4 laps
11	Rik Breukers (NLD) Ricardo Sanchez (MEX) Ezequiel Perez Companc (ARG) Patrick Kujala (FIN)	Silver	Madpanda Motorsport/Mercedes-AMG GT3	-5 laps
12	Josh Burdon (AUS) Edoardo Liberati (ITA) Alexandre Imperatori (CHE)	Pro	KCMG/Porsche 911 GT3-R	-6 laps
13	Marvin Dienst (DEU) Axcil Jefferies (ZWE) Oscar Tunjo (COL) Paul Petit (FRA)	Silver	Toksport WRT/Mercedes-AMG GT3	-6 laps
14	Valentin Hasse-Clot (FRA) Tuomas Tujula (FIN) Alex MacDowall (GBR) Nicolai Kjaergaard (DNK)	Silver	Garage 59/Aston Martin Vantage GT3	-6 laps
15	Max Hofer (AUT) Fabien Lavergne (FRA) Alex Aka (DEU)	Silver	Attempto Racing/Audi R8 LMS GT3 Evo	-6 laps
16	Duncan Cameron (GBR) Miguel Molina (ESP) Rino Mastronardi (ITA) Matt Griffin (IRL)	Pro-Am	AF Corse/Ferrari 488 GT3 Evo	-6 laps
17	Louis Machiels (BEL) John Wartique (BEL) Andrea Bertolini (ITA) Alessio Rovera (ITA)	Pro-Am	AF Corse/Ferrari 488 GT3 Evo	-7 laps
18	Sandy Mitchell (GBR) Leo Machitski (RUS) Miguel Ramos (PRT) Henrique Chaves (PRT)	Pro-Am	Barwell Motorsport/Lamborghini Huracan GT3 Evo	-9 laps
19	Chris Froggatt (GBR) Matteo Cressoni (ITA) Jonathan Hui (CHN) Eddie Cheever (ITA)	Pro-Am	Tempesta Racing/Ferrari 488 GT3 Evo	-9 laps
20	Wolfgang Triller (DEU) Reid Harker (NZL) William Bamber (NZL) Carlos Rivas (LUX)	Pro-Am	EBM/Porsche 911 GT3-R	-9 laps
21	Yannick Mettler (CHE) Lance David Arnold (DEU) Jordan Love (AUS) Miklas Born (CHE)	Silver	SPS automotive performance/Mercedes-AMG GT3	-9 laps
22	James Pull (GBR) Franco Colapinto (ARG) Benjamin Goethe (DNK)	Silver	Team WRT/Audi R8 LMS GT3 Evo	-10 laps
23	Simon Gachet (FRA) Konstantin Tereschenko (RUS) Razvan Umbrarescu (ROU) Thomas Drouet (FRA)	Silver	Auto Sport Promotion/Mercedes-AMG GT3	-11 laps
24	Ryuichiro Tomita (JPN) Frank Bird (GBR) Valdemar Eriksen (DNK)	Silver	Team WRT/Audi R8 LMS GT3 Evo	-11 laps
25	Dominik Baumann (AUT) Colin Braun (USA) George Kurtz (USA) Valentin Pierburg (DEU)	Pro-Am	SPS automotive performance/Mercedes-AMG GT3	-12 laps
26	Robert Renauer (DEU) Alfred Renauer (DEU) Antares Au (CHN) Daniel Allemann (CHE)	Pro-Am	Herberth Motorsport/Porsche 911 GT3-R	-14 laps
27	Lars Kern (DEU) Bastian Buus (DNK) Julien Apotheloz (CHE) Arno Santamato (FRA)	Silver	Team Allied-Racing/Porsche 911 GT3-R	-14 laps
28	Jordan Pepper (ZAF) Kevin Madsen (USA) Ollie Millroy (GBR) Brendan Iribe (USA)	Pro-Am	Inception Racing/McLaren 720S GT3	-19 laps
29	Aurelien Panis (FRA) Louis Prette Jr (MCO) Alexandre Cougnaud (FRA) Lucas Legeret (CHE)	Silver	Sainteloc Junior Team/Audi R8 LMS GT3 Evo	-22 laps
30	Benja Hites (CHL) David Perel (ZAF) Fabrizio Crestani (ITA)	Silver	Rinaldi Racing/Ferrari 488 GT3 Evo	533 laps-accident
31	Ricardo Feller (CHE) Alex Fontana (CHE) Rolf Ineichen (CHE)	Silver	Emil Frey Racing/Lamborghini Huracan GT3 Evo	527 laps-accident damage
32	David Fumanelli (ITA) Tim Kohmann (DEU) Francesco Zollo (ITA) Giorgio Roda (ITA)	Pro-Am	Kessel Racing/Ferrari 488 GT3 Evo	525 laps-accident
33	Manuel Lauck (DEU) Pieder Decurtins (CHE) Marc Basseng (DEU) Dennis Busch (DEU)	Am	T2 Racing/Porsche 911 GT3-R	-38 laps
34	Fabian Schiller (DEU) Sam De Haan (GBR) Rob Collard (GBR) Ricky Collard (GBR)	Pro-Am	RAM Racing/Mercedes-AMG GT3	474 laps-bodywork
35	Jens Klingmann (DEU) Yann Zimmer (CHE) Karim Ojje h (SAU) Jens Liebhauser (DEU)	Pro-Am	Boutsen Ginion Racing/BMW M6 GT3	-117 laps
36	Luca Stolz (DEU) Maro Engel (DEU) Vincent Abril (FRA)	Pro	HRT/Mercedes-AMG GT3	431 laps-accident damage
37	Maximilian Buhk (DEU) Nicky Catsburg (NLD) Maximilian Gotz (DEU)	Pro	Hub Auto Racing/Mercedes-AMG GT3	-148 laps
38	Niki Leutwiler (CHE) Ivan Jacoma (CHE) Jacob Schell (DEU) Nico Menzel (DEU)	Am	Huber Motorsport/Porsche 911 GT3-R	395 laps-accident
R	Nico Bastian (DEU) Jim Pla (FRA) Olivier Grotz (LUX) Florian Scholze (DEU)	Pro-Am	GetSpeed Performance/Mercedes-AMG GT3	376 laps-accident damage
R	Clemens Schmid (AUT) Alberto di Folco (ITA) Tim Zimmermann (DEU) Kikko Galbiati (ITA)	Silver	GRT Grasser Racing Team/Lamborghini Huracan GT3 Evo	349 laps-accident
R	Raffaele Marciello (ITA) Daniel Juncadella (ESP) Jules Gounon (FRA)	Pro	Auto Sport Promotion/Mercedes-AMG GT3	344 laps-shock absorber
R	Klaus Bachler (AUT) Matteo Cairol i (ITA) Christian Engelhart (DEU)	Pro	Dinamic Motorsport/Porsche 911 GT3-R	341 laps-withdrawn
R	Pierre-Alexandre Jean (FRA) Stuart White (ZAF) Nelson Panciatici (FRA) Ulysse De Pauw (BEL)	Silver	CMR/Bentley Continental GT3	300 laps-engine
R	Marvin Kirchhofer (DEU) Charlie Eastwood (GBR) Alexander West (SWE) Chris Goodwin (GBR)	Pro-Am	Garage 59/Aston Martin Vantage GT3	292 laps-transmission
R	Frederic Makowiecki (FRA) Dennis Olsen (NOR) Michael Christensen (DNK)	Pro	Schnabl Engineering/Porsche 911 GT3-R	254 laps-accident
R	Earl Bamber (NZL) Matt Campbell (AUS) Mathieu Jaminet (FRA)	Pro	GPX Racing/Porsche 911 GT3-R	246 laps-steering
R	Yuki Nemoto (JPN) Glenn van Berlo (NLD) Baptiste Moulin (BEL) Martin Rump (EST)	Silver	VS Racing/Lamborghini Huracan GT3 Evo	245 laps-mechanical
R	David Pittard (GBR) Sheldon van der Linde (ZAF) Marco Wittmann (DEU)	Pro	Walkenhorst Motorsport/BMW M6 GT3	221 laps-engine
R	Martin Tomczyk (DEU) Timo Glock (DEU) Thomas Neubauer (FRA)	Pro	Walkenhorst Motorsport/BMW M6 GT3	213 laps-suspension
R	Bertrand Baguette (BEL) Stefano Costantini (ITA) Phil Keen (GBR) Hiroshi Hamaguchi (JPN)	Pro-Am	FFF Racing Team/Lamborghini Huracan GT3 Evo	180 laps-electrical
R	Mikael Grenier (CAN) Russell Ward (USA) Philip Ellis (CHE)	Silver	Winward Racing/Mercedes-AMG GT3	167 laps-accident
R	Adrien Tambay (FRA) Jamie Green (GBR) Finlay Hutchison (GBR)	Pro	Sainteloc Junior Team/Audi R8 LMS GT3 Evo	155 laps-accident damage
R	Mikkel Overgaard Pedersen (DNK) Andrea Rizzoli (ITA) Romain Dumas (FRA)	Pro	Dinamic Motorsport/Porsche 911 GT3-R	134 laps-accident damage
R	Hubert Haupt (DEU) Indy Dontje (NLD) Patrick Assenheimer (DEU) Michele Beretta (ITA)	Silver	HRT/Mercedes-AMG GT3	71 laps-driveshaft
R	Jack Aitken (GBR) Arthur Rougier (FRA) Konsta Lappalainen (FIN)	Pro	Emil Frey Racing/Lamborghini Huracan GT3 Evo	9 laps-accident
R	Franck Perera (FRA) Giacomo Altoe (ITA) Albert Costa (ESP)	Pro	Emil Frey Racing/Lamborghini Huracan GT3 Evo	9 laps-accident
R	Davide Rigon (ITA) Antonio Fuoco (ITA) Callum Ilott (GBR)	Pro	Iron Lynx/Ferrari 488 GT3 Evo	9 laps-accident
R	Kevin Estre (FRA) Sven Muller (DEU) Richard Lietz (AUT)	Pro	Rutronik Racing/Porsche 911 GT3-R	9 laps-accident

In each car, first-named driver started the race

Winners’ average speed 100.734mph. Fastest lap Thiim 2m18.654s, 112.997mph.

SUPERPOLE

1 Marciello 2m17.949s; 2 Bortolotti 2m18.252s; 3 Engel 2m18.545s; 4 Feller 2m18.561s; 5 S van der Linde 2m18.590s; 6 Barnicoat 2m18.597s; 7 Drudi 2m18.638s; 8 Thiim 2m18.672s; 9 Jaminet 2m18.729s; 10 Fraga 2m18.734s; 11 Aitken 2m18.767s; 12 Jean 2m18.861s; 13 Pier Guidi 2m18.892s; 14 Neubauer 2m19.011s; 15 N Muller 2m19.223s; 16 Drouet 2m19.277s; 17 Costa 2m19.284s; 18

Rigon 2m19.338s; 19 Ellis 2m19.618s; 20 L Vanthoor 2m19.742s.

CHAMPIONSHIP

1 Ledogar/Pier Guidi/Nielsen 71; 2 Weerts/D Vanthoor/K van der Linde 56; 3 Gounon/Marciello/Juncadella 36; 4 Bachler/Cairoli/Engelhart 35; 5 Caldarelli/Mapelli/Bortolotti 34; 6 Campbell/Jaminet/E Bamber 33; 7 Fuoco/Ilott/Rigon 27; 8 Sorensen/

Gunn/Thiim 22; 9 Lind/Frijns/N Muller 18; 10 Ineichen/Feller/Fontana 15.

OVERALL GTWCE

1 D Vanthoor/Weerts 131; 2 Marciello 82.5; 3 Nielsen/Pier Guidi/Ledogar 71; 4 K van der Linde 65.5; 5 Feller 58.5; 6 Fontana 58; 7 Boguslavskiy 47.5; 8 Gounon 44; 9 Juncadella 36; 10 Engelhart/Bachler/Cairoli 35.



McLaren of Barnicoat, Bell and Wilkinson was a respectable seventh



Classic back firing on all cylinders

After a pandemic-induced hiatus, the Silverstone Classic returned last weekend and provided some superb action, despite challenging weather

MARCUS PYE

Britain's unpredictable summer, coupled with Silverstone's fabled micro-climate – which made Friday qualifying a lottery, served up intermittent heavy rain on Saturday afternoon, and did not deliver a totally dry track until late on Sunday – failed to deter competitors or the Classic-starved faithful who have waited since 2019 for their fix. They witnessed some world-class driving in the trickiest of conditions. Martin O'Connell's victory in Saturday's 1950s sportscar race into darkness in a diminutive Lotus 11 (see right), and Ben Mitchell and Danny Winstanley's apparent toppling of the establishment in an ultimately controversial Jaguar E-type 60th

Anniversary race, were among the highlights.

Sunday's Jaguar feature, with 43 starters, will live long in the memories of onlookers sheltering in trackside grandstands or watching coverage streamed worldwide. Poleman Nigel Greensall led initially in Jonathon Hughes's roadster, hotly pursued by Mitchell, Alex Brundle (sharing Jaguar's new Lightweight series development car with dad Martin) and Winstanley. Gary Pearson, Jon Minshaw, Miles Griffiths (in John Clark's car) and Julian Thomas couldn't stay with the breakaway quartet, although Griffiths eventually ousted Brundle Jr.

Mitchell inched ahead at the Loop and, despite twice slithering very wide on a glassy surface at Club, eked a 2.6-second lead over Greensall, Brundle and

Winstanley. Greensall and Winstanley made their mandatory stops together after eight and a half laps (while race starts and timing were from the Hamilton Straight outside the Wing, morning session grids and the Legends evening race teams operated from Woodcote's Heritage pits), one before Mitchell and the majority arrived.

Mitchell lost several seconds behind Mark Russell entering the pitlane, into which he was followed by Griffiths, Brundle and Pearson. Minshaw, running fifth, stayed out as chasers Thomas, Ed Thurston and John Pearson peeled off. When Minshaw pitted, next time round (at 10 and a half laps), the window had just closed, thus he looked sunk. John Spiers sailed on meanwhile, leaving co-driver Tiff Needell bemused.



Halusa's Ferrari Breadvan sliced through the E-types for pre-1963 GT honours

“An appeal to the stewards was rejected as the rules do not cover this eventuality”

Mitchell and Winstanley's fixed-head-coupe fight for glory over the final quarter of the 45-minute race promised an exciting climax. But a cruel sting awaited. When Alan Bull spun through flat-out Maggotts and wound up beside the wall facing traffic before Becketts, red flags flew. Spiers was ahead of Mitchell, Winstanley and Griffiths on the road. Minshaw lay seventh, net sixth, since Spiers's failure to take the stop spelled statutory exclusion. The top three were thus lauded on the podium. On countback, however, Minshaw was accorded victory by 33s, having been penalised 30s for pitting too late. An appeal to the stewards by Mitchell's car owner was rejected as Motorsport UK's rulebook does not cover this eventuality. >>

O'CONNELL STARS IN EVENING SPLASH



O'Connell's diminutive Lotus chased and then defeated heavy metal

Martin O'Connell's raw speed and versatility are well-known, but the double British Formula 3 National Class champion played a blinder last Saturday evening, running rings round mighty opposition to win Motor Racing Legends' charismatic 1950s sportscar 'night race' in Sandy Watson's 1460cc Lotus 11 streamliner.

With pre-1956 RAC Woodcote and pre-1961 Stirling Moss Trophy contests running concurrently in a monster field sanctioned by Motorsport UK, the sensational entry included the Jaguar D-type that finished second at Le Mans in 1954 (see page 51), Maserati A6GS and Aston Martin DB2 from the Argentinian Sielecki family, and a host of famous cars and oddities spanning 15 marques.

Kiwi Roger Wills (ex-Bruce McLaren Lotus 15) made the best start, drawing Chris Ward (Lister-Jaguar Knobbly) and Richard Bradley (ex-works Lotus 15) past polesitter Sam Hancock (Lister) on the opening lap. Fred Wakeman rotated his Equipe Endeavour Cooper-Jaguar at Brooklands but, with Patrick Blakeney-

Edwards to take over, the American calmly set about recovering lost ground among the Woodcoteers.

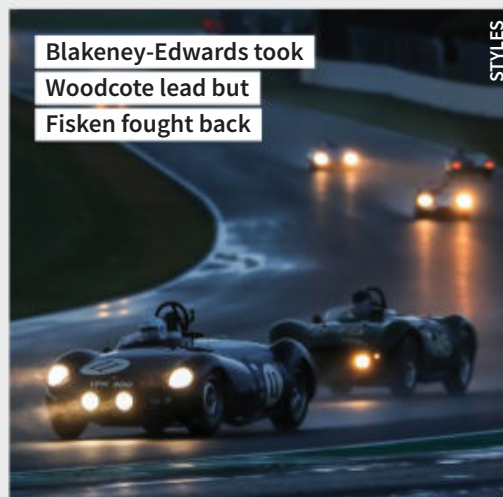
O'Connell, from eighth, maintained the place on a damp track as the stampede settled, but was soon climbing the lap charts. He quickly passed new Lister recruit Alex Brundle (in Gary Pearson's Knobbly) and James Cottingham (Tojeiro-Jaguar) and was fourth when he made his mandatory pitstop – under a safety car, like many – after four laps. Thereafter he pressed on as hard as he dared, hitting the front on lap eight after Bradley and James Hanson (in Paul Pochciol's Jaguar C-type) pitted.

Wills chased for all he was worth, but in vain. “Martin is so quick. He gave me a masterclass in car control,” he said.

“The conditions worked out well for me. There was no grip anywhere and the car was all over the place, but with so little power it was great fun,” said O'Connell.

Smith/Ward and Brundle/Pearson headed the Listers home in third and fourth, but the struggle for Woodcote Trophy honours was stellar. Martin Stretton started Gregor Fiskens HWM-Jaguar hard, but Fiskens was caught by Mike Grant Peterkin in Martin Hunt's later version. “When I saw the Cooper-Jaguar's lights in my mirrors I thought, ‘Here comes the boss’, I'll give him a run for his money,” said GP. The trio scrapped for five laps, PB-E moved ahead with two to spare, but Fiskens wasn't done. In a fraught final lap the Scot scrambled past the Cooper to win. With Hancock growling between them, 0.9s separated the battling trio.

MARCUS PYE



Blakeney-Edwards took Woodcote lead but Fiskens fought back

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Bruising 1960s tin-top contest eventually went the way of Davies (9)

JEP

Shapely E-types also contested the superlative Pre-'63 GT set, competing for the RAC's prestigious Historic Tourist Trophy. As in period the Coventry cats were trumped by a V12 Ferrari – not a 250 GT Berlinetta or GTO, but the unique Breadvan created for Count Volpi's Scuderia SSS Repubblica di Venezia from one of the former. Greensall (in David Gooding's Jag), Jeremy Cottingham and Jack Minshaw in similar hooded roadsters led initially, Austrian Lukas Halusa snarling ahead on the final lap after a safety car interlude, Austin-Healey DD300 having dropped oil from Becketts to Abbey, causing Jon Minshaw and others to spin.

Far from a Ferrari walkover, Martin Brundle had strategically relayed Gary Pearson into the lead, only for Pearson to retire with flagging oil pressure. Halusa picked off the cautious Gooding and Paul Pochiol (hotshoe James Hanson having started his FHC) in the two-lap dash, but had to concentrate to repel Harvey Stanley in Cottingham's car. Chris Ward brought Gregor Fiskens E-type home third, ahead of the Martin Hunt/Patrick Blakeney-Edwards

AC Cobra, which had battled with Nigel Winchester's following a gyration.

The Transatlantic Trophy Pre-'66 Touring Car race saw the Ford Mustangs of Dave Coyne and Craig Davies and Falcons of Julian Thomas and Sam Tordoff (which broke while leading) wrestle for supremacy initially, with Richard Dutton's Lotus Cortina and the Banks brothers' Alfa Romeo GTA in the mix. Triple World Touring Car champion Andy Priaulx growled Alex Taylor's Mustang up from 23rd into contention, while fellow tin-top legend Steve Soper prepared to finish Henry Mann's.

Coyne's tyre pressures were sky-high, leaving the Wood Brothers-built car floundering, but high drama on the Hangar Straight behind leader Davies decided the result. Ben Clucas (flying in Marcus Jewell's Cortina) inadvertently squeezed Calum Lockie (in for Thomas) in traffic, whereupon the Falcon touched the grass and spun wildly, nicking the unsighted Soper and leaving Coyne unable to avoid T-boning it. Clucas, Soper and Dutton chased Davies, ahead of Taylor and Mini soloist Aaron Smith.

Sunday's wet Historic Touring Car

Challenge brought consolation for Coyne, who was handed a useful advantage by Mark Wright, then romped his Sierra RS500 to victory over Steve Dance's beautifully driven Ford Capri-GAA and Soper in Davies's Brooklyn RS500. "I suddenly remembered how to drive it," said Steve. Cossies that hit trouble included initial leader Paul Mensley's and David Tomlin's, retired with a slow puncture. Simon Garrad's Nissan Skyline finished fourth. David Cuff headed the BMW M3s after a tussle with Darren Fielding and Tom Houlbrook. Jewell/Clucas (Ford Capri) won the Group 1 scrap from Jim Morris/Tom Shephard (VW Scirocco) and Jack and John Young's Chevrolet Camaro.

The International Trophy Pre-'66 GT fest finally rewarded Thomas/Lockie, whose late-built Shelby Daytona Coupe – one of several in the capacity 60-car field – just had the legs on Olly Bryant's conventional Cobra. Andy Jordan secured Roy Alderslade's first Daytona podium, finishing ahead of Mike Whitaker's TVR Griffith. A first lap incident at Copse that triggered a full-course caution left the Lotus Elans of Steve Jones and Paul Tooms battered and put the Bates brothers' Porsche 911 out.

Both the Historic Sports Car Club Thundersports and Yokohama Trophy Historic Sportscar races on Saturday were stopped almost immediately when heavy rain as the cars came out left the circuit awash. In the former, slicks were replaced with wets for the restart. Tony Sinclair needed all his experience to keep Lockie's Interserie 8.8-litre March 717 – stuck in fifth gear, which proved less of a hindrance than the time lost following the safety car during the pitstop period – behind in Grant Reid's two-litre Crowne Racing Lola T292. Kevin Cooke's March was a close third, ahead of Ed Thurston/Chris Porritt (Chevron B19) and Greg Caton in the »



Wrigley (leading) took first F2 bout before Smith (right) starred in the wet

STYLES

WHELDON'S NEW RECORD IN ENDURANCE LEGENDS



STYLES

The presence of three LMP1 Peugeots couldn't stop Le Mans veteran Emmanuel Collard taking Endurance Legends pole in the LMP2 Porsche RS Spyder. The 50-year-old pipped Rob Wheldon, driving Steve Tandy's Lola-Mazda B12/60, by 0.267 seconds in the wet, with the best of the Peugeots in sixth.

Wheldon remained a big threat in the dry first race. Although Collard led for a lap, Wheldon's LMP1 machine (above) powered past on the run to Abbey.

As Collard fell back, Francois Perrodo moved forward in his Peugeot 908. The Frenchman took second just as the pitstops began around half-distance.

With Wheldon and Collard having to serve longer stops due to their 'pro' status, Perrodo was handed a sizeable lead, but Wheldon broke the Historic GP lap record repeatedly as he closed in. The Lola got ahead through Maggotts/Becketts with two laps to go. The Peugeot flew back past on Hangar Straight, but Perrodo ran wide at Stowe, allowing Wheldon through to victory.

Jamie Constable's Pescarolo completed the podium from 11th on the grid, with Collard fifth behind Shaun Lynn in his 2009 Petit Le Mans-winning 908.

Tandy started the Lola from pole on Sunday but was soon overpowered by Perrodo and Lynn, and then fell behind Collard. Lynn shadowed Perrodo until the leader ran wide at Village on lap five. Lynn took his chance before pulling clear, but then faded after his pitstop. "I was getting a bit scruffy and a bit tired," he admitted. Perrodo retook the lead on the Wellington Straight on lap 17 of 22.

Collard failed to catch Constable for third by 0.157s following his long pitstop.

KEVIN TURNER



Lynn leads Perrodo
in second race

JEP

ex-Richard Jenvey Group 5 Lotus Esprit.

The grooved-tyred Masters cars spun left, right and centre on standing water on Buckinghamshire's half of the circuit while bizarrely Northamptonshire's remained almost sprayless. Pursued by the sister Lola T70s of Bryant and Chris Beighton, Alex Brundle looked assured out front in Gary Pearson's, but even he visited Club's outer reaches. Tom Bradshaw (B19) fancied his chances but spun at Brooklands prior to the red flag. At the restart, Pearson denied Bryant's advances, while Beighton's partner Simon Hadfield just kept Bradshaw behind.

Formula Junior school playtime again opened the marathon programme. Top

"Jackson and Bradley won a moist Formula Junior race apiece, underlining their class"

qualifier Cameron Jackson and Richard Bradley won a moist race apiece, from the other, underlining their class. Alex Ames completed a Brabham 1-2-3 on Saturday. Historic FF champion Pierre Livingston (who qualified Mike O'Brien's Lotus 22 second) was fast between spins, the class debutant recovering to third on Sunday. From row 12, young American Tim de Silva (Lola Mk2) dominated Sunday's front-engined division, finishing eighth! Saturday victor Chris Drake (Terrier T4) was 13th.

Evoking memories of Brooklands, the BRDC 500 title graced MRL's pre-war retrospective. Californian chain-ganger Fred Wakeman set off at a fine lick in his Frazer Nash, pursued by Gareth Burnett (Alta), Clive Morley's Bentley and Michael 'Barrichello' Birch's Talbot AV105. When the Alta failed, Wakeman relayed



JEP

Pat Blakeney-Edwards unfettered. Event veteran Richard Pilkington and daughter Tania landed a superb sixth sharing the family's long-serving Talbot Lago T26 SS.

Forty-two F2/Atlantics formed a fabulous Saturday grid, 1.5s splitting the top seven after a horribly soggy qualifying session. Polesitter Matt Wrigley outdragged Miles Griffiths (Ralt RT1) and Andy Smith, who traversed Abbey abreast in the Toleman team March 782's wake at the rolling start. Matthew Watts (782) deposed Griffiths, but a safety car for the retrieval of debutant Kore Berg's 722 from Abbey's gravel bed upset the equilibrium. Wrigley managed the restart cunningly, but Smith's 742 reeled him in under pressure from Griffiths, who, having shaken off Watts, was second when reds flew with Rob Wainwright's Crossle 22F perpendicular to the track after a hairy

Jackson lost out to
Bradley on Saturday
but won race two



STYLES



Sinclair's Lola holds off rapidly closing Lockie in monster March-Chevy

rotation exiting Club. Smith regained second on countback.

Smith looked menacing from the start of Sunday's drizzly stanza, as he and Griffiths homed in on Watts. Smith went ahead at the Loop, leaving Wrigley to battle Griffiths. Tim de Silva fired his Fred Opert Racing Chevron B35 through to fourth, ahead of Martin Stretton's two-litre 712 and 1600cc FAtlantic standout Grant after Watts faded.

With Johnny Herbert on Hungarian GP TV duty, Michael Lyons got the call to race Bob Fernley's University of Bolton motorsport engineering students-run Ensign N180B in the Masters F1 double-header. April's Monaco GP Historique triple winner was unstoppable, forging ahead by Stowe on lap one of Sunday's reversed top five grid. Mike Cantillon (ex-Carlos Reutemann Williams FW07C) ran him closest. Lukas Halusa's ex-Jochen Mass McLaren M23, sharing the front row with Steve Hartley's MP4/1 and leading for a while, animated enthusiasts second time out.

Sam Wilson dominated Saturday's impressive Historic Grand Prix Cars Association pack in Sir John Chisholm's ex-Jim Clark/Innes Ireland Lotus 18, narrowly staying ahead of the Cooper T53s of Will Nuthall and spinner Rudi Friedrichs (ex-Jack Brabham) in the wet. A burst radiator hose in the assembly area forced Andrew Haddon to start Julian Bronson's Scarab from the back, but he hustled through to fourth. With Wilson non-starting Sunday's damp sequel and Nuthall hitting trouble, Haddon blitzed it, only Friedrichs keeping him in sight. 🏆



SILVERSTONE CLASSIC WEEKEND WINNERS

JAGUAR E-TYPE 60TH ANNIVERSARY (10 LAPS)

1 Jon Minshaw; 2 Ben Mitchell+33.314s; 3 Danny Winstanley; 4 Gary Pearson; 5 Miles Griffiths; 6 Graeme & James Dodd. **Fastest lap** Graeme Dodd 2m47.205s (78.35mph). **Pole** Greensall. **Starters** 43.

RAC HISTORIC TOURIST TROPHY PRE-'63 GT (17 LAPS)

1 Lukas Halusa (Ferrari 250 GT Breadvan); 2 James Cottingham/Harvey Stanley (Jaguar E-type) +0.965s; 3 Gregor Fiskén/Chris Ward (Jaguar E-type); 4 Martin Hunt/Patrick Blakeney-Edwards (AC Cobra); 5 Mark Holme (Austin-Healey 3000); 6 Les Goble (Aston Martin DB4). **FL** Halusa 2m27.994s (88.52mph). **P** Niall McFadden (Sam Hancock set time) (Jaguar E-type). **S** 38.

TRANSATLANTIC TROPHY PRE-'66 TOURING CARS

(16 LAPS) 1 Craig Davies (Ford Mustang); 2 Marcus Jewell/Ben Clucas (Ford Lotus Cortina) +0.436s; 3 Henry Mann/Steve Soper (Ford Mustang); 4 Richard Dutton (Ford Lotus Cortina); 5 Andy Priaulx/Alex Taylor (Ford Mustang); 6 Aaron Smith (Austin Cooper S). **FL** Soper 2m34.242s (84.94mph). **P** Dave Coyne (Ford Mustang). **S** 50.

MRL HISTORIC TOURING CAR CHALLENGE (20 LAPS)

1 Mark Wright/Dave Coyne (Ford Sierra RS500); 2 Steve Dance (Ford Capri-GAA) +51.023s; 3 Craig Davies/Steve Soper (Ford Sierra RS500); 4 Simon Garrad (Nissan Skyline GT-R-32); 5 Richard Kent/Chris Ward (Ford Broadspeed Capri-GAA); 6 David Cuff (BMW E30 M3). **FL** Wright 2m23.417s (91.35mph). **P** David Tomlin (Ford Sierra RS500). **S** 52.

INTERNATIONAL TROPHY PRE-'66 GT (18 LAPS)

1 Julian Thomas/Calum Lockie (Shelby Daytona Cobra); 2 Oliver Bryant (AC Cobra); 3 Roy Alderslade/Andrew Jordan (AC Cobra Daytona); 4 Mike Whitaker (TVR Griffith); 5 James Cottingham (Shelby Cobra); 6 John & Gary Pearson (Jaguar E-type). **FL** Lockie 2m12.423s (98.93mph). **P** Alderslade (Jordan set time). **S** 60.

HSCC THUNDERSPORTS (15 LAPS) 1 Tony Sinclair (Lola-BDG T292);

2 Calum Lockie (March-Chevrolet 717) +0.367s; 3 Kevin Cooke (March-BDG 75S); 4 Ed Thurston/Chris Porritt (Chevron-BDG B19); 5 Greg Caton (Lotus Esprit); 6 Nick Pink (Lola-BDG T210). **FL** Lockie 2m12.423s (98.93mph). **P** Lockie. **S** 35.

MASTERS HISTORIC SPORTS CARS (8 LAPS)

1 Alex Brundle/Gary Pearson (Lola-Chevrolet T70 Mk3B); 2 Oliver Bryant (Lola-Chevrolet T70 Mk3B) +2.846s; 3 Chris Beighton/Simon Hadfield (Lola-Chevrolet T70 Mk3B); 4 Tom Bradshaw (Chevron-FVC B19); 5 Tim de Silva (Taydec-FVC Mk3); 6 James Claridge/Goncalo Gomes (Chevron-FVC B23). **FL** Pearson 2m18.062s (94.89mph). **P** Brundle. **S** 40.

HISTORIC FORMULA JUNIOR (9 LAPS) 1 Richard Bradley

(Brabham BT2); 2 Cameron Jackson (Brabham BT2) +1.789s; 3 Alex Ames (Brabham BT6); 4 Sam Wilson (Cooper T59); 5 Andrew Hibberd (Lotus 22); 6 Clive Richards (Lotus 22). **FL** Jackson 2m19.988s (93.59mph). **P** Jackson. **S** 54. **RACE 2 (8 LAPS) 1 Jackson;** 2 Bradley +2.515s; 3 Pierre Livingston (Lotus 22); 4 Ames; 5 Hibberd; 6 Lukas Halusa (Lotus 22). **FL** Jackson 2m40.013s (81.87mph). **P** Jackson. **S** 54.

MRL PRE-WAR 'BRDC 500' (14 LAPS) 1 Fred Wakeman/ Patrick Blakeney-Edwards (Frazer Nash TT Replica);

2 Michael Birch (Talbot AV105 Brooklands) +33.744s; 3 Clive Morley (Bentley 3/4½); 4 Ewen Getley/Robin Tuluie (Bentley 3/4½); 5 Jim Dean/Steve Skipworth (Aston Martin Monoposto Speed Model); 6 Richard & Tania Pilkington (Talbot-Lago T26 SS). **FL** Wakeman 2m48.482s (77.76mph). **P** Wakeman/Blakeney-Edwards. **S** 35.

HISTORIC FORMULA 2 (6 LAPS) 1 Matthew Wrigley

(March-Hart 782); 2 Andy Smith (March-BDG 742) +0.469s; 3 Miles Griffiths (Ralt-BDG RT1); 4 Matthew Watts (March-BMW 782); 5 Martin Stretton (March-BDG 712); 6 Tim de Silva (Chevron-Hart B35). **FL** Wrigley 1m57.250s (111.74mph). **P** Wrigley. **S** 43. **RACE 2 (9 LAPS) 1 Smith;** 2 Wrigley +6.947s; 3 Griffiths; 4 de Silva; 5 Stretton; 6 Calum Grant (March-BDA 79B). **FL** Smith 2m20.688s (93.12mph). **P** Wrigley. **S** 40.

MURRAY WALKER TROPHY HISTORIC F1 (11 LAPS)

1 Michael Lyons (Ensign-DFV N180B); 2 Mike Cantillon (Williams-DFV FW07C) +7.890s; 3 Jamie Constable (Tyrrell-DFV 011); 4 Steve Hartley (McLaren-DFV MP4/1); 5 Lukas Halusa (McLaren-DFV M23); 6 Warren Briggs (McLaren-DFV M29). **FL** Lyons 1m53.004s (115.94mph). **P** Lyons. **S** 16. **RACE 2 (10 LAPS) 1 Lyons;** 2 Cantillon; 3 Hartley; 4 Constable; 5 Steve Boulton-Bee Brooks (Lotus-DFV 91); 6 Ken Tyrrell (Tyrrell-DFV 011). **FL** Lyons 2m11.364s (99.73mph). **P** Halusa. **S** 16.

HGPCA PRE-'66 GPCARS (BOTH 8 LAPS) 1 Sam Wilson

(Lotus-Climax 18372); 2 Will Nuthall (Cooper-Climax T53) +0.296s; 3 Rudiger Friedrichs (Cooper-Climax T53); 4 Andrew Haddon (Scarab-Offenhauser); 5 Justin Maeers (Cooper-Climax T53); 6 Barry Cannell (Brabham-Climax BT11A). **FL** Nuthall 2m43.557s (80.10mph). **P** Wilson. **S** 40. **RACE 2 1 Haddon;** 2 Friedrichs +7.902s; 3 Maeers; 4 John Spiers (Maserati 250F 2516); 5 Tom Dark (Cooper-Climax T51); 6 Chris Drake (Cooper-Ford t/c T71/73). **FL** Nuthall 2m33.477s (85.36mph). **P** Nuthall. **S** 35.

CLASSIC MINI CHALLENGE (7 LAPS) 1 Bill Sollis;

2 Nathan Heathcote (Morris Cooper S) +0.792s; 3 Chris Middlehurst; 4 Endaf Owens; 5 Chris Morgan; 6 Aaron Smith. **FL** Owens 2m50.105s (77.02mph). **P** Sollis. **S** 25. **RACE 2 (8 LAPS) 1 Heathcote;** 2 Owens +0.741s; 3 Sollis; 4 Jeff Smith; 5 Aaron Smith; 6 Middlehurst. **FL** Owens 2m33.487s (85.36mph). **P** Sollis. **S** 23.

MRL RAC WOODCOTE TROPHY & STIRLING MOSS

TROPHY (13 LAPS) 1 Martin O'Connell (Lotus-Climax 11); 2 Roger Wills (Lotus-Climax 15) +7.065s; 3 Rob Smith/Chris Ward (Lister-Jaguar Knobbly); 4 Alex Brundle/Gary Pearson (Lister-Jaguar Knobbly); 5 James Cottingham/Harvey Stanley (Tojeiro-Jaguar); 6 John Spiers/Tiff Needell (Lister-Jaguar Knobbly). **Woodcote Trophy** Martin Stretton/Gregor Fiskén (HWM-Jaguar). **FL** Wills 2m43.619s (80.07mph). **P** Sam Hancock (Lister-Jaguar Knobbly). **S** 58.

MASTERS ENDURANCE LEGENDS (21 LAPS) 1 Rob

Wheldon (Lola B12/60); 2 Francois Perrodo (Peugeot 908) +4.813s; 3 Jamie Constable (Pescarolo LMP1); 4 Shaun Lynn (Peugeot 908); 5 Emmanuel Collard (Porsche RS Spyder); 6 Kriton Lendoudis (Peugeot 90X). **FL** Wheldon 1m45.227s (124.50mph). **P** Collard. **S** 29. **RACE 2 (22 LAPS) 1 Perrodo;** 2 Lynn +9.330s; 3 Constable; 4 Collard; 5 Lendoudis; 6 Max Lynn (BR01). **FL** Collard 1m46.378s (123.16mph). **P** Steve Tandy (Lola B12/60). **S** 30.

Full results: tsl-timing.com

COUPE'S RETURN Owned by Jaguar enthusiast Stuart Hamilton for 20 years, this Fred Cliffe-built warhorse became a big-winged Modsports racer in the 1970s and 1980s with Simon Watney and Hamilton's school pal Paul Webb. Rebuilt by Valley Motorsport, it's been out occasionally with John Young prior to Ben Mitchell's stellar Classic run.



ALL PHOTOGRAPHY: JEP
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IMAGES



MARCH 732-10 One of the chassis raced by Jean-Pierre Jarier en route to the 1973 European championship, the Graham Adelman-owned 732 gave Hall & Hall preparer Andy Willis a thrilling first taste of F2. Following clutch issues on Saturday, he charged from the back to 14th in Sunday's rain.





STYLES

MORGAN +4
Built in 1954 and later developed by Lawrence Tune, this Morgan +4 was raced by Peter Marten in 1960, finishing sixth in the GP de Spa. New owner Kevin Kivlochan commissioned Richard Walbyoff's team to return it to 1961 Goodwood TT spec, where Richard Shepherd-Barron co-drove, his +4 having broken. 'KeKi' won his class first time out in the Historic TT race.



PUG SUCCESS The Peugeot 908 that finished second at Le Mans in 2008 won the second Masters Endurance Legends contest. With Le Mans gear ratios and aero kit, Francois Perrodo's 5.5-litre V12 diesel-engined machine hit 180mph down Hangar Straight on his first race weekend in the car.



JAGUAR D-TYPE OKV 1 A newcomer to the Halusa family's stable, the second Jaguar D-type completed by the factory was a jewel in MRL's RAC Woodcote Trophy race's crown. Duncan Hamilton and Tony Rolt drove OKV 1 to a brilliant second place at Le Mans in 1954 on the D-type's debut.



MACAU BIG CAT Richard Meins was working in Hong Kong in 1984 when he watched Tom Walkinshaw win the Macau GP's Guia support race in this 5.3-litre V12 Jaguar XJS, chased home by team-mate Hans Heyer. Now Meins owns the car and plans to return it to the JPS livery it wore that weekend.



Leclerc drenches his
victorious rival Hauger on
the podium after race three

SUTTON
motorsport
IMAGES

Hauger hunts down Leclerc in the spray to win

FIA FORMULA 3
HUNGARORING (HUN)
31 JULY-1 AUGUST
ROUND 4/7

Another weekend, another victory for FIA Formula 3 championship leader Dennis Hauger. He is storming away in the race for the drivers' title this season and left the Hungaroring with a comfortable 63-point lead.

The Norwegian has now scored seven podiums from 12 races, with three wins to his name, including the feature race last weekend. He conquered wet conditions to lead a Prema Racing 1-2 ahead of polesitter Arthur Leclerc, who bagged his second podium of the season.

The field struggled with tyre wear as the circuit dried after two downpours had forced a rolling start behind the safety car, with Leclerc keeping the lead out of Turn 1. Victor Martins then tried to go

up the inside of Oliver Rasmussen's HWA Racelab car at Turn 11 but ran wide and hit the wall. He damaged his front wing, prompting a full safety car, although the MP Motorsport driver limped back to the pits, leaving him almost a lap down when he rejoined.

Leclerc was able to hold off a rapid Hauger on the restart but was overcome with a fantastic move around the outside at Turn 2 on lap nine of 20, with Hauger leading until the chequered flag.

There was plenty of drama behind. Olli Caldwell was lucky to only clip the rear of Frederik Vesti after a fight with Ayumu Iwasa left him going wide, and he eventually took eighth, while Roman Stanek and Amaury Cordeel spun after contact on lap 16. On the following tour, Ido Cohen and Rafael Villagomez touched and spun, with Laszlo Toth of Campos Racing then colliding with Cohen's stricken Carlin machine, prompting the safety car to return

and lead the field across the line. Jack Doohan completed the podium, followed by his Trident stablemates David Schumacher and Clement Novalak. The result boosted Doohan up to second in the points, back ahead of Caldwell, who had jumped him earlier in the weekend.

In the first sprint race, Lorenzo Colombo lost his first series victory after he was handed a post-race five-second penalty, with Iwasa inheriting the spoils for Hitech. Colombo was found to have driven more than 10 car lengths behind the safety car — triggered by a mechanical failure for Vesti that meant he stopped on the Turn 1 runoff area — and, despite winning on the road by 1.8s, the Campos driver was demoted to seventh. Caldwell was boosted into second place, with Logan Sargeant (Charouz) taking third, his first podium of the season.

Colombo had taken the lead when polesitter Jonny Edgar retired due to a mechanical malady on lap eight of 22.

Matteo Nannini *did* chalk up his maiden F3 victory in the second sprint race — becoming the ninth different winner this season — after a dramatic battle with polesitter Enzo Fittipaldi, the two almost making contact before Nannini got ahead on lap four.

Stanek took the final podium place, while Vesti was 16th after starting 28th. The ART Grand Prix driver is now fourth in the table, having arrived in Hungary in second. Caldwell and Rasmussen tangled early on, forcing both to pit with damage, underlining the fact that nobody can currently score consistently enough to challenge Hauger for the title.

MEGAN WHITE



Colombo (right) battles
Edgar for race one lead
prior to costly penalty

SUTTON
motorsport
IMAGES

Chadwick strikes back with victory

W SERIES
HUNGARORING (HUN)
31 JULY
ROUND 4/8

Formula 1 might well be experiencing a close and persistent two-driver title fight, but it isn't the only series to be so lucky. W Series racers Jamie Chadwick and Alice Powell are embroiled in a championship tussle of their own.

Reigning champion Chadwick claimed victory last weekend at the Hungaroring – giving the pair two wins apiece from the four races so far this season – to put her one point ahead of her fellow Briton in the drivers' standings. The Veloce Racing star dominated every session, including snaring pole by 0.269 seconds, before taking fastest lap on her way to finishing the race more than 10s ahead of Powell.

The start to the race on Saturday was delayed while barriers were repaired following Ferrari grand prix driver Carlos Sainz Jr's crash in F1 qualifying. Chadwick held the lead on lap one, while Russian Irina Sidorkova passed Beitske Visser at Turn 3 for fourth place.

Extreme E driver Chadwick was leading by 1.4s come the start of lap four – with 2.5s between Powell and third-placed Nerea Marti – and that advantage had increased to 2.5s three laps later.

"I said before the race that it was all going to be about the start so, after getting off the line really well, I could relax from Turn 1 as I knew I had plenty of pace," explained Chadwick. "I could settle in and enjoy it



as there were no safety car periods and I was able to just bring it home, which was the aim coming into the weekend.

"This year, it's difficult to be as consistent throughout the weekend with so many great drivers on the grid and the races coming thick and fast. You have to be able to bounce back quickly from disappointment. That's the nature of this championship and when you have the chance to score big points, you have to take it. I'm super happy with today and really excited for the second half of the season."

Marti and Sidorkova, who have both impressed with their performances, finished third and fourth respectively, with 2019 runner-up Visser landing fifth. Emma Kimilainen crossed the line in sixth, having got the better of Marta Garcia on

lap 16 of 19, after starting on row four.

Fabienne Wohlwend lost the front wing of her Tatuus after contact on the first lap, pitting for repairs before retiring, while Miki Koyama and Abbie Eaton came to blows battling for 12th, with Koyama almost going off the track before sweeping past Eaton to take the position, albeit with damage to her nosecone.

Things might be friendlier off-track in W Series than in the series it supports, but on-track it's just as fierce heading into the four-week summer break ahead of Spa. Although Chadwick and Powell are well clear of the rest, the battle for third in the standings is also intense, with five drivers covered by just three points at the season's halfway point.

MEGAN WHITE



WEEKEND WINNERS

FIA FORMULA 3
HUNGARORING (HUN)
Race 1 Ayumu Iwasa
Hitech Grand Prix
Race 2 Matteo Nannini
HWA Racelab
Race 3 Dennis Hauger
Prema Racing

W SERIES
HUNGARORING (HUN)
Jamie Chadwick
Veloce Racing

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Klein mimics Vettel to gift ten Voorde win

PORSCHE SUPERCUP
HUNGARORING (HUN)
1 AUGUST
ROUND 4/8

Marvin Klein currently lies second in the French Porsche Carrera Cup standings – a performance good enough to earn a last-minute call-up to replace the CLRT team's regular Supercup driver Steven Palette for the Hungarian Grand Prix support race.

Klein finished seventh during his full season in the flagship 911 spec series last year with a best result of fourth, so he somewhat stunned the opposition by snaring pole aboard the new 992-generation Cup machine with a 0.143-second cushion over Martinet by Almeras racer Jaxon Evans at the Hungaroring.

While Frenchman Klein led from pole to the flag to initially earn a controlled maiden victory, there was insufficient fuel left in the tank to provide the mandated two-kilogram sample, the indiscretion coming despite four laps spent behind the safety car. Like Sebastian Vettel, that



meant he was disqualified, which promoted reigning Supercup champion Larry ten Voorde to the victory.

The Team GP Elite driver had swiftly vaulted past third-starting Florian Latorre and Evans to nab second, and the inherited success means he extends his lead in the standings over Kiwi Evans to 20 points. But there was little satisfaction to be found for ten Voorde.

"I took advantage of the fact that

Evans and Latorre were locked in a battle through the first two corners," he said. "But Marvin was clearly the best today. A few kilograms of fuel in the tank would not have made any difference."

Evans kept Latorre at bay to complete the adjusted podium, while Ayhan Guven claimed fourth for Lechner Racing as the legendary Porsche squad, currently fourth, is on course for its worst finish in the series since 2012.

Tin-top ace Azcona can relax into break after Spa double

TCR EUROPE
SPA (BEL)
30-31 JULY
ROUND 4/7

World Touring Car race winner and Pure ETCR convert Mikel Azcona heads into the TCR Europe Series' five-week summer break in good stead to win a second championship crown thanks to his brace on the Spa 24 Hours support bill.

The Cupra racer fell foul of the Hyundai Elantra Ns' slick slipstreaming in qualifying to land only fourth on the

grid for the opener. But the 2018 title winner pounced for the lead on the run to Eau Rouge on lap one, the Spaniard having joined Mehdi Bennani in deposing polesitter Felice Jelmini into La Source. From there, Azcona controlled the race to bag the win by 2.6 seconds.

In a wet second race started behind the safety car, Volcano Motorsport driver Azcona leapt up the order from seventh on the grid as rivals pitted for a mix of grooved and slick tyres, and then closed on leader Teddy Claret before lunging for the spoils with a late-braking manoeuvre into the Bus Stop chicane.

"It was a good decision by my engineers to put slick tyres on the front and wets on the rear," said Azcona. "It was the best choice. I love these conditions because you are drifting all the time."

Azcona now has a 30-point advantage over Franco Girolami ahead of the Nurburgring round in September.



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WEEKEND WINNERS

PORSCHE SUPERCUP
HUNGARORING (HUN)
 Larry ten Voorde
 Team GP Elite

TCR EUROPE SERIES
SPA (BEL)
Races 1 & 2
 Mikel Azcona, Volcano Motorsport
 (Cupra Leon Competicion TCR)

GT4 EUROPEAN SERIES
SPA (BEL)
Race 1 Bailey Voisin/Charlie Fagg
 United Autosports
 (McLaren 570S GT4)
Race 2 Joel Sturm/Nicolaj Moller Madsen
 Allied Racing
 (Porsche 718 Cayman GT4 CS)

BRAZILIAN STOCK CARS
CURITIBA (BRA)
Race 1 Ricardo Mauricio
 Eurofarma RC (Chevrolet Cruze)
Race 2 Thiago Camilo
 Ipiranga Racing (Toyota Corolla)

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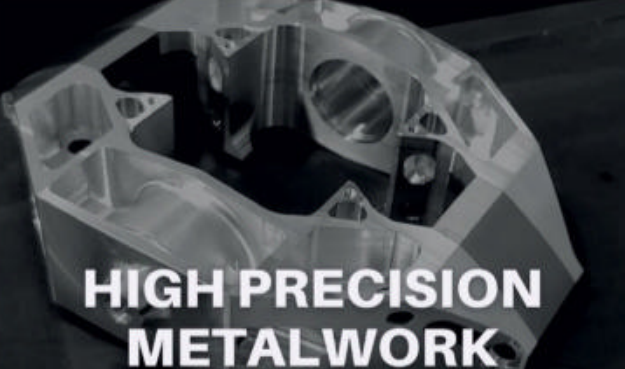
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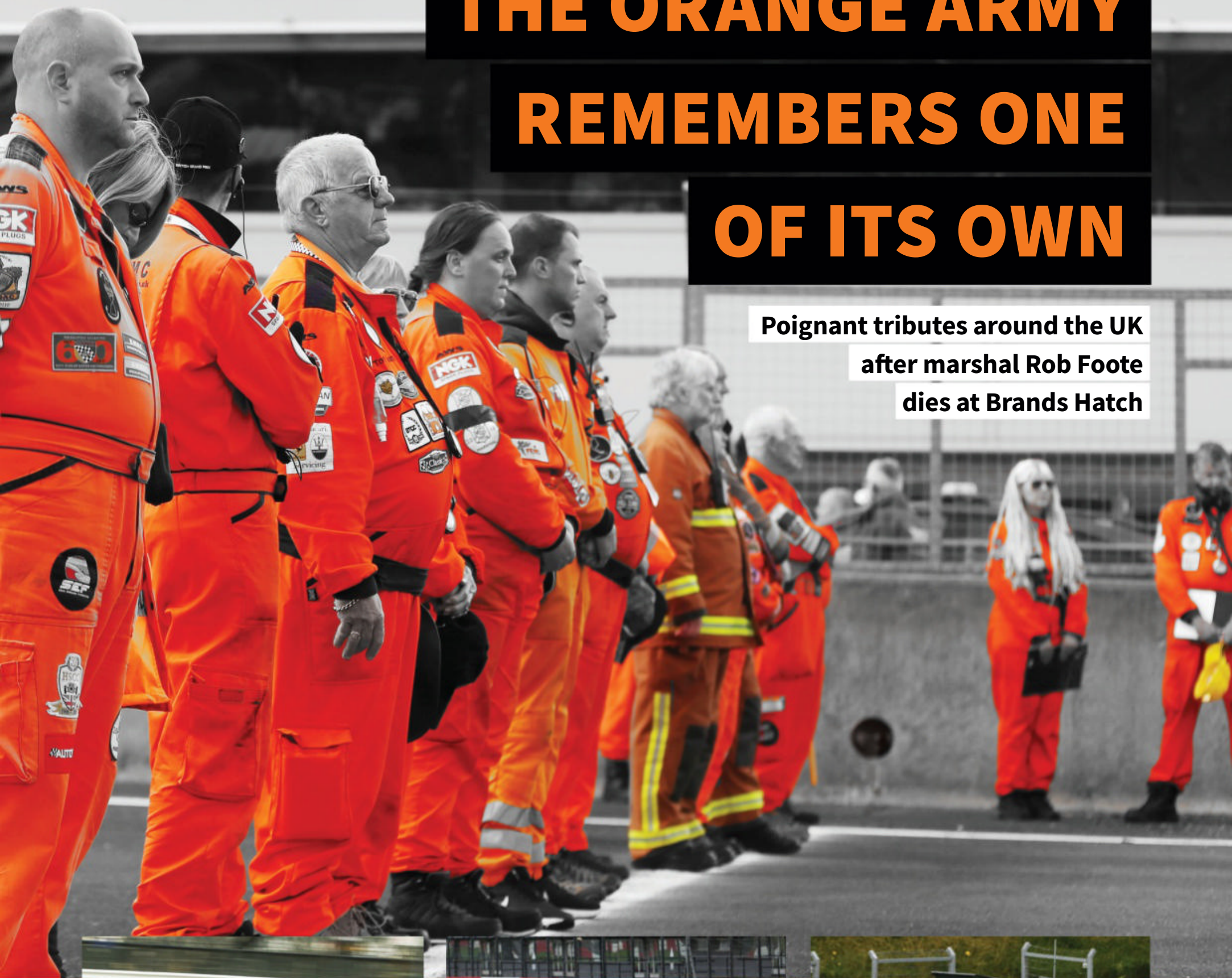
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THE ORANGE ARMY REMEMBERS ONE OF ITS OWN

Poignant tributes around the UK
after marshal Rob Foote
dies at Brands Hatch



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OPINION



It was an incredibly poignant moment. Prior to the start of Sunday's British Touring Car Championship

action at Oulton Park, marshals lined up on the grid, officials and series personnel gathered in the pitlane, and the BTCC drivers stood by their cars for a minute's silence after Rob Foote's death at Brands Hatch.

The loss of someone who had given up their time to volunteer as a marshal, to enable race meetings to take place in a controlled environment, touched a nerve. The tributes were wide-reaching and came from all corners of the motorsport world, Formula 1 champion Lewis Hamilton commenting: "Devastated to hear of the passing of a marshal at the Brands Hatch Circuit. These volunteer marshals are what makes racing possible, they are heroes. My heart is with his family." Meanwhile, W Series driver Alice Powell set up a fundraiser for Foote's family, raising tens of thousands of pounds already.

Yet the social media response in the immediate aftermath was nowhere near as dignified as those scenes at Oulton and other circuits. The Brands event was livestreamed and the director did a tremendous job to cut away before Simon Beament's Escort reached the marshal post. But that did not stop scores of people from sharing the video or speculating about the condition of those involved.

Many keyboard warriors also slammed the safety standards at the Kent venue after a spate of serious accidents there recently. But, while that is the case, hundreds of races have also taken place without such problems. As devastating as Saturday's incident was, kneejerk reactions are not what is needed. Instead, a proper investigation is required, including whether post two should now be permanently removed. That needs cool, calm assessment and will come. Lessons can be learned.

But, for now, Autosport's – and the rest of the motorsport community's – thoughts should be with Foote's friends and family. We send our sincerest condolences.

STEPHEN LICKORISH

MARSHAL DIES FOLLOWING BRANDS HATCH CRASH

BARC

A trackside marshal has died after a crash at the British Automobile Racing Club event at Brands Hatch last Saturday.

At the start of the second lap of the first Pre-'93/Pre-'05 Classic Touring Car Racing Club race, Simon Beament made contact with another car along the Brabham Straight before his Ford Escort veered to the left and hit the barriers on the outside. The car was launched into a series of rolls before colliding with a marshals' post. Medical crews arrived within seconds.

It was later confirmed that marshal Rob Foote – a 67-year-old former mayor of Epsom – died following the crash, while another marshal and Beament were taken to hospital. The marshal suffered a broken arm, and Beament a broken left leg and right ankle. The remainder of Saturday's track action was cancelled.

Beament said his only thoughts were with the family and friends of Foote, and that he would like to thank the marshals and medics who have treated him.

BARC chief executive Ben Taylor paid tribute to those involved in dealing with the aftermath of the incident: "I'm really grateful for everyone who dealt with the situation in really difficult circumstances – the weather was atrocious. They're all amazing. Our concern is now for them to

make sure they get the support they need and I would encourage people to reach out."

The British Motorsports Marshals Club added: "Our orange family are devastated by the loss of one of our own this weekend – our hearts will need time to heal, our bonds will be stronger and we will pull together to support each other and continue our passion for motorsport."

Marshals, officials and teams gathered on the grid before the track action got under way on Sunday to observe a minute's silence, followed by a period of respectful applause. No marshals were stationed at post two during Sunday's action.

Taylor said it was a "difficult call" over whether to continue with the event. "The response from everybody, not just at Brands Hatch, but you could see from other events and internationally that they felt he [Foote] would've wanted it to carry on and that, in his honour, it should carry on," he added.

Jason West, winner of the Classic Thunder race on Sunday, said: "I have to say a big thanks to everyone who put an orange suit on and allowed us to go racing. It could not have been easy after yesterday."

Brands local Rod Birley added: "I know a lot of the marshals and I had to race for them today. Our hearts are with them all."

A full investigation is now under way.

MARK LIBBETER & STEPHEN LICKORISH

New name for British F3 after FIA decision

GB3

BRDC British F3 has been rebranded as the GB3 Championship with immediate effect, following a naming decision by the FIA.

The news, which was announced on Monday, comes after years of discussion between MotorSport Vision – which operates the series – and the FIA over the use of the Formula 3 title.

The FIA launched its Regional F3 concept in 2017, and intended to limit the use of the ‘F3’ name to championships that were within its remit. British F3 weighed up adopting Regional F3 status for 2019, but ultimately opted to retain its current Tatuus-Cosworth car instead of switching to a halo-equipped machine.

MSV chief executive and 1981 British F3 champion Jonathan Palmer had battled to ensure the category retained its F3 name, having been granted dispensation to use it since 2018. But the decision by the world governing body means the championship will change name mid-season, with the fifth round of the current campaign taking place this weekend at Snetterton.

“I am extremely saddened by the fact that we are no longer permitted to use



the British F3 name,” said Palmer.

“Having existed over half a century, the British F3 title has enormous heritage and the championship has played an important role in the careers of many F1 drivers, including my own. The strength of our championship is however built upon much more than just a name and that will be reflected in its ongoing success.

“I am very excited about the future of a series which has firmly established itself as the country’s leading single-seater championship. GB3 offers a strong, fresh and concise identity and we will continue to deliver a package which is enormously

attractive to both teams and drivers.

“GB3 will play a vital role in the careers of many young drivers, and MSV remains firmly committed to providing the fairest and best-value championship at this level anywhere in the world.”

BRDC British F3 came into being just days before the start of the 2016 season, having previously been known as BRDC F4.

The previous iteration of British Formula 3, which produced champions such as Ayrton Senna, Mika Hakkinen, Rubens Barrichello and Daniel Ricciardo, ended in 2014 after grid numbers fell away.

STEFAN MACKLEY

Festival winner Browne to join GB3

GB3

Hillspeed will make a return to the newly rebranded GB3 Championship, with 2019 Formula Ford Festival winner Jonathan Browne at the wheel this weekend.

The 21-year-old Irishman will make his debut in the category – previously known as BRDC British F3 – at Snetterton after completing limited testing in the car, and will also contest the

remaining three events at Silverstone, Oulton Park and Donington Park.

Hillspeed, a mainstay of the championship for a number of years, has been on the sidelines so far in 2021 after planned driver deals fell through as a result of the COVID-19 pandemic.

“I am extremely proud to be taking the next step in my racing career with such a prestigious team as Hillspeed,

with their proven winning record and over 50 years in motorsport,” said Browne. “I am very excited to be entering the last four rounds of the GB3 Championship, world-recognised for high quality and competitive racing.”

Also making his GB3 debut this weekend will be Spanish F4 Championship driver Branden Lee Oxley, who will join Chris Dittmann Racing for the remainder of the season. The



Anglo-Thai also raced in Euroformula Open at Imola, taking a best result of sixth.

STEFAN MACKLEY

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R Racing's unsuccessful appeal over Voisin's 70-point deduction

GINETTA JUNIOR

Leading Ginetta Junior team R Racing's appeal to the National Court over series frontrunner Callum Voisin's 70-point deduction following a technical infringement at Snetterton earlier this year has been unsuccessful.

The team argued that the loss of championship points on top of disqualification from the second race was too severe, and presented a number of possible reasons why the camshaft timing was not to standard specification when Voisin's car was checked after the race.

Series regulations permit the 70-point loss to be applied for infringements of a 'more serious nature', but can be waived in 'exceptional circumstances'. The court found that the evidence presented did

not qualify for this exemption.

Chairman of the court panel David Munro said in his report: "Various possibilities were suggested as having caused the mistiming of the camshafts, but no direct causation was sufficiently established by the appellant to explain the non-conformity. It was accepted that there could be no certainty to any of the alternative explanations advanced before the court.

"The court is satisfied that, in a single-make championship of this type, there must be complete conformity to all engine specifications so that a breach of this nature has to be regarded as being 'more serious'. This appeal must therefore fail, the appellant having failed to establish the existence of any exceptional circumstances."



JEP/MOTORSPORT IMAGES

Menzies takes another double win

BRITISH HILLCLIMB

Wallace Menzies continued his inexorable progress towards the 2021 British Hillclimb Championship with another double win at Wiscombe Park last Sunday.

On a day of ever-changing conditions, the flying Scot delivered two mighty performances but also rode his luck as rain hit both top-12 run-offs. While main rival Alex Summers suffered with the weather, Menzies was able to stretch his title lead to 23 points with eight rounds to run. But it is far from over since dropped scores will soon come into play.

Frequent showers made the Devon hill a real challenge, starting from the first class runs, when both Summers and Trevor Willis missed out on a place in the first run-off.

Menzies got in with seventh best time, and going earlier in the run-off than normal played into his hands. Menzies had already banked a 34.78s climb when Richard Spedding went off on the approach to Sawbench. During the clear-up, the rain came back and the fastest qualifiers – Paul Haines, Eynon Price and Lee Griffiths – all faced a very wet hill.

Sean Gould and Scott Moran shared the first podium with Menzies, while Matthew Ryder took a career-best fourth.

In the second run-off, Menzies set the pace on a damp hill in 37.31s. Gould was second again, while Haines finally got his reward with a fabulous third and best of the incredibly rapid 1600cc pack. Summers salvaged sixth behind Moran and Price.

PAUL LAWRENCE

IN THE HEADLINES

HAMMOND WINS ON RETURN

Reigning Classic Stock Hatch champion Pip Hammond made his first appearance of 2021 in the series last Saturday at Cadwell Park, winning both races in his Vauxhall Nova GTE. Hammond has been competing in Roadsports alongside partner Esther Quaintmere this year. "Last year, when we were trying to go for the title, I think I became quite hard to live with," said Hammond. "It has to come in waves, just for everyone's benefit and my own."

IN MEMORY OF HOLLYWOOD

Victory for the Hollywood Racing team in the 116 Trophy at Cadwell Park last Saturday was the perfect tribute to its former driver Lee Hollywood, who died last week aged 33 from cancer. Hollywood Racing drivers Lewis Tindall and Andrew Bayliss were delighted to win in memory of their friend, and hope that the team can spread awareness of the importance of regular health checks.

PODIUM FOR HUDSON

Clive Hudson made his return to motorsport after a serious crash in 2018 by entering the Sport Specials races last Saturday at Cadwell Park, almost three years to the day since his Mallory Park accident. At the wheel of his rebuilt Eclipse, he took third and fourth. "I didn't rush to put it back together," he said. "I'd raced the car for five years or so, so there was no immediate rush to get straight out there again."

BACK ON TRACK WITH BMW

MGB stalwart Simon Alexander broke a multi-year layoff when he debuted a BMW 3.0 CSL at the Silverstone Classic last weekend. Built by marque specialist Chris Greenwood of Competition Classics, the 1974-75 spec machine (below) is currently powered by a fuel-injected 12-valve engine, but a 24-valve cylinder head is in preparation. Its livery was designed by motorsport photographer and artist Jayson Fong.



JEP

New lap record as Historic GP layout returns

SILVERSTONE CLASSIC

The Silverstone Classic returned to the Historic Grand Prix layout last weekend and the lap record was broken.

A licence problem with the Historic GP circuit, which uses a faster version of Vale/Club, arose in 2018, meaning cars built after 1971 had to use the tighter, 'Formula 1' Club configuration. This meant all the races at the 2019 edition and the Historic Sports Car Club's International Trophy in May this year took place on the familiar F1 layout.

But in the week ahead of the 2021 edition of the Classic, Motorsport UK issued a new track licence, allowing all the races at the event to be run on the faster configuration.

"There had been a reprofiling of the safety barrier at Club and the runoff became more acceptable," said event director Nick Wigley, who hopes to use the Historic GP layout for future Classics. "They put the 'F1' Vale/Club in to slow down the F1 cars. The historics don't need it and it's hard on brakes.

"The Historic Vale/Club is one of the



most fantastic corners here. I was so disappointed when we couldn't use it."

Drivers welcomed the move. "For this racing, it's great," said International Trophy winner Calum Lockie. "It's tricky in the wet, but it's how the track should be. The stop-start [version] isn't good for these cars."

Gary Pearson, who won the Masters Historic Sports Cars race with Alex Brundle, said: "It's one less big stop, but it's more about the flow of the circuit. It's so much nicer – the tighter chicane breaks the flow."

Brundle, who has experience of the

normal layout and was competing on the Historic GP circuit for the first time, added: "I really like it. A lot of the older cars don't like being low on the revs and you end up doing things like slipping the clutch, which you don't want to do."

The Historic GP lap record of 1m46.712s, set in 2013 by Nicolas Minassian in a Jaguar XJR-14, was broken. Masters Endurance Legends race one winner Rob Wheldon left it at 1m45.227s in a Lola B12/60, an average speed of 124.5mph.

KEVIN TURNER

Ex-world sportscar Esprit races again in UK



THUNDERSPORTS

The rare Group 5 Lotus Esprit raced by Richard Jenvey in the world sportscar championship four decades ago returned to racing in the UK during the Silverstone Classic.

The Lotus was built and raced internationally

by Jenvey in 1979 and 1980 but struggled for reliability, and the project was eventually scrapped. It was later sold after many years in storage and acquired by Ken Baird, who handed it to Greg Caton and his team at G-Cat Racing.

An extensive rebuild

was finally completed in time for it to contest several Classic Endurance Racing events in Europe in 2019, but the Classic's Thundersports race was its first in the UK for 40 years. Caton took the Esprit to an impressive GT class-winning fifth.

PAUL LAWRENCE

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Turner meets those who rescued him as he plots race comeback

SILVERSTONE CLASSIC

Scottish Formula Ford racer Colin Turner, who had both lower legs amputated following a crash in last November's Walter Hayes Trophy, returned to Silverstone for last weekend's Classic event and met some of the marshals, doctors and medical centre staff who came to his rescue.

The reunion was organised by Kalie Plant during Iain Rowley's traditional marshals' evening on Friday.

"It was wonderful to be able to put faces to names and say hello and thank you for all you did," said Turner. "I'm only sorry I couldn't get round and see more people."

Turner, whose remarkable current

mobility should be improved by new sockets due to be fitted on Friday, added: "Nigel, Janet and Callum Grant invited me down and looked after me wonderfully."

Sitting in the Grants' Formula Atlantic March 79B has further whetted Turner's appetite to race again. "I've bought a Ray GR15 chassis which hadn't been used for a while in Scotland, and have sourced other parts like an [engine/gearbox] adaptor, which wouldn't transfer from my GR07," he said.

"Gavin Ray has been very helpful, Neil Bold has done the engine and JP at Silverstone the gearbox. I need to get my Motorsport UK licence back but can't wait to drive it."

MARCUS PYE

Smiths debut freshly built Capri

HISTORIC TOURING CARS

Father and son Peter and Guy Smith debuted a freshly built three-litre Group 1 Ford Capri in the Historic Touring Car Challenge at the Silverstone Classic last weekend.

Former rally driver Smith Sr had the car built up by model expert Ric Wood and will share it in two-driver races with his son Guy, the 2003

Le Mans 24 Hours winner with Bentley. They already share a Lotus Cortina in pre-'66 races and now also have a Ford Escort Mk2 race car in build.

"It's brand new – I did one test at Donington and Guy hadn't driven it at all until this weekend; I've never raced in the wet either," Smith Sr said of the Capri, as the rain came down ahead of qualifying.

They finished Sunday's soaking wet race fifth in class, behind the pacesetter Chevrolet Camaro of fellow father-and-son team John and Jack Young.

The Smiths now hope that the Capri will be granted an entry for the Goodwood Members' Meeting next spring in the Gerry Marshall Trophy race.

PAUL LAWRENCE

TOMLIN REUNITED WITH RS500 AFTER CRASH

SILVERSTONE CLASSIC

David Tomlin returned to racing his Ford Sierra RS500 Cosworth at the Silverstone Classic, nearly five months after it was substantially damaged in a roll during pre-season testing at Donington Park.

Prolific race and rally driver Tomlin has spent the first half of the season using his Motul Historic Formula 2 car and Lola T210 sports-racing machine, but was able to run the RS500 (below) in the Historic Touring Car counter at Silverstone.

"It's now better than ever," said Tomlin of the RS500, which was rebuilt by Raceworks Motorsport and finished in the run-up to the Classic. Just about every panel on the car had to be replaced after the roll at the Masters test day in mid-March.

Tomlin repaid the team's work by planting the RS500 on pole in wet qualifying, benefiting from having qualified the F2 car an hour earlier in the wet and slippery conditions. He retired mid-race, but fared better in the Lola, with 13th overall in the Masters Historic Sports Car contest.

Another combination that was reunited over the weekend was two-time Le Mans 24 Hours class winner Emmanuel Collard and a Porsche RS Spyder LMP2 machine in Masters Endurance Legends.

Collard qualified the Porsche on pole in the wet, but was overpowered by the fastest of the LMP1 cars in both dry races and had to spend an extra 45 seconds in the pits during the stops due to his status as a professional. He missed out on a podium by 0.157s in race two.

PAUL LAWRENCE & KEVIN TURNER





Classic thrills at Silverstone

The Silverstone Classic may not have benefited from the best British summer weather, but there was some great racing – and a baffling result

MARCUS PYE

Celebrated a year late due to the COVID-19 pandemic, and rebranded Classic Silverstone, the 30th anniversary historic event at the home of British motor racing was another monster.

The international contingent that has flavoured it for so long was understandably very slim this time, ever-changing travel restrictions and testing criteria having made planning impossible for most. This narrowed the focus to UK-based combatants, but the overseas entries will be back given a fair wind. As ever the cream rose to the top over an action-packed Historic Sports Car Club-run 21-race card, centred on a relentless 12-hour marathon programme on Saturday.

As I arrived on Thursday afternoon, the sheer scale of the festival's logistics was evidenced by the acreage of camping sites around the circuit. Behind the Heritage Pits at the opposite end to the Wing, the usual scrutineering scrummage frustrated teams and officials anew. Over two hours, the queues for the bays on the inside of Copse Corner barely moved, and furthermore blocked the paddock's spine as the last vehicles shuffled into the venue. This animated competitors who proposed that checking cars in grid order within pits or dedicated areas en bloc, and at set times, in 2022 would greatly improve the situation.

My weekend was made when I was introduced to Colin Turner, the indomitable Formula Fordster who lost his lower legs following

“Some were mystified that half the circuit could be awash and the other half almost bone dry”

an accident in last November's Walter Hayes Trophy. At 70, he cannot wait to compete in FF1600 again, subject to being able to regain his Motorsport UK licence, and is building up a replacement Ray. Fewer than nine months on, and walking on evolving prosthetics, former RAF pilot Colin sprang from the cockpit of Nigel and Callum Grant's Formula Atlantic March 79B in the pits quicker than many could have done. That he drove himself down from Scotland to meet the marshals, medics and rescue crews who extricated him was a very special moment for all.

The tragic news from Brands Hatch of the ghastly incident that claimed track marshal Robert Foote's life on Saturday circulated quickly. It was another cruel reminder of the dangers of the sport we all love, and choose to be involved in. On Sunday morning, as the Formula Juniors lined up for the opening race, a minute's

silence was observed. As the orange army on posts around the Grand Prix circuit congregated to honour their fallen comrade, I was standing with friends amid the single-seaters in the assembly area. Poignantly, the respectful throng could have heard a pin drop before engines were fired up.

A fortnight after the British GP ran in searing heat under a clear blue sky, Britain's climate conspired against the Classic. While the rain was thankfully not of the biblical magnitude that forced the cancellation of Silverstone's MotoGP round in August 2018 – or has devastated areas around Nurburgring and Spa recently – inevitably it took some of the shine off the event. Racers and racegoers are used to it but, for the thousands of club members who congregated in marque displays around the campus, the sullen grey sky and regular precipitation was not what they ordered. At least it was dry on Sunday, when 1996 F1 champion Damon Hill unleashed his Williams-Renault FW18 to everybody's delight.

While competitors would of course have preferred a glorious weekend for the comfort of their families and support crews, and to eke the maximum from their steeds, the slippery track for two and a half of the three days was not to every racer's dislike. While some were mystified that half of the 3.63-mile circuit could be awash and the other half almost bone dry – a far from joyous cocktail – and others reported being caught out by surface changes, some stellar performances led to unusual results.

Martin O'Connell's sublime skills need no introduction, but the 2018 Monaco GP Historique F1 winner – in an ATS! – was star of the show at Silverstone on Saturday night. Floating a little Lotus 11 to victory in Motor Racing Legends' 50s sportscar race, beating rivals of the calibre of Sam Hancock, Gary Pearson and Chris Ward in snarling Lister-Jaguars, Roger Wills in a two-litre Lotus 15 and James Cottingham in the Ecurie Ecosse Tojeiro-Jaguar, was magical. As was Martin Stretton and Gregor Fiskens last-ditch 0.465-second victory in the concurrent RAC Woodcote Trophy contest in finisher Fiskens pristine HWM-Jaguar. A team performance to savour.

The Jaguar E-type 60th Anniversary race was also run on a treacherously slippery track and almost provided another enormous form book upset. That Ben Mitchell and Danny Winstanley – who humbled the establishment by fishtailing fixed-head coupes clear of the hot roadsters – were denied top honours by an arcane technicality was unfathomable to spectators, the masses watching live streams, commentators and pundits. For the second time in three seasons, I've witnessed a win in a foreshortened race being handed to a competitor whose team thought it a travesty. Motorsport UK needs to review its rules of engagement urgently. ❧

 **P44 SILVERSTONE CLASSIC REPORT**



Hammond makes winning return

CADWELL PARK
750MC
31 JULY

Pip Hammond made a triumphant return to Classic Stock Hatch with a pair of wins at Cadwell Park last Saturday. The 2020 champion's Vauxhall Nova GTE was never seriously challenged in the first race, despite his rivals having a second chance due to a red flag while Terry Roughton's Citroen AX GTI was removed from the barriers.

Matthew Stubington reclaimed second place in his Peugeot 205 GTI midway through, having been passed by the similar 205 of Chris Dear. Dear then had the attentions of a charging Ryan Morgan to deal with, but couldn't keep at bay the Ford Fiesta XR2 of the championship frontrunner, who was one of several drivers running out of their normal position due to success ballast. Stewart Place (205) was another, although it mattered little in the end because he was excluded following an altercation with XR2 driver Pete Morgan post-race, with Morgan also excluded for driving unsafely.

Ballast proved no problem for Hammond in race two, although Lee Scott did put up an early challenge in his XR2. Scott had to make do with second and Ryan Morgan third as they formed a leading trio. Place and Pete Morgan stayed close together but kept it clean, finishing seventh and eighth.

The first Sport Specials race provided more unpredictability at the front, with Paul Collingwood's Eclipse SM1 the main

beneficiary when polesitter Martin Gambling suffered a broken crank on his similar Eclipse. Collingwood did not merely inherit the win, though: his fastest lap was 1.5 seconds quicker than anyone else's.

Anton Landon (Cyana Mk2) collected valuable championship points in a fairly distant second, ahead of the Eclipse of Clive Hudson, waved through by a slow Andy Hiley (Chronos HR1S). Hiley won the second race, passing Collingwood at about half distance after a strong start.

Ben Powney and Danny Andrew scrapped over Ma7da honours, with Powney securing both wins, with a last-lap off meaning Andrew was unable to catch Powney in race one. He could have capitalised on a slow start by Powney in race two, but Powney rapidly climbed back up from third. Daniel Sibbons was third, followed by Jonathan Lisseter, who came out on top of a fierce battle for fourth with David Mason and Martin Farrelly.

Ben Short was another double winner in the MX-5 Cup, fending off Ben Abbitt, Marcus Bailey and Ben Hancy in race one. Short was pushed harder in race two, in which he had to overhaul Courtney Milnes as well as his earlier rivals for the lead. Abbitt even led briefly, but Short was too quick. The second race had begun with a four-car startline crash, but thankfully all bar one rejoined and there was no need for a caution.

Crashes also marred the 750 Formula contests. The first only had two full racing laps due to a lengthy safety car period. Bill Cowley won that via a last-lap dash, before cruising through the second race.

WEEKEND WINNERS

CLASSIC STOCK HATCH

Races 1 & 2 Pip Hammond (Vauxhall Nova GTE)

SPORT SPECIALS

Race 1 Paul Collingwood (Eclipse SM1)
Race 2 Andy Hiley (Chronos HR1S, below)

MA7DAS

Races 1 & 2 Ben Powney

MX-5 CUP

Races 1 & 2 Ben Short

750 FORMULA

Races 1 & 2 Bill Cowley (Cowley MkIV)

116 TROPHY

Lewis Tindall/Andrew Bayliss



For full results visit: 750mc.co.uk

Lewis Tindall and Andrew Bayliss won the 90-minute 116 Trophy race from seventh on the grid. Tindall worked his way quickly up to third, but it was after faster driver Bayliss took over that the team took control. Mark Burton and Simon Glenn were second, hindered by a penalty for abusing track limits.

RACHEL HARRIS-GARDINER

TOCA SUPPORTS OULTON PARK 31 JULY-1 AUGUST

Barker grabs bizarre first win after roll

MINI CHALLENGE

It has to be one of the most bizarre ways of taking your maiden Mini Challenge win. Oliver Barker suffered a frightening roll after colliding with the Cascades barriers on the restart of the second race at Oulton Park, yet the result was taken from the first stoppage meaning Barker was declared the winner.

Jim Loukes grabbed the lead from polesitter Sam Weller on the initial start but the pair's battling into Island allowed Barker to dive ahead of them both. Weller then passed Loukes at Lodge before, three laps later, Loukes ran slightly wide out of Old Hall onto the grass and into the barriers, with the angle of the impact then sending him into a series of barrel rolls and leading to a red flag.

Third-starting Dan Zelos brilliantly grabbed the lead on the restart but this did not last even half a lap before Barker ran slightly wide out of Cascades and, as he rejoined, tangled with Weller. This sent him into the barriers on the inside and he rolled back across the track, the pack miraculously avoiding him. Barker emerged unhurt but that marked the end of the race. With officials deeming the



result to be the order from lap three of the first start, it therefore meant Excelr8 driver Barker was victorious from Weller (Hybrid Tune) and Zelos. The Barker/Weller crash was investigated but no action was taken.

Earlier, Max Bird was triumphant in the calmer first contest. Bird, who was sixth in race two, led throughout but had Excelr8 team-mate and title rival Dan Zelos on his tail during the opening half before Zelos put a wheel on the grass exiting the chicane and it instantly gave Bird a near four-second advantage, which he duly converted to a clear win. Weller was third on the road, but a false-start penalty relegated him to

seventh and promoted Jason Lockwood to an all-Excelr8 podium.

"It's easy to ease off too much or still push too much and make a mistake," said Bird, who paid tribute to his team after they fixed his differential on the eve of qualifying. "The car was getting quite lairy into Turn 1 so I did ease off a little in the last few laps. I wanted the fastest lap as well but you can't win them all!"

Nevertheless, Bird is up to second in the standings, although Zelos's race-two podium meant he actually increased his advantage over Bird by two points.

STEPHEN LICKORISH

Local lad Loake takes F4 victory and a podium

BRITISH FORMULA 4

Joseph Loake was a happy young bloke as he made the short trip home from Oulton Park to Macclesfield, thanks to a dominant win and a third place in the two significant British F4 races at Oulton Park.

Apart from a win at Thruxton, reigning Fiesta Junior champion Loake had poor

results over the opening three rounds. No one had an answer to James Hedley in a tricky qualifying session, in which wet-weather tyres narrowly had the edge over slicks, but Loake shadowed JHR team-mate Matthew Rees throughout the opener, as Rees in turn piled the pressure on series leader Hedley's Fortec Motorsport car, but without finding an opening.

Hedley had a poor start and opening lap in the finale to drop to fifth, and Loake surged clear while the rest tried to pass Eduardo Coseteng. The Filipino hung on well, before Peruvian Matias Zagazeta – hobbled by electrical woes in the first two races – breached his defences at Old Hall with four laps remaining.

Roman Bilinski then followed suit with a lovely move at Cascades, as Coseteng eventually fell to seventh behind Dougie Bolger and the two main title battlers, Rees and Hedley. Rees this time got the better of their fight when Hedley ran wide at Old Hall on the penultimate lap.

A bad qualifying set McKenzie Cresswell up nicely for the reversed-grid race, and he surged from fifth to lead by the hairpin on the opening lap. Tasanapol Intraphuvasak also passed poleman Thomas Ikin, who thereafter stayed impervious to Abbi Pulling, who'd run slicks in qualifying.

MARCUS SIMMONS



Hibbert's double, Smalley suffers

GINETTA GT4 SUPERCUP

Tom Hibbert enjoyed a near-perfect weekend in the Ginetta GT4 Supercup at Oulton Park, while key title rival Adam Smalley had one to forget.

Qualifying did not quite go the way of the Rob Boston racer as a red flag left Hibbert down in fifth. But he emerged victorious in the opener after a great start catapulted him to second out of Old Hall and he then shadowed Smalley home. But the Elite Motorsport driver picked up a combined 15 seconds of track limits penalties that dropped him to 12th in the final result and dented his title charge.



Hibbert admitted he was surprised to see a huge 1.5s lead on the restart after an early safety car in race two, as Reece Somerfield was caught out. Somerfield then proved to be a cork in the bottle and it was not until three laps from home that his defences were breached, Josh Rattican making a sensational move to grab second down the inside of Cascades.

But Hibbert had long since scampered clear by this point. His winning margin was 6.2s and, crucially for the title fight, Smalley could only progress to sixth from 11th on the grid, so fell 36 points adrift.

STEPHEN LICKORISH

McNeilly tops four Junior laps

GINETTA JUNIOR

The trip to Cheshire was not a particularly memorable one for the Ginetta Junior field as just four true racing laps were completed amid a red flag in its sole contest and multiple delays elsewhere.

Rookie Josh Rowledge produced comfortably his best qualifying performance of the season to land pole – his previous highest being fifth – and he kept the lead at the start, while Callum Voisin passed the fast-starting Max Dodds to grab second from fourth on the grid in just over a lap. But the race was then neutralised with Zac Meakin off at Old Hall and, as repairs were needed to

the barriers, a red flag was shown.

This left a four-lap restart and Liam McNeilly was the driver on the move as he quickly dispatched Josh Miller for third and then grabbed the lead out of the chicane when Rowledge and Voisin were delayed battling each other.

McNeilly just stayed ahead throughout the remainder, but the top six were separated by a second at the flag. McNeilly's win gifted the Fox driver the points lead as erstwhile table-topper Seb Hopkins was only eighth.

With no time to run race two, Knockhill is set to feature considerably more Ginetta Junior action as four races are now scheduled.

STEPHEN LICKORISH



WEEKEND WINNERS

MINI CHALLENGE

Race 1 (13 laps) 1 Max Bird; 2 Dan Zelos +2.370s; 3 Jason Lockwood; 4 Max Coates; 5 Oliver Barker; 6 Jim Loukes. **Fastest lap** Zelos 1m32.051s (87.05mph). **Pole** Bird. **Starters** 29.

Race 2 (3 laps) 1 Barker; 2 Sam Weller +0.510s; 3 Zelos; 4 Coates; 5 Lewis Brown; 6 Bird. **FL** Lockwood 1m32.858s (86.29mph). **P** Weller. **S** 29.

Points 1 Zelos 325; 2 Bird 299; 3 Brown 287; 4 Weller 266; 5 Coates 228; 6 Jack Davidson 224.

BRITISH FORMULA 4

Race 1 (all 15 laps) 1 James Hedley; 2 Matthew Rees +0.240s; 3 Joseph Loake; 4 Roman Bilinski; 5 Oliver Gray; 6 Dougie Bolger. **FL** Hedley 1m23.790s (95.63mph). **P** Hedley. **S** 19.

Race 2 1 McKenzie Cresswell; 2 Tasanapol Intraphuvasak +4.959s; 3 Tom Ikin; 4 Abbi Pulling; 5 Joel Granfors; 6 Gray. **FL** Gray 1m24.137s (95.24mph). **P** Ikin. **S** 19.

Race 3 1 Loake; 2 Matias Zagazeta +2.027s; 3 Bilinski; 4 Bolger; 5 Rees; 6 Hedley. **FL** Aiden Neate 1m24.350s (95.00mph). **P** Hedley. **S** 19.

Points 1 Hedley 161; 2 Rees 137; 3 Cresswell 107; 4 Loake 86; 5 Zagazeta 86; 6 Granfors 71.

GINETTA GT4 SUPERCUP

Race 1 (16 laps) 1 Tom Hibbert; 2 Josh Rattican +0.450s; 3 Luke Reade; 4 Reece Somerfield; 5 Steve Roberts; 6 Tom Emson. **FL** Carlito Miracco 1m26.484s (92.65mph). **P** Adam Smalley. **S** 21.

Race 2 (11 laps) 1 Hibbert; 2 Rattican +6.191s; 3 Miracco; 4 Joe Marshall; 5 Somerfield; 6 Smalley. **FL** Roberts 1m27.148s (91.95mph). **P** Hibbert. **S** 21.

Points 1 Hibbert 222; 2 Smalley 186; 3 Rattican 178; 4 Emson 172; 5 Miracco 149; 6 Somerfield 141.

GINETTA JUNIOR

Race 1 (4 laps) 1 Liam McNeilly; 2 Josh Miller +0.223s; 3 Aston Millar; 4 Josh Rowledge; 5 Freddie Tomlinson; 6 Harri Reynolds. **FL** Millar 1m45.388s (76.03mph). **P** Rowledge. **S** 26.

Points 1 McNeilly 214; 2 Seb Hopkins 196; 3 Millar 196; 4 Will Jenkins 195; 5 Miller 177; 6 Tom Edgar 176.

PORSCHE CARRERA CUP GB

Race 1 (18 laps) 1 Lorcan Hanafin; 2 Dan Cammish +0.390s; 3 Will Martin; 4 Lewis Plato; 5 Kiern Jewiss; 6 Harry King. **FL** Hanafin 1m22.475s (97.16mph). **P** Hanafin. **S** 19.

Race 2 (16 laps) 1 Jewiss; 2 Plato +2.000s; 3 Martin; 4 King; 5 Cammish; 6 Josh Malin. **FL** Cammish 1m22.893s (96.67mph). **P** Jewiss. **S** 19.

Points 1 Jewiss 45; 2 Hanafin 44; 3 Cammish 44; 4 Martin 34; 5 Plato 32; 6 King 30.



For full results visit: tsl-timing.com

TOCA SUPPORTS OULTON PARK 31 JULY-1 AUGUST

Hanafin and Jewiss again steal the headlines

PORSCHE CARRERA CUP GB

For the second event in a row, pre-season Porsche Carrera Cup GB title favourites Dan Cammish and Harry King failed to win either race as once again Lorcan Hanafin and Kiern Jewiss underlined their talent with an excellent win apiece.

Hanafin led throughout the opener from pole but it was far from an easy victory for the JTR youngster as he had Cammish in his shadow. The double Redline champion – whose weekend did not get off to the best of starts with him being given a four-point championship deduction following

an investigation of two Brands Hatch incidents – was all over the back of Hanafin but unable to make a move.

Cammish did initially look set to lose his second-placed finish due to a 10-second penalty for being out of position at the start, but he was able to successfully appeal this, arguing he had followed a marshal's instruction.

Further back, Richardson Racing's Will Martin grabbed an impressive podium, while King's progress from seventh on the grid after a disjointed, rain-affected qualifying was limited. He had made two places on the opening lap but found Martin a tougher nut to crack, before

then getting a penalty that demoted him to sixth for a robust move on Jewiss late on.

Jewiss was drawn on pole for the reversed-grid second race and this was an intriguing nail-biter as the top five were together for much of the encounter. But a frustrated Hanafin was not part of this group as a brilliant initial start left him on the outside through Old Hall and onto the grass, where he spun back across the track and collected Will Bratt at Cascades. "I've had three bad race twos now," said Hanafin, who was at least pleased with his qualifying pace – him and Cammish being nearly seven tenths faster than the rest.

With the top five running so close, inevitably there would be some shuffling and it was Cammish who went for a move first. But his attempts to pass Martin at Island and the chicane backfired as King snuck ahead – half on the grass – up Clay Hill. This broke the pack up and Jewiss edged clear, with Lewis Plato just clinging on to second from Martin.

All of that means it is Jewiss who enjoys the narrowest of points leads, with both Hanafin and Cammish a solitary marker behind in what is set to be an intriguing scrap for the rest of the season.

STEPHEN LICKORISH



HOW CARRERA CUP SWITCH IS THE RESET JEWISS NEEDED

Kiern Jewiss's career had been gathering impressive momentum. A late call to race in Ginetta Junior in 2017 did not stop him from challenging for outright glory, finishing fourth overall and as rookie champion. He was then the class of the field in British Formula 4 the following year, a campaign that is remembered for some brilliant overtaking moves at Donington Park and Silverstone, in particular, en route to the title. A graduation to BRDC British F3 for 2019 yielded mixed results but big things were expected of his sophomore season, yet it did not go to plan and Jewiss departed the series mid-year.

After that disappointment, he sought a fresh start and that meant a switch to sportscars and driving for Team Parker Racing in the Porsche Carrera Cup GB. "It's something new and I think that's what I needed," Jewiss admitted. "It's a complete reset – I've got new management, it's a new car, new series."

And that switch is already paying dividends.

Jewiss was a surprise winner on his Carrera Cup debut at Snetterton in June in the partially reversed-grid second contest and matched that feat at Oulton Park last weekend. Even more impressive is the fact, while others have made mistakes and lost vital points, Jewiss has kept calm and he is now the championship leader.

The 911 GT3 Cup machine used in the Carrera Cup has a reputation for taking a while for new drivers to get their head around, particularly one arriving from the very different world of single-seaters. Yet, Jewiss has been in the mix from the off.

But, despite already making a big impact in the series, Jewiss acknowledges there is more performance to come, saying "it's never going to be easy" joining such a competitive championship.

"I've still got lots of work to do," he added. "I just need to try and keep improving session by session. Every race I'm learning something new and I'm building a big bank of experience."

"It's one of the toughest years – Dan Cammish



is back, Harry King is very highly rated, and there's Will Martin, Lewis Plato and Lorcan Hanafin as well. There's six or seven cars that I think are going to be trading wins for the rest of the year."

On the evidence of the opening three events, you can expect Jewiss to be one of those firmly in the mix in this most enthralling of seasons.

STEPHEN LICKORISH



Ford Falcon could not be defeated in the dry, but Minis starred in the wet

Greenhalgh takes ‘hollow’ win after Brands marshal tragedy

BRANDS HATCH BARC
31 JULY-1 AUGUST

Tragedy overshadowed the British Automobile Racing Club meeting at Brands Hatch last weekend when a crash during the opening Pre-’93/Pre-’03 Classic Touring Car race on Saturday contributed to a trackside marshal sustaining fatal injuries (see News).

The incident took place after two cars collided and one was launched into a series of violent rolls before hitting the marshal post along the Brabham Straight. The race was immediately halted and emergency services were on the scene within seconds. The remainder of Saturday’s track activity was cancelled, while a revised timetable was organised for Sunday, with the Pre-’66 Touring Car and Britcar Trophy contests among the highlights.

Former British Touring Car driver Alan Greenhalgh stormed to victory in a dry opening Pre-’66 encounter in his Ford

Falcon, but he admitted his success was “hollow” in the wake of Saturday’s events. Robyn Slater (Ford Anglia) claimed second after powering around the outside of Barry Sime’s Morris Mini Cooper S at Paddock.

Sime, hampered by throttle issues in race one, benefited from a change in weather conditions to take a lights-to-flag win in the second race. Neil Bray came home second on the road in his Austin Mini Cooper, but was later handed a 10-second penalty for a false start. John Davies was the grateful beneficiary in his similar car, taking the runner-up spot in his first race at Brands for 27 years. The damp conditions also helped James Ibbotson take an overall podium finish in his Hillman Imp.

Rain was also falling at the start of the first Britcar Trophy race. The initial stages were dominated by the BMW 1 Series of Kevin Clarke (sharing with Simon Baker) until a suspected electrical glitch caused the car to cut out on the run to Druids on lap 26 of 45. Clarke also overshot his pit seconds later as he came in to have the car checked. Axel van Norderveen, driving solo in his Ginetta G56 GTA, came through to claim the spoils ahead of Mark Lee’s similar G56.

Baker and Clarke bounced back to win race two by almost a lap, as Lee withstood a late challenge from the BMW M3 E46 of Jasver Sapra/Bryan Bransom to seal another runner-up spot.

The sole Pre-’83 Touring Car event was won by Mark Lucock in his Ford Escort Mk1 RS2000 after a fine defensive drive helped him keep the similar machine of multiple category champion Stephen Primett at bay. Poleman Mike Luck (BMW E21 320) recovered from a poor start to make the lead battle a three-way tussle in the closing laps,

but he was forced to settle for third.

Three drivers also battled for victory in the single Junior Saloon event. Harvey Caton, Ruben Hage and series leader Charlie Hand were all in contention for victory when a heavy rain shower soaked the track at Clearways. All three slid wide on the greasy surface on the final tour, but Hage recovered his composure the quickest to defeat Caton on the run to the line.

Gary Prebble (Honda Civic EG) won Sunday’s Pre-’93/Pre-’03 race after gearbox issues sidelined closest rival AJ Owen in his Type R, but it was the words of runner-up Dave Griffin (BMW E36 M3) that summed up a sad weekend. “We are all devastated by what happened yesterday,” he said. “Our thoughts are all with the marshals.”

MARK LIBBETER

WEEKEND WINNERS

PRE-’66 TOURING CARS

Race 1 Alan Greenhalgh (Ford Falcon)

Race 2 Barry Sime (Morris Mini Cooper S)

BRITCAR TROPHY

Race 1 Axel van Norderveen (Ginetta G56 GTA)

Race 2 Simon Baker/Kevin Clarke (BMW 1 Series)

PRE-’83 TOURING CARS

Mark Lucock (Ford Escort)

JUNIOR SALOONS

Ruben Hage

PRE-’93 & PRE-’03 TOURING CARS

Gary Prebble (Honda Civic EG)

JAGUAR SALOONS & BLUE OVAL SALOON SERIES

Races 1 & 2 Malcolm Harding (Ford Escort Mk2 Zakspeed)

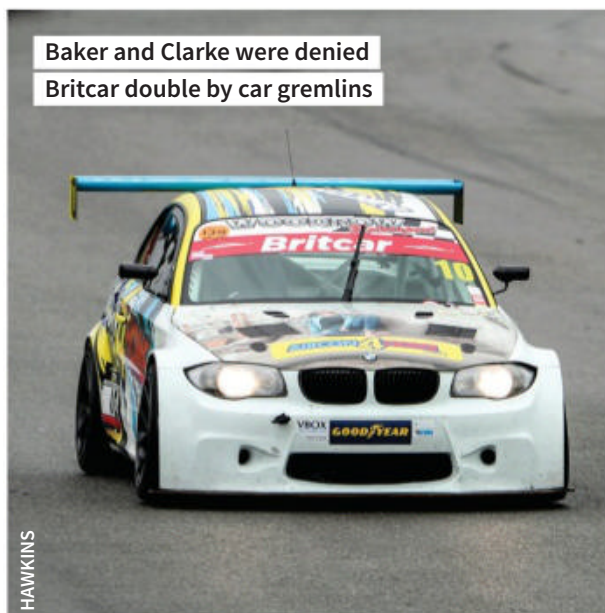
CLASSIC THUNDER

Jason West (BMW E46 M3)

KUMHO BMW

Races 1 & 2 Niall Bradley (E46 M3)

For full results visit: tsl-timing.com



Baker and Clarke were denied Britcar double by car gremlins

HAWKINS

HAWKINS



Hadfield leads Wolfenden at FF1600 start. They shared the two wins

Wolfenden fights for top honours in FF1600

MALLORY PARK
BARC
1 AUGUST

Jack Wolfenden consolidated his advantage at the head of the Northern and Super Classic Formula Ford Championship's Pro class with a victory and a second place at Mallory Park.

It wasn't a day without drama, however. In the opener, Firman driver Wolfenden tracked James Hadfield's Van Diemen at the initial getaway, but the race was halted to recover Richard Ketterman's broken Reynard. Wolfenden made a poor restart, falling behind the venerable Merlyn of Hadfield's father Simon. The Firman and Merlyn made contact on Stebbe Straight, sending Hadfield Sr spinning and other cars off in avoidance, including frontrunner Peter Daly's Van Diemen, which retired.

Wolfenden continued a long way adrift of Hadfield Jr, who eventually won by

seven seconds. Nigel Dolan dived ahead of Paul Mason's Swift at Lake Esses on lap nine of 13 but, when Mason tried to reverse the positions on the final tour, he left the door open for Benjamin Cochran (Van Diemen) and Nick Barnes (Swift) to claim fourth and fifth.

Wolfenden won the second race, driving around the outside of Hadfield Jr at Gerard's Bend on lap six after a similar attempt failed a lap earlier. Cochran passed Dolan for third position at the same corner, with Dolan being shuffled back to sixth at the hairpin. The race ended chaotically, however, with a caution period instigated when Alan Fincham's Van Diemen shed a wheel. A restart was anticipated when the safety car lights went out, but it stayed on track and, in the confusion, Stuart Kestenbaum and Leanne McShane collided, causing a red.

Alex Cursley dominated the opening Hyundai Coupe Cup race, surging to a 7s

victory. A fierce battle raged for second, with Wayne Rockett getting the better of Alistair Dendy – in one of the few Gen3 models on the grid – at Gerard's Bend a couple of tours from the end.

Cursley won again later, adding to his Thruxton double, but this time Rockett applied pressure throughout, finishing less than 1s adrift. Neale Hurren was third, surviving a late threat from Matt Mitter.

It was a somewhat destructive day in the Pickup Truck Racing championship, and points leader Reece Jones didn't avoid the chaos. He was part of a multi-truck shunt at the end of the first lap of race one that ruled him out of the rest of the day's action, while several other competitors ended their race in the Turn 4 guardrail.

After the inevitable stoppage, Dan Petters led the restart but was soon usurped by George Turiccki. The reigning champion was still ahead when red flags flew again, some trucks having been damaged when a tyre used to mark the edge of the track at T4 found its way onto the circuit.

Race two developed into a four-truck lead battle, with Turiccki and Allen Cooper the main combatants. After a couple of changes, Cooper made a crucial move at Turn 3 on lap 21 of 25, with Turiccki's hopes of fighting back thwarted by backmarkers. Mark Willis completed the podium, ahead of Michael Smith.

Pete Sparrow kept up his unbeaten record in this year's 2CV championship. He led the opening race throughout, but took four laps to find his way to the front of the second contest, in which Luca Proietti stole second from Kris Tovey on the final lap.

IAN SOWMAN



Sparrow was in a class of his own in 2CVs, and took another double

Davies edges out Wallace to head standings

SANTA POD
BRITISH DRAG RACING
31 JULY - 1 AUGUST

Round four of the Motorsport UK British Drag Racing Championship produced a second chapter to the Annie Wallace story.

In round three a fortnight earlier, the 22-year-old had won on her championship debut, an unprecedented feat in the Pro Modified class. Her progress seemed charmed, with six straight passes in qualifying and eliminations, each quicker than before, propelling her to victory past the season's points and performance leaders, Kevin Slyfield and Nick Davies.

But last weekend her fortunes abruptly reversed. In Saturday's rain-curtailed qualifying, Wallace veered off-line and grazed the track wall. Wallace delivered a masterful, instinctive handling job to minimise the impact and deploy the parachutes while, back in the pits, the damage proved superficial and the chassis unharmed.

Sunday's eliminations nearly duplicated Wallace's round three triumphs. Again,



her unblown, 14-litre Ford Mustang defeated the supercharged Ford Thunderbird of low qualifier (6.125 seconds) Slyfield in the semi-final, and again she confronted Davies in the final.

This time, just 0.0045s separated them off the line, with Davies ahead. A sharp burst of tyre shake forced Wallace briefly to come off the pedal as Davies's turbocharged Pontiac Firebird surged to victory, clocking low elapsed time and top speed of the meeting at 6.057s (241.58mph).

The win lifts Davies into a slender championship lead over Slyfield, which tees up a compelling title duel over the remaining two rounds. Wallace cannot challenge for the crown, having missed the opening fixtures, but could play a key role in determining its destination. Hopes continue to grow that relaxing COVID-19 travel restrictions might bring an influx of Europe's heavyweights to contest next month's event.

ROBIN JACKSON

Hewson wins inaugural race of Supersport Endurance Cup

SNETTERTON
BRSCC
31 JULY

The British Racing & Sports Car Club introduced its new Supersport Endurance Cup with a 100-minute race at Snetterton last weekend.

The race-long battle for victory was fought between the Porsche Cayman of Steve Hewson and the Lotus Exige Euro Cup R of Stuart Daburn and David Trigg.

While the cars were split by differing strategies brought on by the series' two mandatory three-minute pitstops, a grandstand finish meant Hewson held onto victory by 2.4 seconds, a gap that had been far smaller during the final 20 minutes. Mike Nash took third in his SEAT Supercopa.

A clash at Hamilton between Jack Harding and Sam Smith curtailed the duo's fight for the lead in race one of the Mazda MX-5 Supercup, Harding coming off worse and finishing 10th

as Smith took the win.

Smith acknowledged that he was at fault, and duly received a 10-place grid penalty for race two. An inspired drive from 13th to second followed in soggy conditions, as he chased BC Cars team-mate Richard Amos to the flag, while Harding came home third. Smith took a commanding win in the third race, with Harding holding off Brayden Fletcher for second.

Matthew Fletcher took a pair of victories in the Mazda MX-5 Clubman category, while in the Mazda MX-5 Championship Jack Brewer took two more wins while Brian Trott also took his first of the season.

Fraser Fenwick finished second in race one, only to be excluded for an underweight car. He started at the back of the 30-car grid for race two, but worked his way up to eighth. Fenwick then fought Trott hard for the win in race three, eventually coming home second.

ADAM WELLER

WEEKEND WINNERS

MALLORY PARK

NORTHERN & SUPER CLASSIC FF1600

Race 1 James Hadfield (Van Diemen RF03)

Race 2 Jack Wolfenden (Firman RFR17)

HYUNDAI COUPE CUP

Races 1 & 2 Alex Cursley

PICKUP TRUCKS

Race 1 George Turiccki

Race 2 Allen Cooper

2CVs

Races 1 & 2 Pete Sparrow

SNETTERTON

SUPERSPORT ENDURANCE CUP

Steve Hewson (Porsche Cayman)

MX-5 SUPERCUP

Races 1 & 3 Sam Smith

Race 2 Richard Amos

MX-5 CLUBMAN

Races 1 & 2 Matthew Fletcher

MAZDA MX-5 CHAMPIONSHIP

Races 1 & 2 Jack Brewer

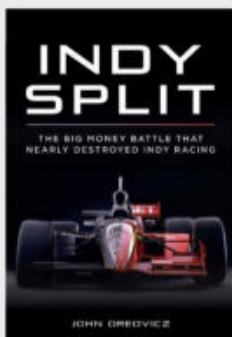
Race 3 Brian Trott

For full results visit: tsl-timing.com



IRL grew away from its original USP as a simplified formula promoting home-grown talent

THE AMERICAN OPEN-WHEELER CIVIL WAR



BOOK
INDY SPLIT
RRP £25

“A civil war and an ugly divorce, all wrapped into one” is an apt way of describing the split between the Indy Racing League and CART in 1996 – the subject of a new book from John Oreovicz.

A topic of huge significance for open-wheel racing in the US, the enormously damaging period has long merited a balanced, well-researched tome, and this passion project from veteran Indianapolis journalist Oreovicz – who spent much of his professional life on the beat – is an excellent work that at times reads as a history of Indycar racing.

While the majority of the 400-page book is naturally devoted to the fallout of Indianapolis Motor Speedway boss Tony George’s decision to establish the breakaway IRL, and the gradual demise of CART without the Indianapolis 500, Oreovicz notes that the true origins of the “fundamental conflict that kept Indycar racing’s collective engine misfiring” lay in the 1945 takeover of IMS by George’s grandfather Tony Hulman.

It was Hulman who created USAC, the sanctioning body that from 1955 organised the Indy 500 and other events, and that became increasingly at odds with team owners as the cars became faster and more expensive. Disgruntled with poor prize pots that didn’t keep step with costs, and USAC’s constant meddling that caused owners to lose faith in both its impartiality and credibility, a white paper (which Oreovicz prints in full) by Dan Gurney prompted the teams to establish a body in the mould of Formula 1’s FOCA. After talks broke

down with USAC, the newly established CART organisation formed its own series of events and, despite needing to go to court to overturn the banning of its six most prominent teams from the 1979 Indy 500, CART reached an uneasy truce with USAC that only deteriorated when George took the keys to IMS in 1989.

Oreovicz surmises the events and introduces all the key players through a concise narrative that draws on archive interview material that allows both sides of the divide to present their respective cases.

As perhaps the individual with the single greatest responsibility for the split – from which “NASCAR was the only real winner,” Oreovicz notes – it would be easy to paint a caricature of George as the ‘bad guy’. But while Oreovicz doesn’t shy away from criticising George’s self-interested motives – he viewed CART’s internationalisation “as a threat to his track and family business” that required action “to protect what he perceived was a dwindling power base” – it’s ultimately left up to the reader whether or not to agree with Gurney’s assessment of the IMS owners as “scoundrels masquerading as saviours”.

The author duly credits George, whose vision for the IRL of a simplified formula that promoted home-grown talent was surpassed as former CART engine manufacturers drove prices up and international drivers filled grids just as before, for his leading role in modernising IMS facilities and endorsing the SAFER barriers, “the most important part” of his legacy.

The same desire for balance applies for the rivalling series. Oreovicz doesn’t hesitate to criticise the “bungled” finish of the 1997 Indy 500, or the “shockingly inept” presentation to assembled media given by George in explaining his decision to uphold the result of the controversial 2002 race (won by IRL



INDYCAR



SUTTON/MOTORSPORT IMAGES

IRL kingpins Tony George (left) and Brian Barnhart

driver Helio Castroneves over vocal IRL critic and CART stalwart Paul Tracy) after “appointing himself judge and jury”.

Yet critically, Oreovicz doesn’t skim over the many problems that led to CART’s exodus of teams and engine manufacturers to the IRL, resulting in a \$92million loss in 2003 and bankruptcy. For while the IRL meddled with the Buick engines in 1996 that favoured its posterchild Tony Stewart, CART was equally culpable in collaborating with Toyota on 2001’s ‘valvegate’, which played a large part in Honda’s defection.

The narrative continues to early 2019, following the Randy Bernard and aerokit eras to the eventual sale of IMS and the series to Roger Penske, with excerpts from prominent figures in the story forming the final 50 pages. For those in the know or wanting to learn more, it is essential reading.

JAMES NEWBOLD

FINISHING STRAIGHT



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



MAUGER/MOTORSPORT IMAGES

OCON’S SENSATIONAL WIN



Formula 1 rides into its summer break on a high after a dramatic Hungarian Grand Prix in which Esteban Ocon seized the moment to score a shock maiden victory. Ariana Bravo is joined by Autosport F1 Reporter Luke Smith and Motorsport Network Director of Digital Strategy Jess McFadyen to discuss all the talking points.

Go to [autosport.com/podcast/](https://www.autosport.com/podcast/)

WHAT’S ON

INTERNATIONAL MOTORSPORT

IndyCar

Round 11/16

Nashville, USA

8 August

TV Live Sky Sports F1, Sun 2230

DTM

Round 3/8

Zolder, Belgium

7-8 August

TV Live BT Sport 1, Sat 1215, BT Sport 3, Sun 1215

IMSA

Round 8/12

Road America, USA

8 August

NASCAR Cup Series

Round 23/36

Watkins Glen, USA

8 August

TV Live Premier Sports 2, Sun 1930

NASCAR Xfinity Series

Round 20/33

Watkins Glen, USA

7 August

Pure ETCR

Round 3/5

Copenhagen, Denmark

7-8 August

TV Live Eurosport, Sat 0645, 0900, 1255, 1605, Sun 1100, 1400

MotoGP

Round 11/18

Red Bull Ring, Austria

8 August

TV Live BT Sport 2, Sun 1230

TV Highlights

BT Sport 2, Sun 1900, ITV4, Mon 2000

UK MOTORSPORT

Silverstone BDC

7 August

Allcomers, BCV8s, BDC Classic Challenge, Ecurie Classic Racing, FISCAR, Handicap, Morgan Challenge, Pre-War

Snetterton MSVR

7-8 August

500cc F3, AMOC, GB3, British GT, Elise Trophy, Ginetta GT5, Ginetta GT Academy

Brands Hatch BRSCC

7-8 August

Caterhams (270R, 310R, Academy, Roadsport, Seven UK), National FF1600, Track Attack, Zero Prototype Cup

Croft BARC

7-8 August

Caterhams (Sigma 135/150, Sigmax), CNC Sports/Saloons, Citroen C1s, Legends, Mini Challenge

Silverstone 750MC

7-8 August

Bernie’s V8s, Bikesports, BMW Car Club, CALM Porsche, Clio 182s, Club Enduro, F1000, FVee, Hot Hatch, MR2s, Roadsports, Type-R Trophy

Knockhill SMRC

8 August

Classic Sports/Saloons, Scottish Fiesta STs, Scottish C1s, Scottish FF1600, Scottish Minis

Anglesey CTA

8 August

Civic Cup, TCT/TCR UK, Time Attack



FROM THE ARCHIVE

Carlos Reutemann (Brabham-Ford BT42) yanks off his gloves as he inspects the burst left-front Goodyear that had brought his race to a close on lap 10 of the 1973 Dutch Grand Prix at

Zandvoort. Reutemann had qualified fifth and was running just outside the points when he was forced to park up. The race was won by Jackie Stewart (Tyrrell-Ford 006), though the event will forever be overshadowed by

the heartbreaking circumstances of March-Ford 731 driver Roger Williamson's fatal accident.

● Autosport remembers Reutemann with F1 contemporary John Watson – go to [autosport.com/podcast](https://www.autosport.com/podcast)



For classic Formula 1 DVDs head to [dukevideo.com/f1](https://www.dukevideo.com/f1)



WHAT COULD HAVE BEEN

When a career-changing move goes begging

JOSE MARIA LOPEZ

For all of Argentina's remarkable history in Formula 1, it has now been 20 years since the country was last represented on the grid. But had the ambitious USF1 team got off the ground in 2010, the baton would have been taken up by Toyota World Endurance Championship ace Jose Maria Lopez.

A rising star in the early 2000s, he had tested F1 cars for two different teams before turning 21, but was dropped by Renault after two indifferent seasons in GP2 and seemingly destined for the career scrapheap. But to his great credit, Lopez adapted quickly to touring car racing and won back-to-back titles in Argentina's TC2000 series in 2008-09, opening an unlikely route to F1.

The addition of three new teams to the grid for 2010 created opportunities for drivers on the fringes to get a foot in the door and, with the help of late Argentinian F1 legend Carlos Reutemann, Lopez (pictured above right with team boss Peter Windsor and then-president of Argentina Cristina Kirchner) succeeded in raising a budget. But USF1 was on unsteady ground and never came close to making the grid. Lopez wasn't informed until February, by which time it was too late to recover the funds and commit to another team.

Lopez maintains that his career wasn't



"I THINK AT THE END, IT WAS BETTER THAT WAY. EVEN IF I DIDN'T GET TO F1, I CAN'T COMPLAIN ABOUT MY CAREER"

hurt by association with the failed team; the biggest cost came to his momentum – he was left with nothing in March 2010, and had to start again from scratch in Argentina. But his efforts paid off with a move to Citroen for the 2014 World Touring Car Championship that yielded three titles on the spin, and subsequently to Toyota in the WEC (left), where he claimed a fourth world title in 2019-20.

His subsequent success means that Lopez takes a philosophical approach to his missed F1 shot, especially given the likelihood that 2010 "would have been a very hard year for me", and many people in his homeland would have expected him to pick up where he'd left off in tin-tops.

"I think at the end, it was better that way," he says. "Even if I didn't get to F1, I can't really complain about my career. For me it would be much worse to know that I had the opportunity and I didn't try. I did everything I could to be in F1 and it didn't happen, but I don't regret it."

JAMES NEWBOLD



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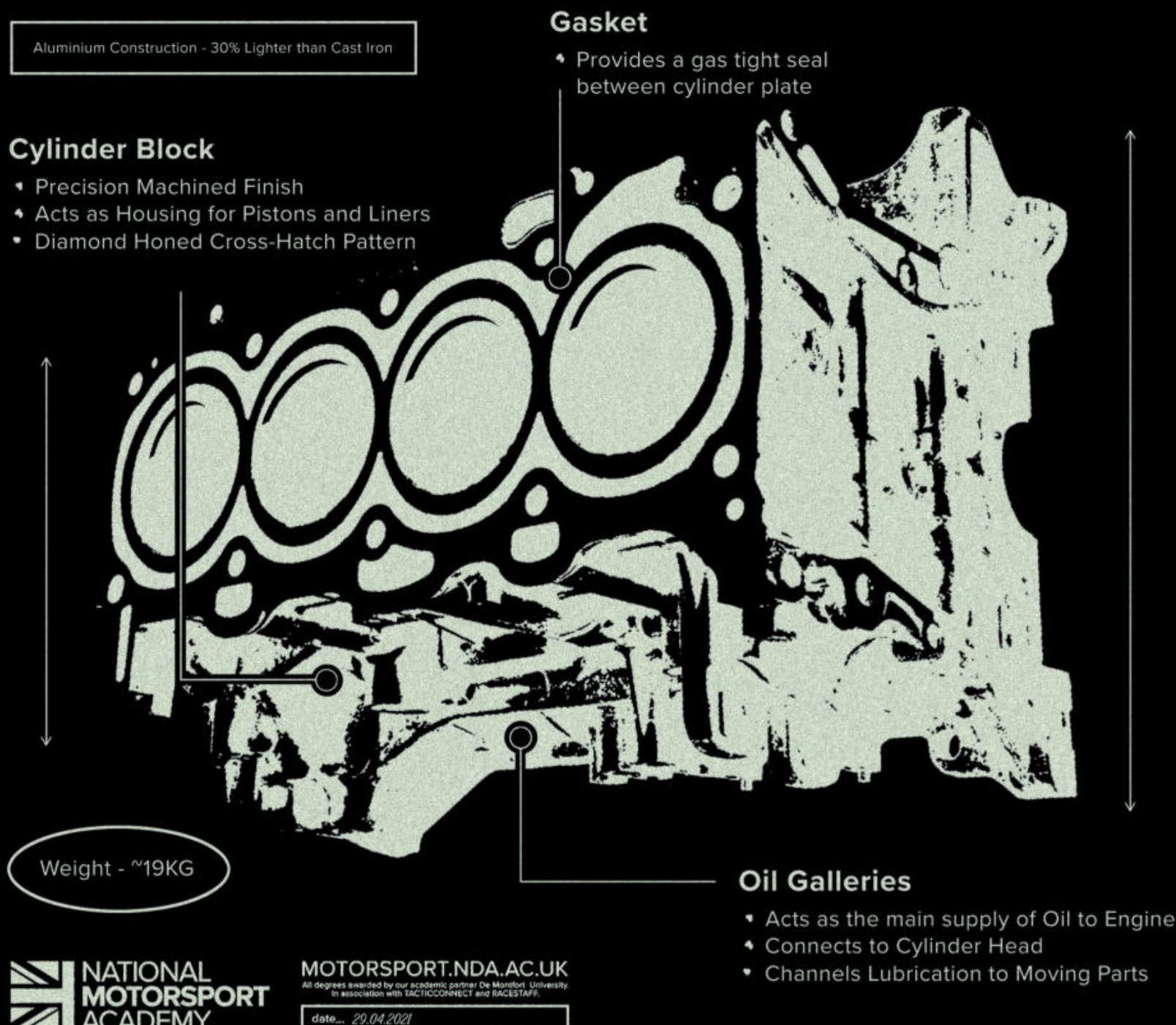


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