

**F1 IN AMERICA  
SPECIAL ISSUE**

**FORMULA E NEW  
GEN3 CAR REVEALED**



# **AUTOSPORT**

BRITAIN'S BEST MOTORSPORT WEEKLY

5 MAY 2022

# HOW F1 ★ ★ ★ CONQUERED AMERICA ★ ★

**The story of going  
from the 2005  
debacle to three  
US GPs for 2023**

**Behind the scenes  
at the new  
Miami track**

**'It's amazing  
to see that we've  
finally cracked it'**

**LEWIS  
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# A new chapter for Formula 1 in the United States begins

Formula 1 has had a tumultuous time in the United States. Although Watkins Glen and Long Beach were successful venues, it was difficult for F1 to make a deep, lasting impression in a country with so much high-level domestic competition. And there have been silly misfires, such as the 2005 farce when only six cars started at Indianapolis.

But now F1 really does seem to have cracked America. As Matt Kew shows in our special on page 16, various factors have contrived to make that happen, with two new races and the attempts by the Andretti team to join the championship showing how far F1 has come.

It's difficult to know exactly what to expect for the new Miami Grand Prix this weekend, which is not necessarily a bad thing. Interest is high and Charles Bradley recently went behind the scenes to find out how the designers and organisers overcame various challenges to provide what they hope will be an exciting race (p24).

Rumours of upgrades for Ferrari and Mercedes add to the intrigue. For Ferrari, the next few races will be key in responding to Red Bull, while Mercedes is still looking to unlock the W13's potential, just as Lewis Hamilton helped McLaren do with its MP4-24 in 2009 (p14).

• It's time we asked for your opinion of Autosport magazine. Please turn to p76 and take our survey to let us know what you like, what you don't like – and what interests you most about motorsport.



*Kevin Turner*

**Kevin Turner**  
Chief Editor

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**NEXT WEEK  
12 MAY**

**Miami GP report**

Who will come out on top  
at F1's latest new venue?  
We'll be there



**Cover images**

Matthew Fiveash;  
Formula E

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# PIT + PADDOCK



## Formula E bids for bullseye with Gen3

### FORMULA E

Formula E has unwrapped its striking new Gen3 machine, which will be raced from the 2022-23 season, in an event at last weekend's Monaco E-Prix round.

A stylistic departure from the venerable Gen2 car, the dart-shaped Gen3 features a number of new mod cons within its 'fighter-jet inspired' design, and its accompanying technical facts and figures are impressive. The car is powered by a 350kW motor, and Formula E estimates that it can yield speeds of up to 200mph – although it's unlikely we'll see that velocity on track. The seven manufacturers on board for next year will be obliged to produce that motor.

At the front, Formula E has introduced a standard 250kW motor that only features for regenerative purposes – that's 600kW of regenerative potential that drivers will have available to them. Even with that additional motor, the Gen3 car is 60kg lighter than its predecessor, with a smaller battery and no rear brakes on board, using the rear motor for stopping power at the back. It's estimated that 40% of the energy used in the races will come from regenerated energy, up from around 25-30% for Gen2.

The revised aerodynamics now do away with the wheel arches used in Gen2, and in their place comes a slightly more complex front wing. There's still no conventional rear wing, with two tailfins instead filling the space. Regardless, the car has, according to development driver Benoit Treluyer,



more downforce than its predecessor.

Formula E has had to blend its performance targets with its focus on developing a sustainable car. A fair chunk of the new Formula E car is recyclable, including the bodywork, battery and tyres. New tyre supplier Hankook will use natural rubber and recycled fibres in its tyres, and Formula E has promised that they will be fully recycled after each race. The all-weather construction remains in place.

Beyond that, the new batteries supplied by Williams Advanced Engineering feature materials specifically selected to have some degree of post-life reusability. If the materials inside can be recycled and repurposed with minimal harm to the environment, then it's a worthy step to take.



The Gen3 bodywork's composite lay-ups now feature alternative fibres such as linen, and repurposed bits of 'waste' Gen2 bodywork, cutting the overall emissions involved in producing car parts.

Chief engineer Alessandra Ciliberti explained that it was imperative that the car was not made too heavy with the sustainability targets, but that the Gen3 package could yield a considerable upswing in general eco-friendliness. "We're making a step change and many areas such as performance, weight, sustainability, efficiency, everything has been thoroughly worked on this car, and especially the performance is massively increased compared to the Gen2," explained Ciliberti.

"We're trying to do our best in meeting



New machine  
was unveiled  
at Monaco  
Yacht Club



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IMAGES

## dart car

requests, while still keeping in mind the technical target. So what you don't want is to make this car too heavy, you don't want the car to lose any of the technical and performance criteria that you have set in the technical brief.

"The main challenges were around making this car lighter while adding parts. We could reduce the weight of each and every component. The monocoque is much safer but smaller; the battery is outputting and retaining a lot more power, but smaller and lighter. Thanks to that the wheelbase is shorter, and the car is more agile overall."

### TVR WEIGHS UP SERIES ENTRY

British sportscar marque TVR is evaluating an FE entry, following its announcement of a collaboration with the championship at the Monaco and London E-Prixes.

As part of its return to producing cars with an all-new Griffith model (a collaboration with famed F1 designer Gordon Murray) set for production in 2024, TVR plans to introduce an electric variant in 2025 as its first step into EVs. TVR was involved in last week's talks between FE's manufacturers over the direction of the Gen4 car.

"As a sportscar company, we need to be in racing; all sportscar companies need to prove their mettle," TVR chairman Les Edgar explained. "And the pressure that racing at the level that Formula E brings ensures that you're at an optimal position with your manufacturing processes."

JAKE BOXALL-LEGGE

# F1 entry is last chance in a decade for Porsche, Audi

## FORMULA 1

Volkswagen says that the planned Formula 1 entries for its Porsche and Audi marques in 2026 will be the "last chance" for a decade as it edges closer to announcing its entry.

The VW Group confirmed last month that it would only give the final green light to entering F1 with Porsche and Audi once the new engine regulations, set to come into force in 2026, are finalised by the FIA.

Porsche is widely expected to link up with Red Bull in 2026 when the next generation of power units comes into force. Red Bull previously worked with Honda as its works supplier, but has since formed its own powertrains division following the Japanese manufacturer's exit from F1. Audi has been linked with a number of teams including McLaren, Williams and Aston Martin.

VW Group CEO Herbert Diess revealed earlier this week how advanced plans have become, noting the growth of F1 across the world and saying that the series is "where the impact is greatest" within motorsport.

"You can't catch up on that when you join a new team: you need five or 10 years to be among the frontrunners," said Diess in a video broadcast to residents of Wolfsburg, where the VW Group is based. "In other words, you can only get on board if you have a major rule change. That's coming now, and it will also come in the direction of 2026, when the engines will be electrified to a much greater extent, including with synthetic fuels. That means you need a new



Diess says motorsport  
impact is greatest in F1

VOLKSWAGEN AG

engine development and you need three or four years to develop a new engine.

"That means you can decide now to do Formula 1 – or then probably not again for 10 years. And our two premium brands think that's the right thing to do, and are prioritising it."

Diess confirmed that Porsche's F1 plans are more "concrete" than those of Audi, and made clear that the VW name would not be associated with the entries and that it "doesn't fit".

Diess did acknowledge that not all of the VW Group's supervisory board was fully supportive of the plans to enter F1 at a time when the automotive industry is continuing to shift towards electrification. But he felt that the growth of F1 and the marketing strength it would lend the Porsche and Audi marques made it a sensible move. "There are good arguments that say Formula 1 will grow, even in the future," he said. "Why should you restrict [the marques] if they then deliver more money?"

LUKE SMITH, JONATHAN NOBLE  
& CHRISTIAN NIMMERVOLL

Porsche was an F1 constructor  
when Dan Gurney won the  
1962 French GP at Rouen



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# Six-sprint plan hits FIA cash-demand rocks

## FORMULA 1

Formula 1's plans to increase the number of sprint races from three to six in 2023 have hit a roadblock after the FIA prevented the vote going through, sources have revealed.

At a meeting of the F1 Commission in London last week, plans by F1 owner Liberty Media to increase the number of sprint events met little resistance from teams. When the matter came down to getting the majority support it needed, the unanimous backing from the competitors and FOM was not enough to push it through because the FIA did not support the plan in its current guise.

For the sprint expansion to

take place, it needed what is known as a 'simple majority' of 25 votes from the 30 on offer between the teams (10), the FIA (10) and FOM (10). With only the teams and F1 in agreement, the FIA's resistance meant the proposal has failed for now.

Sources have indicated that FIA president Mohammed Ben Sulayem, who chaired the meeting, told participants that he was only willing to go ahead with more sprints if a financial contribution was made to the governing body.

While his stance prompted some anger within the room, with one source suggesting it was motivated by 'greed', the FIA did later agree that it would investigate what impact the extra sprints have upon its personnel before



Ben Sulayem with  
F1 chief Domenicali

TEE/MOTORSPORT IMAGES

reconsidering the matter.

In a statement issued by the FIA, the governing body said: "With the first of three sprint events of the 2022 season popular with fans and stakeholders at the Emilia Romagna Grand Prix, Formula 1 and the teams were supportive of an extension to six sprint events for the 2023

season, running with the same format as in 2022.

"While supporting the principle of an increased number of sprint events, the FIA is still evaluating the impact of this proposal on its trackside operations and personnel, and will provide its feedback to the Commission."

**JONATHAN NOBLE**

# Alpine hits BoP slope after its Sebring success

## WEC

Alpine's grandfathered LMP1 car has been pegged back for this weekend's World Endurance Championship round at Spa after its victory in March at the Sebring 1000 Miles. The Gibson-engined A480 will run with a reduction of 20kW (26bhp) from the series opener.

The revised Balance of Performance for the ORECA design, which started life as the Rebellion R-13, comes after it largely dominated round one of the championship with Nicolas Lapierre, Matthieu Vaxivière and André Negrão. The car was approximately a second clear of the Toyota and Glickenhaus Le Mans Hypercars during the race at the Sebring International Raceway.

Toyota drew back from criticism of the BoP for Sebring, but suggested that the system used by the rulemakers – the FIA and the Automobile Club de l'Ouest – may not have correctly modelled the unique nature of the American airfield circuit.

The revised power output for the Alpine



JEP/MOTORSPORT IMAGES

is the only change to the BoP in the Hypercar class for the Spa 6 Hours on Saturday. That means that the minimum deployment speed of the Toyota GR010 HYBRID's front-axle energy retrieval system is again 190km/h (118mph), which is an increase on the 120km/h and 150km/h in the dry and wet respectively allowed last year when this figure was part of the technical regulations rather than the BoP.

Toyota team principal and driver Kamui Kobayashi is confident that the Japanese manufacturer will be more competitive than at the 2022 WEC opener.

"We expect to be fighting at the front and

everyone is fully committed to get our first win of the season," said the Japanese, who failed to score points at Sebring after Jose Maria Lopez crashed the car they share with Mike Conway out of the race. Since Sebring, which was a disappointing result for us, the whole team has pushed hard to improve by working together with the drivers, particularly at our test in Portimao earlier this month.

"We worked on some things for Spa as well, which should suit our car better than Sebring, where the bumps had a big impact on car balance and performance."

**GARY WATKINS**





**GT3** Lamborghini has taken the wraps off the second evolution of its Huracan GT3 to be released to customers in time for the 2023 season. The EVO2 follows the first update of the car introduced for 2019, and arrives one year after sister marque Audi's R8 LMS GT3 Evo II. The revisions include a new aero concept based on the styling of the new Huracan STO, and the car is distinguished from its predecessor by a roof-mounted engine air-intake snorkel. Existing Huracan GT3 Evos can be upgraded to the latest specification. Deliveries will start in the second half of this year. **Photograph by Lamborghini**

## Suzuki wants out, but Dorna is resisting

### MOTOGP

Suzuki wants to make a shock departure from MotoGP at the end of the 2022 season in an unexpected twist to this year's 'silly-season' talks, but series owner Dorna Sports has put up a barrier to its exit.

The Japanese manufacturer informed its race team during Monday's test at Jerez following last weekend's Spanish Grand Prix of its decision to leave the series. At the time Autosport went to press, Suzuki had yet to confirm the news, but Dorna

issued its own statement saying no decision to quit can be taken unilaterally since Suzuki is bound to a five-year contract that began this year.

Suzuki last quit MotoGP at the end of 2011, having been active in the series as a factory team since 1974. It cited financial reasons as it felt the effects of the global economic recession that struck in 2008.

Should Dorna agree to let Suzuki quit, it says it has "high levels" of interest from independent teams and "official factories" about joining



MotoGP, and that interest was reconfirmed between Autosport first running the story online and Dorna's statement. It is unclear who these parties are.

Joan Mir (above), the 2020

MotoGP champion, is now set to replace Pol Espargaro at Honda next season, while the future of three-time race winner Alex Rins is uncertain.

**LEWIS DUNCAN**

**AUTOSPORT**

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# Porsche to support LMDh privateer efforts



Porsche has continued its LMDh development with testing at Spa

## WEC/IMSA

Porsche is aiming to have four privateer LMDh cars racing alongside its Penske-run factory machines in the World Endurance Championship and IMSA SportsCar Championship in 2023. The German manufacturer has set a maximum of two privateer cars per series for its inaugural season with the hybrid prototype.

The sale of cars to independent teams was billed as part of the LMDh programme from the beginning, and Porsche has stuck to its word of making cars available in year one. It has revealed that negotiations are already in place with potential customers, but has stressed that no deals have been done.

“It could be up to two in each series,” said new Porsche Motorsport boss Thomas Laudenbach. “We are saying that that is the maximum and we can’t do more than that. One thing is clear: it is not about selling as many cars as we can. That’s not our goal. With such a high-level prototype, if we sell a car to a race team, first of all it is important that the team is at a certain level to handle it and then that we can support them. We want to make sure they have everything to be competitive.”

Urs Kuratle, director of the LMDh project at Porsche, explained that it wouldn’t necessarily be one two-car team running the cars in each series. “It could be two

teams, with one car each, in both WEC and IMSA,” he said. “We have had some good talks with customers, but nothing is signed yet. Yes we are in contact with potential customers, but there are not 10 teams in line for a car like this.”

Laudenbach suggested that the number of Porsche LMDhs on the grid could grow in subsequent years of the programme. “With another season we can build in more support capacity,” he said. “We will have learned more about the car and more about working with customers. If we have one or two cars more later on, that will be fine.”

A price for the Porsche LMDh has yet to be made public.

**GARY WATKINS**

## ...but is cautious on four-car LM attack for 2023

### LE MANS 24 HOURS

Porsche has played down the chances of bringing the North American arm of its Penske-run LMDh factory team to next year’s Le Mans 24 Hours to bolster its World Endurance Championship squad.

The marque has suggested that it will be too soon in the programme with the new hybrid prototype to mount a four-car factory assault on

the double-points round of the WEC. But Porsche Motorsport boss Thomas Laudenbach stressed that no decision had been made on bringing the branch of the new Porsche Penske Motorsport operation that will contest the IMSA SportsCar Championship to Le Mans in June.

Asked if it was a possibility, Laudenbach told Autosport: “That would be great, but I am not sure if will

happen. If it is possible we will consider it; personally I would prefer to do so because it increases your chances.”

Porsche Penske Motorsport managing director Jonathan Diuguid (right) said that the new operation set up to mastermind twin assaults on the WEC and IMSA would not opt for “quantity over quality”, and promised “a focused approach”.

**GARY WATKINS**





## IN THE HEADLINES

## ELLIOTT WINS IN DOVER

Chase Elliott finally joined his Hendrick Motorsports team-mates with a trip to Victory Lane this season when he won Monday's rain-delayed NASCAR Cup Series race at Dover. Elliott, who has led the standings the past six weeks, had yet to win a race in 2022. He powered past Ross Chastain for the lead on a restart with 53 laps to go and held off Ricky Stenhouse Jr. Chastain finished third ahead of Christopher Bell and Alex Bowman.

## POWELL IN A HARD PLACE

Reigning British Endurance Series champion Will Powell will contest the remainder of the British Touring Car Championship in a Team Hard Cupra. The 37-year-old, who tested with Hard last summer, replaces Jack Goff, who split with the squad on the eve of the season opener. Powell won the BES in a McLaren 650S GT3, gave the Brabham BT62 its competition debut, and has also raced in TCR machinery.

## OPTIMUM PERFORMANCE

Optimum Motorsport McLaren pair Joe Osborne and Nick Moss kicked off the International GT Open season with a pair of second places at Estoril. Moss was leading the first race after Osborne's opening stint when he was passed for victory by Benja Hites in an Oregon Team Lamborghini, which had been started by ex-single-seater star Leonardo Pulcini. In the second race, Pulcini and Osborne climbed through the field after the pitstops to repeat the result of Saturday's contest.

## HAMLIN IN HOT WATER

NASCAR star Denny Hamlin has been ordered to undergo sensitivity training following a tweet directed at Asian-American Kyle Larson after the recent Talladega round. He tweeted a clip from *Family Guy* mocking Asian drivers, spliced with footage from the final lap at Talladega when Larson collided with Kurt Busch, who drives for Hamlin's team. Ironically, Larson was censured for a racial slur in 2020.



## Aitken set for Le Mans debut

### LE MANS 24 HOURS

Jack Aitken is set to add the Le Mans 24 Hours to his already busy schedule of sportscar racing in 2022. The Briton, who is again Formula 1 reserve for Williams, is looking certain to drive for the Algarve Pro LMP2 squad at the double-points round of the World Endurance Championship in June.

The 26-year-old is on course to share an ORECA-Gibson 07 entered in the P2 pro-am sub-class with Sophia Florsch and John Falb in a deal that could be confirmed imminently. The outing would be in addition to his commitments in P2 in the European Le Mans Series with the TF Sport-run Team Turkey squad and assaults on the GT World Challenge Europe Endurance Cup and ADAC GT Masters with the Emil Frey Lamborghini operation.

"This has happened quite quickly and we are planning that it is all going ahead, but we still need to cross the 't's and dot the 'i's," said Aitken.

"I wasn't really looking at Le Mans

this year, because it's early days in my LMP2 career and teams want drivers with experience. But the chance has come up and I'm really excited about it: Le Mans has been on my bucket list since I started racing, and if it happens I'll be extremely happy with the race being back to its full pomp and glory with a proper crowd."

Aitken first tested for APR late last year and was out again with the team in an ORECA at Monza last week.

Come Ledogar, part of the Le Mans-winning GTE Pro line-up at the AF Corse factory Ferrari squad last year, will return to the 24 Hours under the banner of Inception Racing in 2022. The Frenchman will race the British entrant's GTE Am-class Ferrari 488 GTE Evo, which will be run by Garage 59 together with AF, alongside Alexander West and Marvin Klein, winner of last year's French Porsche Carrera Cup. Davide Rigon and Daniel Serra have been confirmed as the two third drivers for the pair of AF Corse-run factory Ferrari 488 GTE Evos.

**GARY WATKINS**

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## Late deal keeps Huff in Cupra

### WORLD TOURING CAR CUP

Former World Touring Car champion Rob Huff will remain with Cupra squad Zengo Motorsport this season, with the Hungarian team the last to confirm its driver line-up for 2022 on the eve of this weekend's season opener on the streets of Pau.

Huff, 42, spearheads a slimmed-down two-car line-up for Zengo. Off has gone former Cupra protege Mikel Azcona, the Spanish talent lured away by Hyundai. Out is SEAT/Cupra veteran and marque ambassador Jordi Gene, who will focus his competition activities this season on the WTCR's sister electric series, the FIA ETCR World Cup. That leaves Huff's team-mate as Daniel Nagy. Remarkably, the Hungarian is the only driver among the 17 full-season entries not to have won a race at World

Touring Car level (see table below left).

After a tough WTCR return in 2021, Huff took honours at the Sochi finale, following Azcona's win in the opening race. "There's the age-old saying that you're only good as your last race and we won both of them," said Huff. "With Zengo we're both old enough and wise enough with enough experience to know that it's going to be a difficult start to the season because things have come together quite late on the surface, but there's nothing that's out of our reach."

"We're confident with the car we have, we're confident with the ability we have altogether, and it's our job to put everything we can into the first race and go from there."

Meanwhile, the arguably even higher-calibre field in ETCR, which also begins this weekend in Pau, was bolstered even further with the news that 2012 DTM champion Bruno Spengler will line up for the Romeo Ferraris Alfa Romeo team. "I had experience as a test driver in Formula E, discovering the potential of this technology, but the race sensations it offers are something completely different," said the Canadian long-time BMW loyalist (below). Giovanni Venturini completes the squad alongside Maxime Martin and Luca Filippi.

### ➔ P32 HONDA'S WTCR ATTACK



ROMEO FERRARIS

### WTCR FIELD TOTAL WORLD TOURING CAR WINS

DRIVER	WINS
Yvan Muller	56 (2006-20)
Rob Huff	32 (2006-21)
Norbert Michelisz	15 (2010-21)
Tiago Monteiro	13 (2008-21)
Esteban Guerrieri	13 (2017-20)
Thed Bjork	11 (2016-20)
Yann Ehrlacher	8 (2017-21)
Mehdi Bennani	7 (2014-18)
Tom Coronel	7 (2008-20)
Nestor Girolami	6 (2017-21)
Santiago Urrutia	3 (2020-21)
Ma Qing Hua	3 (2014-19)
Mikel Azcona	3 (2019-21)
Attila Tassi	1 (2021)
Gilles Magnus	1 (2021)
Nathanael Berthon	1 (2020)
Daniel Nagy	0



MOTORSPORT IMAGES

## PETER GAYDON 1941-2022

### OBITUARY

Peter Gaydon, who died recently aged 80, was a highly capable racer who became better known for his other roles within the sport.

Gaydon began racing in 1964, claiming a class title in the inaugural Clubmans series, and continued in sportscars before stepping into Formula 3 in 1967. He showed enough promise to win a prestigious Grovewood Award, but lack of funds meant he did not graduate properly to F2 until 1970, taking a best result of seventh at Hockenheim in a Gerard Racing Brabham. He then returned to sportscars, racing Martin and Chevron machinery in the early 1970s.

Gaydon had already set up Motor Race Consultants with Paul Watson in the 1960s, to help with drivers' admin as they attempted to race across Europe, as well as organising non-championship F1 and F2 races in Europe and South America. They were joined by the late Barry Bland, under whose charge MRC became famed as the coordinator of the Macau Grand Prix.

A charming and highly articulate man with a long stream of racing stories, Gaydon served as a director of the British Racing Drivers' Club, and from 1997-99 had responsibility for running the British Grand Prix. He also held the role of managing director at Donington Park and, later, Croft.

MARCUS SIMMONS





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# Why Miami is key for Ferrari

*A brand new grand prix in the USA stirs excitement and anticipation like no other. It will also reveal whether the Maranello updates are enough to peg back Red Bull*

ALEX KALINAUCKAS

**I**t's finally here – Formula 1 is heading to Miami. As you're reading this, paddock personnel will be settling into the newly erected facilities at the Miami International Autodrome, built around the Hard Rock stadium in Miami Gardens. Lewis Hamilton will have played golf with NFL legend Tom Brady. Social media will still be mystifyingly confused/amused (delete as appropriate) by the track's simulated marina and the encased boats within.

It would be a fair appraisal to state that this is the most eagerly awaited new F1 race for 10 years – after Austin joined the party back in 2012. That's no disrespect to the five other new tracks that appeared on the calendar in that time. Or to the others that returned or stepped in with a new name (and in the case of Bahrain, used an alternative layout) to get in completed seasons during the difficulties posed by the pandemic. This time, though, there's no new suggestion of sportwashing – beyond noting that every country F1 visits, including the USA, can be accused of failing on specific moral standards. But there's also an air of excitement surrounding this race, one that hasn't, really, been felt since the Circuit of The Americas held its first event.

There's just something different about America. Its business potential is clear for any industry. And F1 hasn't always been able to secure long-term interest from the country, with all the financial and exposure benefits it can grant. With a third US race coming next

**“With a third US race coming next year, it can be safely said that F1 has cracked America”**

year when Las Vegas takes the mantle of ‘most-eagerly awaited’, it can be safely said that F1 has cracked America.

And so the championship's attention, plus that of thousands of new fans, will soon turn to Miami's racing spectacle and the first F1 contest at a new US venue for 10 years. Back then, the inaugural Texas event was hailed as a successful return point for F1 in the US. It's worth recalling now when considering what kind of race the championship might get for the latest chapter of 2022's Ferrari versus Red Bull title battle. In 2012, the same squads were centre stage as Sebastian Vettel and Fernando Alonso duelled for the title, although Red Bull was commandingly clear in the constructors' standings. The race was a cracker, with Autosport's report noting: “Formula 1 was back in the land it should never have left.”

The F1 organisation – a keen enhancer of the hype surrounding

the Miami event – will hope for repeated scenes this weekend. Then, the extremely fragile nature of the era's Pirelli rubber created close racing across the field at CoTA. But tyres – inevitably, F1 hasn't changed *that* much in a decade – are going to be key to the outcome of this new event too. Their expected performance also ties into one of the chief storylines of the season so far.

The 3.36-mile Miami track bears considerable similarities to the high-speed, walled ‘street track’ (both are purpose-built circuits) layout used in Jeddah. There in March, Max Verstappen defeated Charles Leclerc by using the superior top speed of his RB18's lower-downforce, lower-drag configuration to make the crucial DRS-assisted pass. Back in 2012, end-of-straight speed was a Red Bull weakness, which led to Vettel's eventual defeat against the relentlessly charging Hamilton, aiming to end his McLaren days with one final famous triumph. That was after encountering Narain Karthikeyan's HRT at an inopportune place, allowing the McLaren to get within DRS range and then into the lead – the overtaking aid, which will be useable at three zones around the Miami track, as much maligned and discussed these days as it was back then...

But Ferrari is set to bring a more “efficient” downforce package to Miami, says team boss Mattia Binotto, to engage Red Bull's own skinnier and svelter rear-wing arrangement. This gave Verstappen superior straightline speed in Jeddah, but not at the cost of greater tyre wear – as Ferrari had incorrectly anticipated.

Pirelli reckons the new Miami surface will offer good grip from the off as it has been jet-washed recently. Tyre wear is expected to be pretty moderate this weekend. That, plus Pirelli opting for what its motorsport boss Mario Isola calls a “conservative” selection of the C2-C4 compounds, should edge Ferrari and Red Bull towards their lowest-drag set-ups. But the key test will be how best their respective drivers can keep the rubber alive through the technical sequence from Turns 11-16, an area with slower, twisting corners that differs significantly from anything on offer in Jeddah.

Ferrari was undone by unexpected graining at Imola, as Red Bull was the race before in Melbourne. The low-drag versus tyre-management requirements in Miami may well be the key difference in the victory fight if – and that's a big if – Ferrari's updates can indeed negate Red Bull's previous top-speed edge.

Ferrari's Miami update is not set to be a definitive overhaul of the F1-75, which has so far been largely the same as it was in testing. How the Italian team matches Red Bull's development (already showing fine results with the lighter, better RB18 on display last time out in Italy) is another of 2022's main storylines. The progress it has made in tackling Red Bull's speed advantage will be a key factor in the outcome of F1's latest (re)birth in the USA. 🏁

➔ P16 F1 IN THE US SPECIAL





# The point he doesn't have to prove

*Lewis Hamilton's struggles with the W13 will be one of the defining stories of 2022. But don't make the mistake of thinking it's the first time he's not had the best car*

KEVIN TURNER

**“Y**ou do everything you can to prepare for the season better than you did the previous year when you were leading the points table, and you had the package to challenge for the world championship. Then you arrive and there's nothing you can do.” Those words are Lewis Hamilton's, but they aren't about the Mercedes W13 and the 2022 Formula 1 rules reset. They are from 2009, when McLaren's MP4-24 initially missed the mark under new aero regulations.

Hamilton's struggles in 2022 have led to some to suggest that it's the first time he has not had the best car. As Hamilton has pointed out, this is nonsense. Leaving to one side the fact that most of motorsport's greats spend large portions of their careers in the best cars — top teams hire top drivers — it's easy to forget some of the challenges Hamilton faced between jumping into F1 with one of the leading cars and his domination with Mercedes.

In 2010, McLaren had the third-fastest car in F1. The MP4-26 was second quickest in 2011 but was a significant margin behind the pacesetter Red Bull. The 2012 McLaren was arguably fast enough to challenge and Hamilton won four grands prix, but the MP4-27 wasn't reliable enough, while the 2013 Mercedes tended to eat its tyres in races and was second-fastest to the Red Bull RB8.

Even during Mercedes' turbo-hybrid domination, there were times when it was not the best. Ferrari's package generally had the upper hand for the first two thirds of 2018 and Hamilton made the

## “Hamilton could yet write another remarkable chapter by helping Mercedes bounce back”

difference on several occasions, including his brilliant German and Italian GP wins. And last year Mercedes was on the back foot after the rule tweaks hampered its low-rake concept. A combination of factors created a tighter 2021 title fight than there should have been, but one of them was Hamilton — both on track and behind the scenes as he pushed the team to find more performance.

The 2009 McLaren, though, is the most obvious time Hamilton has been hampered by his machinery. Unlike the cars above, it was genuinely bad. Some still don't believe the double-diffuser concept should have been allowed, but it was. McLaren missed it and started 2009 with a significant downforce deficit. Hamilton qualified 15th for the season-opener in Australia and started 18th thanks to a replacement gearbox penalty. He took a lucky fourth on the road, only to be disqualified following controversy concerning swapping

places with Jarno Trulli's Toyota during a safety car period.

Thereafter, Hamilton qualified outside the top 10 six times in the first half of the season and finished in the points (then awarded to the top eight) on only three occasions in the first eight rounds.

“There's nothing you can do but try to will your team on and encourage improvement,” continued Hamilton in his piece for the *The Official Formula 1 Season Review 2009*. “You have to find the inspiration for yourself, pull yourself back up somehow. I think we all had our doubts at some stage or other.”

McLaren got its double diffuser working properly at the German GP (round nine of 17). The upgraded MP4-24 sported a new front wing, engine cover, floor, diffuser and sidepods. Hamilton became a consistent top-five contender. His championship chances had long gone, but he took fine wins in Hungary and Singapore, and scored three other podiums. Hamilton also learned a lesson, one that Max Verstappen seemed to get in 2018 and Charles Leclerc (hopefully) has just got at Ferrari: when not to overreach. A charging Hamilton was chasing Jenson Button's second-placed Brawn in the Italian GP when he ran wide out of Lesmo 1, spun across the track and crashed...

“I learned how hard I can push and also how hard I can't push,” said Hamilton at the end of the year. “At Monza I learned not to push 110% on the last lap of the race!”

Of course, there are several key differences between the situation Hamilton finds himself in now from 2009. One is the cost cap and windtunnel restrictions Mercedes faces. Another is the stage of his career. While his extra experience should help, it must be harder to stay motivated as a 37-year-old seven-time world champion than a 24-year-old one-time champion near the start of his F1 journey.

And then there's his team-mate. Heikki Kovalainen rarely looked a threat, but George Russell is touted as one of the next greats. It's almost inevitable that Russell will surpass Hamilton; that always happens eventually with young challengers to the established aces. How soon the crossover happens will depend on a number of factors, including Hamilton's own motivation, which may in turn rely on how quickly Mercedes can recover.

Hamilton concluded his 2009 account with: “My dream is to have a competitive car each year and become a better racing driver year by year, and win more and more races and more and more championships.” It's hard to deny that he's achieved those goals.

Hamilton could yet write another remarkable chapter by helping Mercedes bounce back and by joining Verstappen and Leclerc (and Russell) at the front of the field. Or Mercedes' woes may prove to be one challenge too many, heralding retirement. Either way, this shouldn't be regarded as the defining moment of Hamilton's career. He has already been tested many times and passed those tests — including showing he can succeed when the machinery doesn't want to play ball. 🏆





# Making a switch to the world stage

*The up-and-coming sportscar racer looks back at the valuable experience garnered in the USA and relishes the challenge of sharing a Porsche in the WEC*

SEB PRIAULX

**L**ast year in the Porsche Carrera Cup North America was a good learning curve for me. It was my first time driving a Porsche GT3 Cup car, it's a phenomenal car to drive but very different compared to the front-engined cars that I'm used to. I loved it. It really requires precision, keeping it on the edge because the Porsche really likes that.

I won the championship, but not only that, I qualified on pole for nearly every race. It really taught me how to push in a Porsche and to race close. It was like Ginettas, like my starting days, really. It was a great season, but to win in IMSA, in that paddock – it's quite a big paddock over there, and a lot of people are watching.

I did a whole year of IMSA in the Michelin Pilot Challenge, and I've done quite a bit of racing in the US in the past three years. IMSA is a great place to be, so I really loved driving out there. The tracks are very much like Brands Hatch, where it's on the edge. If you make a mistake, there's no track limits, you're in the wall. It's a lot harsher.

Doing World Endurance Championship this year is phenomenal. I've had a long-term relationship with Multimatic and they put me in contact with Proton; they work together so it was a great opportunity. I bonded really quickly with the Proton team and to be in FIA WEC, my first world championship, is amazing. It feels surreal.

My 2022 car looks the same as my GT3 Cup car, but it doesn't drive the same – let's just say that this is a step up. It's just a lot more fine-tuned, it's very stiff on the floor, a lot of little changes make a big difference. Driving and power-wise, it's that little bit quicker everywhere. The RSR has a lot more downforce and it's just got a lot more grip. It's got a lot to do with the tyres as well.

It's a lot more of a refined race car, everything is optimised.

It took me a couple of days to settle in and acclimatise but, overall, the Porsche is a lovely car to drive. It requires a little bit more skill compared to a front-engined car. You have to get used to weight transfer, and getting into the corner is quite a bit different. It shifts the balance when you brake. The RSR is a nice platform. It's got a system in the car that shifts the brake migration to the front when you're in the corner, so it doesn't lock up. It's quite light at the front in a Porsche, so it does require quite a bit of fine-tuning like that.

It's great to share with Harry Tincknell. He's a phenomenal driver, and is really good to learn from, teaching what to do and sharing his experience in a way that you can't buy. Christian Ried is a lovely guy, it's really good to work with him. It's just a nice team. We're consistent, we can be quick, we can be up there. So, I've no doubt that we can win a GTE Am race this year.

Sharing the car, for me, is not a problem. Don't get me wrong, I liked it last year with it being just me in the car, but it's nice to work as a team. I wouldn't say it relieves any pressure, you've got more to think about because you've got other people in the car. It's not all about you.

This is why it's also great that I've become a member of the British Racing Drivers' Club SuperStars programme this year. It's an honour to be invited to join and I can learn so much from the other members and from the Club itself. The BRDC has a worldwide reputation, which is going to help me out a lot. Just being as prestigious as it is, just going to the Clubhouse on the weekends you meet people, so there's a lot of good things about it and it's good to be a part of it.

The first race of the year at Sebring in March went well. I topped the averages [in the car], which I was really happy about. We finished fourth, but we have way more potential to finish on the podium. Unfortunately, the red flag came out [after heavy rain ended the race 70 minutes early], but we gave it everything. The car was quick. I have a good feeling that Spa will be good for us as the Porsche is good around there. It all depends on the Balance of Performance but, to be honest, I think we can get a podium if we can keep it out of trouble.

I'm approaching the championship round by round as every race is different. You can win one minute, and the next you can be 10th. I'm going into each race with a clear head but expecting everything. That's what you've got to do. I think at Spa we've got a good chance to finish right up there. But we'll give it everything as always. 🏆



NEXT WEEK

SPA WEC REPORT  
12 MAY ISSUE



F1 IN AMERICA

# HOW F1 FINALLY C AMERICA





# RACKED

*The US hosts two GPs this year, expanding to three in 2023. It's a keystone of F1 owner Liberty's strategy – and thanks in no small part to a certain fly-on-the-wall docuseries*

MATT KEW

PHOTOGRAPHY



**motorsport**  
IMAGES



COATES

## US F1 VENUES THAT HAVE COME AND GONE



Scant turnout witnessed  
Moss win at Riverside

### **SEBRING (1959)** **RIVERSIDE (1960)** **DALLAS (1984)**

Sportscar calendar linchpin Sebring missed the spot when it hosted Formula 1 for what would be a one-off in 1959. Tickets sold for the title decider were barely half that of the famous 12-hour enduro. Organiser Alec Ulmann was also out of pocket after coughing up for the prize fund, so he decided to move the race to sunny California...

Ulmann again relied on a huge money pot to boost the appeal of Riverside. The 1960 season finale – the last round of the 2.5-litre

era – also helped launch the career of local lad Dan Gurney, who qualified third. But having already lost both titles, Ferrari didn't turn up. Neither did the fans or local media to watch Stirling Moss land his first world championship victory since his enormous Spa shunt.

Dallas was perhaps the worst destination F1 ever found in the USA. It held one GP only, famous for searing heat causing the decent-enough street circuit to disintegrate, and for polesitter Nigel Mansell collapsing as he pushed his Lotus 95T over the line after its gearbox failed. Race promoter Dan Walker was locked up for financial misconduct, leaving the series in search of another location following Keke Rosberg's famous win for Williams.





quarter of a million people pre-registered to buy the 80,000 available tickets for this weekend's inaugural Miami Grand Prix. Little wonder they have since been trading for over \$2000 – that's 150% more than a grandstand seat at Austin's Circuit of The Americas, which attracted 400,000 spectators last year for the US GP. They are selling for nearly seven times the cost of entry to the Indianapolis 500, and eight times the fee to see the Daytona 500 – the blue-riband IndyCar and NASCAR events that, last century, went a long way to capping Formula 1's US appeal.

It's the first time since Dallas and Detroit in 1984 that two American rounds have featured in a single F1 season. A night race on the iconic Las Vegas Strip will join the calendar in 2023. For that, in an extraordinary move, F1 and its owner Liberty Media will promote the race rather than hand responsibility to a local organiser.

The relationship between F1 and the US is far more interdependent than when ex-McLaren team principal Martin Whitmarsh declared ahead of the maiden Austin race in 2012: "We have to remember, America doesn't need F1." Now, it has an almost unquenchable thirst.

As the championship enjoys a global popularity boom, cracking the US market has been the flagship success story. It's been a remarkable turnaround under Liberty Media,

## "TWO AMERICAN ROUNDS FEATURE IN AN F1 SEASON FOR THE FIRST TIME SINCE 1984"

which agreed to buy F1 from CVC Capital in September 2016 for £3.3billion. The series now generates half that figure in revenue every year. If Liberty Media wanted to sell up, the value of F1 would be closer to £10.5billion.

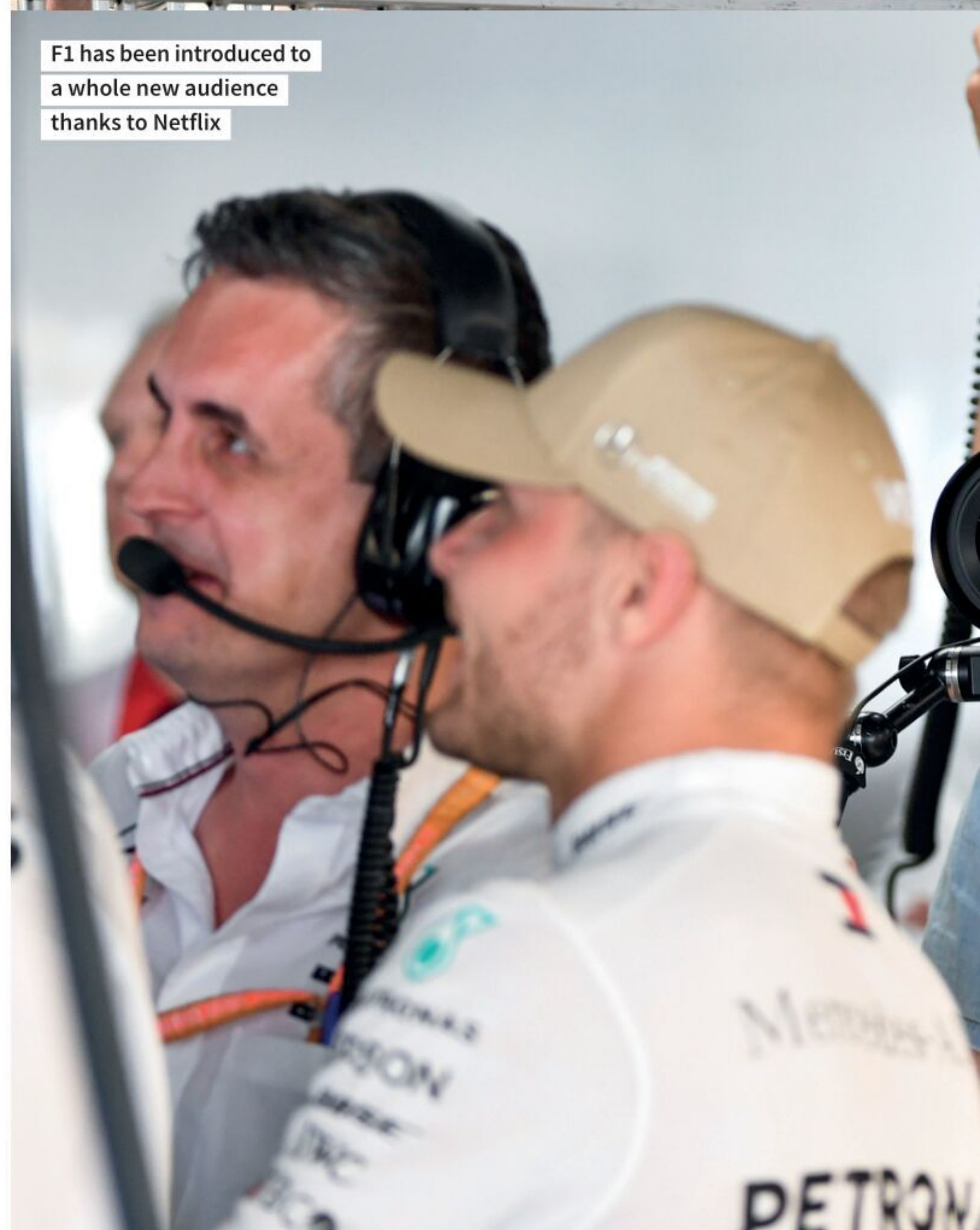
The Colorado-based media conglomerate's first order of business was to establish F1 on its home soil and with a new generation of fans who didn't remember the 2005 United States GP aberration. Problem was, Liberty took control when all motorsport was suffering a low ebb in the US. ESPN didn't renew its contract with NASCAR at the end of 2014, bringing its 30-year coverage to an end. It did similar with IndyCar ahead of the 2019 campaign. >>

SUTTON



American motorsport fans are back in love with grand prix racing

F1 has been introduced to a whole new audience thanks to Netflix







## US F1 VENUES THAT HAVE COME AND GONE



The Glen's whopper of a prize pot was a hit with drivers

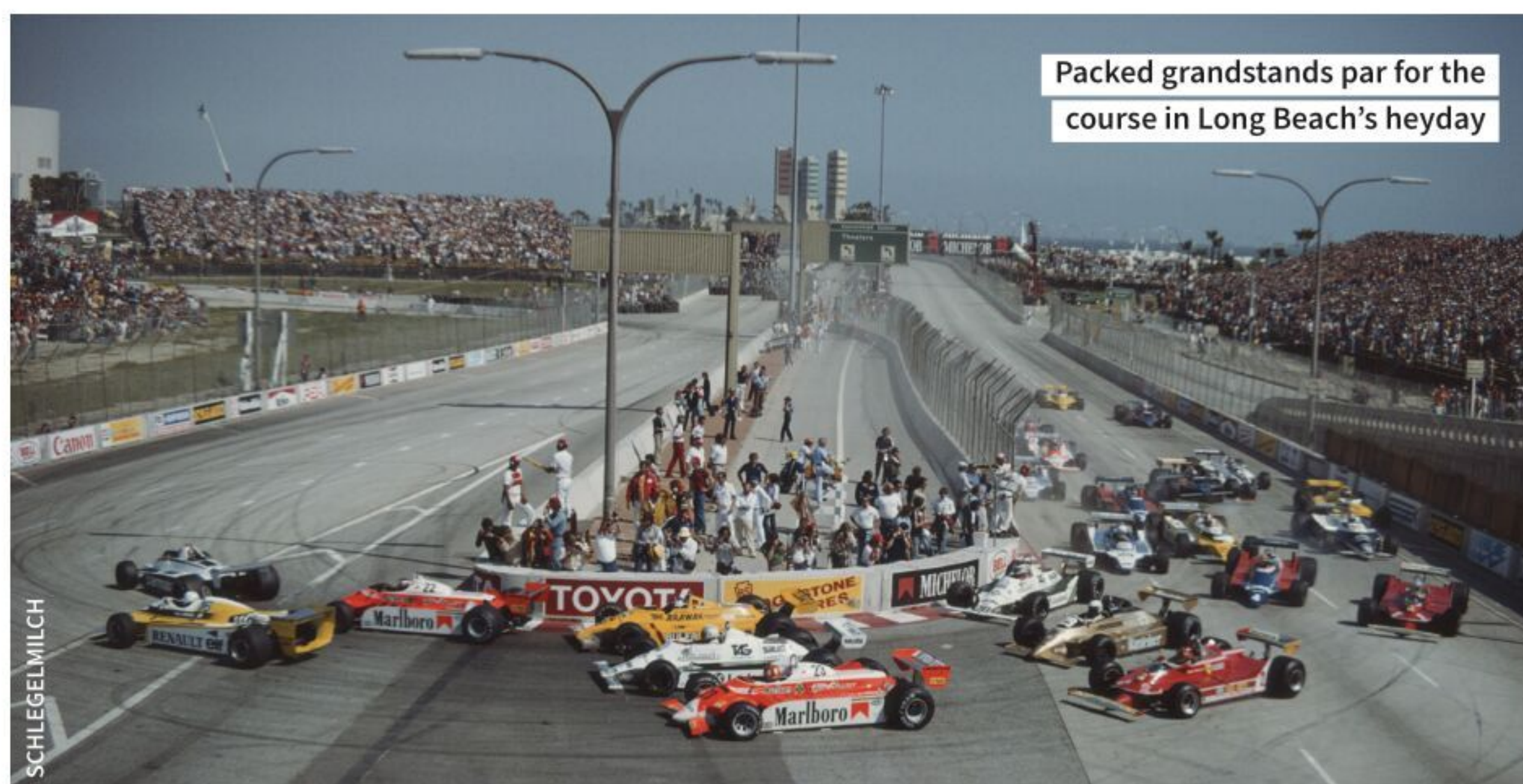
### WATKINS GLEN (1961-80)

The revered permanent circuit in Upstate New York was by some way the best early attempt to find a full-time home for F1 in the States. Crowds peaked at 125,000 despite the autumnal weather, and the race was beloved by drivers too. That was naturally helped by a \$100,000 prize pot for the winner in the 1960s and generous starting money for the rest of the grid. Little wonder the Glen was ostensibly a three-time winner of the Grand Prix Drivers' Association's award for the

best-organised and staged event.

It was not all sweetness and light, however. Nearby facilities were below par, and the challenging circuit was the site of fatal crashes for Francois Cevert (1973) and Helmuth Koinigg (1974). Despite improvements, the bumpy track never shifted an unsafe reputation thereafter as the high-speed ground-effect era arrived.

Then, given what had made Watkins Glen so popular in the first place, fans being too rowdy tarnished the image. Similarly ironic given the lucrative early rewards, the Watkins Glen Grand Prix Corporation failed to pay the \$800,000 it owed to teams. The company's swift bankruptcy forced the race to be canned for 1981.



Packed grandstands par for the course in Long Beach's heyday

### LONG BEACH (1976-83)

Under the moniker 'United States Grand Prix West', it looked as though F1 had found two welcoming homes in the US as the Long Beach street course in California worked its way into fans' hearts alongside Watkins Glen. The track opened in 1975 to host Formula 5000, and the grand prix paddock arrived the year after. Packed grandstands plus widespread mainstream media attention became the norm as the layout evolved to suit F1's needs.

But the business relationship between race

promoter Chris Pook and F1 tsar Bernie Ecclestone soured during negotiations in 1982. The event was struggling to turn a profit thanks to annual host fees north of \$2million. That figure was only set to rise as the contract rolled on. Ecclestone was immune to attempts to drive the price down, leading Pook to forge a deal for Long Beach to host CART instead and suck up the subsequent dip in coverage and sponsorship.

For the F1 swansong in 1983, the GP attracted another bumper crowd and team bosses came out in support of the venue. Ecclestone then attempted to reopen talks to retain the race. But it was too late for Pook to renege on the CART contract, and F1 lost the event.



Liberty, therefore, offered an adapted version of Sky Sports' (which paid £1 billion for the exclusive UK rights deal) package to ESPN for free to get as many eyeballs as possible.

Then came what has been termed "the most effective content campaign in history". On 8 March 2019, Netflix subscribers were offered a new documentary series called *Formula 1: Drive to Survive*. In an inadvertent masterstroke, Mercedes and Ferrari weren't involved, so the production focused on the cut and thrust of the midfield. Remarkably, given the rewards F1 has reaped, Netflix has been paying for the privilege of filming in the paddock.

Haas driver Kevin Magnussen, who featured in the first three seasons of the smash-hit show before racing in IMSA SportsCar in the US last year, says: "I feel like American motorsport fans and the public in general have discovered Formula 1 from *Drive to Survive*. That really made an impact.

"When I spent time over there at the races or in the cities, I met a lot of people who said they saw me on *Drive to Survive*. You really feel that impact there. It's going to be cool to be in Miami. We already know what kind of demand there is for that race. Austin last year was crazy as well."

## "SINCE *DRIVE TO SURVIVE* FIRST AIRED, THE AMERICAN F1 AUDIENCE HAS RISEN 40%"

Since *Drive to Survive* first aired, the American audience tuning in to F1 races has risen 40%. In the time the 40 episodes have been filmed, edited and uploaded, F1 has logged seven of its 10 most-watched races in history. There's more. According to TV ratings number-cruncher Nielsen, F1 gained 73 million fans in 2021. The 'Netflix effect' was credited as the main driver for that 20% rise. And so far, it doesn't appear as though audience apathy has crept in as record viewing figures were reported for the fourth series.

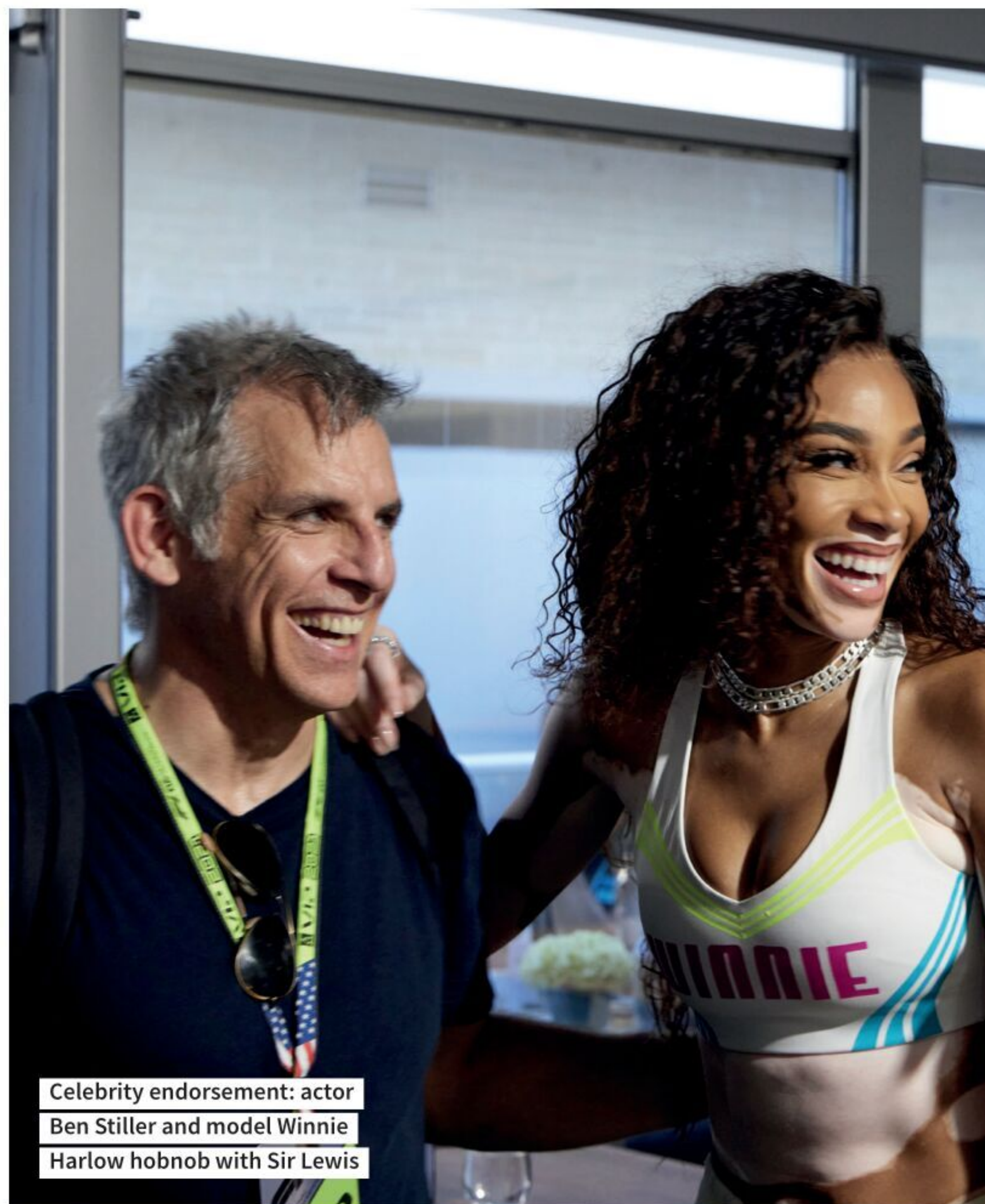
F1 and teams' marketing departments worked rapidly to ride the crest of the wave as drivers popped up all over. Seven-time champion Lewis Hamilton was in the company of Barack Obama, Jay-Z and Kim Kardashian by being the focus of an episode of *My Next Guest Needs No Introduction*, hosted by IndyCar team co-owner and US talk show behemoth David Letterman.

Similarly, Daniel Ricciardo starred in a couple of GQ Sports videos that racked up millions of YouTube hits as he revealed '10 things he can't live without'; and analysed the fakery in famous movie driving scenes. On terrestrial TV, the Australian was also a guest with Ellen DeGeneres and Trevor Noah. He was alongside Max Verstappen and Valtteri Bottas when, as part of the *Jimmy Kimmel Live!* chat show, remarkably, they shut down Hollywood Boulevard for an F1 car demonstration. More recently, Ricciardo was joined by McLaren team-mate Lando Norris, Pierre Gasly and Esteban Ocon for a *Vanity Fair* feature.

That means an average American Netflix viewer might have binge-watched *Drive to Survive*, seen their favourite driver feature in a viral social media campaign, then watched them on a primetime chat show. Curiosity piqued, they have ultimately tuned into the live F1 race broadcast at the weekend. That's been the end goal for Liberty.

For those new fans, there could hardly have been a better time to watch given the titanic title battle that played out between Hamilton and Verstappen last year. And while the finale in Abu Dhabi descended into farce, it might be judged the perfect blockbuster climax to entice and retain viewers.

In 2021, according to Disney-owned ESPN, the average US audience per race was 949,000. That made it the most-viewed season in history as a 56% rise was chalked over 2020. Critically, the key 18-34 age group had swollen. The round-by-round numbers have only gone in one direction, too. A week after a record-breaking audience tuned in to the 2022 F1 opener in Bahrain to witness the >>



Celebrity endorsement: actor Ben Stiller and model Winnie Harlow hobnob with Sir Lewis



400,000 fans flocked to Austin during last year's US GP weekend





ETHERINGTON



HONE

## US F1 VENUES THAT HAVE COME AND GONE



Vegas glitz failed to rub off on the grand prix

### LAS VEGAS (1981-82)

Cher was in residency at Caesars Palace in the famous Colosseum venue in October 1981. At the same time, similarly glamorous F1 was nestled in the casino's car park. For the drivers and few fans who did rock up for the two season finales, oh how they wished they could turn back time...

The significance of the race gained momentum when it became clear that a replacement was needed for Watkins Glen to bolster F1's footing in the US. Las Vegas seemed like a premier location but, rather than making use of the Strip, the GP paddock was

virtually hidden from view around the back of the famous hotel.

Car parks have seldom been renowned for their dramatic landscape, and so what resulted was a flat layout defined by repetitive switchbacks to fit into the designated space. That said, this was a 'street' circuit wide enough for overtaking.

Despite its status as the title decider, the prospect of Nelson Piquet (1981) and then Keke Rosberg (1982) sewing up their first F1 crowns failed to attract enough spectators through the gates for Caesars Palace to recoup its costs. Despite the success Rosberg achieved there, it was his least favourite track. Then came a move to Michigan...



Motor City hosted the sole Stateside GP in 1985

### DETROIT (1982-88)

By the time F1 rocked up at Detroit in the early 1980s, the local Motown soundtrack was no longer ringing quite so loudly. Combined with the oil crisis that offered foreign automotive industries a window of opportunity, Motor City was in decline. But a street course that encompassed the General Motors headquarters at the Renaissance Centre still represented a third annual GP in the States – a feat that will only be matched with the addition of Las Vegas to the calendar in 2023.

But the track was almost universally

unpopular. Tighter, rougher and therefore slower than Monaco, it produced dull races that were marked by attrition. A surface that loved to break up in hot and humid weather only hurt its standing further. A 1982 debut was marred by disorganisation too. Thursday practice was cancelled, Friday qualifying delayed and, when it finally took place via two Saturday sessions, a downpour meant only the morning run was used to decide the grid.

Then F1 governing body FISA declared the facilities to be behind the curve and demanded an upgraded, permanent set-up for the pits. The city refused to open its purse and so, when few rushed to defend the Detroit GP, it soon slipped off the calendar.



dawn of the second ground-effect era, the Saudi Arabian Grand Prix surpassed it.

ESPN's audience peaked at 1.82million viewers for the Jeddah event. That was 54% greater than the maiden 2020 Saudi contest, despite this time it not being at the business end of a title fight for the ages or a contest in which the two main championship protagonists collided. Only the 1995 Brazilian GP has garnered a bigger audience, when people then turned over to see how the life of Ayrton Senna would be celebrated in a race won by Michael Schumacher.

As the mass oversubscription for tickets for Miami and CoTA – the Texan track has increased its capacity with larger grandstands in the final sector – also reveals, the TV attention is being converted to bums on seats. One of the many impacts of the pandemic is that, while lockdowns have forced people to remain indoors and resort to Netflix, as restrictions ease there has been an insatiable appetite to attend live events. The 420,000-strong weekend attendance at the Australian GP last month, the first F1 race in the country since 2019, is testament to that.

F1 has come an incredibly long way since it quietly departed

## “WE FEEL THE VIBES, WE FEEL IT’S SOMETHING THAT NEEDS TO BELONG TO THIS COUNTRY”

the Indianapolis road course for the final time in 2007. Hamilton, winner of that Indy swansong, says: “Growing up knowing how amazing this sport is and seeing there was still quite a disconnect between the US and the rest of the world in terms of the passion for this sport, it’s really amazing to see that finally we’ve cracked it.”

The Briton, who has the biggest social media following of his contemporaries and is reportedly in talks with Brad Pitt to produce an F1-based movie, continues: “There’s a growing love in the States. There are massive sporting fans out there.

“Miami is going to be an experience for all of us, for the racing community, for the fans out there that are watching, the fans that are going to be flying in that maybe have never been there before. The US has a lot to offer in that space. It’s super-exciting.”

Cynics might argue that F1’s time as a Stateside sensation is finite. The bubble might burst, given the poor critical reception copped by the ‘poetic licence’ in the fourth season of *Drive to Survive*. Netflix’s stock price also fell 35% in April when it projected a loss of 2 million subscribers, the abatement of the pandemic cited as a factor.

But Stefano Domenicali, not unexpectedly, disagrees. Summing up the US growth, the F1 CEO says: “If you think where we were three years ago, it was difficult to have one [US] grand prix full of people. Now we are heading to a situation where this year we are going to have two events totally sold out. It’s giving you the magnitude of what the US will represent for Formula 1. We feel the vibes, we feel it is really something that needs to belong to this country. This is a huge opportunity.

“To think that next year we’re going to have three races in the US, if you think again back a couple of years, you would say you are crazy. We are focused on making sure this would be one of the most important markets for F1, not forgetting of course that we were born in Europe, and we are a worldwide sport.”

With Michael Andretti and his investors sniffing around to buy a team, and the consistent links that IndyCar race winner Colton Herta has to an F1 race seat, the interest has plenty of potential to remain. That could help write another chapter in America’s hate-love story with F1. 🏁



Who are the best American F1 drivers ever? We rank the top 10 in the Autosport Podcast. Go to [autosport.com/podcast](https://www.autosport.com/podcast)



Ricciardo's inimitable persona has made him a great ambassador for F1

Herta is a hot tip to be the next American to race in Formula 1





HONE



LEVITT



FARMER

## US F1 VENUES THAT HAVE COME AND GONE



SCHLEGELMILCH

### PHOENIX (1989-91)

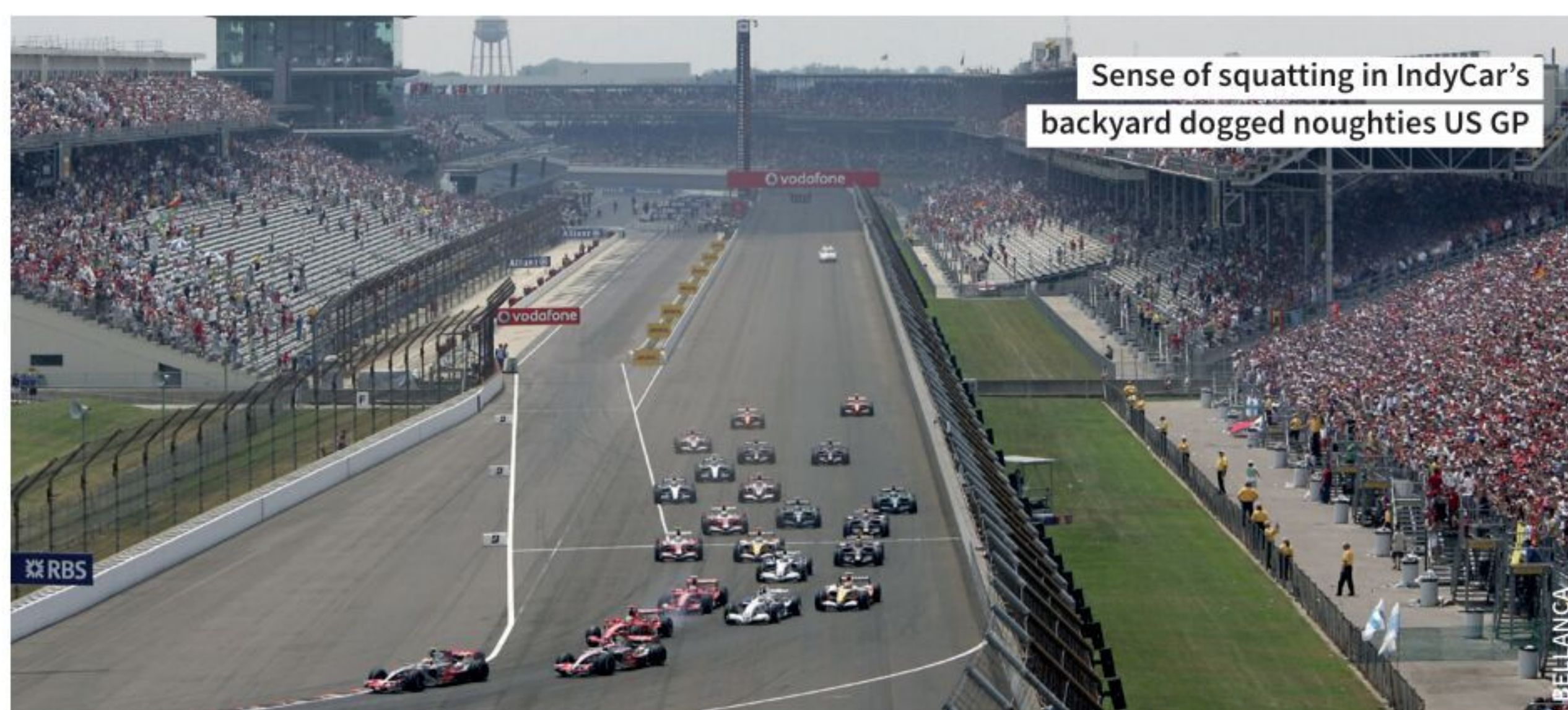
In the knowledge that a five-year contract had been agreed with F1, the Arizonan city of Phoenix stumped up \$3.5million to construct a timing tower and garages plus resurface its 2.36-mile street circuit ahead of a first race in 1989. But only three would be held, largely because the race was a commercial flop.

The venue could accommodate 40,000 spectators but not even half that number attended. For those who did, they found grandstands to be poorly located with only a limited view. Not helping matters, the event was badly promoted, and ticket

prices were astronomical.

Those factors combined when CART and NASCAR were enjoying a boom period. Domestic drivers were household names, and hundreds of thousands of fans made their way to races. For those viewing at home, F1 registered a TV audience share that was 83% smaller than its oval-based rivals according to contemporary Nielsen ratings.

F1 therefore lost its negotiating power when it came to finding a date that didn't clash with headline events at the permanent Phoenix International Raceway. Despite the US GP moving to become the season-opener for 1990-91, it dropped off the calendar the year after. F1 didn't return to the US until the new millennium.



BELLANCA

### INDIANAPOLIS (2000-07)

With the Indianapolis 500 running to different regulations, few regular-season teams and drivers entered the race when it was an anomalous feature of the 'F1' schedule between 1950 and 1960. This entry therefore focuses solely on the Indianapolis road course that joined the GP fold at the turn of the millennium.

It had been a full decade since the previous US GP and there was evidently pent-up demand for F1's return when a then-record crowd of over 200,000 fans flocked to the Brickyard in 2000. The run thereafter was a little rocky: the proximity of

the 2001 race to the 11 September attacks, Ferrari trying to stage a dead heat in 2003, and shifting dates in 2004 as F1 learned its place in relation to NASCAR and the Indy 500. It often felt as though the GP paddock was merely squatting in IndyCar's back garden.

But it was the tyre debacle of 2005, when only six cars took the race start, that soured the taste most of all as spectators booed and ripped up their tickets in disgust. Somehow, F1 returned the year after but with a damaged ego. Enormous hosting fees and the venue's struggle to attract blue-chip sponsors meant championship organisers and circuit bosses grew apart in their valuations of hosting the race. It dropped off the calendar after 2007.



**F1**  
IN  
AMERICA

**MIAMI**

**DICE**

**THE INSIDE STORY OF F1'S NEWEST RACE TRACK**

CHARLES BRADLEY





FORMULA 1'S INAUGURAL MIAMI RACE THIS WEEKEND is arguably the most eagerly anticipated event on the 2022 world championship schedule, representing the first time that two grands prix will be held in the United States in the same year since Dallas and Detroit were on the calendar almost 40 years ago.

The all-new Miami International Autodrome is situated 13 miles north from one of America's most vibrant cities, and in this *Drive to Survive* era it's a much anticipated event by Miamians. Tickets quickly sold out — the cheapest grandstand seat on race day was priced at over \$600, but they're now north of at least twice that.

Racing in the shadow of the Hard Rock Stadium, home to the Miami Dolphins NFL and University of Miami college football teams, the event is bankrolled by real estate magnate and philanthropist Stephen M Ross. He owns both the stadium and the Dolphins team, and created a new company with his CEO Tom Garfinkel called South Florida Motorsports. Garfinkel, an ex-Chip Ganassi Racing executive, is 'managing partner' for this event and brought in Richard Cregan — the former Toyota World Rally Championship and F1 manager who has successfully overseen F1 circuit projects in Abu Dhabi and Sochi — as CEO.

To create the track, SFM and Formula 1 enlisted Apex Circuit Design, the Buckinghamshire-based company best known for delivering Dubai Autodrome in 2004 and dozens of race tracks around the world since.

Apex has been involved since Ross's first efforts to bring F1 to a street track in Miami — around Bayfront Park on Biscayne Bay — stalled in 2019 due to vehement opposition from residents. After switching the plan to his Hard Rock Stadium site, further delays occurred due to COVID-19 and a group of well-organised local activists who were against bringing the race to their predominantly African-American community (a lawsuit that alleged the event was racially discriminatory was dismissed last July). A last-ditch legal effort, which claimed that the event would risk permanent

hearing damage for locals, was dismissed by a judge two weeks ago, refuting their claim that it was "unavoidable".

A change of mayor in Miami Gardens — the city within which the site lies — plus the creation of a \$5million community fund and F1 in Schools package swung the deal to gain City Hall's approval last year for a May 2022 date, the first race in a 10-year contract.

The 19-turn, 3.36-mile track is Apex's first full-delivery F1 project, and its founder and director Clive Bowen traces the origins of its deal to a conversation he had with Ross Brawn — F1's managing director, motorsports — concerning his beliefs about what made a great race-track design.

"I was able to talk to Ross Brawn some years ago, soon after Liberty had taken over Formula 1, and I suggested some ideas that I thought they'd be interested in," says Bowen. "He liked those ideas and, after a meeting, I think their specialist engineering team also liked what they heard, and so when the time came to do an initial engineering feasibility for Miami, we were asked to get involved on the downtown project."

"From there, let's say our involvement grew legs, we got involved in a greater level of detail, and we were pretty close to a homologated set of drawings that we had for that downtown design, but then things started to look difficult."

Despite strong support from Miami's mayor, the downtown plan hit a brick wall when it came to the City Hall approval process. Enter Plan B... "Richard Cregan was already very involved then, and has since become CEO here, and he suggested we should look at this stadium location — given that the promoter was the owner here," adds Bowen. "Richard and I worked on a concept that is incredibly close to what we've ended up building."

"Yes, there have been changes, but they're nuances rather than fundamentals — for example, the work that's gone on for the >>

Turn 1 of the Miami track; Paddock Club East takes shape





track to go underneath the flyovers. That was a concept from day one, although the original plan was for the track to also utilise 199 Street to the south. There was already a relationship and understanding, working not only with the promoter here but with the FIA and the Formula 1 technical team.”

The track’s proximity to the stadium — Bowen refers to the track as “acting like a moat” — is a double-edged sword. On one hand, it’s a world-class stadium with many facilities already in place. On the other, it holds a swathe of other events that had to be worked around to build an F1 track, both in terms of scheduling and access.

Apex senior designer Charles Metcalfe explains: “The stadium has been here for so long now, it’s almost like its own living organism. There are so many events going on like NFL, Miami Open tennis and music concerts, so it’s a site that’s constantly changing.

“Our designs and planning have had to constantly adapt to fit in with the surroundings, which has been a fun challenge. It’s become a design/build project where the final product isn’t really confirmed until the race weekend itself, because you have to be so fluid and malleable to cope with what else is going on.

“We’ve been able to piggyback on all of the stadium’s facilities and services that are already in place. The hospitality areas already in place around the stadium have been adapted and integrated with our track design, so we can get the full benefit of what’s already here.”

An example of this is the pit building. In initial plans this was going to be temporary, positioned in a space that was a plaza entrance from the stadium to the car park, but Ross saw an



Apex boss Bowen (left) stresses “this site is not just a car park”

**“OUR DESIGNS HAVE HAD TO CONSTANTLY ADAPT TO FIT IN WITH THE SURROUNDINGS”**





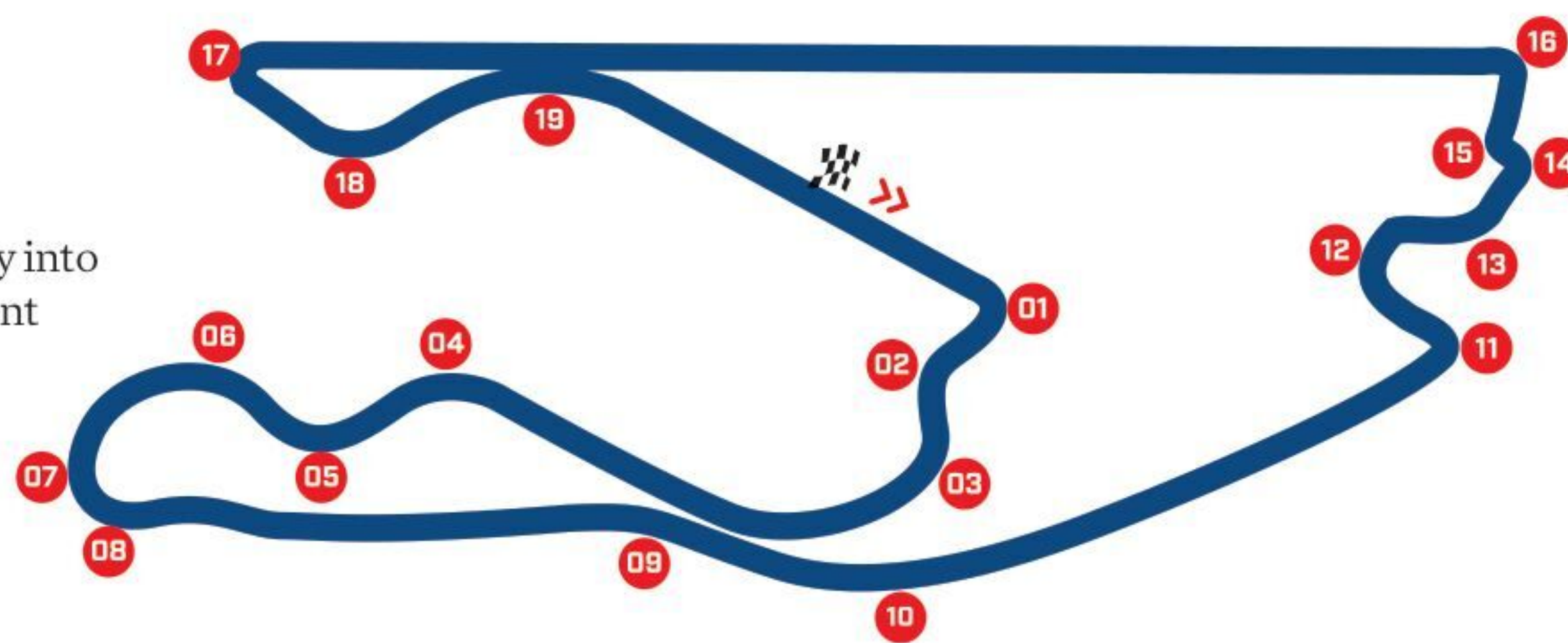
opportunity to enhance his property. When they're not being used to house 20 F1 cars, the garages will likely be used as a 'mini market' for local food producers to sell to tailgaters at the football games.

"The owner decided if we're putting this much money into it, let's not throw that away because it's a huge investment in the infrastructure to get it to work on this side [of the stadium] to get the power, air conditioning and sanitary requirements," says Apex project director Sam Worthy. "So now it's permanent, including all the garages and race control, and there's a lot of shared services between this and the stadium itself."

"The other levels above the garages, which will be the main Paddock Club, they are temporary right now to allow flexibility. When they're not there, it will be a terrace for other events so it's really multi-purpose."

Being a stadium, the venue has excellent access roads in and out and sits adjacent to the Florida Turnpike, the major highway that connects Miami to Orlando. And while the majority of the track is contained within the stadium's boundary, the track has to cross Don Shula Drive, a public road that leads to the nearby arterial 199th Street, between Turns 13 and 14.

"There's a lot of planning and logistics involved around getting a road opened and closed in time; it's also been a real issue with the build of the circuit in terms of organising road closures so you can relay the asphalt," adds Metcalfe. "Those existing roads were also not to the standard that F1 requires, so we've had to work with the Florida



Department of Transport, and it's been an incremental process of shutting down certain areas piece by piece.

"On race week, there are certain areas which will be shut down when the track is hot [active] and we require a very fast turnaround time to get the public traffic flowing again, and also to service certain areas inside the track that are essentially closed off while the sessions are happening. It's an interesting challenge."

Track design was obviously constrained by the parcel of land around the stadium, and this is where Bowen's philosophy of creating challenging corner sequences comes into its own. Using simulators, his team has been able to optimise the available space and elevate the track's expected average lap speed to around 135mph, while creating three realistic overtaking opportunities. >>



Track designers' aim has been to crank up the challenge for race engineers on car set-up



“Racing comes first and foremost in our company’s design philosophy,” says Metcalfe, who has been involved with the project since planning began. “As a company our ethos is to challenge all of the F1 teams, their cars, their race engineers and, of course, their drivers. So we focus on corner sequences, a dynamic range of corners — from fast-speed to low-speed — and to achieve this we do a lot of simulation work and intentionally ensure there are different corner sequences in a lap that flatter different vehicle set-ups.

“There is a very high-speed and high lateral-g section from Turns 4 to 8 where cars will likely struggle to pass and where vehicle performance on the exit of Turn 8 is critical to lap time, followed by two fast power-limited corners at Turn 9 and 10 where it is credible to imagine side-by-side racing.”

Towards the end of the lap comes a sting in the tail — a devilishly tricky sequence of technical corners that the drivers likely won’t enjoy so much, since they’re designed to catch them out...

“In sector three, where we have the low-speed and grade-changing Turns 14 to 16 beneath the Turnpike flyovers, it’s intentionally a very challenging technical sequence,” Metcalfe

## “WE USED THE SAME PRINCIPLES WE WOULD FOR A PERMANENT RACE TRACK”

adds. “We have engineered ‘mistake generators’ in the form of grade — and grip — change on corner apexes that could result in changes of position and where a team might choose a set-up that optimises low-speed traction over high-speed grip.

“We’re seeking to challenge the race engineers and their vehicle set-ups as much as possible. It’s notionally a street track with some really challenging corners, so you’d expect high downforce, but we have some really long straights and some high-speed corner sequences too that would favour a lower-drag set-up.”

The section that snakes beneath the overpasses also had to pass the FIA’s height-clearance regulations, as well as the rules for elevation change over a certain distance. “This whole sequence was a real engineering challenge,” says Apex project lead design engineer Andrew Wallis. “Clive Bowen’s concept design required us to route the track through this zone, and for us to get beneath the first overpass, we had to meet the FIA regulation that requires at least four metres of clearance. But as we have to tie into the levels of the Turnpike slip road that has a 7% crossfall, our track surface was climbing just at the point where we needed it to be falling.

“There is also an F1 regulation about the rate of change of elevation linked to the square of the speed of the car, so this design basically threads the needle in three dimensions to ensure that the cars go slowly enough to align with the camber of the crossing and then get back under the overpass.

“We’ve created this pretty dramatic corner sequence where you have a sharp chicane, which has a minimum design speed of 80km/h [50mph] to meet the rate of change regulation, and it’s also completely blind for the drivers because of the elevation change. We simulated over 10 design iterations here. We’re right on the limitations of design in this area. Arguably this is the most technically challenging part of the track.”

Speaking of challenges, some threats might emerge from outside of the asphalt. Florida is renowned for its electrical storms — especially in the late afternoons, when the race has been timetabled for — and flash flooding could occur. The venue is barely above sea level, and so special drains have been designed to carry water away from the track surface and into a vast storage system or the nearby river.

Meantime, overhanging trees on the back straight give the circuit some character — “Mr Ross loves greenery,” says Worthy — but could cause some falling branch or leaf litter issues. A landscaper will be on hand throughout the race weekend, just in case.

The other potential issue is from a track-invading species. Running parallel to the 1.2km straight is a waterway named Snake Creek that stretches to Maule Lake in North Miami Beach — and wherever you see water in this area, you’ll likely find feral green iguanas that can grow up to six feet in length and weigh over 20lb.

“We certainly don’t want a giant iguana falling on one of the F1 drivers, because that would be a problem!” says Worthy. “They can climb trees and jump out or crawl across the track. We have procedures in place to have the marshals come around and poke into the openings [in the concrete walls] to ensure none are hiding in there or up in the trees. The marshals will be issued with nets for the iguanas, and the focus will be on capture and then release them somewhere away from the track... It’s a pretty unique thing to have to deal with!”

Apart from the outcry over the expensive ticket prices, the main accusation from F1 fans has been ‘why build a race track in a car park?’ “It’s a fully engineered race track, not a car park,” replies Bowen to that barb. “It has conventional corner sequencing to showcase an F1 car’s performance and to create a proper race environment that you’d normally seek to achieve with a permanent race circuit — that is manifestly obvious here.

“When you’re working on a true street track, you’re working with the roads you’ve got and you’re limited by intersections. So your corner geometry is dictated to you. Here, we were able to innovate and use the same principles that we would for a permanent race track.

“The other thing that’s really quite important about this site, compared to Caesars Palace of the early 1980s, is this site is not just a car park. This is a multi-use venue with a very choreographed landscape, so there’s a significant amount of greenery and we’ve worked as closely with the owners as we can to ensure there’s a perception of a park setting with the track.”

The alternative was the downtown Biscayne/Dodge Island street track that couldn’t happen. Autosport brings this up as we stroll along the back straight of the new track, and it provokes a tinge of regret mixed with relief.

“I was always amused by the opportunity of saying you were ‘getting out of Dodge’ when you turned around and came back over the bridge!” quips Bowen. “The concept was good, it was sound, it had the amazing backdrop — the helicopter camera shots would’ve shouted ‘Miami!’ It was, however, an incredibly compromised site at every level.

“Using US Route 1, along Biscayne Boulevard, was going to be a challenge, because we didn’t have any proper straights. But, in the same way that Baku does, it would’ve made an intriguing street circuit. We were disappointed when we didn’t get to follow that one through, sure, but what we’ve been able to do here is more conventional in one sense and, equally, more radical and ultimately much better.

“We have created a permanent race circuit that, when the barriers get taken away, will be used for whatever the site demands. I’m not sure there’s another F1 track that does that, where the surface of the race track is used for rock concerts, tennis competitions and football tailgating!”



SUTTON/MOTORSPORT IMAGES





Grandstand tickets quickly sold out



Gondola cable car crosses over the track



Tricky Turns 14-16 sited under Turnpike flyovers



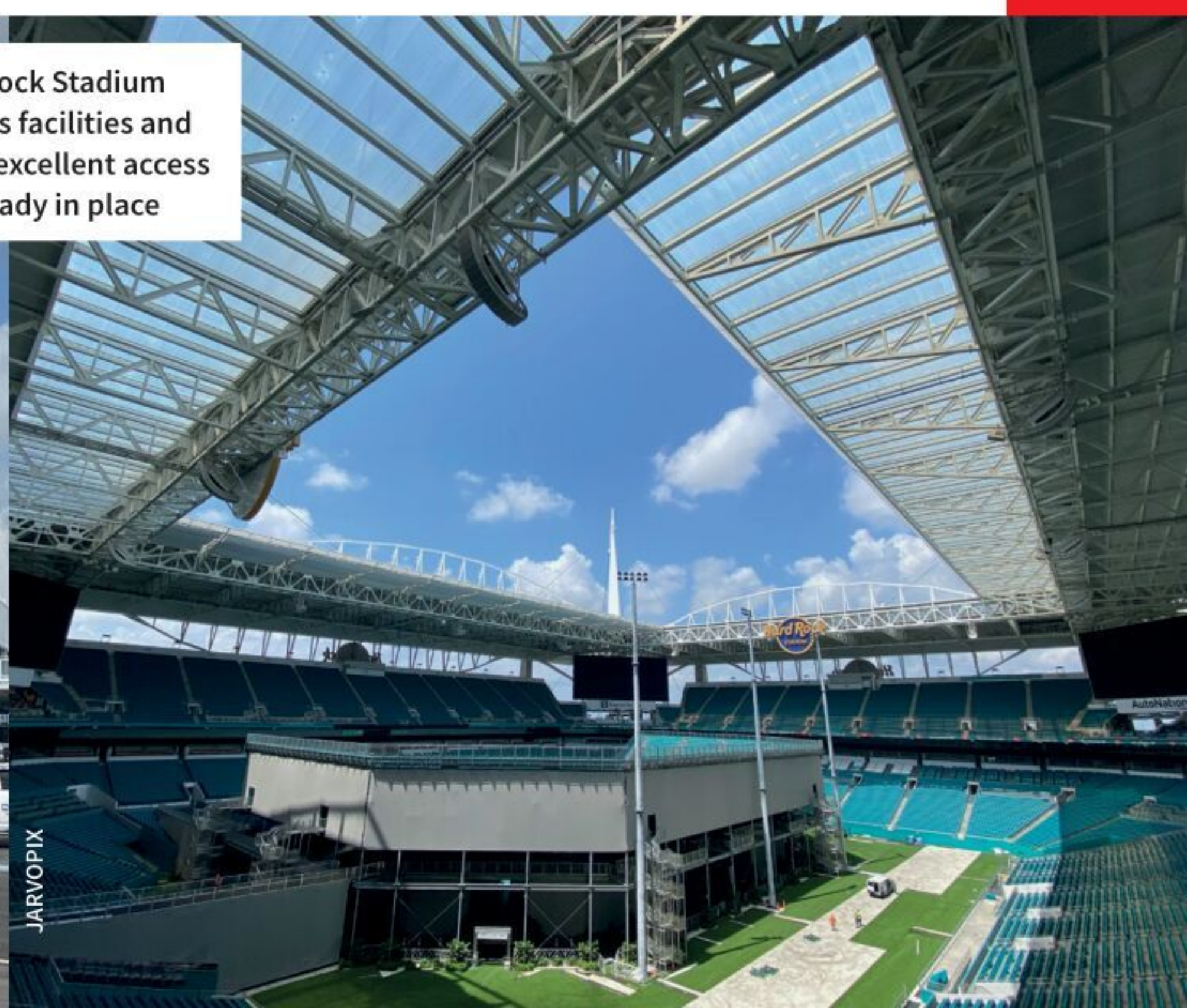
Feral iguanas are a potential hazard



Trees overhang the back straight



Track's Hard Rock Stadium location means facilities and services, plus excellent access roads, are already in place





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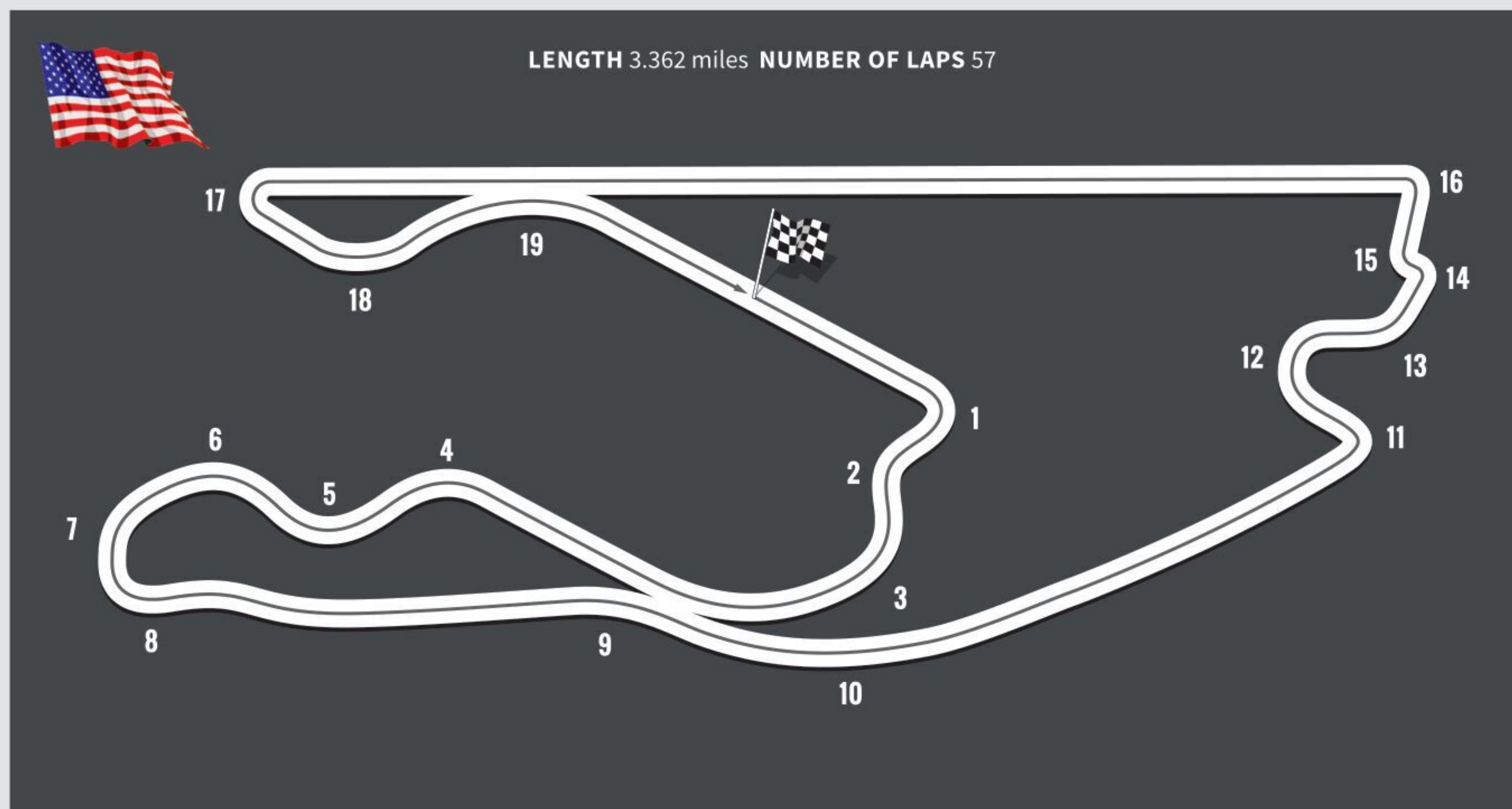


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ROUND 5/23  
**F1 MIAMI GRAND PRIX PREVIEW**



**UK START TIMES**

**Friday 6 May**

FP1 1930 FP2 2230

**Saturday 7 May**

FP3 1800

QUALIFYING 2100

**Sunday 8 May**

RACE 2030

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**TYRE ALLOCATION**



**CHAMPIONSHIP POSITIONS**

**Drivers**

1	Leclerc	86
2	Verstappen	59
3	Perez	54
4	Russell	49
5	Sainz	38

**Constructors**

1	Ferrari	124
2	Red Bull	113
3	Mercedes	77
4	McLaren	46
5	Alfa Romeo	25



**RACE STATS**

**Winners on US temporary circuits**

1991	Phoenix	Ayrton Senna	McLaren
1990	Phoenix	Ayrton Senna	McLaren
1989	Phoenix	Alain Prost	McLaren
1988	Detroit	Ayrton Senna	McLaren
1987	Detroit	Ayrton Senna	Lotus
1986	Detroit	Ayrton Senna	Lotus
1985	Detroit	Keke Rosberg	Williams
1984	Dallas	Keke Rosberg	Williams
1984	Detroit	Nelson Piquet	Brabham
1983	Detroit	Michele Alboreto	Tyrrell







WTCR PREVIEW

# HONDA'S BID TO END DROUGHT WITH REIGN

*Honda may have exited F1, but it's still plugging away in its attempt to win the World Touring Car Cup, beginning with this weekend's opening round on the streets of Pau*

JAMES NEWBOLD

**F**ew manufacturers can lay claim to a history as rich as Honda's in 21st-century top-line touring car racing. A Tom Kristensen-driven Accord won the British Touring Car Championship's final-ever Super Touring bout at Silverstone in 2000, and Gabriele Tarquini steered the same model to the most victories in the following year's European Super Touring Championship.

Privately entered Accords built to Super 2000 rules claimed a hat-trick of wins in the European Touring Car Cup (mostly single-event) with James Thompson and Fabrizio Giovanardi between 2009 and 2011, before the factory JAS Motorsport team proved a winner following Honda's fully fledged return to the global stage with the Civic in the 2012 World Touring Car Championship, in both its S2000 and TC1 rulesets. And since the WTCC became the World Touring Car Cup with the adoption of TCR rules in 2018, nobody has won more races than Honda's Esteban Guerrieri (10).

But one crucial element has been missing: a drivers' title over the course of a full championship season. Honda's biggest honour over the past decade is its 2013 WTCC manufacturers' crown, although its only works competition that season was Lada, and it was beaten to the drivers' title by the RML-run Chevrolets that no longer had factory support.

Tarquini was a distant second in that first full season with the S2000 Civic in 2013, and JAS could never beat Citroen or Volvo to manufacturers' honours during the TC1 era. Third with Tiago Monteiro in 2016 (in Citroen's last year) and second with Norbert Michelisz in 2017 were its best results. Hondas won more races than Volvo in the latter year, but the marque missed both titles when injury for Monteiro and disqualification from both Ningbo races for a non-compliant fuel injector proved decisive.

That same year, Attila Tassi finished second in the final TCR International Series with a M1RA Honda, and the Hungarian squad





Tarquini was an ETCC serial winner in 2001 but didn't take title

FOX/MOTORSPORT IMAGES



MOTORSPORT IMAGES

Highlight of past decade is WTCC manufacturers' crown in 2013



GOODEN/DPPI

NOELS/HONDA

Guerrieri was a regular winner in 2019



GOODEN/DPPI

Argentinian Guerrieri has won the most races in WTCR era

won the teams' title. Following TCR International's merger with the Eurosport Events-run WTCC for 2018, representing a shift away from the WTCC's model of full factory teams towards customer racing, Guerrieri finished third with Munnich Motorsport but wasn't really in the fight with Hyundai proponents Tarquini and Yvan Muller. The Argentinian then took BRC Hyundai ace Michalisz all the way in 2019, and could have snatched the crown at the Sepang finale without contact that pushed him onto the grass and resulted in the Civic Type R progressively overheating.

Guerrieri was again the leader of Honda's pack in a much-delayed 2020 season that spanned only three months, winning four times on his way to fourth in the standings. But in 2021 he didn't win a race, although

he still finished as the top Honda driver in sixth – that was despite being the only Civic driver not to take a victory, with compatriot Nestor Girolami, Monteiro and Tassi on one apiece. Guerrieri concedes that the year “didn't go to plan”, but reckons the final standings paint an unfair reflection of a season in which he entered the final round at Sochi one point behind second-placed Frederic Vervisch, but failed to score a single point thanks to skating off the soaking wet road in the opening race trying to pass the Audi man, hitting the wall with enough force to put him out for the day. “I risked it, but I had

nothing to lose – I was going to go for at least P2 in the championship,” recalls Guerrieri. “For the last race of the championship, it's all-in.”

Guerrieri is clear where the big points losses came: “It was the first two events. We went with a strategy to go for the points in qualifying at the Nordschleife and Estoril, so it didn't really matter about the compensation weight. I was P3 starting in Nordschleife and P1 in Estoril, so they loaded us with the compensation weight because of our good qualifying, but I couldn't put that into performance on points in the races.”

At the Nurburgring, an electrical problem meant the car didn't >>





Estoril 2021: another race scuppered by a bad start

start on the grid and he got away last, ending up 12th. Then at Estoril, Guerrieri “had an issue with the starting procedure, plus I couldn’t see the lights, so again I was last” before recovering to eighth. Guerrieri knows that had he finished in the positions in which he qualified, the championship could have been a very different story.

“I’m not down on confidence because I didn’t win a race or things like that,” he says. “I’m just saying that the circumstances that happened in the first two events really compromised our season. After that, I realised it was going to be a very much uphill climb for the rest of the year. My goal with a heavy car was to try to chip away

## “IT’S VERY CLEAR TO BOTH TEAMS THAT WE DON’T HAVE NUMBER ONE AND NUMBER TWO DRIVERS”

results, top-five, top-eight, finish the races and try to arrive to the last event with chances of battling for the championship. And that goal was achieved. But these little problems that we had as a team cost us the big chance of better possibilities at the end of the year. I tried to race a smart championship and I’m not regretting many things during the year. For sure, my rivals did a better job because they beat us. I just try and prepare better for the next fight.”

One element that could help Honda’s cause in 2022 is a return to the two-team structure that brought Guerrieri to the cusp of the 2019 title, when Munnich Motorsport and KCMG ran the cars. For the past two seasons, all four cars have been run by Rene Munnich’s crew, echoing the approaches taken by the all-conquering Lynk & Co (run by Cyan Racing), Audi (with Comtoyou Racing) and Cupra (Zengo Motorsport). But this year Honda will revert to two teams of two cars,

with Munnich downsizing and Engstler Motorsport joining the fold from Hyundai to run Monteiro and Tassi.

“It’s not a Honda decision to go to two teams of two cars – it was just a coincidence, a customer choice,” explains long-time racing programmes coordinator for Honda Racing Corporation William de Braekeleer, who is the link between JAS and the Honda executives in Japan as well as with Eurosport Events, sponsors and drivers.

Engstler made its approach in September, and Honda entered into discussions without knowing how many cars Munnich would run. “It might have been that there would be six cars this year, or five, because once you have a team of two cars, the other team can enter three cars,” de Braekeleer continues. “But Rene’s final decision was to make two, so that’s how it came that we have two teams of two cars.”

It could mean that more emphasis is given to Guerrieri, who enjoyed



Honda boss de Braekeleer, here with Guerrieri, is philosophical about 2021: “This is the lot of motorsport. Sometimes your performance is not reflected because of things outside of your control”



Guerrieri’s 2021 season ended with shunt at soaking-wet Sochi





## CALENDAR

RD	VENUE	DATE
1	Pau (FRA)	7-8 May
2	Nurburgring (DEU)	26-28 May
3	Hungaroring (HUN)	11-12 June
4	Motorland Aragon (ESP)	25-26 June
5	Vila Real (PRT)	2-3 July
6	Vallelunga (ITA)	23-24 July
7	Anneau du Rhin (FRA)	6-7 August
8	Inje Speedium (KOR)	8-9 October
9	Ningbo (CHN)	5-6 November
10	Macau (CHN)	18-20 November

Running just two cars  
could be a benefit  
for Munnich



“my most consistent season” to date when Honda’s efforts were split in 2019 and will once again line up this term alongside Girolami for Munnich. “That year we were two cars in one team with ‘Bebu’ as a team-mate,” he says. “From the other side, working under one umbrella with four cars is beneficial for strategies – there is one common team with the same goals. But I would say the last two years it was quite stressful in a way of logistics, organisation and engineering side, everything is a double job. We had a good run in the team, but obviously the ultimate goal is to achieve the championship and it didn’t happen.

“Probably coming back to two cars, it can be focused more... We can be more efficient, but from the other side we might lose a bit the control on the strategy and so on. We’ll see how it goes. At least I can speak from what I know that can be better. Smaller teams, probably quicker decisions and logistically smaller, that could be beneficial.”

De Braekeleer also recognises that having greater attention concentrated upon two cars could have “additional benefits, as long as we can have a very good cooperation between the two teams”. “I cannot force them to work together,” says the Belgian. “It has to come naturally, they both have to understand that it’s in their common interest to share some information.”

This is a factor in Honda’s approach to the series. De Braekeleer is a staunch proponent of WTCR’s customer racing focus – “because we respect the philosophy of the championship, TCR is customer racing” – while Guerrieri points out that some other teams “don’t look like customer racing, it’s not needed to clarify which ones. The customer itself is the one that runs the team, that’s the Honda way.”

Honda provides input in terms of drivers and technical support from car-builder JAS, plus some financial assistance – although de Braekeleer says “the majority of the budget is covered by the customer”.

On tactical matters, teams are left to their own devices. “There will be probably less team orders, which may not always play in favour of supporting one particular driver,” he adds. “For us there is no leading driver, that’s very clear from our side to both teams that we don’t have number one and number two drivers. Of course after mid-season, each team may have to decide which driver has the more chance to win the championship and then take the necessary decision. And how we manage to work with that between the two teams is another story.

“At the same time, it’s good as well because you have a kind of internal competition. So overall I think it’s a benefit because you want to be better than the other team. Otherwise, if you are with four cars or if you are the only team of a brand, you might say, ‘the BoP is bad, there’s nothing I can do, that’s it’. But if the other team is beating you then it proves there is something still to improve. Also, there is a very good atmosphere between the drivers. They will be driving in two different teams, but they are Honda drivers and they work very well together.”

The 2022 season gets under way this weekend at Pau after the intended season-opener at Most was called off in March amid the Czech Republic’s state of emergency. Honda’s teams will be determined to realise its long-held ambition, although de Braekeleer acknowledges that years such as Guerrieri’s 2021 are par for the course sometimes. “Unfortunately this is the lot of motorsport,” he says. “Sometimes your performance is not reflected because of things outside of your control. It’s easy to say at the last race, ‘If I didn’t do this, I would have been here’, but probably many other drivers can say the same.”

All concerned will hope that this isn’t the case in 2022. ❄



First win of the season puts Vandoorne on top of the table by six points





FORMULA E MONACO

# Vandoorne plays his cards right in Monaco

*Mastery of the long game worked out to the advantage of the Mercedes driver, whose victory has moved him into the championship lead*

JAKE BOXALL-LEGGE

PHOTOGRAPHY  **motorsport**  
IMAGES



It's fitting that Monaco, a principality famed for its casinos, continues to host a championship that can be likened to a roulette table. Of course, Formula E's new qualifying format has produced a little more method to its madness, but there's still a tremendous slice of luck involved in deciding its victors.

But it seems that the roulette table was never Stoffel Vandoorne's calling. Instead, the Mercedes driver worked his way through the Monaco E-Prix weekend with the calculated cunning of a poker player. He knew his hand was good, he knew not the hands of the other players at the table, but it became apparent over the course of the race that his was simply more valuable. Those cards remained up the Belgian's sleeve, to be turned over only when the time was right. Net result? Vandoorne left Monaco – or rather, walked to his apartment in Monaco – armed with the championship lead, a winner's trophy, and a smile of satisfaction.

Most alarmingly, it was Vandoorne's first win since last year's Rome round, especially baffling given his two pole positions this season. Mercedes, for all its promise in the Diriyah season opener, had also not won since reigning champion Nyck de Vries carried the Silver Arrows to the top step in Saudi Arabia.

To provide the first hint of Mercedes' pace, it was de Vries – not Vandoorne – who swept to the top of the timing boards in the first free practice session. The Dutchman was almost half a second quicker than the similarly Mercedes-powered Venturi entry of Edoardo Mortara, before Nick Cassidy crept into second with a late effort, just over a tenth shy of de Vries. But those hints were quickly washed away in FP2, when 2021 Monaco E-Prix winner Antonio Felix da Costa beat Mitch Evans to top spot, with Robin Frijns third fastest to suggest a follow-up battle between the three protagonists from last year's edition of the race.

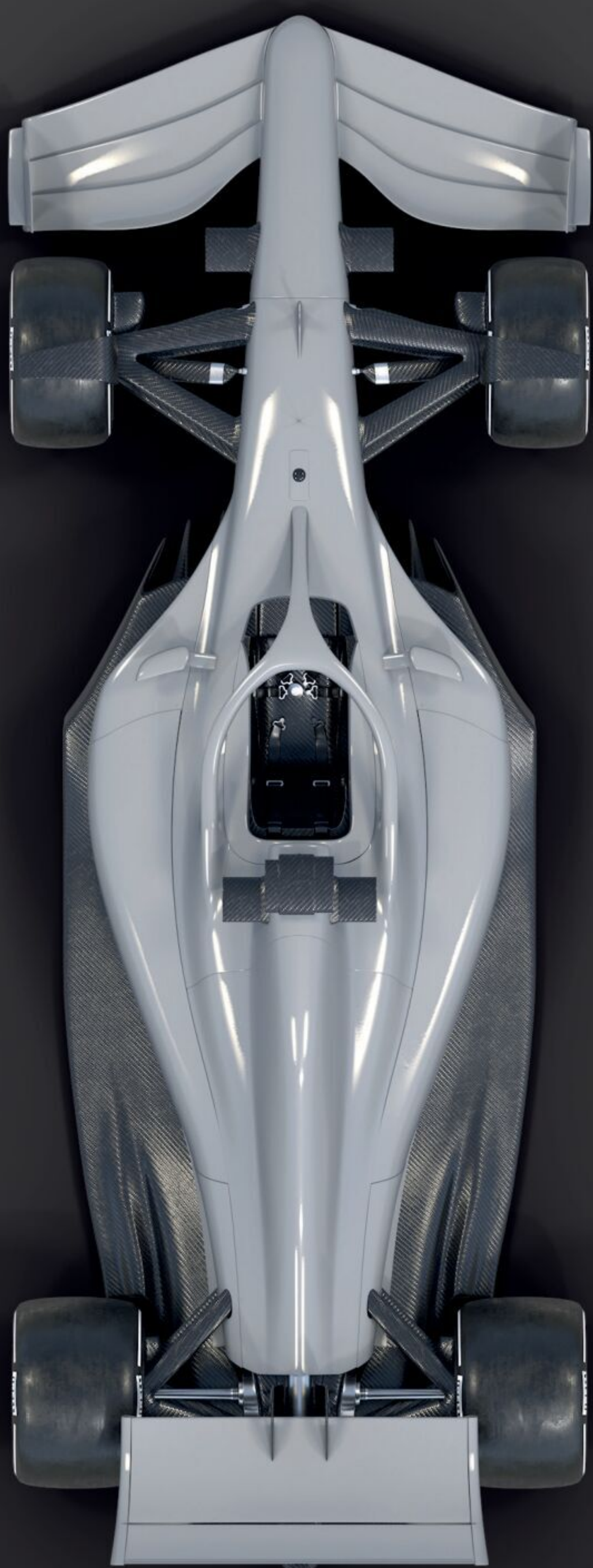
De Vries, meanwhile, was sixth fastest while Vandoorne only got up to 11th place. Solid if unspectacular on paper, but Vandoorne was happy regardless with the race-style runs he'd produced across the sessions.

When it came to qualifying, Vandoorne drew first blood and topped the Group A session, 0.085s clear of Pascal Wehrlein. The new qualifying format, once again, is arguably doing its job in rewarding the best teams and drivers, and fellow frontrunners Jean-Eric Vergne and Lucas di Grassi joined him in making the duels. De Vries ensured that Mercedes had two fighters in the ring for pole, finishing second-best in Group B a scant 0.026s in arrears to session leader Evans, who was looking to continue a rich vein of form after his back-to-back victories in Rome. Duels ever-presents Andre >>





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Monaco once again  
provided an entertaining  
Formula E contest

Lotterer and Frijns also made the cut, at the expense of da Costa and Oliver Rowland, who had received changes to his braking software and hardware to draw more qualifying pace from his Mahindra.

It was at this juncture that, of the two Mercedes, Vandoorne would be the team's tip for pole as de Vries struggled to corral a tail-happy car around the Circuit de Monaco on 250kW power. Vandoorne beat Frijns in the opening duel, while de Vries did not progress from his bout with Vergne and, by dint of having the slowest time among those knocked out in the quarters, could only secure an eighth-place grid slot. An all-Porsche quarter-final between Wehrlein and Lotterer ended in favour of the former, while Evans brushed aside di Grassi to book a semi-final battle with Vergne.

Although Wehrlein had been outperformed by Vandoorne in the groups, the German took his revenge with a cleaner lap to cement his second appearance in the finals, leaving Vandoorne to line up fourth. Evans then dispatched Vergne to make his first appearance in the pole position shootout, where the Kiwi kicked his pace into another gear. A mighty lap from the Jaguar driver carried him to pole, becoming the first driver of the weekend to reach the 1m29s and beat Wehrlein by a healthy quarter of a second margin. In pursuit of a third successive win, Evans was in the best place possible to make that dream come true.

It looked good at the start. Evans covered off Wehrlein into Ste Devote and began the heady ascent up Beau Rivage with the lead still in his pocket. While track position at Monaco has been historically valued, it comes with a caveat in the Formula E battleground. As the leader of the queue, Evans was punching a hole in the air for the following cars to slip through, meaning



Evans converted pole  
into the early lead but  
couldn't stay there

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## “It was a bit of a shock when I found that I was down on energy. The whole approach changes”

he expended more energy. Even though Jaguar had planned for that, it still caught Evans off-guard that he was consuming energy considerably more than his rivals.

“The first few laps I was underconsuming and our plan was looking strong,” Evans recalled after the race. “But we got the energy [figures] and it was a bit of a shock when I found that I was down on energy. Obviously towing everyone around wasn’t great but yeah, I just was a bit surprised. Then the whole approach changes, you start to try and underconsume more to recover energy.”

By the ninth lap Wehrlein was challenging for the lead, and considered making a move at the Nouvelle Chicane, before locking up and later deciding to wait for the attack mode window to open. Evans eventually blinked and took attack on lap 13, with Vandoorne – still in fourth – following suit. But Vergne, who had taken his own first activation two laps prior, was able to emerge back ahead of Vandoorne, and the DS Techeetah star undercut Evans in the process. Vergne’s gambit earned him the lead on the following tour when Wehrlein picked up his first dose of 250kW power.

Evans was still attempting to cram more energy back into his battery, and thus proved easy meat for Wehrlein, who made his way past at the Nouvelle Chicane this time with little resistance. A lap later, Wehrlein issued Vergne with a carbon copy of his move on Evans, sweeping past into the chicane and grabbing the lead. Behind them, Vandoorne began to offer a glimpse of his hand and cleared >>

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Vandoorne was always in the hunt and conserved energy early on to allow him to finish strongly

GALLOWAY

Evans into the same corner, getting onto the back of Vergne's DS Techeetah to loom large in the battle for the lead.

Wehrlein's lead was short-lived and ended in heartbreak. On the 16th lap, his Porsche lost power and shut down on him. Vergne and Vandoorne brushed the ailing Wehrlein aside at the Fairmont hairpin before the white-and-black machine ambled through the tunnel and eventually came to rest.

"I lost power, I lost drive, I lost radio communication, the car just switched off," Wehrlein rued afterwards, before gently teasing Autosport for failing to pack sun cream. "[Up to that point] it was really good. The whole race went as planned, I was leading the race and I felt strong... Yeah, there's not much to say."

Between Wehrlein's crawl to a halt and the emergence of a full-course yellow, Vergne took his second attack mode activation, but was left with minimal time to use it as the race was neutralised. As Vergne went off-line at Casino Square to run over the activation loop, Vandoorne moved into the lead with Evans in tow, and was naturally impervious to the Frenchman's higher power mode. In short, Vergne had dropped two places with no apparent benefit.

Once full-course-yellow conditions were lifted, Vandoorne had a lead of around three seconds over Evans, having got the rub of the green with his location on track once full-speed running resumed. That gave him a free window to pick up his second attack mode but, like Vergne, his final four-minute stint of 250kW was equally wasted due to an immediate safety car to collect Lotterer's Porsche from the Ste Devote wall.

In a tussle for sixth, Lotterer saw Rowland attempt an ambitious lunge at the first corner, with Rowland careering into the wall and taking the three-time Le Mans winner with him. Lotterer was left with a large bruise and a small cut to his left hand in the impact, which he later carefully dabbed with an ice-filled

## "I lost power, I lost drive, I lost radio communication, the car just switched off"

latex glove in the post-race media pen.

On the restart, it became apparent that Vandoorne had it all in his grasp. Picking up from where he left off before the Porsche Taycan pace car's interruption, he set about reinstating his lead, helped by Evans having to polish off his last attack mode and using it to repass Vergne after dropping behind. By that stage, Vandoorne was 2.3s up the road and, although Evans took a second out of that lead by the close of the race, the Kortrijk-born driver serenely crossed the line to wrap up a well-worked victory.

"I won here in 2015 in GP2, but in Formula E it's not always gone my way here — let's say last year was a struggle!" Vandoorne noted in the post-race press conference. "But this year we qualified well, and then I knew we could be in the mix for a good race. And I felt confident on the race running in practice."

"The race was kind of just playing the long game; I saw Mitch and Pascal weren't really running away at the start, so I managed to actually save quite a bit of energy in the early couple of laps. That really helped me, especially when I got into the lead. And then I was just able to build the gap, take that second attack mode and remain there."

Evans, for all his energy management issues earlier on in the race, was pleased to finish second, but admitted that he was confused that the Jaguar had a spell where the efficiency of its I-Type 5 motor seemed to go missing in action. Having weathered the storm, his late use of attack mode managed to cement the runner-up spot as Vergne had not been able to enjoy the perks of his own second activation.

Regardless, Vergne was quietly pleased with a podium finish, albeit aggrieved to stumble into the full-course yellow at an inopportune time: "That cost me the most in the race. But nevertheless, we had a good car today. I'm pretty happy to be consistently fast on every track since the beginning of the year. And yeah, we'll keep pushing and keep on working very hard. Berlin [venue for the next round] is a good track for us in general. So hopefully, finally, I can fight for a race win."

There's a clear championship order forming now as the half-distance mark of the 2021-22 season approaches. Vandoorne, Vergne, Evans and Frijns have broken away from the peloton, the last-named securing fourth in the race to continue his consistent streak. But with nine races left, there's plenty of chance for the chasing pack to get back on terms, which could make an already-tantalising four-way scrap for honours even more alluring. ❧





## IN THE HEADLINES

### 'ARCH' RIVAL HURTS DENNIS

Jake Dennis was close to retiring from Monaco because his wheelarch got stuck under his tyre after contact with Maximilian Guenther, but the arch finally dislodged as he dropped out of the points to 13th, enabling him to continue and get up to ninth. "I definitely should have been around where Antonio Felix da Costa was – fifth or sixth," said the Andretti driver.

### ANGRY MORTARA THWARTED

Edoardo Mortara had been enjoying a strong recovery drive after qualifying 16th, getting among the top six "until I encountered Mr di Grassi". Mortara made the pass on his Venturi team-mate, but di Grassi handed him a puncture, from which he retired. "It's hard to swallow, especially when you have such a good race," rued Mortara.

### FIGHTING COMEBACK BY BUEMI

Sebastien Buemi recovered from last on the grid to secure eighth, feeling he "couldn't ask for much more" from the race, but also reckoned he could have passed Nick Cassidy for seventh. The lack of qualifying pace mystified the Nissan e.dams driver, however: "It cannot be good to all of a sudden be last in FP2 and quali."

### CASSIDY GRABS SOME POINTS

Nick Cassidy was delighted with his drive to seventh, explaining that his crash with Sam Bird in Rome forced him to be more circumspect with battling Maximilian Guenther. "I was trying to be patient," explained the Kiwi. "I couldn't afford to end up in the fence. I needed to get the points."

### PROGRESS FOR GIOVINAZZI

After a difficult start to his Formula E career, Dragon Penske's Antonio Giovinazzi felt Monaco was a "better weekend", his knowledge of the circuit meaning he could focus more on getting comfortable with the car. "It was the best race so far this season," said Giovinazzi (below), who finished 16th after picking up a five-second penalty for gaining an unfair advantage. "Not ideal but I'm happy that at least I was in the group."



Vandoorne, with Evans and Vergne, previously topped a Monaco podium in 2015 in GP2

## RESULTS ROUND 4/10, MONTE CARLO (MCO), 30 APRIL (30 LAPS – 62.205 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	<b>Stoffel Vandoorne</b> (BEL)	Mercedes / Mercedes EQ Silver Arrow 02	51m12.473s
2	<b>Mitch Evans</b> (NZL)	Jaguar Racing / Jaguar I-TYPE 5	+1.285s
3	<b>Jean-Eric Vergne</b> (FRA)	DS Techeetah / DS E-Tense FE21	+3.293s
4	<b>Robin Frijns</b> (NLD)	Envision Racing / Audi e-tron FE07	+3.467s
5	<b>Antonio Felix da Costa</b> (PRT)	DS Techeetah / DS E-Tense FE21	+3.952s
6	<b>Lucas di Grassi</b> (BRA)	Venturi Racing / Mercedes EQ Silver Arrow 02	+8.133s
7	<b>Nick Cassidy</b> (NZL)	Envision Racing / Audi e-tron FE07	+15.273s
8	<b>Sebastien Buemi</b> (CHE)	Nissan e.dams / Nissan IM03	+17.773s
9	<b>Jake Dennis</b> (GBR)	Andretti / BMW iFE.21	+17.820s
10	<b>Nyck de Vries</b> (NLD)	Mercedes / Mercedes EQ Silver Arrow 02	+18.283s
11	<b>Alexander Sims</b> (GBR)	Mahindra Racing / Mahindra M7Electro	+19.350s
12	<b>Dan Ticktum</b> (GBR)	NIO 333 / NIO 333 001	+19.756s
13	<b>Sergio Sette Camara</b> (BRA)	Dragon Penske Autosport / Penske EV-5	+22.894s
14	<b>Oliver Turvey</b> (GBR)	NIO 333 / NIO 333 001	+23.198s
15	<b>Oliver Askew</b> (USA)	Andretti / BMW iFE.21	+23.432s
16	<b>Antonio Giovinazzi</b> (ITA)	Dragon Penske Autosport / Penske EV-5	+27.987s
17	<b>Maximilian Gunther</b> (DEU)	Nissan e.dams / Nissan IM03	+39.668s
R	<b>Edoardo Mortara</b> (CHE)	Venturi Racing / Mercedes EQ Silver Arrow 02	23 laps-puncture
R	<b>Andre Lotterer</b> (DEU)	Porsche / Porsche 99X Electric	18 laps-accident
R	<b>Oliver Rowland</b> (GBR)	Mahindra Racing / Mahindra M7Electro	18 laps-accident damage
R	<b>Pascal Wehrlein</b> (DEU)	Porsche / Porsche 99X Electric	15 laps-lost power
R	<b>Sam Bird</b> (GBR)	Jaguar Racing / Jaguar I-TYPE 5	7 laps-track rod

**Winner's average speed** 72.885mph. **Fastest lap** Frijns 1m32.707s, 80.518mph.

**QUALIFYING** 1 Evans 1m29.839s; 2 Wehrlein 1m30.096s; 3 Vergne 1m30.118s; 4 Vandoorne 1m30.243s; 5 di Grassi 1m30.338s; 6 Lotterer 1m30.366s; 7 Frijns 1m30.451s; 8 de Vries 1m30.938s; 9 Rowland 1m31.499s; 10 da Costa 1m31.510s; 11 Gunther 1m31.899s; 12 Askew 1m31.614s; 13 Bird 1m31.694s\*; 14 Ticktum 1m31.931s; 15 Dennis 1m31.830s; 16 Mortara 1m31.975s; 17 Sims 1m31.933s; 18 Cassidy 1m32.009s; 19 Giovinazzi 1m32.091s; 20 Sette Camara 1m32.137s; 21 Turvey 1m32.497s; 22 Buemi 1m32.185s. \* = grid penalty.

**CHAMPIONSHIP** 1 Vandoorne 81; 2 Vergne 75; 3 Evans 72; 4 Frijns 71; 5 Mortara 49; 6 Lotterer 43; 7 Wehrlein 42; 8 de Vries 39; 9 di Grassi 37; 10 da Costa 30.

## NEXT REPORT

**BERLIN E-PRIX**  
**19 MAY ISSUE**





INDYCAR BARBER

# O'Ward delivers as team rift is healed

*A cloud has lifted over Arrow McLaren SP and the Mexican has shaken off his early season issues to deliver a third series victory — his best yet*

DAVID MALSHER-LOPEZ

PHOTOGRAPHY  **motorsport**  
IMAGES

**T**here were several potential drivers of the day at Barber Motorsports Park last Sunday, but the overall takeaway from the fourth round of the 2022 IndyCar season was that Pato O'Ward was back on form, so too was the Arrow McLaren SP team, and together they made magic.

O'Ward had looked troubled in the early races of 2022. His squad had missed the set-up window at the St Petersburg opener and he had struck a wall in qualifying. The team strategy to recover from a mid-grid starting position had not worked. In Texas, both AMSP Dallara-Chevrolets had been strong, and both O'Ward and Felix Rosenqvist should have ended up on the podium. Instead, they each made pitlane errors, Rosenqvist also had a mechanical

issue, while O'Ward's pitstop mistake caused him to strike a crew member, obliging him to serve a drivethrough. In Long Beach, the pint-sized Mexican star had again smacked a wall in practice, and had been outqualified by team-mate Rosenqvist, before climbing to fifth on race day.

These little errors were coming from a driver who in 2020 and 2021 had been notable for his race smarts, his judgement, his ability to know exactly how hard to push. One theory for his apparent loss of composure in 2022 had been his internal conflict and the friction he both felt and caused, when it was revealed that his long-time rival Colton Herta of Andretti Autosport would get a chance to test for the McLaren Formula 1 team this year. O'Ward, whose long-term ambition is to move across to F1 and who has already

tested a McLaren MCL35M, was clearly annoyed by the news, and soon after made it public that he was open to offers to depart Arrow McLaren SP.

Most felt this was a strange way to ingratiate yourself with the sole team that has a squad in both IndyCar and F1 and could thus ease such a transition, and thankfully it now seems that O'Ward has allowed wisdom to prevail over gut instinct. Autosport is given to understand that a verbal agreement for a new deal has been reached between O'Ward and AMSP, and that the contract is now being examined by lawyers from each party.

The positive atmosphere started to return in Long Beach, said O'Ward, but it was far more noticeable at Barber. After stepping from his car in Victory Circle, he remarked: "Man, it sucks to be at war within





After a tricky start to 2022,  
O'Ward and his team were  
on top form at Barber

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your own team. I'm glad there's been very positive talks for the future and, man, I wanted to do it for these guys. I wanted to do it for Arrow McLaren SP, Team Chevy."

He hadn't quite been able to claim pole position around Barber's sinuous, 17-turn 2.366-mile course, venue of his first IndyCar pole a year earlier, but he looked remarkably unperturbed at being outpaced by Ed Carpenter Racing's Rinus VeeKay over a flying lap by 0.15 seconds. Perhaps he was already confident in what he had in terms of race set-up. At Barber in 2021, the AMSP team had felt almost obliged to put O'Ward on a three-stop strategy, for its set-ups back then rapidly generated heat in the tyres – great for starts and restarts, but harsh on the rubber over a long stint. This year the team has backtracked, come up with generic set-ups for road and street courses that are less front-downforce heavy, more neutral, and have improved their tyre life. That, combined with Firestone bringing more durable compounds of both primary and alternate rubber to Barber this year, and the reduced pace required to make the 90-lap race on only two stops, meant there was going to be far less tyre degradation anyway.

So long as O'Ward was abstemious with his fuel, didn't get trigger happy with the

E85-guzzling push-to-pass boost, the two-stop route was the obvious one for him to take. Through the first and second stints, he ran second to VeeKay, anywhere between 1.8s and 2.5s in arrears, while staying clear of the fast-starting Dallara-Chevy of Team Penske's Scott McLaughlin, last year's Barber winner and reigning series champion Alex Palou (Chip Ganassi Racing) and Alexander Rossi (Andretti Autosport). O'Ward and Rossi pitted a lap earlier than the other three in this quintet, and briefly it looked like they might have to wrestle with the fastest of the three-stoppers – Josef Newgarden (Penske) and Andretti pair Colton Herta and Romain Grosjean.

This trio had underperformed in qualifying. Herta and Grosjean should have been pole contenders, but Herta was late leaving the pits in Q2 and got caught out when a Marcus Ericsson spin brought out the red flag, while RoGro didn't quite produce the Q2 lap his form had promised. Newgarden and Herta had compounded their issue by starting on the harder primary tyre, and dropping from seventh and 10th to 10th and 11th respectively on the opening lap. A three-stopper was the way to go if they had the race pace.

Sure enough, when the two-stoppers emerged from the pits for the first time, Newgarden, Herta and Grosjean (who had made their first of three stops on laps 11, 12 and 13 respectively) were elevated to first, second and fourth. Almost immediately, their hopes were dashed, however. Callum Hogg, who had brilliantly qualified 11th in the singleton Juncos Hollinger Racing entry, spun off, got embedded in a gravel trap and so required a tow. Out came the full-course

caution – the only one of the day. That bunched the field and allowed VeeKay, O'Ward, McLaughlin, Palou and Rossi to catch up with the three-stoppers. Newgarden, Herta and Grosjean therefore pitted for a second time; now they, like their principal rivals, had one more stop to make, but were restarting from 17th, 18th and 19th.

VeeKay held off O'Ward without problem at the restart on lap 35, but Rossi jumped Palou to grab fourth behind McLaughlin. Other notable movers were a couple of veteran aces who had qualified terribly but had felt able to stick to the more conventional two-stop strategy. On Saturday, Scott Dixon of Ganassi and Penske's Will Power had qualified down in 13th and 19th respectively, and each looked somewhat puzzled after being eliminated in Q1 because their cars hadn't felt terrible, nor had they made any grievous driving errors on their fastest laps.

But rather than roll the dice with a three-stop strategy, they had each elected to play to some of their other strengths – going fast while saving fuel, thereby shortening their pitstops, nailing in and out-laps, and depending on their crews to get their wheelchanges perfect. Also aiding their race pace was that, by failing to escape Q1, they also had more fresh sets of tyres available, so while they ran down in 15th and 19th during the opening stint – Dixon on reds, Power on blacks – once the three-stoppers had cleared out of the way, they lined up for the restart in eighth and 10th. By the end of lap 40 of the 90-lapper, Dixon had passed Graham Rahal and Rosenqvist to take sixth, and Power had cleared those two and Takuma Sato to run seventh. >>

**“Man, it sucks to be at war within your own team. I'm glad there's been very positive talks”**





VeeKay took pole and led impressively but it wasn't to be the Ed Carpenter racer's day

Up front, the order remained static, with VeeKay looking comfortable still running two seconds ahead of O'Ward, who had a similar margin over McLaughlin. Then came the second stops on lap 61, and VeeKay was briefly held up by backmarker Jimmie Johnson, so that O'Ward was on his tail as the pair entered and departed the pitlane. All the way around the long right-hander of Turn 2 and up the hill towards the downhill left-handed hairpin of Turn 5, the AMSP #5 filled the mirrors of the Ed Carpenter Racing #21. VeeKay naturally defended the inside line, later admitting he was too cautious on the brakes. O'Ward took the more conventional line, braked later and simply drove around the outside of his

rival and into the net lead (late-stopping Ericsson was still ahead of them).

Dixon, meanwhile, had gone a lap longer, so not only did he jump Rossi, who had stopped two laps earlier and had a slow service, but he also came out right in front of fellow New Zealander McLaughlin. The Penske driver was on warm tyres, and so he was able to outbrake Dixon and pass him around the outside of Turn 5. But, having done the hard part, McLaughlin outbraked himself into the right-left-right chicane of Turns 7/7A/7B and half-spun onto the grass. Although he gathered it up again, his Ganassi rival was through and would remain ahead.

Another Ganassi driver who had excelled

was Palou. He had saved fuel while trailing Rossi in fifth during the second stint, so he was able to go a lap further even than Dixon. When the road ahead cleared, last year's Barber winner nailed three great laps, including the fastest of the day by anyone, and the #10 Ganassi crew were exemplary, sending him out into the growing gap between new leader O'Ward and former leader VeeKay. The Dutchman could only watch and wonder, as O'Ward and Palou disappeared into a race of their own. Palou was able to use his push-to-pass boost quite liberally over the closing laps, and at one point drew to within 1.1s of the orange-and-black AMSP car. O'Ward had less fuel to spare, having stopped two laps



## ANDRETTI STILL SEARCHING FOR A BREAKTHROUGH

For the second event in succession, Andretti Autosport's failure to capitalise on potential race-winning pace appeared to seep into its drivers' consciousness, prompting them into error. The regularly frustrated Alexander Rossi suffered a nasty shunt in second practice and, while he became the only AA driver to make the Firestone Fast Six and ran fourth in the second stint, one slow stop and a loss of pace in the final stint caused him to fall to ninth. Colton Herta's failure to make a three-stop strategy work was not his fault, but his failure to salvage a

top-five finish certainly was thanks to an overly bold passive move.

Romain Grosjean (left) appeared comparably fast in practice and the race, but lost time to fellow three-stoppers Josef Newgarden and Herta in the second stint when he ran primary tyres and they switched to alternates. In the third stint, Herta zapped Newgarden on the lap 35 restart, but Grosjean spent a frustrating 20 laps behind the slower Penske car. Once past, he swiftly muscled his way up to eighth. With four laps to go, Grosjean dived down the inside of

Graham Rahal at Turn 5, but the RLL driver carried more speed through the turn and, when Grosjean realised his pass had failed and the pair exited onto the long drag down to Turn 7, the Andretti driver's right-front wheel twice made hard contact with Rahal's sidepod.

At best, it was a silly attempt at intimidation, at worst it appeared Grosjean was trying to nerf his rival onto the grass; either way, it stank of petulance. So, when Rahal had to coast the final lap, low on fuel, and ceded seventh to Grosjean, few objective observers rejoiced.





## “O’Ward didn’t touch his boost button. That’s how much he had everything in hand”

earlier, and didn’t touch his boost button, yet was still able to respond with personal best laps. That’s how much O’Ward had everything in hand on this day, and his third victory was his best yet.

VeeKay fell a dozen seconds behind this pair, and said afterwards that his car wasn’t as well balanced on his third set of tyres, yet he set his own fastest lap on the 90th and last tour. In a way, he had to because he was being closed down by the only two-stopping frontrunner on reds in the final stint, namely Power, who at Turn 5 had outbraked team-mate McLaughlin for fifth on lap 68, and Dixon for fourth on lap 75. Although he fell short of gaining a podium spot, Power was happy with his charge from 19th on the grid.

He should have had to fight off the fastest of the three-stoppers, Herta, who had passed Newgarden on the restart and then carved through to ninth before his final pitstop, before demoting Rossi and Rahal. He was on the tail of McLaughlin by lap 75 but, when he made his move to pass into Turn 5, he came from too far back and thumped into the left-rear of the Penske car, spinning himself down to 10th.

The first of the three-stoppers home was therefore similarly swift team-mate Grosjean (see panel, left). Newgarden never had the pace to keep up with this Andretti Autosport pair in their recovery drives and rolled home a subdued 14th, passed in the closing stages by Sato. 🏆

### NEXT REPORT

**INDY GRAND PRIX**  
**19 MAY ISSUE**



### RESULTS ROUND 4/16, BARBER MOTORSPORTS PARK (USA), 1 MAY (90 LAPS – 207.000 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	<b>Pato O’Ward</b> (MEX)	Arrow McLaren SP / Dallara-Chevrolet	1h48m39.4368s
2	<b>Alex Palou</b> (ESP)	Chip Ganassi Racing / Dallara-Honda	+0.9800s
3	<b>Rinus van Kalmthout</b> (NLD)	Ed Carpenter Racing / Dallara-Chevrolet	+12.4819s
4	<b>Will Power</b> (AUS)	Team Penske / Dallara-Chevrolet	+15.2616s
5	<b>Scott Dixon</b> (NZL)	Chip Ganassi Racing / Dallara-Honda	+22.8297s
6	<b>Scott McLaughlin</b> (NZL)	Team Penske / Dallara-Chevrolet	+24.0649s
7	<b>Romain Grosjean</b> (FRA)	Andretti Autosport / Dallara-Honda	+24.5161s
8	<b>Graham Rahal</b> (USA)	Rahal Letterman Lanigan Racing / Dallara-Honda	+31.9173s
9	<b>Alexander Rossi</b> (USA)	Andretti Autosport / Dallara-Honda	+33.2497s
10	<b>Colton Herta</b> (USA)	Andretti Autosport with Curb-Agajanian / Dallara-Honda	+33.5102s
11	<b>Simon Pagenaud</b> (FRA)	Meyer Shank Racing / Dallara-Honda	+33.7418s
12	<b>Marcus Ericsson</b> (SWE)	Chip Ganassi Racing / Dallara-Honda	+34.4738s
13	<b>Takuma Sato</b> (JPN)	Dale Coyne Racing with RWR / Dallara-Honda	+34.9140s
14	<b>Josef Newgarden</b> (USA)	Team Penske / Dallara-Chevrolet	+35.6807s
15	<b>Christian Lundgaard</b> (DNK)	Rahal Letterman Lanigan Racing / Dallara-Honda	+37.0416s
16	<b>Felix Rosenqvist</b> (SWE)	Arrow McLaren SP / Dallara-Chevrolet	+41.6145s
17	<b>Devlin DeFrancesco</b> (CAN)	Andretti Steinbrenner Autosport / Dallara-Honda	+42.4511s
18	<b>Jack Harvey</b> (GBR)	Rahal Letterman Lanigan Racing / Dallara-Honda	+1m02.3267s
19	<b>Conor Daly</b> (USA)	Ed Carpenter Racing / Dallara-Chevrolet	+1m03.2947s
20	<b>David Malukas</b> (USA)	Dale Coyne Racing with HMD / Dallara-Honda	+1m03.7435s
21	<b>Helio Castroneves</b> (BRA)	Meyer Shank Racing / Dallara-Honda	+1m04.5322s
22	<b>Kyle Kirkwood</b> (USA)	AJ Foyt Enterprises / Dallara-Chevrolet	-1lap
23	<b>Dalton Kellett</b> (CAN)	AJ Foyt Enterprises / Dallara-Chevrolet	-1lap
24	<b>Jimmie Johnson</b> (USA)	Chip Ganassi Racing / Dallara-Honda	-1lap
25	<b>Callum Ilott</b> (GBR)	Juncos Hollinger Racing / Dallara-Chevrolet	-2laps
26	<b>Tatiana Calderon</b> (COL)	AJ Foyt Enterprises / Dallara-Chevrolet	-2laps

**Winner’s average speed** 114.304mph. **Fastest lap** Palou 1m08.1541s, 121.489mph.

**Q3** 1 van Kalmthout 1m06.2507s; 2 O’Ward 1m06.4003s; 3 Palou 1m06.4415s; 4 McLaughlin 1m06.4967s; 5 Rossi 1m06.5549s; 6 Rosenqvist 1m06.6410s.

**Q2** O’Ward 1m06.1054s; McLaughlin 1m06.1474s; Rossi 1m06.1839s; Rosenqvist 1m06.2721s; van Kalmthout 1m06.2732s; Palou 1m06.3153s; 7 Newgarden 1m06.3348s; 8 Grosjean 1m06.3820s; 9 Rahal 1m06.6339s; 10 Herta 1m06.7295s; 11 Ilott 1m07.2000s; 12 Ericsson 1m07.3561s.

**Q1 – GROUP 1** McLaughlin 1m06.0289s; O’Ward 1m06.2448s; Rosenqvist 1m06.3855s; Palou 1m06.3877s; Rossi 1m06.3962s; Rahal 1m06.5016s; 13 Dixon 1m06.5142s; 15 Harvey 1m06.6511s; 17 Sato 1m06.7541s; 19 Power 1m06.7775s; 21 Kirkwood 1m06.8213s;

23 Kellett 1m07.6869s; 25 Calderon 1m07.9248s.

**Q1 – GROUP 2** Grosjean 1m06.2000s; Herta 1m06.3396s; Newgarden 1m06.3799s; van Kalmthout 1m06.5477s; Ilott 1m06.6649s; Ericsson 1m06.7305s; 14 Lundgaard 1m06.7462s; 16 Castroneves 1m06.8138s; 18 Malukas 1m06.8898s; 20 DeFrancesco 1m07.0242s; 22 Daly 1m07.0350s; 24 Pagenaud 1m07.1052s; 26 Johnson 1m09.0075s.

**CHAMPIONSHIP** 1 Palou 144; 2 McLaughlin 141; 3 Newgarden 135; 4 Power 134; 5 O’Ward 114; 6 Dixon 113; 7 van Kalmthout 106; 8 Grosjean 101; 9 Ericsson 84; 10 Rahal 84.





## Marciello overshadows Rossi as the Italian hero of Brands

Marciello instantly opened up a gap in second race

### GT WORLD CHALLENGE EUROPE SPRINT CUP

BRANDS HATCH (GBR)

1 MAY

ROUND 1/5

Ferrari and Mercedes had a clear edge around the Brands Hatch Grand Prix Circuit as they claimed the silverware on the opening

weekend of the GT World Challenge Europe Sprint Cup. They dominated a race apiece on a day when Audi and everyone else wasn't really in the same ballpark.

There was no surprise that the Mercedes-AMG GT3 was bang on the pace at Brands after last year's British round in August, or that serial Sprint race winners Raffaele Marciello and Timur Boguslavskiy picked

up a win in the second of the two one-hour races with the French Auto Sport Promotion squad. Less expected was the victory for Ulysse de Pauw and Pierre-Alexandre Jean at the wheel of an AF Corse-run Ferrari 488 GT3 Evo in race one on Sunday morning.

But a first Sprint Cup win for Ferrari since 2015, when the series was known as the Blancpain GT Series and the marque's tool was still the 458 GT3, shouldn't have been a surprise. There is no doubting that the 488 is a competitive proposition in the GTWCE, witness the Endurance Cup title last year for the Iron Lynx Ferrari squad that worked with AF. The simple fact is that the Italian marque had been underrepresented at the sharp end of the grid in the short-format segment of the GTWCE in recent seasons.

There still isn't a Ferrari in the Pro class: de Pauw and Jean are entered in the Silver Cup for, as the name suggests, silver-ranked drivers, though they still score overall points. The Belgian and the Frenchman, 20 and 21 respectively, belied their lack of experience to take the first of the two races with relative ease.

De Pauw had put the Ferrari on pole position and then led through a safety car period following a first-corner shunt to the mid-race pitstops. Jean was able to hold on to take the chequered flag 1.3 seconds ahead

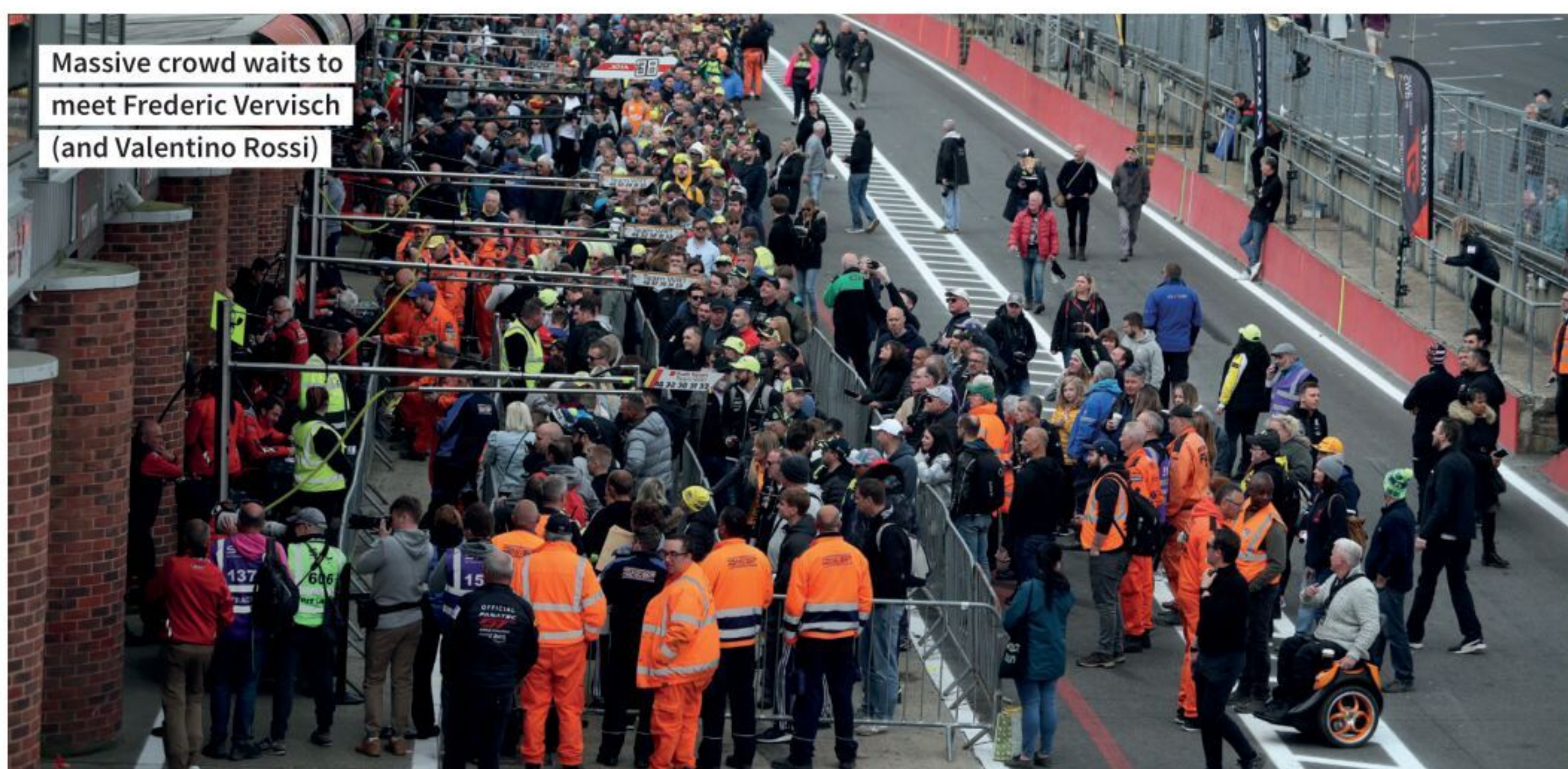


ALL PICS: GARY HAWKINS





Franco-Belgian pair of Jean and de Pauw took surprise win in Ferrari



Massive crowd waits to meet Frederic Vervisch (and Valentino Rossi)

## WEEKEND WINNERS

### GT WORLD CHALLENGE EUROPE SPRINT CUP

#### BRANDS HATCH (GBR)

**Race 1** Pierre-Alexandre Jean/Ulysse de Pauw  
AF Corse (Ferrari 488 GT3 Evo)

**Race 2** Raffaele Marciello/Timur Boguslavskiy  
ASP (Mercedes-AMG GT3)



For full results visit [motorsportstats.com](https://motorsportstats.com)

of the WRT Audi R8 LMS Evo II GT3 shared by reigning champions Dries Vanthoor and Charles Weerts. A car that had gained two places in the pits started the final lap in Vanthoor's hands just seven tenths in arrears, but never got close enough to mount a challenge.

It wasn't all plain sailing for de Pauw and Jean, who have moved over to AF after a season of sprints last year with the CMR (Classic and Modern Racing) Bentley team. Former BRDC British Formula 3 frontrunner de Pauw put two wheels in the gravel at Paddock Hill Bend on the way to building up a three-second lead over Jules Gounon's ASP Merc during his stint, and then Jean had a similar advantage halved when he was held up by a backmarker. "It might have looked easy from the outside, but I really pushed to build up a gap after the safety car," said de Pauw. "The last 20 minutes were the longest of my life. But we really didn't come here expecting a result like this."

Marciello crossed the line in third position in the morning race, less than four tenths behind the WRT Audi after he moved up from the fifth place that Boguslavskiy held through the first stint. The Italian's charge included an around-the-outside manoeuvre at Hawthorns on Luca Ghiotto's Car Collection Audi shortly after he'd taken

the wheel. He had his nose in front going into the corner, but nothing more.

Marciello started the second race from pole. He'd taken a trip through the gravel at Paddock on his opening qualifying run on Saturday, making the lightest of contact with the barriers, but returned to the track on a second set of tyres in an undamaged car to nail a lap. The Italian was again at his imperious best at the start of race two as he sped away from the pack, led by Patric Niederhauser's Sainteloc Audi, into a lead of over 10s.

Boguslavskiy held the advantage at around the nine-second mark for much of the second half of the race before easing off to take the flag 6.6s ahead of Weerts. It looked easy-peasy for the Merc, even though it was running 15kg heavier than at Brands last year. The majestic GP circuit remained Merc territory even with a bit more weight.

Vanthoor and Weerts again took second on what WRT reckoned was a good start to its championship defence. Vanthoor had run third during the opening stint before Niederhauser dropped back after overshooting his pit; team-mate Aurelien Panis would bring the car home sixth. "It was the best we could do with the tool we had," said WRT team boss Vincent Vosse. "The Merc and the Ferrari were

just quicker — that was obvious."

Gounon and Jim Pla took third in race two after coming home fourth in the morning. The Merc lost time at its first-race pitstop when the left-rear wheel failed to go on cleanly — the team identified that a brake cooling shroud had been dislodged slightly and snagged against the wheel weights on the inside of the wheel.

The races took place in front of what circuit boss Jonathan Palmer described as a "British Touring Car Championship-level crowd", the attendance boosted by the presence of bike legend Valentino Rossi in one of the WRT Audis. The Italian, sharing with Frederic Vervisch, scored the first points of his second motorsport career with eighth place in the second of the two races.

The Brands debutant — Rossi never raced bikes there — took over the car in that position and was able to repel the challenge from behind as he picked up his pace and started posting competitive lap times in the closing stages. He initially had Jean-Baptiste Simmenauer's WRT Audi in his mirrors and then Thomas Drouet's ASP Merc. Drouet was less than a second behind at the finish, but a five-second time penalty for nerfing Simmenauer off at Druids dropped the car he shared with Casper Stevenson to 11th.

**GARY WATKINS**



Albuquerque heads Blomqvist  
down the Corkscrew



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## Albuquerque beats Blomqvist in Acura 1-2

**IMSA SPORTSCAR  
LAGUNA SECA (USA)**

**1 MAY  
ROUND 4/12**

The fast, flowing contours of Laguna Seca Raceway always seem to suit the nimble Acura ARX-05, so the two Acura teams in the IMSA SportsCar Championship knew they needed to capitalise. They did so in style last weekend, as Ricky Taylor and Filipe Albuquerque (Wayne Taylor Racing) claimed a narrow victory over the similar car of Meyer Shank Racing pair Oliver Jarvis and Tom Blomqvist after two hours and 40 minutes of flat-out racing.

Taylor laid down the gauntlet in the very first practice session on Friday, eschewing the normal weekend strategy by simulating a qualifying run and comfortably topping the timing charts with a time that was faster than the qualifying lap record set last autumn by Albuquerque. Taylor went faster again in the second session on Saturday morning, then blitzed the old standard in qualifying

by more than a half-second to secure his series record-extending 14th pole position.

Jarvis qualified alongside on the front row, less than 0.1s adrift, while fellow Englishman Alex Lynn benefited from major overnight improvements to Chip Ganassi's #02 Cadillac Racing prototype to take a close third, almost half a second clear of in-form team-mate Sebastien Bourdais.

After the Frenchman's car was sidelined by electrical woes early in the race, Lynn ran third through the opening stint, albeit slipping more than 15s adrift of the race leader when the only full-course caution of the day precipitated the first round of pitstops after 25 laps.

Both Acura teams elected to change drivers at the earliest opportunity, with Albuquerque resuming ahead of Blomqvist. Behind, an uncharacteristically slow stop by the Ganassi team caused Lynn to fall behind the similar Cadillacs of Tristan Vautier and Pipo Derani. The problem later was compounded when Lynn pushed too hard on his final in-lap before handing over to Earl Bamber and slid off the road in Turn 6.

The two leading Acuras were rarely separated by more than a second during the final one hour and 50 minutes as they fought it out for the win. Blomqvist grasped an advantage by undercutting Albuquerque on the next round of stops, then scything past on lap 61 as the Portuguese ace struggled to get his fresh Michelin tyres up to temperature. But Albuquerque refused to be flustered and eventually regained the lead with an opportunist move amid heavy traffic six laps later at the famed Corkscrew. That proved to be the decisive move, and he held on to take the win by just over 1s and claim Acura's fourth consecutive win on the Monterey Peninsula.

Derani and Tristan Nunez emerged as best of the outclassed Cadillacs in third.

Swiss Louis Deletraz replaced Tower Motorsport's John Farano at the earliest possible opportunity at the one-hour mark, a strategic decision that paid dividends as the ex-FIA Formula 2 ace claimed the team's first LMP2 class win of the season over Dwight Merriman and Ryan Dalziel (Era Motorsport).

Just as the Acuras blitzed the opposition in DPi, so did the Porsches take control in GTD. Mathieu Jaminet and Matt Campbell bounced back from a freakish incident at Long Beach to score a dominant victory for Pfaff Motorsports in GTD Pro ahead of the Vasser Sullivan Lexus of Englishmen Jack Hawksworth and Ben Barnicoat, while Jan Heylen took over from Ryan Hardwick in the Wright Motorsports 911 GT3-R and mounted a late charge to take control in GTD.

**JEREMY SHAW**

There was no faffing for  
Pfaff Porsche in GTD Pro



FARMER/MOTORSPORT IMAGES



# Cometh the Auer, endeth the Lambo win

**DTM**  
**ALGARVE CIRCUIT (PRT)**  
**30 APRIL-1 MAY**  
**ROUND 1/8**

Mercedes driver Lucas Auer and long-time Audi man Nico Muller shared the spoils as 29 cars lined up at Portimao for the start of the 2022 DTM season.

Auer drew first blood in the opening race of the weekend, the Winward Racing driver taking advantage of a technical problem for Mirko Bortolotti that left the Italian's Grasser Racing Lamborghini tumbling down the order. Bortolotti had been leading comfortably from pole position and was seemingly on his way to score Lambo's maiden victory in the DTM, only for a brief loss of power at the safety car restart with 11 laps to go to deny him a historic result. It was the same fuel injection issue that had led to team-mate Rolf Ineichen stopping on track at Turn 1, which caused the safety car to be deployed in the first place.

Auer had put himself second early on with a pass on the front-row-starting Mercedes of DTM rookie Mikael Grenier and, when Bortolotti was unable to accelerate at full speed when the lights went green, he moved into a lead he wouldn't relinquish. It was a continuation of the form Auer showed in the final part of last season, when the Austrian was among the highest points-scoring drivers in the 19-car field.

HRT's new signing Luca Stolz finished second behind Auer to complete a 1-2 for Mercedes, while Bortolotti recovered to third after passing another AMG GT3, that of Maro Engel, in the closing stages.

The second race of the weekend featured a dominant performance from pole position from Muller, the Team Rosberg driver proving his 2021 campaign was a blip rather than a trend in the GT3 era of the DTM.



Muller leads Bortolotti  
at start of race two



Auer led a Merc 1-2  
to kick off the  
2022 season

Muller received no formidable challenge from his rivals as he led every lap outside the pit cycle, crossing the finish line with a victory margin of 3.4 seconds.

Bortolotti couldn't match the pace of the Swiss on Sunday and was also overtaken by the Red Bull-backed AF Corse Ferrari of Felipe Fraga for second, but back-to-back podium finishes put him in an early championship lead.

Porsche delivered an encouraging performance in its first round as a full-season DTM entrant. Dennis Olsen claimed a best finish of fifth for SSR Performance after all three 911 GT3-Rs received a mid-round Balance of Performance boost.

Sebastien Loeb also performed reasonably well on his DTM debut, finishing 16th and 18th in the two races. The highlight of his weekend was the first qualifying session, in which he finished just 0.8s off the pace despite getting very limited track time in the AlphaTauri-liveried Ferrari normally driven by Nick Cassidy.

Meanwhile, Rene Rast failed to score a point on what was a troubled return to the DTM for the three-time champion. The German was unlucky to be caught up in the melee at the restart in race one, losing a likely top-10 finish. A lacklustre outing then left him down in 12th in the second race, well behind Abt Audi team-mates Kelvin van der Linde and Ricardo Feller.

**RACHIT THUKRAL**

## WEEKEND WINNERS

### IMSA SPORTSCAR

#### LAGUNA SECA (USA)

- DPI** Ricky Taylor/Filipe Albuquerque  
Wayne Taylor Racing (Acura ARX-05)
- LMP2** Louis Deletraz/John Farano  
Tower Motorsport (ORECA-Gibson 07)
- GTD Pro** Matt Campbell/Mathieu Jaminet  
Pfaff Motorsports (Porsche 911 GT3-R)
- GTD** Ryan Hardwick/Jan Heylen  
Wright Motorsports (Porsche 911 GT3-R)

### DTM

#### ALGARVE CIRCUIT (PRT)

- Race 1** Lucas Auer (below)  
Team Winward (Mercedes-AMG GT3)
- Race 2** Nico Muller  
Team Rosberg (Audi R8 LMS Evo II GT3)



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Davison hops through the Western Australian scenery at Barbagallo

## Davison ends drought to stem 'Giz' domination

**AUSTRALIAN SUPERCARS**  
**BARBAGALLO (AUS)**  
**30 APRIL-1 MAY**  
**ROUND 4/13**

Shane van Gisbergen won two of the three Supercars races in Perth, while Will Davison broke a six-year winless streak with victory in the other.

Van Gisbergen kicked off his weekend in style with a spectacular win under lights on Saturday night. His Triple Eight-run Holden initially ran third, and when leaders Anton De Pasquale and Cam Waters pitted early he opted to go long. The overcut meant he dropped back behind the two Ford drivers when he finally made his stop, but had the tyre condition to charge past them both to set up victory.

Van Gisbergen's hopes of a clean sweep took a hit in qualifying for the second race on Sunday morning when he was baulked by Mark Winterbottom on his final run. That left him buried in the pack, and opened the door for polesitter Will Davison and Waters to fight it out for victory.

Waters got the jump on Davison and led into the second stint, before Dick Johnson Racing ace Davison pulled a bold move on his Tickford rival into Turn 7. Waters used the old pit apron on the exit of the corner to retain the lead, but was slapped with a five-second time penalty for gaining an advantage by leaving the racing surface. A late safety car meant a furious Waters was classified fourth despite crossing the line first, while Davison was credited with his first race victory since the 2016 Bathurst 1000.

Davison had a crack at another win in the finale after jumping polesitter van Gisbergen at the start. He managed to hold off van Gisbergen across the first stint, before the Kiwi found a way past shortly after the stops.

Some confusion as to the race order was almost costly for van Gisbergen, who thought race leader James Courtney still needed to pit and was managing Davison rather than chasing the Tickford Ford driver down. It wasn't until late in the race that he realised Courtney had pitted early and was leading due to the undercut, van Gisbergen then swiftly catching and passing the veteran to secure a second win of the weekend.

Courtney hung on for second, with Davison settling for third.

**ANDREW VAN LEEUWEN**

## Mansellmania before Goethe

**EUROFORMULA OPEN**  
**ESTORIL (PRT)**  
**30 APRIL-1 MAY**  
**ROUND 1/9**

Ex-British Formula 3 battler Christian Mansell won the only non-reversed-grid race of the opening round in Portugal, but it's Oliver Goethe who leads the standings despite his problems with getting away from the startline.

Goethe qualified his Motopark car on pole from Brit Josh Mason (his machine run by the sister CryptoTower squad). But they both bogged down badly, and

it was Mansell (also CryptoTower) who burst through to lead all the way for a commanding victory. French-licensed Russian Vlad Lomko soon passed Sebastian Ogaard to run second, while Goethe clambered past Ogaard into third with four laps to go.

Goethe was on the move again in race two, and caught long-time leader Alex Peroni (Drivex) with five laps to go. As the Australian swung wide to claim the line at Turn 7, the Monaco-based, English-born Danish-German misjudged things and pitched Peroni off the road. Goethe was hit with a five-second penalty, but eradicated this on the final lap to beat Motopark



team-mate Frederick Lubin to victory.

Brit Lubin was second again in the finale, shadowing winner Ogaard's Van Amersfoort Racing car throughout, with Mansell beating Goethe to third place.



# Lundqvist pips Pedersen in wet-dry battle

**INDY LIGHTS**  
**BARBER MOTORSPORTS PARK (USA)**  
**1 MAY**  
**ROUND 2/11**

Former BRDC British Formula 3 champion Linus Lundqvist led home HMD Motorsports stablemate and fellow ex-BF3 competitor Benjamin Pedersen in Alabama to take over the series lead.

The race started in the wet, and therefore in single file, with polesitter Lundqvist comfortably leading Pedersen through Turn 1. This pair quickly separated themselves from their nearest pursuer, Christian Rasmussen of Andretti Autosport, who had a similar advantage over team-mate Sting Ray Robb until a spin dropped the Dane eight seconds back. Following an early caution, Rasmussen had another moment, allowing Robb to move up to third.

At half-distance, Lundqvist held a 1.8s lead over Pedersen but, as the track dried and everybody's wet-weather Cooper tyres began overheating, Pedersen closed on the leader. There was contact at the last corner of the final lap, but Lundqvist held on by



less than 0.2s. Robb was a worthy third, half a second ahead of HMD's Danial Frost, with Kyffin Simpson in fifth. First-round winner Matt Brabham had a late collision while battling with Hunter McElrea, consigning him to seventh place.

In Indy Pro 2000, Brits Enaam Ahmed and Louis Foster were both on the podium. Ahmed chased home winner Reece Gold and runner-up Colin Kaminsky in race one, with Foster winning a fight for fourth. While Nolan Siegel won race two, Foster lost out in his bid to prise second place from Braden Eves. Ahmed was fourth.

**DAVID MALSHER-LOPEZ**

# Young starts season in style

**TCR EUROPE**  
**ALGARVE CIRCUIT (PRT)**  
**30 APRIL-1 MAY**  
**ROUND 1/7**

One week after taking an early lead in the TCR Italy series, Honda-driving Northern Irish talent Jack Young claimed victory in the first TCR Europe race of the season, supporting the DTM in Portugal.

The ex-Clio Cup UK champion qualified a close second to his team boss, Halder Motorsport supremo Mike Halder, and the two Hondas ran together at the front early doors ahead of the Hyundai of Nicola Baldan. On the fourth lap Halder allowed Young in front, and he sped off to honours. Halder held off Baldan and the Cupra of promising Spaniard Isidro Callejas.

Tin-top veteran Pepe Oriola sat on pole for the reversed-grid sequel and his Honda disappeared into a mighty early



lead, before all his good work was undone by a safety car. Franco Girolami, younger brother of World Touring Car ace Nestor, capitalised by moving his Audi to the fore after the restart. Oriola was second, while Tom Coronel fended off John Filippi and Josh Files in the scrap for third.

Young reached seventh before a clash with Callejas dropped him to ninth, and a penalty further demoted him to 11th.

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## WEEKEND WINNERS

**AUSTRALIAN SUPERCARS**  
**BARBAGALLO (AUS)**  
**Races 1 & 3** Shane van Gisbergen  
Triple Eight Racing  
(Holden Commodore ZB)  
**Race 2** Will Davison  
Dick Johnson Racing  
(Ford Mustang)

**INDY LIGHTS**  
**BARBER MOTORSPORTS PARK (USA)**  
Linus Lundqvist  
HMD Motorsports with Dale Coyne Racing

**INDY PRO 2000**  
**BARBER MOTORSPORTS PARK (USA)**  
**Race 1** Reece Gold  
Juncos Hollinger Racing  
**Race 2** Nolan Siegel  
DEForce Racing

**EUROFORMULA OPEN**  
**ESTORIL (PRT)**  
**Race 1** Christian Mansell  
CryptoTower Racing  
(Dallara-Spiess)  
**Race 2** Oliver Goethe  
Motopark  
(Dallara-Spiess)  
**Race 3** Sebastian Ogaard  
Van Amersfoort Racing  
(Dallara-HWA)

**INTERNATIONAL GT OPEN**  
**ESTORIL (PRT)**  
**Races 1 & 2** Leonardo Pulcini/Benja Hites  
Oregon Team  
(Lamborghini Huracan GT3 Evo)

**TCR EUROPE**  
**ALGARVE CIRCUIT (PRT)**  
**Race 1** Jack Young  
Halder Motorsport  
(Honda Civic Type R)  
**Race 2** Franco Girolami  
Comtoy Racing  
(Audi RS3 LMS II)

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# Bagnaia at last as new Ducati hits form

**MOTOGP**  
**JEREZ (ESP)**  
**1 MAY**  
**ROUND 6/21**

At Jerez last November, Ducati appeared to have come out of the blocks swinging with its 2022 MotoGP bike. Francesco Bagnaia said the marque had improved an already “perfect” motorcycle, while world champion Fabio Quartararo was left in despair at the lack of progress Yamaha had made with its 2022 prototype. They had been the two best riders of 2021, so it was expected that both would lock horns from the first round of 2022 in the battle for the world championship.

Ahead of the Spanish Grand Prix at Jerez last weekend, that hadn’t happened. Yamaha’s lack of top speed hindered Quartararo in Qatar, Argentina and the US, but his Indonesia second place and dominant Algarve win made it clear that he was still very much a player in the title tussle.

Ducati, on the other hand, had won twice – but with its 2021 bike, the GP22 clearly not yet showing its true potential. Bagnaia, who won four times in 2021, had yet to stand on the podium. The Italian had been struggling to find the same front-end feeling that helped him to become such a strong contender last year on the GP21.



Steady set-up tweaks since round three in Argentina to help with weight transfer under braking slowly rebuilt his confidence, and at Jerez he was “back in my best shape”. Bagnaia, who obliterated the lap record to claim pole and end Quartararo’s 100% Jerez qualifying record, and the Frenchman were expected to be the main contenders for victory.

And so that transpired. A gap of almost 11 seconds split second from Aprilia’s Aleix Espargaro in third, as Bagnaia took the chequered flag just 0.285s clear of Quartararo after a tense 25 laps in the blistering heat of a packed-out Jerez circuit.

Quartararo knew before the lights went out that his race would be dictated by his start. The top-speed deficit of the Yamaha wasn’t as prominent at the tighter Jerez track, but front-tyre pressure would be

the key issue following other bikes.

Quartararo and Bagnaia got off the line equally well, but that new-found front-end confidence in the GP22 allowed Bagnaia to take the holeshot at Turn 1. He wouldn’t relinquish that lead, his pace after the first lap never getting slower than a 1m38.4s. Nor did Quartararo’s but, feeling his front-tyre pressure go up chasing the Ducati, he was forced to put some clean air between himself and Bagnaia.

At one stage Bagnaia’s lead grew to close to a second, before Quartararo mounted a late charge that cut this advantage right down. But Bagnaia continued to be unbeatable on the anchors, Quartararo forced to throw in the towel in the final few corners as it became apparent that an overtaking move “was not possible”.

But on a day in which a badly behaved Suzuki left Alex Rins 19th and erstwhile championship leader Enea Bastianini could



Polesitter Bagnaia kept his advantage from the start



Bagnaia's 2022  
Ducati has finally  
delivered on its  
true potential

only manage eighth on his Gresini Ducati, Quartararo has taken a seven-point lead in the standings. It will be vital for him to grow this next time out on home turf at Le Mans while Bagnaia still lingers 33 points adrift.

Quartararo's nearest title rival presently is Aprilia's Espargaro, the marque finally losing the concession status it's run under since 2015. While this will mean an immediate end of unlimited testing and free engine development from 2023, Espargaro says his "real" results mean Aprilia is firmly in the 2022 championship hunt.

Marc Marquez currently isn't, but a fighting fourth in a Spanish GP from which he was expecting a maximum of fifth showed that bubbling underneath a 2022 Honda package still far from its best, the six-time world champion dominator of old is still in there... somewhere. He beat a satisfied Jack Miller who, no matter what happens now, seems destined to be on his way out of Ducati. Sixth for Joan Mir left a sour taste in the Suzuki rider's mouth, but it was another solid points haul on a bad day.

With the GP22 seemingly blossoming, the GP21-mounted Bastianini is going to start finding his season much harder. But as he looks to secure a factory Ducati for next year, eighth place at Jerez will still serve him much better than a fourth crash in five races for Pramac's Jorge Martin, the Spaniard sliding off his bike at Turn 1 on lap one and leaving Jerez pointless once again.

**LEWIS DUNCAN**

## NEXT REPORT

**FRENCH GP**  
**19 MAY ISSUE**

## RESULTS ROUND 6/21, JEREZ (ESP), 1 MAY (25 LAPS – 68.708 MILES)

POS	RIDER	TEAM	TIME
1	<b>Francesco Bagnaia</b> (ITA)	Ducati	41m00.554s
2	<b>Fabio Quartararo</b> (FRA)	Yamaha	+0.285s
3	<b>Aleix Espargaro</b> (ESP)	Aprilia	+10.977s
4	<b>Marc Marquez</b> (ESP)	Honda	+12.676s
5	<b>Jack Miller</b> (AUS)	Ducati	+12.957s
6	<b>Joan Mir</b> (ESP)	Suzuki	+13.934s
7	<b>Takaaki Nakagami</b> (JPN)	LCR Honda	+14.929s
8	<b>Enea Bastianini</b> (ITA)	Gresini Ducati	+18.436s
9	<b>Marco Bezzecchi</b> (ITA)	VR46 Ducati	+18.830s
10	<b>Brad Binder</b> (ZAF)	KTM	+20.056s
11	<b>Pol Espargaro</b> (ESP)	Honda	+20.856s
12	<b>Miguel Oliveira</b> (PRT)	KTM	+23.131s
13	<b>Alex Marquez</b> (ESP)	LCR Honda	+25.306s
14	<b>Maverick Vinales</b> (ESP)	Aprilia	+27.358s
15	<b>Franco Morbidelli</b> (ITA)	Yamaha	+27.519s
16	<b>Luca Marini</b> (ITA)	VR46 Ducati	+29.278s
17	<b>Andrea Dovizioso</b> (ITA)	RNF Yamaha	+35.204s
18	<b>Fabio Di Giannantonio</b> (ITA)	Gresini Ducati	+35.361s
19	<b>Alex Rins</b> (ESP)	Suzuki	+38.922s
20	<b>Remy Gardner</b> (AUS)	Tech3 KTM	+43.378s
21	<b>Lorenzo Savadori</b> (ITA)	Aprilia	+44.299s
22	<b>Jorge Martin</b> (ESP)	Pramac Ducati	+1m07.681s
R	<b>Stefan Bradl</b> (DEU)	Honda	10 laps-accident
R	<b>Johann Zarco</b> (FRA)	Pramac Ducati	9 laps-accident
R	<b>Darryn Binder</b> (ZAF)	RNF Yamaha	5 laps-accident damage

**Winner's average speed** 100.525mph. **Fastest lap** Bagnaia 1m37.669s, 101.301mph.

**QUALIFYING 2** 1 Bagnaia 1m36.170s; 2 Quartararo 1m36.623s; 3 A Espargaro 1m36.933s; 4 Miller 1m37.049s; 5 M Marquez 1m37.145s; 6 Zarco 1m37.220s; 7 Nakagami 1m37.254s; 8 Bezzecchi 1m37.285s; 9 Mir 1m37.330s; 10 Martin 1m37.526s; 11 Bastianini 1m37.618s; 12 Vinales 1m37.675s.

**QUALIFYING 1** Zarco 1m37.003s; Bezzecchi 1m37.135s; 13 P Espargaro 1m37.138s; 14 Rins 1m37.401s; 15 B Binder 1m37.544s; 16 Morbidelli 1m37.668s; 17 Di Giannantonio 1m37.882s; 18 Gardner 1m37.889s; 19 Marini 1m37.910s; 20 Bradl 1m37.937s; 21 Oliveira 1m37.958s; 22 A Marquez 1m38.014s; 23 Dovizioso 1m38.064s; 24 Savadori 1m38.244s; 25 D Binder 1m38.405s.

**RIDERS' CHAMPIONSHIP** 1 Quartararo 89; 2 A Espargaro 82; 3 Bastianini 69; 4 Rins 69; 5 Bagnaia 56; 6 Mir 56; 7 Zarco 51; 8 B Binder 48; 9 M Marquez 44; 10 Oliveira 43; 11 Miller 42; 12 P Espargaro 35; 13 Martin 28; 14 Vinales 27; 15 Nakagami 21; 16 Morbidelli 18; 17 A Marquez 16; 18 Bezzecchi 15; 19 Marini 14; 20 Dovizioso 8; 21 D Binder 6; 22 Gardner 3; 23 Raul Fernandez 0; 24 Di Giannantonio 0; 25 Bradl 0; 26 Savadori 0.

**MANUFACTURERS' CHAMPIONSHIP** 1 Ducati 131; 2 Yamaha 89; 3 Aprilia 83; 4 Suzuki 80; 5 KTM 76; 6 Honda 57.

## WEEKEND WINNERS

### MOTO2

#### JEREZ (ESP)

Ai Ogura (below)  
Honda Team Asia  
(Kalex)

### MOTO3

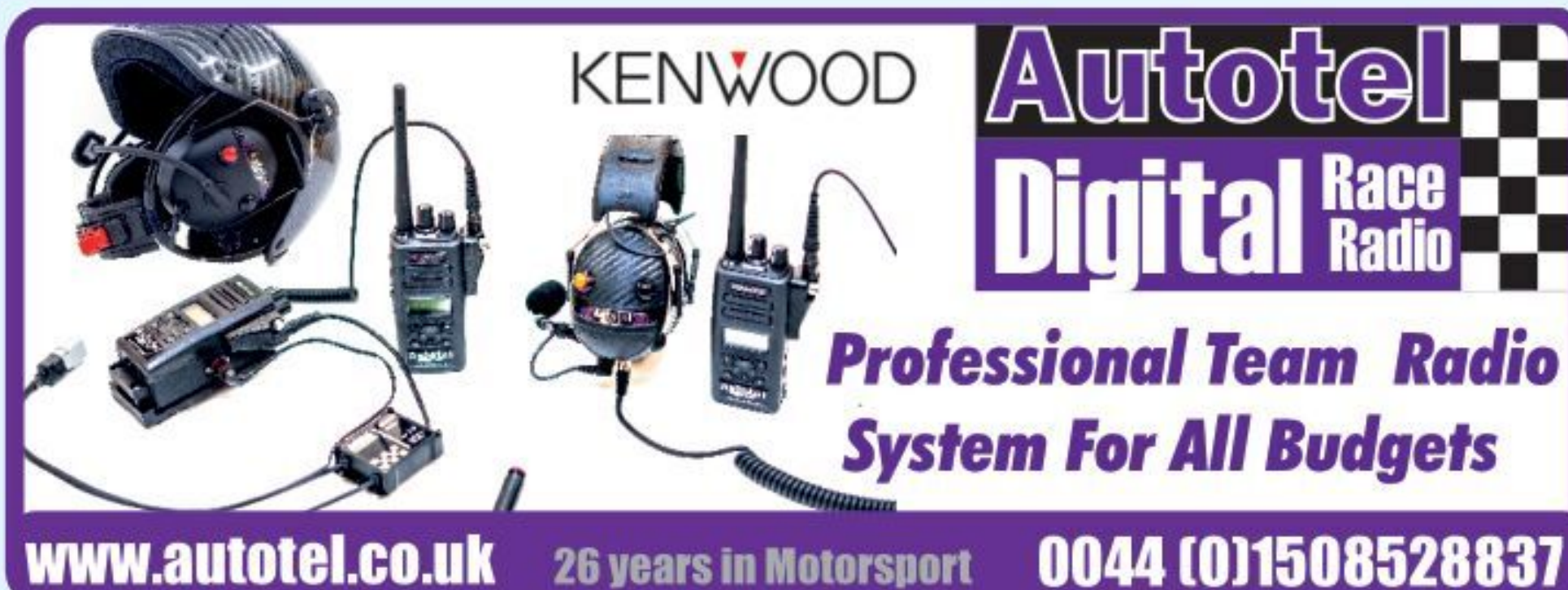
#### JEREZ (ESP)

Izan Guevara  
Aspar Team  
(Gas Gas)





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**Ginetta Junior Mixed reaction to radical qualifying format**

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Carrera Cup has proved popular this year and Excelr8 is wanting to join the fray

PORSCHE

# Excelr8 to expand into Carrera Cup with Bird

## PORSCHE CARRERA CUP GB

Frontrunning British Touring Car and Mini Challenge squad Excelr8 Motorsport is planning an expansion into the Porsche Carrera Cup GB and is set to field Mini runner-up Max Bird later this year.

Excelr8 drivers have won the past two Mini crowns, while Tom Ingram is the early BTCC points leader in one of the team's Hyundai i30 Ns. But the outfit is now branching into the GT racing world, and the introduction of the new Type 992 911 GT3 Cup into the Porsche series this year has tempted Excelr8 to join the field.

Bird narrowly missed out on the Mini title last year and is keen to continue the relationship with Excelr8, adding that he has long targeted a drive in the Carrera Cup. "It's always been the dream – we

tried to do it three years ago before I started the Minis," he said. "We've made a good relationship with Excelr8, especially my mechanic Woody, who is almost like a brother to me. I think that's really important and that makes the whole system work a lot better.

"The only downside to running with Excelr8 is their limited experience [in Porsches] – going up against Parker and Redline, who have been doing it for years, it's not going to be easy. But I believe we're going to get a couple of engineers who have run the cars before. It's now about gaining some experience for next year."

Bird is spending much of this year doing coaching work – which he says is already improving his technical knowledge – rather than using funds to race elsewhere.

Excelr8 team boss Justina Williams says the squad will conduct an extensive test programme this season and views the Carrera Cup as a long-term commitment.

"There are some very experienced teams in the Carrera Cup, so we want to be as prepared as we can be before we take to the track in anger, and we are planning to get out testing as soon as possible once we take delivery of the car," she said.

"We have shown with our BTCC programme that we relish a new challenge, and we are fully focused on replicating the success we've enjoyed elsewhere in this programme."

STEPHEN LICKORISH



Mini frontrunner Bird is set to make Porsche debut

JEP

## HAMMOND TO BID FOR SECOND MINI TROPHY CROWN

### MINI CHALLENGE

Mini Challenge Trophy contender Matt Hammond will continue in the series this year as he seeks a second championship victory.

Hammond won the 2017 title in what was then known as the Cooper Pro Class, but struggled to find the budget to continue racing and was forced onto the sidelines until last season. He was instantly on the pace on his return, winning the Snetterton opener, before a number of incidents – including a crash at Oulton Park that left him in hospital – hampered his bid. He finished third.

He had targeted a step up to the top JCW class for this season but instead will continue with Excelr8 Motorsport in the Cooper category, which begins at Pembrey this weekend.

"I didn't always have luck on my side last year and there were a few incidents that cost me dear," said Hammond. "However, my pole positions and wins showed that I had the pace, with the lap record in the final round at Silverstone really driving that home.

"We'll need to see how things go, but I'm racing to win this season. I know the car is good and I know the team is good, so I can't wait to head to Pembrey to get started."

Joining Hammond on the grid is Nathan Edwards, who will again compete with the MRM squad he also drove for in the Renault UK Clio Cup. Elsewhere, Baz Ward has been announced as part of LUX Motorsport's line-up for the next JCW round at Brands Hatch. The EnduroKa victor has also undertaken precision driving work, including on *The Grand Tour*.



Hammond was a winner on Mini racing return

JEP



# Mixed reaction to new Ginetta quali format

## GINETTA JUNIOR

Ginetta Junior teams have given a mixed reaction to a radical new qualifying format introduced for the category's opener at Donington Park last month.

Instead of running a traditional qualifying session with drivers allowed to set as many lap times as they like, a new format was adopted whereby each driver could set just three flying laps. The drivers were released from the pitlane at four-second intervals in an order roughly based upon the Friday testing leaderboard. They then had to continue in that order on the outlap, with strict 20-point deductions for any drivers breaching the rules. Each driver's two quickest times from the three laps would then set the order for the first and second races of the weekend.

Ginetta opted to introduce the system in a bid to prevent the larger teams forming a queue of cars towing each other around, which has caused a number of incidents in winter testing.

Last year's runner-up Liam McNeilly was one of the drivers caught out the most by the new format. He was left starting 16th after he was blocked on each of his three laps at Donington, where a red flag before the flying laps had started added further confusion, while Fox Motorsport team-mate Maurice Henry narrowly avoided contact with another car when it left the pits and headed straight to the racing line.



"For a Junior driver, to come from karts straight into a new car and racing series and be expected to put in a qualifying time in three flying laps is too much pressure," said Fox team boss Paul McNeilly. "At the shorter tracks, it's going to be even harder for them."

"I can see what Ginetta are trying to do and they're trying to stop five/six-car teams towing in qualifying, but we only had two cars last year and we were able to qualify at the front. Personally, I wouldn't have changed it – there's no other qualifying formats like that when they get into senior racing."

But Assetto Motorsport chief Jim Edwards Jr felt it was a step forward. "I like the fact it's something different,"

he said, adding that it puts the onus on drivers getting up to speed quickly: "It means they aren't slipstreaming in qualifying or testing so it should make it safer."

Ginetta championships manager Steph Bush added: "There were some initial minor teething problems at Donington Park, but the teams had the opportunity to do a simulation run during free practice and the issues were then resolved. Overall, it went well in the qualifying session itself."

"We are reviewing the format in-house for every individual circuit, to ensure there will be a process that will be safe and suitable at each race event."

**STEPHEN LICKORISH**

# Plans now 'more exciting' for French MSV circuit

## MOTORSPORT VISION

MotorSport Vision's plans to build a new circuit in northern France will be "bigger than originally planned", according to boss Jonathan Palmer.

Palmer explained that the development of a facility to be called the Laon Autodrome on the site of a former military base near Couvron-et-Aumencourt, 50 miles north of Reims, remains on course. But he has revealed that a motorsport complex that will join Brands Hatch, Oulton Park, Donington Park, Snetterton, Cadwell

Park and Bedford Autodrome in the MSV portfolio will be significantly different to the plans announced in 2015 and subsequently given the go-ahead by local authorities in 2019.

"The development of the site and the concept are more certain than ever, but the scope of the project will be different to what was planned," said Palmer. "It's all going ahead, but in a much more exciting way. There's the opportunity to unlock quite a bit more potential than we envisaged."

MSV's original plan for the 1270-acre

site was to create a facility focused on hosting trackday and corporate events, with only a limited number of race meetings. The longest layout would have measured five miles and incorporated a 1.5-mile straight, which Palmer suggested at the time would make it ideal as a venue for a round of the World Endurance Championship in advance of Le Mans.

Palmer has refused to give further details or to lay down a timeline for the facility becoming operational. "There will be more definition of our plans in a couple of months," he said.

**GARY WATKINS**



# Howard to race McLaren in place of Fletcher

## BRITISH GT

Double British GT champion Andrew Howard will replace Kelvin Fletcher in Paddock Motorsport's McLaren 720S GT3 alongside Martin Plowman for this weekend's Silverstone 500 round of the championship.

The 2013 and 2015 title winner has switched to the GT World Challenge Europe Endurance Cup this year with his own Prodrive-operated Beechdean AMR Aston Martin team, but will make a British GT comeback for the three-hour race with Fletcher unavailable due to the imminent arrival of twins.

Howard said that the guest outing with Paddock would be "a great way of keeping myself race-sharp" before his next GTWCE outing, and "couldn't say no" when the opportunity arose to reunite with ex-IndyCar racer Plowman. He previously ran Paddock co-owners Fletcher and



JEP/MOTORSPORT IMAGES

Plowman when they won the 2019 British GT4 Pro-Am title in a Beechdean Aston.

"Because of what Kelvin and Martin achieved with Beechdean AMR in 2019, Paddock Motorsport are a team I always keep an eye on when they're racing," said Howard. "With Kelvin unavailable at Silverstone, it's nice to be able to keep that association going."

Having exclusively raced Aston Martins since 2008, Howard will have to learn an unfamiliar car, but Plowman is optimistic that he will be an "ideal deputy". "He hasn't driven the McLaren yet but, with his experience, I'm sure he'll be up to speed extremely quickly," said Plowman.

**JAMES NEWBOLD**

# Garage 59 back to British GT in bumper Silverstone entry

## BRITISH GT

Garage 59 will make its first British GT appearance since 2020 at Silverstone this weekend, with co-owner Alexander West joined by McLaren factory driver Marvin Kirchhofer aboard the team's 720S GT3.

Swede West, who won the GT World Challenge Europe Endurance Cup Pro-Am title in 2020, was on the grid for the 2020 Silverstone round in the team's Aston Martin Vantage GT3.

West has since raced with British GT debutant Kirchhofer during the Asian Le Mans Series. "We have no championship

to worry about so we can just go for it and give it our best shot," said Kirchhofer.

In total, 21 GT3 cars will be present on the 35-car Silverstone grid, the largest for the top class since Donington Park 2014.

New entries in the GT4 class include a Century Motorsport Aston Martin Vantage for David Holloway and Bradley Ellis, who contested last year's Donington finale with the team, while Motus One's McLaren 570S GT4 makes its first appearance of the season, after skipping the opening round, with Ed McDermott and former Fox Mercedes driver Michael Broadhurst.

**JAMES NEWBOLD**

Team last raced in British GT in 2020 with Aston Martin



JEP/MOTORSPORT IMAGES

## IN THE HEADLINES

### SPRINT CHALLENGE NEWBIES

Ginetta GT4 Supercup podium finisher Steve Roberts and 2018 Britcar Endurance champion Matt Greenwood will both join the Porsche Sprint Challenge GB grid for its opening round at Silverstone this weekend. Roberts, who has also starred in Formula Ford and the Compact Cup, will drive for Redline Racing, while Greenwood is part of new team RaceLab's entry.

### HARPHAM'S HOME HAT-TRICK

Division 1 Superkart driver Lee Harpham returned to his local circuit of Cadwell Park last weekend and came away with three wins in the opening round of the Motorsport UK British Superkart Championships. With two results to count, he had already maxed out on the points after beating Liam Morley in the first two contests. In the final race, Morley was looking to get a win under his belt, but a big-end failure put him out of the lead just before half distance.

### LOTUS MAKES RACE DEBUT

Regular historic racer Richard Postins gave a Lotus 11 what is believed to be its first-ever race outing at last weekend's Donington Historic Festival in the Stirling Moss Trophy. The 1957 Series One 11 was the car shown at the 1958 Geneva Motor Show. "It's had one owner for over 50 years and was never used in competition," said Postins. "It's super-original so we are starting from standard and it's a total road car at the moment."

### RICHARDS BACK AT COMBE

An interested visitor to Castle Combe on Monday was Terry Richards, the circuit's Formula Ford champion in 1975. Having caught the racing bug, builder Richards trained with Motor Racing Stables at Brands Hatch and bought a second-hand Merlyn Mk11 with a trailer for £1000 and raced it from 1970-76. Lacking funds to buy a newer car to remain competitive, watching Ben Mitchell (below) rewrite the historic class record in a Mk20 brought back memories.



MAWP + SPORT





## OLD MEETS NEW AT SILVERSTONE CLASSIC

This year's Silverstone Classic will feature a number of current Formula 1 machines from several different teams. The popular historic event, taking place on 26-28 August, will feature a display of the 2022 cars from teams including Alpine, Aston Martin, McLaren, Mercedes, Red Bull and Williams. These will be centre stage alongside a world exclusive collection of Lewis Hamilton's seven title-winning F1 cars. "I can't think of anywhere better to honour Formula 1's incredible living history than at The Classic at Silverstone," said Nick Wigley, CEO of The Classic promoter Goose Live Events. "The Classic is the biggest retro racing festival on Earth and Silverstone is not only the home of the British Grand Prix but also the birthplace of the modern Formula 1 World Championship."

**Photograph by Etherington/ Motorsport Images**

# Simpson hands 750 Formula reins to grandson



Simpson (left) with grandson Doherty

## 750 FORMULA

Four-time 750 Formula champion Bob Simpson became an avid spectator last weekend at Silverstone when he handed the driving duties to his grandson Jake Doherty.

Simpson, who has competed continuously in the 750 Motor Club series for more than 50 years, watched as Doherty raced his 1991-built SS/F 750. The 21-year-old, who had driven the machine once at Mallory Park ahead of the weekend, qualified 10th in the 19-car field. He went on to

finish in the same position after a small spin at Becketts.

"He has quite a calm head, he doesn't do anything rash," said Simpson, who will share driving duties with Doherty this season. "I haven't pushed him into it. He's been coming racing since he was born and I said to him, 'If you want to have a go, I'm not going to be able to do it forever – do it this year or not at all.'"

Wet tyres on a damp but drying track meant Doherty, who said "I'm just learning", meant his progress was restricted to ninth in race two.

**STEFAN MACKLEY**

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## Three-time RGB champion Higginson takes debut podium

### F1000

Three-time outright RGB champion Matt Higginson had a mixed weekend on his F1000 debut last weekend at Silverstone, highlighted by a podium finish.

Higginson, who won the outright RGB title — now rebranded Sports 1000 — in 2013-2014 and 2016 as well as a class title in 2015, was at the wheel of a Mittell Cars-prepared Jedi Mk6/7.

Higginson qualified fourth for the opener and was handed a lifeline after he had dropped back at the original start, salvaging fifth on the restart.

From fifth in the partially reversed-grid race, he led in the opening stages before falling back to second at the flag, while he could only manage 12th in the finale after a spin on the opening lap.

“We were about where I thought we might be pace-wise, just off the top guys,” said Higginson, who more recently competed in the Trackday Championship alongside brother Mark in a Honda Civic. “I wanted to keep with them to learn. The way I’m looking at it is, they can’t get any better but potentially I can get better, but it’s going to be a learning curve.”

STEFAN MACKLEY

## Menzies doubles up to close in on Moran/Summers

### BRITISH HILLCLIMB

Scott Moran and Alex Summers continue to be joined on points at the top of the British Hillclimb Championship after a trip across the Irish Sea to Craigtanlet, with Wallace Menzies a double winner at the road-closed course to move just two points behind.

Menzies, who claimed his second crown at the venue in 2021, was fastest on each section of the round three run-off, setting a 43.07s in his Gould GR59-M, which proved to be fastest by more than half a second.

Summers outdid Moran over the distance to finish second and set the fastest speed with his DJ Firestorm, running an IndyCar engine and recording 117mph between the hedges.

Rain continued to fall into round four and Moran was fastest off the line in his Gould GR59J, but a very tight line on the third corner proved costly. Menzies, having got over set-up



struggles from the opening round, asserted his dominance with a 42.20s, 0.76s faster than Moran, while Summers failed to break the 43s barrier.

David Uren, in a GR55B-spec Gould, slipped back from last year with fourth and fifth fastest times, swapping places with Trevor Willis’s OMS 28, which proved faster off the line.

Will Hall, who has swapped to a Gould GR59 for 2022, could have been a contender only for an ECU warning to force him into limp mode.

WILLIAM NEILL

## STANDALONE GRIDS AGAIN FOR U2TC SERIES

### U2TC

The U2TC series for under two-litre pre ’66 Touring Cars returned strongly at Donington Park last weekend after two years in the doldrums.

A big effort by Motor Racing Legends and several competitors, including Neil Brown, encouraged a 19-car field to attend after two years of sharing a grid with the newer and faster Historic Touring Car Challenge.

MRL took on U2TC from former organiser Carol Spagg in 2019 but a lack of competitor support forced a temporary amalgamation with the HTCC.

“It’s still a work in progress and it was a gamble,” said MRL boss Duncan Wiltshire of the plan to run a standalone race at the Donington Historic Festival, with further races intended for Thruxton and Snetterton. “There are plenty of cars out there and running with HTCC was never a long-term solution.

“If we don’t give it its own slot, it won’t survive. We’ll review it at the end of this year and plan for next year and beyond, and it would be great to get it re-established.”

A lack of entries hit the Amon Cup for Ford GT40s, which was cancelled last weekend, but MRL plans to push ahead with further races this season including one at Snetterton in July.

“There’s a lot of enthusiasm from the owners,” said Wiltshire. “But we lost cars for various reasons in the run-up to Donington including due to cars and drivers being involved in Tour Auto in France.”

PAUL LAWRENCE





A black and white photograph of a woman standing next to a vintage convertible car. The woman is wearing a light-colored, lace-trimmed dress, a matching beret with a flower, and long dark gloves. She is holding a small white clutch bag and has her right hand raised in a gesture. The car is a light-colored convertible with a white steering wheel and a folded-down top. The background is a dense, dark foliage.

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# An encouraging start but beware

*Despite rising inflation, many club categories have enjoyed strong grids to begin 2022. But it may be next year before the true impact of the surging prices is felt*

STEPHEN LICKORISH

**H**ow can it already be May? Time seems to be flying by at the moment and almost two months of the national motorsport season have been completed. And it's great to be able to say that after two years of coronavirus-induced delays (at this point in 2020, the season commencing was still months away, while last year it was in its infancy). With the overwhelming majority of club categories having held at least one event, it makes now a good moment to reflect on the early trends seen so far in 2022.

While the pandemic may not be having such an impact on motorsport at the present time (although cases remain high in the UK), there have been other challenges for organisers to negotiate. Russia's invasion of Ukraine and the continuing uncertainty in Eastern Europe have done nothing to help what was already a dramatically worsening cost of living crisis. Therefore, given the difficult economic climate, you would perhaps expect entries to be down a little from 2021's generally high levels, as people up and down the country rein in non-essential spending. But the opposite seems true from the early data.

A very impressive 65% of English categories with comparable figures have enjoyed a grid size so far this year either the same or higher than the series' 2021 average. In other words, just 40 have shrunk in the early rounds compared to last year. Considering the aforementioned uncertainty, that is an encouraging statistic.

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**“It would be unwise to suggest that national motorsport will somehow escape unscathed”**

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However, it's important that we do not read too much into it. The venues for the early season 2022 rounds has a huge bearing on these figures — with some series benefiting from a popular circuit to kickstart their campaign, while others have begun at traditionally less well-subscribed tracks. A good example of this is the Historic Sports Car Club. Its two fixtures this year to date have been held on the Brands Hatch Indy and Snetterton 300 circuits, which do not usually attract its largest grids, and it is therefore unsurprising that a chunk of its classes are among the 40 showing a decrease.

But, even with those caveats, there are some impressive success stories. Leading the way in terms of grid size for an individual race are the British Racing and Sports Car Club's C1 Race Series on 57 cars for its April Snetterton opener and the 750 Motor Club's Club Enduro contest, which secured 56 at Donington Park on Easter

Monday — once again demonstrating the popularity of low-cost endurance races. Perhaps just as impressive is the 25 cars on the grid for the first Porsche Carrera Cup GB event last month. Considering the new Type 992 911 GT3 Cup machine introduced this year is far from cheap (it went on sale at £163,500+VAT), numbers have still increased by 20% compared to 2021's average, demonstrating what rude health the championship is in — especially when looking at the quality among that sizeable entry. Elsewhere, one of the most notable improvers has to be the Caterham Seven 310R category. Last year, this averaged a modest 17 cars and was often sharing with another of the Caterham divisions but, for its 2022 Brands Hatch curtain-raiser, entries had surged to a total of 39, split over two grids of its own.

It is important to note that it's not looking quite as rosy everywhere. For instance, just four cars took part in the GT race at Castle Combe on Monday (although, thankfully, the lead pair was separated by less than a second at the flag!). While this series was undoubtedly hampered by the unfortunate impact of a late Easter, meaning just two weeks separated the traditional Easter Monday opener and the Mayday second round, it is a reminder of how some are struggling to fill grids. Similarly, the Amon Cup contest for Ford GT40s slated for last weekend's Donington Historic Festival had to be scrapped amid a lack of interest, blamed in part on clashing European events.

It would also be unwise to suggest that national motorsport will somehow escape unscathed from the cutbacks being made elsewhere, even if the picture looks encouraging at the moment. Instead, many organisers believe the cost of living crisis will really start to bite in 2023. And there are some logical reasons why that might be the case. While gas and electricity prices have jumped by eye-watering levels, those increases only took effect on bills from April, when the arrival of spring naturally reduces the impact as energy consumption goes down. Also, some households are still benefiting from the lingering effects of the pandemic. Traditional spending habits went out the window during lockdowns and the subsequent uncertainty, with eating out and holidaying abroad off the agenda. This means some households still have some money to spend, despite the general squeeze — but this scenario will continually become less significant.

With a further sizeable increase in energy bills expected in October, along with the full effect of the existing rises being felt, the concern over next year is understandable. In the meantime, it is therefore vital that organisers make the most of the strong entries currently being seen and continue to develop ways of enabling competitors to race at the lowest achievable cost. That way they can be as prepared as possible for the worrying storm clouds seemingly lurking on the horizon. ❧



# Huff outpuffs Jags in spicy Group C contest

**DONINGTON PARK**  
**MSVR DONINGTON HISTORIC FESTIVAL**  
**30 APRIL - 1 MAY**

A week before the centenary of circuit saviour Tom Wheatcroft's birth, the 11th Donington Historic Festival welcomed spectators back in number. Thirty years after Group C sportscars last graced the track contemporarily, the spectacle of Rob Huff's bellowing IMSA GTP Spice SE89P staving off the howling Silk Cut Jaguar V12s of Andy Bentley and Phil Keen on Saturday was priceless.

"Those last few laps were intense," grinned Huff, whose previous outing in Richard Meins's monster was in 2018's Le Mans Classic. "Ten laps from the end, the engine [a Chevrolet V8, not the Oldsmobile that powered actor Paul Newman/Mike Brockman in period] dropped a cylinder and the Jags were all over me. Donington is so fast, the perfect place for these cars. I only just kept Andy behind. It was wonderful. They had more downforce, but I had more grunt until the engine note changed. I remembered my MGB racing, when this happened often, so backed off."

Lamborghini GT3 racer Keen was set to pounce in Jon Minshaw's XJR-9 when its CWP stripped on the penultimate lap. As Bentley (XJR-8) shadowed Huff, Dutchman David Hart screamed his Judd V10-motivated Lola T92/10 – fourth here in 1992 – into third.

With Huff and Keen sidelined from Sunday's sequel, Hart resisted Bentley initially but, once past, the Jaguar sped



Spice SE89P resisted  
the twin Jaguar attacks

clear. Drizzle daunted neither slick-shod protagonist, as Hart's scintillating 62.347s (114.27mph) last lap attested.

The Sixties' Touring Car Challenge/U2TC race boiled down to a scrap between Lotus Cortina debutant Julian Thomas (taking over Andy Wolfe's), Aston Martin GT3 racer David Pittard (in Rob Hall's Cortina) and the Banks brothers' Alfa GTA. Pittard dived ahead with four laps remaining, and Thomas finished with Max Banks filling his mirrors. British Touring Car star Josh Cook brought Mike Gardiner's Cortina home fourth.

Lister-Jaguar versus Lotus 15 battles characterised the Stirling Moss Trophy 1950s sportscar race. When Alex Brundle, starting Gary Pearson's Knobbly, clipped a lapped car, Will Nuthall (in Bernardo Hartogs's 15) went ahead, while Gareth Burnett (in Michael Birch's 15) traded third with David Hart (Lister Costin).

Despite outgoing Pearson clonking incoming John Spiers's Knobbly in the pits, Spiers relayed Chris Ward to victory. Hartogs fell prey to Ward, while Birch's gear lever detached, leaving Tony Wood (Knobbly) second. Hartogs kept third on countback from Olivier Hart when the race was red-flagged with Peter Schneeberger's Jaguar C-type inverted at the chicane. The Swiss emerged unhurt.

Fred Wakeman/Patrick Blakeney-Edwards (Cooper-Jaguar T38) dominated the RAC Woodcote Trophy section, a lap clear of Ben Eastick/Karl Jones (Jaguar D-type) and Nigel Webb/John Young (C-type). Jonathan Abecassis (Austin-Healey 100/4) scored a good class win over Rick Bourne/Malcolm Paul, whose Lotus-Bristol rotated.

Gareth Burnett's 20-second Pre-War Sportscar lead was annulled by a caution, but John Ruston's Alta remained reliable



Pittard (4) and Thomas had  
hard-fought U2TC scrap



## WEEKEND WINNERS

## GROUP C1 BY DUNCAN HAMILTON ROFGO

Race 1 Rob Huff (Spice-Chevrolet SE89P)

Race 2 Andrew Bentley (Jaguar XJR-8)

## SIXTIES TOURING CARS/U2TC

Rob Hall/David Pittard (Ford Lotus Cortina)

## RAC WOODCOTE &amp; STIRLING MOSS TROPHIES

John Spiers/Chris Ward (Lister-Jaguar Knobbly)

## 'MAD JACK' PRE-WAR SPORTSCARS

Gareth Burnett (Alta Sports)

HISTORIC TOURING CAR CHALLENGE/  
TONY DRON TROPHY

Ric Wood (Nissan Skyline GT-R R32)

## RAC PALL MALL CUP

Phil Keen/Jon Minshaw (Jaguar E-type)

## CLASSIC JAGUAR CHALLENGE

Danny Winstanley (E-type FHC)

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

under him and pursuer Patrick Blakeney-Edwards's Frazer Nash broke. "We were ragging it until then," smiled American starter Fred Wakeman. Thus Austrians Lukas Halusa (triple Mille Miglia-finishing Alfa Romeo 6C 2300 Zagato) and father Martin in Emilio Materassi's 1927 San Sebastian Grand Prix-winning Bugatti T35B both earned podiums. Sue Darbyshire jostled her three-wheeled Morgan past the top Bentleys brilliantly for fourth.

A stunning Historic Touring Car Challenge miscellany featured Ford Broadspeed/Cologne Capris, BMW 3.0 CSLs and Sierra RS500s, but nothing could live with the flame-belching Nissan Skylines in a straight line. Ric Wood's new build outran Andy Middlehurst in Jonathan Bailey's original, in which Bailey kept second.

The three-hour RAC Pall Mall Cup Pre-'66 finale was won inside 10 minutes when Jon Minshaw called Phil Keen in under a safety car, then drove his E-type beautifully for the maximum 85 minutes before reinstalling Keen. Similar tactics secured Chris Chiles, 77, and Chris Jr second in their Gary Spencer-run Shelby Cobra. They finished a lap down, 22s before Roy Alderslade's Daytona Coupe in which Andy Jordan excelled.

Having seen Max Girardo's Lister-Jaguar, in which he'd led initially, delayed in the pits, Mercedes British GT racer James Cottingham anchored the Richard Cook/Justin Baker Cobra to fourth, ahead of Simon Evans/James Littlejohn and Sam and John Tordoff, whose Lotus Elan class scrap was decided by 6.5s when red flags flew with Mike Thorne's brakeless Healey 100M in Redgate's gravel.

MARCUS PYE

## BRILLIANT WINSTANLEY WIN REWARDS GRAFT



Danny Winstanley needs no introduction to Caterham and TVR racers, but the Lancastrian privateer's sensational Jaguar Classic Challenge victory over E-type racing grandees Pearsons Engineering and Valley Motorsport in a 1963 Fixed Head Coupe built with father Craig was the talk of the paddock.

Winstanley's pace in the broad-shouldered machine was no surprise to those who witnessed the soggy E-type 60th Anniversary celebration at last July's Silverstone Classic. The double Caterham 420R champion finished second on the road to fellow FHC debutant Ben Mitchell, only for both to be controversially nobbled on countback after a premature stoppage.

Evoking memories of northern Modsports aces Bryan Litherland, Brian Mills and Brian Murphy's exploits in the 1970s, and John Quick's WOO 11 FHC in the south, Winstanley's machine now has a pukka engine – from the car crashed by Charles Gillett in the 2018 Spa Six Hours – but participation at Donington could have been derailed by gearbox failure and a massive oil leak on Wednesday's trackday.

Team technician Martin Slingsby explained: "The gearbox failed in the last session and I knew we needed a clutch, so I shot down to Silverstone [for one], while Danny took the car back to Preston to replace the main crankshaft oil seal.

By the time I got to the workshop, the engine was out! Following repairs, I got home to Scunthorpe at 0100!"

Fast forward to qualifying and Winstanley gridded third on 1m19.313s, behind the semi-lightweights of Jon Minshaw – in which Phil Keen cut 1m17.703s – and Gary Pearson/Alex Brundle. "Realistically, we were looking for third," said Slingsby. Winstanley, however, had higher aspirations.

Minshaw led boldly from the start, extending a three-second advantage over Winstanley within six laps. Gary Pearson was a conservative third, his tactic to stop when the window opened to relay hotshoe Brundle and take over brother John's E, destined to fall to half-shaft failure.

VMS hopes dived when Minshaw reported a burst exhaust box, sapping power. "We're an injured soldier," said Jon, who sent Keen out just behind Winstanley, who had pitted on his tail. But Keen's race lasted three laps before a steering mount broke and he parked by the pit exit. Already out was Chris Ward with an oil leak on Richard Kent's Pearsons-tended car.

Brundle, with diff smoking, was unable to catch Winstanley, who finished 25s clear after a short safety car, triggered when oil from Nick Finburgh's E (John Burton's car) sent Marc Gordon spinning into team-mate Peter Adams's machine at Hollywood.

"The first I knew was seeing a bonnet spinning upside down in the track," said Simon Hadfield, who had growled Joaquin Folch's fabulous ex-Bruce McLaren Lightweight up from 10th to fourth, catching Jonathan Mitchell. With Matt Wrigley on his tail, Hadfield pounced on Mitchell for third on the final lap. Guy Ziser/Chris Ward won the early division from Katarina Kyvalova/Rob Hall.

MARCUS PYE



Brundle and Pearson  
finished as runners-up





Gadd led from the front to secure second win of the weekend in race three

# Gadd asserts dominance in F1000 opener

**SILVERSTONE**  
**750MC**  
**30 APRIL-1 MAY**

The Force was strong with Thomas Gadd as he guided his Jedi to a brace of F1000 Championship victories at the opening Silverstone round for what was almost the perfect start to his campaign.

The 2019 Locost champion stormed through from ninth in the partially reversed-grid race, which was held under threateningly dark clouds that ultimately failed to produce rain over the course of Sunday. Fourth by the end of lap three,

Gadd displaced Edward Falkingham and Dan Gore in quick succession before hunting down race-leading series debutant Matthew Higginson. The multiple RGB champion was unable to prevent the inevitable and conceded the lead into Brooklands just past the halfway point in the 13-lap encounter before enduring pressure from Gore in the closing stages, which he did successfully.

Gadd had an easier time of it in the third race – he started from pole and was never challenged as he steadily pulled away from the pack, which was initially headed by Gore. Ben Powney found his way past Gore into

Brooklands on lap eight of 17. By the next tour, Rob Welham had moved into third, and the podium positions remained unchanged until the flag. Race-one polesitter Gore also lost out to Matthew Booth before the end, having run slightly wide at Brooklands with a handful of laps remaining. Booth had already got the better of Gore in the opener on Saturday, held in bright sunshine, with a thrilling dive to the inside of Brooklands, while Gadd climbed from sixth to second.

While Gadd almost completed the perfect weekend, reigning champion Lee Morgan endured a nightmare. Fuel issues in qualifying put him down the order, and he was unable to even make the start of race one. With his engine changed overnight, Morgan surged through from the back in Sunday's opening race to finish fourth but retired from the finale with more mechanical problems.

Craig Land won both Locost races, but the margin of victory in each was significantly different. The polesitter was part of an 11-car lead battle in race one as he, Martin West, Shaun Brame and Todd Boucher all took turns at the front. It was West who led out of Luffield for the final time but, in typical Locost fashion, Land slipstreamed past his rival to win by 0.02 seconds.

Land did the unthinkable for a Locost race in the sequel, managing to gap the squabbling pack and come home the winner by 7s, with David Martin best of the rest.



Dropped oil from blow-up  
would catch Hot Hatch leader  
Polley out on the next lap





Bove beat Collett in both 750 Formula races



Dewis got the better of Wing in AFRC race one



Cooke was unbeatable in Toyota MR2 Roadster

Reigning Toyota MR2 champion Aaron Cooke was in a class of his own as he dominated both races aboard his Roadster, while Adam Lockwood was his closest challenger on each occasion. Donington Park double victor Shaun Traynor could only salvage seventh and eighth places respectively.

It was a similar story of dominance in the Alfa Romeo contests, where Scott Austin managed the reliability of his 156 to claim a brace of wins, having showcased the car's capabilities with victory at the final round in 2021. Former champion Tom Hill (GT) came home second each time and was the top V6 runner, while reigning champion Barry McMahon was absent from this, the opening round. The closest battle on track was for the Twin Spark Cup, with Jon Billingsley's 147 glued to the back of Andrew Bourke's 156 in both races but unable to find a way past.

Matthew Weymouth (BMW E36 M3) inherited Roadsports victory after long-time leader John Munro was disqualified just 10 minutes from the end when his Lotus Elise S2 was deemed to be producing too much noise due to a problem with the exhaust. Rob Boston's Elise took Class B honours in second, with John Munday's Honda Civic third.

Peter Bove guided his Darvi 88 P to both 750 Formula wins, but the reigning champion didn't have it his own way in

race two. Oliver Collett (Racekits Falcon) had shadowed Bove in the opener and got the jump on him in the sequel, but a spin at Brooklands on lap four forced Bove into avoidance and dropped Collett to second again.

Poor starts from Owain Rosser, like at the opening round at Croft, threw away any realistic chance of claiming a maiden win in the Clio Sport Championship, in which Andrew Harding doubled up for his first car-racing victories. Rosser recovered to second in the opener after initially dropping to seventh, and put Harding under race-long pressure in Sunday's race, where newer 197s finished in the top four places. Reigning champion Jack Dwane was the highest-placed 182 runner both times in fifth.

A spectacular engine blow-up for Tate Taverner's Honda Civic Type R at Brooklands on the opening lap of the first Hot Hatch race had a significant bearing on the result. Leader Ryan Polley was the first on the scene next time around and slid wide on the dropped lubricant, allowing the similar Civic Type R of Philip Wright past for the win. Polley made no mistake in the sequel, in which Wright chased him home.

Despite contact with Scott Ward at Brooklands, which almost sent him into a spin, Lee Scott's similar Ford Fiesta XR2i eventually came out on top in the first Classic Stock Hatch race. He made

## WEEKEND WINNERS

### F1000

**Race 1** Matthew Booth  
**Races 2 & 3** Thomas Gadd

### LOCOST

**Races 1 & 2** Craig Land

### TOYOTA MR2s

**Races 1 & 2** Aaron Cooke (Roadster)

### ALFA ROMEOS

**Races 1 & 2** Scott Austin (156, below)

### ROADSPORTS

Matthew Weymouth (BMW E36 M3)

### 750 FORMULA

**Races 1 & 2** Peter Bove (Darvi 88 P)

### CLIO SPORT

**Races 1 & 2** Andrew Harding (Clio 197)

### HOT HATCH

**Race 1** Philip Wright (Honda Civic Type R)  
**Race 2** Ryan Polley (Honda Civic Type R)

### CLASSIC STOCK HATCH

**Races 1 & 2** Lee Scott (Ford Fiesta XR2i)

### MX-5 CUP

**Race 1** Ben Abbitt  
**Race 2** George King

### ARMED FORCES RACE CHALLENGE

**Race 1** Adam Dewis (Vauxhall Astra)  
**Race 2** Simon Wing (Peugeot 205 GTI)



For full results visit: [750mc.co.uk](http://750mc.co.uk)

an early break in race two as Ward battled with Pete Morgan for the runner-up spot.

With Croft treble winner Ben Short not in action, Ben Abbitt took the opening MX-5 Cup win by 0.12s from George King after leading throughout. Roles were reversed in race two by an even narrower margin of just 0.01s.

A mid-race safety car gave Adam Dewis (Vauxhall Astra) the chance to usurp leader Simon Wing (Peugeot 205 GTI) in the first Armed Forces Race Challenge battle, with a neat switchback through Brooklands and into Luffield on the first lap of racing. Wing was already well clear in race two when pursuers John Cobley (SEAT Ibiza Cupra) and Dewis retired with mechanical issues.

**STEFAN MACKLEY**



# Interloping Radical splits wins with McLarens and Lambo

**BRANDS HATCH**  
**MSVR**  
**30 APRIL-1 MAY**

Four different winning car and driver combinations starred as the GT Cup provided an entertaining backdrop for the headlining GT World Challenge Europe at Brands Hatch last weekend.

Saturday's sprint race was close between the Steve Burgess Radical RXC and the McLaren 720s GT3s of Morgan Tillbrook and Simon Orange, but was spoiled by a caution period that helped Burgess to escape while the others were trapped behind backmarkers.

Orange dominated the early laps in the pitstop race, leaving Ben Dimmack in the RXC to slip down the order with

overheating tyres. The frontrunners pitted together, but drivethrough penalties for Marcus Clutton (in for Tillbrook) plus the Mercedes-AMG GT3s of solo driver Ian Loggie and Mike Price/Callum Macleod left Michael O'Brien to steer the Orange McLaren to victory by almost 23 seconds.

Clutton was second, while a third McLaren shared by Iain Campbell and Oli Webb completed the podium. Not-so-Lucky Khera's Ferrari 488 Challenge expired while chasing GTC honours, handing the class win to Warren Gilbert and Jensen Lunn in their Lamborghini Super Trofeo.

Sunday's sprint was a multi-lap safety car crawl while a stranded car was moved and, when the green flag flew to start lap seven, Tillbrook defended from Orange to the flag.

A lucky escape and an inspired tyre choice earned victory in the final enduro for John Dhillon and Andrea Amici in their Lamborghini Huracan GT3. Dhillon plunged straight on at Clark Curve at the end of a damp first lap on slick tyres, but survived a trip through the gravel and took over the lead when Orange and Tillbrook stopped for slicks, as Khera inherited second place.

Clutton, in for Tillbrook, passed the Ferrari for second just five laps from the end but was still 38s short of the Lambo. Khera and co-driver David McDonald



took third and won their class.

Two rounds of the Porsche Club Championship were scheduled, but the first was stopped after just three laps when Vikram Sudera rolled his Boxster S at Paddock Hill Bend.

Kevin Harrison (996 C2), master of the quick getaway, was chasing Peter Morris (996 C2S) for the lead at the time, and in race two he won the dash to the first corner and led until the end. Duelling team-mates James and Bill Caley finished third and fourth, as another early stoppage ended the chance of any change.

## Older Fisher beats brother to a double catch

**CASTLE COMBE**  
**CCRC**  
**2 MAY**

Josh Fisher's stunning Bank Holiday Castle Combe Formula Ford 1600 double over brother Felix, with a combined winning advantage of just 0.386 seconds, moved their personal score to three-one this year. A fastest lap bonus point apiece means the brothers are now tied atop the country's longest-running regional championship.

Felix (Ray GR05) qualified on pole from Luke Cooper (Swift SC20) and Josh (Van Diemen JL14) for both races, which followed similar patterns as the Somerset siblings exchanged the lead, sometimes twice per lap, with Cooper not quite able to split them. James Hadfield (Van Diemen RF03) and Kieran Attwood (Ray GR07) both landed fourths, Attwood named Driver of the Day for shadowing the stars second time out.

Adam Prebble opened his 2022 Castle Combe Racing Club Saloon account with

a dominant victory in the Vauxhall Astra turbo on ex-racer father Brian's 79th birthday. Dave Spiller and Tony Hutchings were second and third in Audi TTs, Hutchings's lacking power. Pairs of Renault Meganas and MG ZRs were next as returnee Robert Ballard and Harrison Chamberlain (who recovered well from a first-lap drama) were fourth and fifth. James Keepin staved off Lee Waterman for Class C honours after Matt Parr's Peugeot 106 GTI expired at Bobbies.

A paltry four GTs made the grid, but fortunately three were fiercely competitive. Doug Watson (Ferrari 458 Challenge), Kevin Bird (debuting the ex-Peter Kyle-Henney/Garry Wardle Porsche 991 GT3) and Keith Butcher (Audi R8 LMS ultra) circulated together, entertaining onlookers, before Watson came out on top by less than a second from Bird.

Mighty Minis took their bow under the CCRC flag, providing tyre-squealing action in both classes. Among the 1293cc Super Mighty Minis, Stuart Coombs took advantage of leader Neven Kirkpatrick's







Orange leads the GT Cup field, and took one win alongside O'Brien

A quartet of 7 Race Series outings boosted the programme, and one of the highlights of the first 1600 class race was a four-abreast attack at Paddock. Out of the usual multi-car jousting, early championship leader Gary Smith survived a trip through the Paddock gravel to win by an unusually large margin of 1.5s in changing conditions.

Ninth on a part-reversed race-two grid, Smith was soon among the leading group. Although he took the lead just before the halfway point, Stuart Bell and Luke Rosewell weren't giving in without a fight, but Smith

did enough to stay ahead.

The first 420R race narrowed down to a five-car lead group that had championship leader Anthony Barnes right in the action. A last-lap slipstreaming contest was anticipated, but red flags ended Barnes's chance to overcome Phil Jenkins.

Jenkins and Barnes built a good lead when race two conditions were at their trickiest and, although Barnes led into the final lap, Jenkins timed his retaliation perfectly to complete the double.

**BRIAN PHILLIPS**



Watson topped poor GT grid in Ferrari 458

mistake at Tower to win the opener from Ian Slark and the chastened Kirkpatrick, who reversed the top three subsequently. Darren Nightingale and Graham Sheppard took narrow 1275cc MM honours.

Continuing his form from the Easter weekend, Craig Tomkinson's Vauxhall Nova — pepped up with a two-litre Astra engine — won a third straight Hot Hatch series race, chased by Joe Dorrington's Gary Prebble-prepared Honda Civic and Lewis Clark's Ford Fiesta.

Dorrington completed a memorable afternoon by winning both Track Attack

contests, pursued by Nick Gwinnett (Renault Clio) and David Clark's well-developed Renault 5 Turbo respectively.

Brands double winner Steve McDermid (ZR 170) extended his unbeaten MG Owners' Club Championship tally to four races. Will Sharpe and Jack Woodcock completed the first podium in similar cars. Sharpe's engine grenaded in a shower of pistons passing the pits in the finale, sending him spinning into the wall on its oil. Woodcock and Maninder Golhar took second and third, Golhar ecstatic with his first podium.

**MARCUS PYE**

## WEEKEND WINNERS

### BRANDS HATCH

#### GT CUP

**Race 1** Steve Burgess (Radical RXC)

**Race 2** Simon Orange/Michael O'Brien (McLaren 720S GT3)

**Race 3** Morgan Tillbrook (McLaren 720S GT3)

**Race 4** John Dhillon/Andrea Amici (Lamborghini Huracan GT3)

#### PORSCHE CLUB CHAMPIONSHIP

**Race 1** Peter Morris (996 C2S)

**Race 2** Kevin Harrison (996 C2)

#### 7 RACE SERIES (1600)

**Races 1 & 2** Gary Smith

#### 7 RACE SERIES (420R)

**Races 1 & 2** Phil Jenkins (below)



GARY HAWKINS

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

### CASTLE COMBE

#### CCRC FF1600

**Races 1 & 2** Josh Fisher (Van Diemen JL14)

#### CCRC SALOONS

Adam Prebble (Vauxhall Astra)

#### CCRC GTs

Doug Watson (Ferrari 458 Challenge)

#### MIGHTY MINIS

**Race 1** Stuart Coombs (Super)

**Race 2** Neven Kirkpatrick (Super)

#### CCRC HOT HATCH SERIES

Craig Tomkinson (Vauxhall Nova, below)

#### TRACK ATTACK RACE CLUB

**Races 1 & 2** Joe Dorrington (Honda Civic)

#### BARC MGOC

**Races 1 & 2** Steve McDermid (ZR 170)



OLLIE READ

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



REVOLUTION 500SC TRACK TEST

# THE REVOLUTION GAINING PACE

*Adding a supercharger to the sports-prototype has transformed its performance, as Autosport finds out*

BEN ANDERSON

PHOTOGRAPHY OLLIE READ/REVOLUTION

I thought contemporary motorsport had long given up on supercharging engines to increase performance. I figured this to be anachronistic engineering from the pre-war era of 'Blower' Bentleys and such. But the latest development in Phil Abbott's futuristic revolution in affordable sports-prototype racing harks back to this bygone age.

It's been a long time since I first drove the Revolution, during its earliest pre-pandemic development. The car was clearly well-built and decently quick. The lower-cost design approach using CFD programming that until recently was only really applied in Formula 1 and for Le Mans was also very interesting. But the lack of power steering wore me out after only a handful of laps around the Algarve Circuit near Portimao – and it did feel as though the car was a bit heavy for an engine output still shy of 400bhp.

I had a second go – in the wet – at Donington Park in February 2020, just before the pandemic shut everything down. In those conditions, I didn't notice the lack of grunt from the Ford V6 so much – and the absence of power steering (a first system was in transit to Donington on the day of my test) didn't matter given lower speeds. I enjoyed myself so much I slid the car into the Coppice gravel...

The Revolution has come on quite considerably in the two years since. James Bailey's PitBox91 organisation promotes the Sports Prototype Cup (administered by the British Automobile Racing Club) as a destination for these cars, and Revolutions have been racing at grand prix venues such as Monza, Portimao and Spa as part of that category for two seasons and counting. This year's calendar features five events – a mix of mini-enduro (45-60 minutes) and sprint (20mins) races – at five F1 venues: Zandvoort, Silverstone, Spa, Barcelona and Paul Ricard.

Olympic cycling champion turned sportscar racing driver Chris Hoy is one such who's found a new home in Abbott's growing Revolution. He has raced the first two seasons so has seen the full progression first-hand.

"It feels like a really polished product now," Hoy tells Autosport. "I enjoyed the non-supercharged version of it, but it feels like it's been calling out for that bit more power. It brings the chassis to life I think – and makes it far more exciting. It feels like a serious bit of kit now."

"At Portimao we were only about a second off LMP3 pole time from last year. That was without the [current version of the] supercharger



Hoy describes upgraded car as a "really polished product"



**"IT BRINGS THE CHASSIS TO LIFE AND MAKES IT FAR MORE EXCITING"**

CHRIS HOY

with the bigger intercoolers and everything turned up to 10.

"I feel for an amateur driver such as myself, I can attack rather than sort of being intimidated and scared by it. And that's

on a day like today where the weather has been pretty bad.

"It's a fun car. That test we did in Portugal, everybody who drove it came out with a massive smile on their face."

As we chat, at the back of a Donington garage, Hoy excitedly shows me pictures on his phone from last season's race at Monza – where he finished on the podium. The buzz of racing on classic F1 circuits is a massive part of the Revolution's appeal. And the cars even sound





The Revolution's power has been taken north of 500bhp by the supercharger

like classic F1 machines now they're supercharged.

"I've raced Caterhams, Radicals, LMP3, LMP2, GT3, GT4, classics, and to me this feels like a sweet spot – it suits me perfectly," Hoy continues. "You can have two or three bites of the apple; there's a bit more movement happening, but it's hard braking, use the downforce, carry the momentum through the corners – but it's got that much more grunt now that you can almost barrel it into the slow stuff, stop it, turn it and go.

"It's [now] about 25mph quicker than the non-supercharged one – at Portimao at the end of the straight you've got to recalibrate your braking points and everything. Craners here... you've got to be thinking ahead, looking ahead. More than ever, you've got to be disciplined.

"And the cars go to the next level when racing side by side – and

they're quite robust. Honestly, it's the best car I've driven on the track for a number of years, and I've done quite a few in the last few years. It's fast enough to be scary, but not so scary that it makes you..."

Want to do something else? "Exactly!"

Commercially speaking, the Abbotts' pursuit of power is all about chasing that lucrative American market – somewhere Radical is heavily focusing its new SR10, and where the Revolution is disrupting.

By increasing compression and developing a new six-body intake system with Mike Jenvey, the Abbotts managed to get their original engine ("bulletproof to 10,000km" says Abbott) up to 427bhp. But supercharging – which has also required enlarging the engine bay and rear bodywork – has taken output from the original 385bhp to comfortably past 500bhp, hence the new 500SC designation. The >>



# HAVE YOUR SAY...

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Please complete our five-minute survey so that we can improve what we do – and get yourself the chance to win an Amalgam Williams FW28 Nosecone worth £100.



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Go to the website [autosport.com/survey](https://autosport.com/survey) or use the QR code below and complete our survey to be entered into our prize draw



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# “SUPERCHARGING GIVES YOU THE NICE NORMALLY ASPIRATED POWER CURVE, BUT JUST MORE OF IT”

PHIL ABBOTT



Abbotts even ran CFD on the internals to make their supercharging process more efficient. The airbox, for example, is now three times the size it was, but creates no extra drag – because of the accuracy of their CFD modelling.

“The American market – the words were ‘as long as it’s more than 400 it’ll be fine,’” recounts Phil Abbott, as we chat in Donington’s trackside restaurant. “Then we launched in the States [at country clubs in Chicago and California in July 2021] and they liked it – but generally, they wanted more grunt in the mid-range... more horsepower. And I thought, ‘Well, I’m not going to go through another round of development on pistons and valves – we’ll put pressure charge on it’. And then we’ve got a screw and we’ll turn it up when we want to!”

Abbott was inspired by reading a book about Stanley Hooker – “one of the greatest jet engine experts” – who worked for Rolls-Royce during the Second World War. This mathematician “designed in long-hand with a pencil, the supercharger for the Merlin [Spitfire] engine. He took it from 1000 horsepower on the ground to 1000 horsepower at 20,000 feet by supercharging”.

The Revolution uses a centrifugal supercharger, which is gear and engine driven, with a compressor wheel that looks “very similar to running a turbocharger” but maxes out at 90,000rpm (a turbo would probably run to 180,000rpm). Turbos use exhaust gases and tend to create problems with pre-ignition and ‘knock’ because of the pressure changes created inside the engine when a driver comes off the throttle. Supercharged engines are more straightforward to manage, in that you know the volume of air coming in is directly related to the engine’s



speed. Abbott says the other attraction is that, from a user perspective, the engine behaves like a normally aspirated motor – you don’t get lag and torque spikes and the like. Modern engine management technology mitigates unreliability.

“I kinda liked the supercharging idea,” says Abbott. “But I didn’t really grasp it. For me to do anything, I’ll have to really understand it at a molecular level. So reading that book about Hooker – a jet engine is just like a big supercharger.

“My tech teacher used to say the only way you get more power out of something, as regards a piston engine, is you have to put more air and fuel in it. Supercharging just kind of fits really. It gives you the nice normally aspirated power curve, but just more of it.

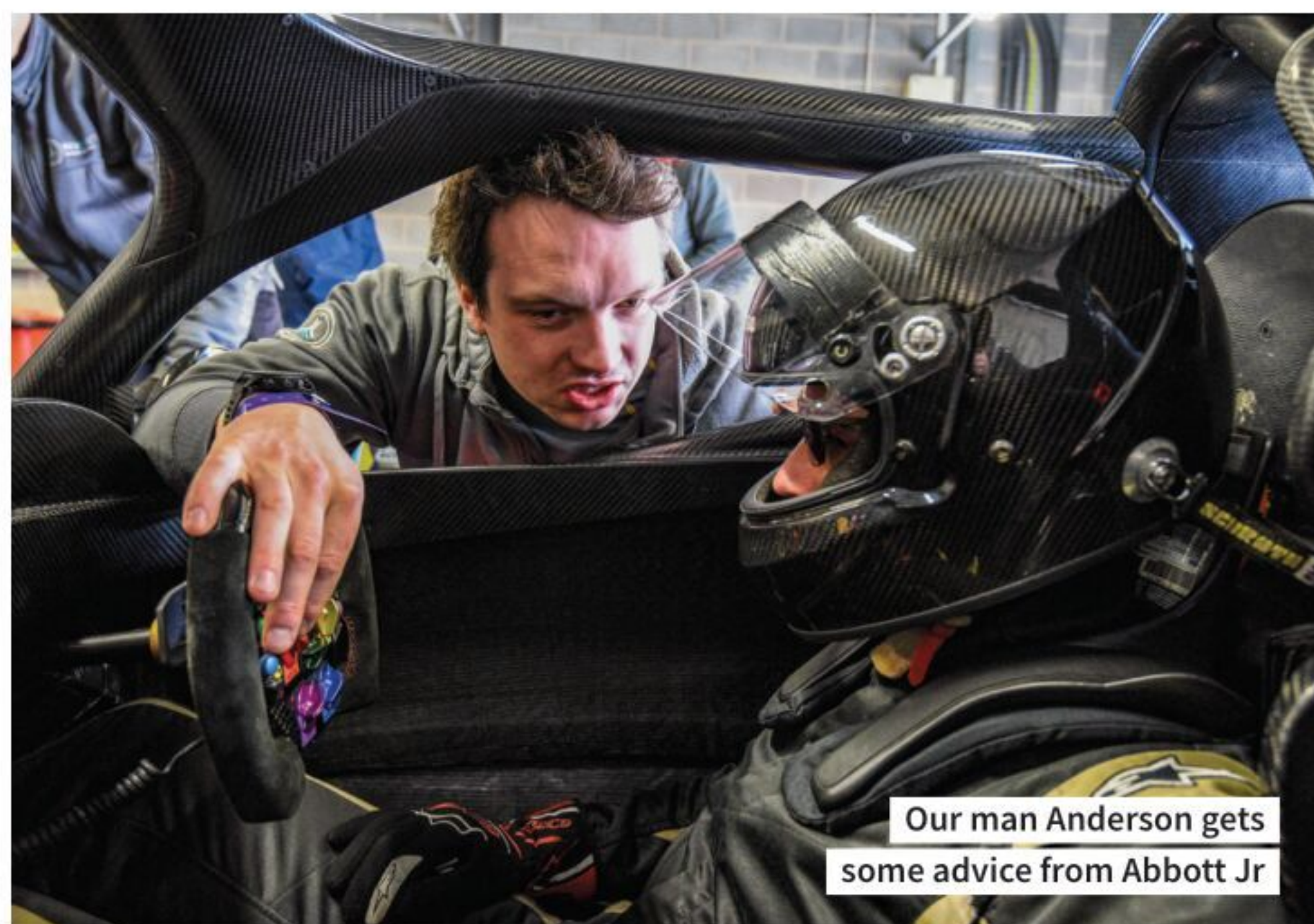
“I couldn’t see [originally] why we needed 500 horsepower – that’s an LMP2 car – but, when you drive it, you know.”

Certainly, this power increase – now up to 553bhp on the dyno, according to Abbott – transforms the Revolution into a bit of a beast, particularly through the Craner Curves, which just feel insanely fast and impossible to navigate properly in these tricky conditions. Honestly, throughout my time in the car I feel it’s driving me through here – and almost all of the quick bits between Redgate and the back straight. It’s humbling, but also exciting, because there is always opportunity to be found in the unknown.

By the third run, confident enough to turn the engine up and better able to manage the weight of the car under braking for the slower corners, I work down to a 1m29.72s best on Donington’s Grand Prix loop. The car has an oversteer tendency on exit that’s holding me back a bit, and I’m not surprised to learn from James Abbott’s data analysis that my lack of confidence in the high-speed sections is costing me the best part of my 1.72 seconds to his own reference lap (set in a mule car with less power than the one I’m driving). I gain a bit back by being 10km/h (6mph) faster through the Melbourne loop – which is a boon for me because slow-speed is often the weaker aspect of my driving.

The power steering system is working well – I no longer feel the need to have a lie-down after half a dozen laps of dry weather driving. The Revolution has now also upgraded its dampers, using products developed by R53 – which has also worked on Gordon Murray’s latest supercar project. Abbott says this alone made the car 1.5s faster around bumpy Blyton – though he concedes the effect is less obvious at somewhere smooth like Donington.

In any case, it’s the sheer acceleration of this car that now hits home more than anything: 142mph before I wimp out through the Craners; almost 150mph before we hit the brakes for the chicane (and I’m braking too early here as well!). This is now one seriously fast piece of kit, for a revolution that is rapidly gaining pace. ❧



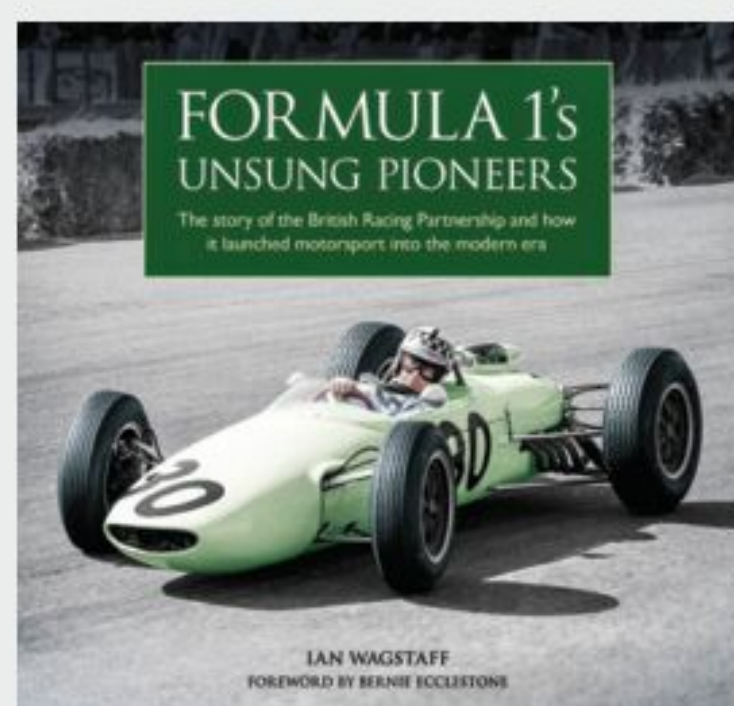
Our man Anderson gets some advice from Abbott Jr



# FINISHING STRAIGHT



## A short-lived home for promis



**BOOK**  
**FORMULA 1'S  
UNSUNG  
PIONEERS**  
Ian Wagstaff  
RRP £95

*Formula 1's  
Unsung Pioneers*  
is the story

of the British Racing Partnership, the brainchild of Stirling Moss's father Alfred and his manager Ken Gregory to help the prodigious talent in the top echelons of motorsport.

But by the mid-1950s and with young Moss in demand by all the leading Formula 1 and sportscar teams, his career called for less input from them. So why not set up their own professional racing team with a view to offering opportunities to promising British drivers?

The 304-page tome charts this journey, as Moss Sr – a successful dental surgeon and farmer – initially funded the acquisition of a Formula 2 Cooper T45 for the 1958 season with the team managed by Gregory.

Notwithstanding Evro Publishing's claim that this book is the previously untold story of BRP, much of the ground has already been covered in *Managing a Legend* by Robert Edwards published in 1997, *Behind the Scenes of Motor Racing* by Ken Gregory (1960) and in Ian Wagstaff's biography of Tony Robinson (2012).

Many of the people involved are now no longer available so this latest book is largely

dependent on secondary sources, which the author has clearly researched diligently.

The team's first driver was Stuart Lewis-Evans, who would tragically sustain fatal burns when his Vanwall crashed in the Moroccan Grand Prix at the end of the 1958 season. In the same race, BRP's Cooper was crashed heavily by reserve driver Tommy Bridger.

Regrouping for 1959, BRP acquired two new Cooper T51s to be run using the powerful Borgward engine in F2. A move up to Formula 1 also became possible when arrangements were made for Moss Jr to drive a BRM P25 on the basis that it was maintained by BRP rather than the BRM works team. At the third race with the BRM, the German Grand Prix on the

AVUS track in Berlin, Moss Jr was back driving Rob Walker's Cooper-Climax so Hans Herrmann drove the BRM only to crash heavily when the brakes failed.

The Yeoman Credit finance house funded an expansion to three Formula 1 Cooper-Climax T51s for the 1960 season to be driven by Tony Brooks, Chris Bristow and Harry Schell. But Schell was killed at Silverstone before joining while Bristow was killed at Spa in the Cooper.

The team lost Yeoman Credit backing for 1961 and for the next two years BRP became UDT-Laystall but with Lotus rather than Cooper chassis. When UDT pulled out at the end of 1962, BRP continued under its own name with Innes Ireland, Masten Gregory, Jim Hall and Trevor Taylor as its







Kansas City-born  
Masten Gregory  
(Lotus-BRM 24) in the  
1962 Belgian Grand  
Prix at Spa

PHIPPS  
**motorsport**  
IMAGES

# ing talent

drivers. And as will never be forgotten it was in a Lotus 18/21, although it was Rob Walker's car, that Stirling Moss has his career-ending crash at Goodwood on Easter Monday in 1962.

BRP started building its own monocoque chassis in 1963, one of which did win a non-championship F1 race at Snetterton in early 1964 driven by Ireland. The team also won a few other non-championship F1 races but never really shone at world championship level, although it had success with a Ferrari 250 GTO, which Ireland used to win the 1962 RAC Tourist Trophy.

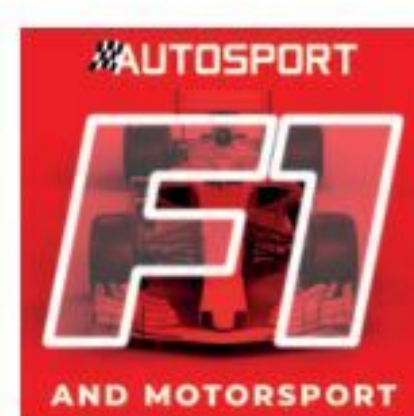
After being shut out from the newly formed Formula 1 Constructors' Association in murky circumstances, BRP withdrew from Formula 1 at the end of 1964.

The book, which features a foreword from ex-F1 supremo Bernie Ecclestone, includes a complete race record of all the cars which BRP entered, together with chassis numbers and lists of the drivers and mechanics, as the later history of all the cars is covered in satisfying detail.

Where this latest book really scores is in its large page size, which enables the 300-plus images to be laid out and reproduced to excellent effect. At a cover price of £95 it's not cheap – the three other books previously mentioned could be acquired for less than £60. However, if you can afford it, this book provides a very worthwhile account of the successes and failures of one of the most important independent Formula 1 teams from 60 years ago.

**IAN TITCHMARSH**

## FINISHING STRAIGHT



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



### MotoGP Spanish GP review

Francesco Bagnaia got his 2022 MotoGP title challenge off the ground with victory over Fabio Quartararo in a tense Spanish Grand Prix. In the latest Tank Slappers Podcast, Autosport's Lewis Duncan and Motorsport.com's Oriol Puigdemont discuss how Bagnaia and Ducati have turned things around – and whether or not it's a permanent transformation.

## WHAT'S ON

### INTERNATIONAL MOTORSPORT

#### Miami Grand Prix F1 World Championship

Round 5/23

Miami, USA

8 May

**TV Live** Sky Sports F1,  
Sun 2025

**TV Highlights** Sky Sports F1,  
Mon 0000, Channel 4,  
Mon 0030

#### World Endurance Championship

Round 2/6

Spa, Belgium

7 May

**Livestream** on  
Motorsport.tv, Fri 1710,  
Sat 1130, Eurosport 2,  
Sat 1130

#### W Series

Round 1/8

Miami, USA

7-8 May

**TV Live** Sky Sports F1,  
Sat 1910, Sun 1520

#### World Touring Car Cup

Round 1/10

Pau, France

8 May

**TV Live** Eurosport 2,  
Sun 1200, 1600

#### Euroformula Open

Round 2/9

7-8 May

Pau, France

#### Formula Regional European Championship by Alpine

Round 2/10

Imola, Italy

7-8 May

#### NASCAR Cup

Round 12/36

Darlington, USA

8 May

**TV Live** Premier Sports 1,  
Sun 2000

#### NASCAR Xfinity

Round 11/33

Darlington, USA

7 May

#### NASCAR Truck Series

Round 7/23

Darlington, USA

6 May

### UK MOTORSPORT

#### Silverstone BRSCC

7-8 May

British GT, GB3, GB4, Ginetta  
GT5, Ginetta GT Academy,  
Porsche Sprint Challenge

**Livestream** via britishgt.com

#### Oulton Park MSVR

6-7 May

Ferrari Challenge,  
Ferrari Classic

#### Cadwell Park MSVR

7 May

EnduroKa

#### Pembrey BARC

7-8 May

2CV, British Trucks, Legends,  
Mini Challenge Trophy,  
Pickups, Welsh Sports  
& Saloons

**Livestream** via barc.net

#### Bishopscourt BARC

7-8 May

#### Cadwell Park MGCC

8 May

Cockshoot Cup, MG Cup,  
MG Metro Cup, MG Trophy,  
Midget & Sprite Challenge,  
Morgan Challenge

#### Knockhill SMRC

8 May

Classics, Fiesta ST, Junior  
BMW, Mini, R53, Scottish C1s

#### British Hillclimb Championship

Round 3/13

Harewood, England

7-8 May





#### FROM THE ARCHIVE

Roberto Moreno's Benetton B191 in full, spectacular, spark-showering flight during the 1991 Belgian Grand Prix at Spa. Moreno qualified in a respectable eighth place and shone

in the race, setting fastest lap on his way to fourth behind third-placed team-mate Nelson Piquet and the McLaren MP4/6s of Gerhard Berger and winner Ayrton Senna. The event is, of course, best remembered for

the debut of Michael Schumacher, who dazzled with his qualifying performance (one place ahead of Moreno) in the Jordan 191, and was installed in the Brazilian's seat at Benetton come the next race in Italy.



For classic 1990s Formula 1 DVDs  
head to [dukevideo.com/f1](http://dukevideo.com/f1)





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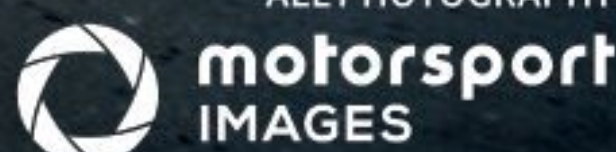


MAIN: MURENBELD; INSET: SUTTON

MY FAVOURITE... RACE

# Grand Prix of Miami

DANNY SULLIVAN



A

lmost 40 years before Formula 1 heads to

Miami, its streets roared to the sounds of Group C leviathans and played host to one of the hottest shows on TV.

The Grand Prix of Miami was a downtown street race event, promoted by Ralph Sanchez, using a track layout in Bayfront Park that raced along public roads.

The 1985 and 1986 IMSA Camel GT events were filmed for an episode of Michael Mann's cop drama *Miami Vice*, in which Danny Sullivan (runner-up with AJ Foyt in 1986) made his acting debut. It suffered a false start, when Mann tried (and failed) to land Mick Jagger to play the role!

In the episode – entitled *Florence Italy* – Sullivan plays Danny Tepper, who pilots the Lowenbrau-sponsored Porsche 962 that was driven to victory in the actual 1985 race by Al Holbert and Derek Bell (who makes a cameo appearance). Tepper is accused of murdering a prostitute, but fictional cops Sonny Crockett (Don Johnson) and Ricardo Tubbs (Philip Michael Thomas) deduce that the real

culprit is Tepper's father Frank, who is racing against his son in a March 84G, driven in the real 1985 event by Emerson Fittipaldi and Tony Garcia. "Miami's always been fun

for me," says Sullivan, also a

winner in the 1980s at the nearby Tamiami Park in the CART Indycar Series for Roger Penske. "It's a great motorsport city, mainly because of the late Ralph Sanchez. He was the guy who put on those great events, and the races I had here were good to me too.

"It was a good race track, there were places to pass despite it being a street track. I ended up shooting *Miami Vice*, and I think it helped that the city was very car-centric.

"We shot the scenes at the track, so I took Don Johnson around the track in the 962 at speed. He was a great sport. When I went out, the tyres were already warmed up, so we went through the twiddly part then right on to Biscayne Boulevard where you get up to top gear travelling straight towards a concrete wall – he was yellin' and screamin'!"

**CHARLES BRADLEY**

IN NEXT WEEK'S ISSUE



SUTTON



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