

F1 Vettel speaks out on BBC Question Time



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Audi and Porsche's bid to conquer F1

Why the superpowers are looking to join and how they plan to do it

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OF REPORTS

'We are prioritising Formula 1'

HERBERT DIESS
VOLKSWAGEN GROUP CEO

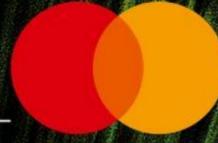


BTCC Cook stars in Brands Hatch drama

Formula E Mercedes on top in Berlin



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Two sleeping giants finally awakened to the F1 challenge

Porsche and Audi are two of motorsport's giants. Porsche has to be regarded as the greatest sportscar manufacturer, particularly when it comes to the Le Mans 24 Hours. And Audi revolutionised rallying before scoring success in touring cars, enduros and Formula E.

Neither of them, though, have particularly storied histories in Formula 1. Aside from the TAG-badged Porsche engine that powered McLaren to five titles in the 1980s, it's been slim pickings at the pinnacle of the sport and they have often looked elsewhere. Given the current boom F1 is enjoying, that now seems set to change.

This week, Matt Kew looks at the reasons behind their new directions and examines how Audi and Porsche are likely to attack their F1 programmes (page 18). We've also had a little fun with what works entries from the Volkswagen superpowers could look like...

Continuing the German theme, Formula E was in Berlin last weekend and a Mercedes powertrain was the thing to have. Jake Boxall-Legge was there to see how Edoardo Mortara got back into title contention – and reigning champion Nyck de Vries make an opportunistic and race-winning pass on Sunday (p30).

Two likely stars of 2022 shone in tricky conditions elsewhere, with Josh Cook proving sublime in the British Touring Car bouts at Brands Hatch (p36) and Colton Herta winning from 14th on the grid with an inspired IndyCar drive at Indianapolis (p44).



Kevin Turner
Chief Editor
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**NEXT WEEK
26 MAY**

Spanish GP action
Full report from the latest
F1 contest, plus our
Indy 500 preview



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Camille Debastiani; Aston Martin/Dunbar/Motorsport Images

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McLaren to take over Mercedes Formula E

FORMULA E

McLaren will join the Formula E grid for the 2022-23 season after agreeing to buy the departing Mercedes squad, expanding the British team's growing involvement across global motorsport.

Following Mercedes' announcement that it was to depart FE at the close of the Gen2 regulations at the end of this year, its upper management was keen on selling the team. McLaren, which had already agreed an option to join the grid for the start of the Gen3 ruleset, felt that buying an existing team would be a better investment. The deal is set to be formally completed later this year.

The FE operation will partially join McLaren's Formula 1 team at the McLaren Technology Centre in Woking, but most

of the engineering portion of the squad will move out of the Mercedes facilities in Brackley and Brixworth to a new base in a yet-to-be-determined location. Current Mercedes team principal Ian James will remain on board to lead the FE team.

"Becoming part of the McLaren Racing family is a privilege: McLaren has always been synonymous with success and high-performance," said James. "This is a great moment for all parties involved but, above all, for the people that make up this team. They are what keeps its heart beating. Being able to continue working with them is what I am most excited about. I'm very much looking forward for this next chapter for the team and will be a proud member of it in Season 9. Until then, we will be focused on delivering the best

results possible as Mercedes.

McLaren will announce its driver line-up, powertrain and financial partners at a later date, although it is understood that Nissan is the preferred option to supply the team.

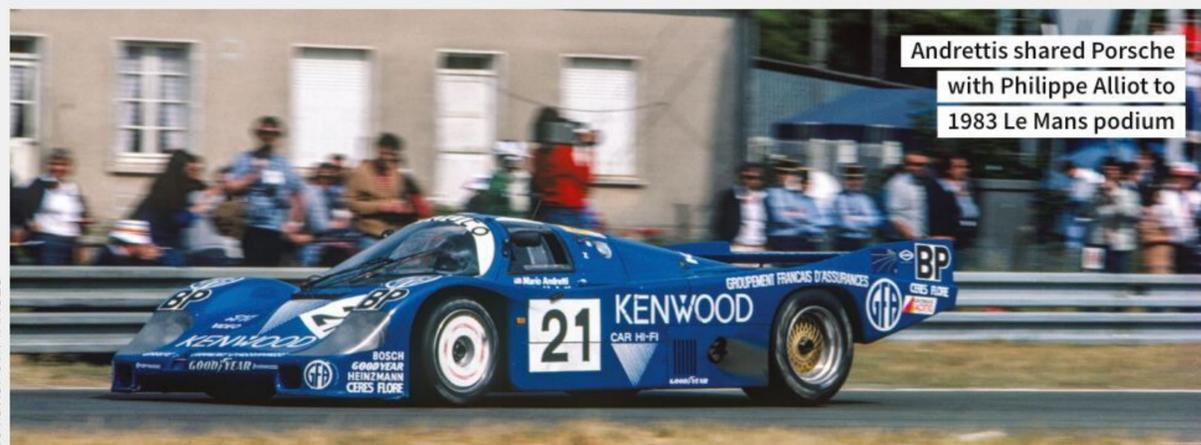
McLaren CEO Zak Brown explained that entering FE would help expand the team's interest in electric mobility, after already joining Extreme E this year. Although Brown did not rule out McLaren developing its own powertrains in future, he felt that getting used to running in FE was the priority.

"Yeah, I think for us it's one step a time; let us get entered into the sport and get the team integrated into McLaren," said Brown. "We have battery technology having participated historically through McLaren Applied, which we have now sold, but we still very much have a relationship there. At this point, we have our plans for the next generation. I think that'll be something that, ultimately, it's up to Ian to run the team, and to decide and recommend what he thinks it should look like in the sport. I'm sure in due course, those conversations will happen."

PORSCHE TO SUPPLY ANDRETTI TEAM

Porsche has agreed a deal to supply the Avalanche Andretti team with powertrains for the start of Formula E's Gen3 regulations.

Andretti had been on the hunt for a new supplier following the departure of previous



Red Bull denies Ferrari budget-cap squeeze claims

FORMULA 1

Red Bull has downplayed suggestions that it could be on the back foot by having burned through more of its capped Formula 1 development budget than main title rival Ferrari.

The two teams started this season neck and neck, but Red Bull has managed to edge ahead of Ferrari in recent races thanks to a raft of developments for the RB18 that arrived for last month's Emilia Romagna Grand Prix at Imola. Max Verstappen has since scored back-to-back wins, allowing him to cut Charles Leclerc's lead at the top of the drivers' championship to 19 points ahead of this weekend's Spanish Grand Prix. Ferrari has been more conservative in its approach to car development, but is set to debut a series of upgrades in Spain.

After its defeat last time out in Miami, Ferrari expressed some belief that Red Bull's current advantage may be the result of the team having spent much more on development so far this year, which means it will likely hit its budget-cap ceiling much earlier. Ferrari team boss Mattia Binotto he hoped that "at some stage Red Bull will stop development, otherwise I will not understand how they can do that".

But Red Bull has dismissed any talk that it has accelerated its spending for early-season progress. Its motorsport boss Helmut Marko is emphatic that his team's spending is in line with its rivals.

Asked whether Red Bull had devoted more resources than Ferrari so far this year, Marko (top right) said: "I don't think so. We plan our updates in such a way that we always lose weight with each



TRIENTZ/MOTORSPORT IMAGES

update, because unfortunately we still haven't reached the minimum weight. And we won't quite reach it with the next update either. I don't think we are in a significantly different position to Ferrari in this regard, especially since I wonder what effect it has on them that Carlos Sainz has already crashed the car several times. That can't be cheap."

Red Bull team boss Christian Horner said that he was mindful of the budget-cap limitation, and that the focus was on producing changes that delivered the biggest bang for buck. "You've got to be very careful where you introduce your upgrades because of the budget-cap restrictions this year," he said. "We've just got to make sure that we introduce something that is value for money."

A number of teams will take significant update packages to Barcelona, including Alpine and Aston Martin, the latter of which will have a visibly different version of its AMR22.

JONATHAN NOBLE & CHRISTIAN NIMMERVOLL

squad

partner BMW, and the deal will include a Porsche support team working within the Andretti ranks, as the German manufacturer becomes a supplier for the first time in FE.

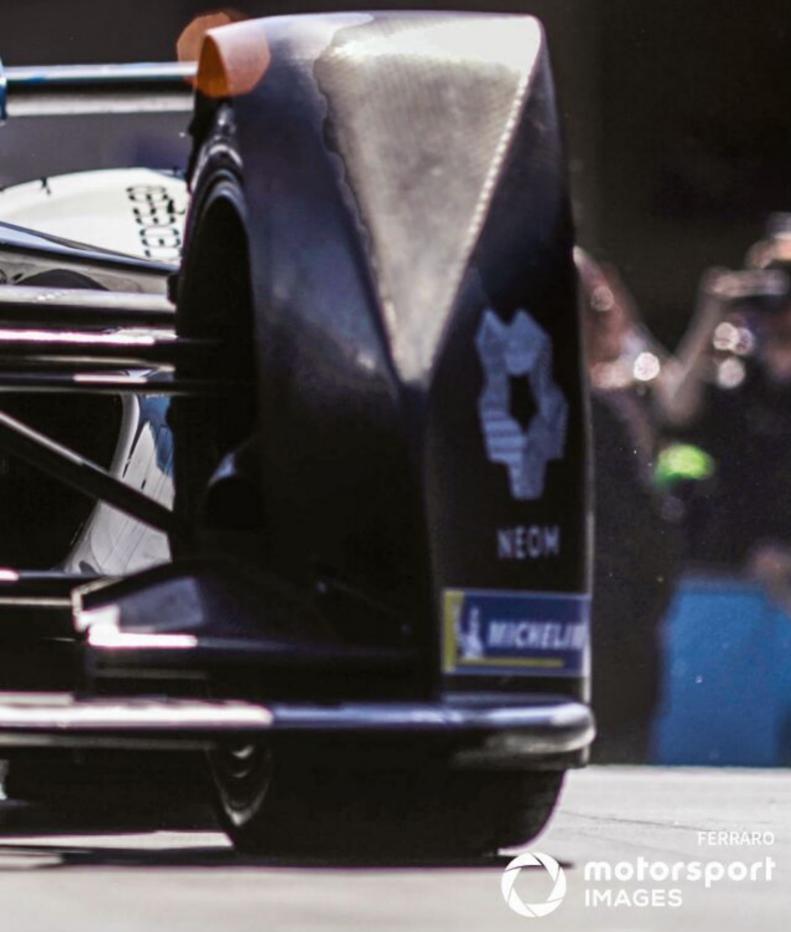
"It was vital that we made a strong choice in our powertrain provider in preparation for this new chapter and exciting generation of car – and we have that in Porsche," said Andretti team principal Roger Griffiths. "We are looking forward to starting Gen3 as a formidable competitor."

The "long-term" deal with Porsche will last at least two years, as it continues to mull over remaining in FE beyond the 2023-24 season, the end of its current contract to compete in the championship.

The Andretti family has history with Porsche. Team boss Michael and his father Mario finished third in the 1983 Le Mans 24 Hours at the wheel of a Group C 956. They also raced a 962C in 1988 with Michael's cousin John, and finished sixth.

"It's important for us to support a customer team that demonstrates the same passion and professionalism in Formula E as we do," said Porsche Motorsport vice-president Thomas Laudenbach. "For us, it's a huge vote of confidence that Andretti has chosen to work alongside Porsche from Season 9 onwards." Porsche has no plans to supply any further teams.

JAKE BOXALL-LEGGE



FERRARO
motorsport
IMAGES



Sainz escapades this year can't be cheap, points out Marko

Alpine: July decision on Alonso or Piastri

FORMULA 1

Alpine wants to wait until July to decide on the Formula 1 futures of Fernando Alonso and Oscar Piastri.

With Esteban Ocon tied in to a long-term contract, Alpine needs to decide between two-time world champion Alonso and current reserve Piastri for the second seat in 2023. Alonso, 40, is out of contract at the end of this year, but has shown few signs of wishing to hang up his helmet after hailing both his and Alpine's speed in the early part of the year.

Piastri, 21, has not raced this year after winning Formula Renault, F3 and F2 titles in consecutive seasons, but Alpine is firm in its plan to get him an F1 seat next

season either in-house or with another team.

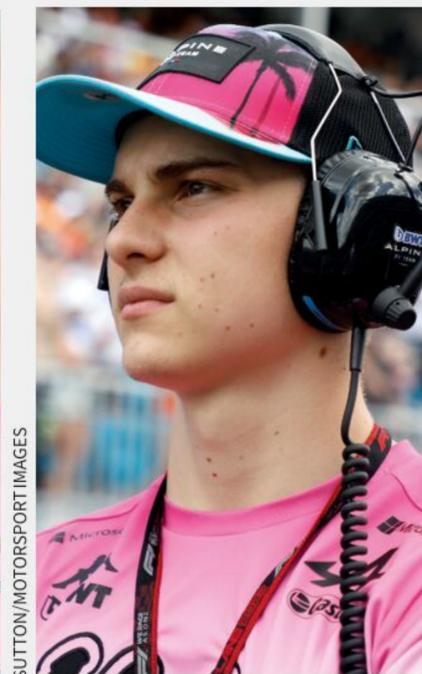
Asked about the timing of any decision on this front, Alpine team principal Otmar Szafnauer said: "We haven't thought that through yet, because it's a little bit early, but around Silverstone [the British Grand Prix] we will probably be talking about it."

Alpine has already said it would be willing to loan Piastri to another team next year if Alonso is retained. Williams has been touted as the most likely destination, potentially as early as this season amid speculation about Nicholas Latifi's future given the Canadian's struggles to match the pace of team-mate Alex Albon.

Szafnauer was clear that no discussions had taken place



Will it be Alonso or (right) Piastri?



SUTTON/MOTORSPORT IMAGES

TRIENTZ/MOTORSPORT IMAGES

on this front, although he said he would be open to finding any opportunity for Piastri to get more mileage. "I haven't considered that deeply yet," he said. "I don't know what's happening at Williams, but I've heard the rumours."

Piastri's fellow Australian, Jack Doohan, enjoyed his maiden F1 outing with Alpine

last week in Qatar, driving a 2021-spec A521 in a private test at Losail. Doohan, the son of five-time motorcycle world champion Mick Doohan, was last year's FIA F3 runner-up and is currently racing in F2 as a member of the Alpine Academy.

JONATHAN NOBLE & LUKE SMITH

Leclerc shunts 1970s Ferrari in Monaco demo

FORMULA 1

Charles Leclerc was left red-faced during the Monaco Historic Grand Prix last weekend when the Formula 1 points leader shunted an ex-Niki Lauda Ferrari 312B3 during a demonstration run alongside Maranello hero Jacky Ickx.

The Monegasque had been milling around the paddock on Sunday morning for the illustrious classic event held on his doorstep, before hopping aboard the high-airbox machine that bore Ferrari second place in the 1974 championship.

Leclerc headed out for a sighter lap and soon picked up the pace until, on the third lap, he lost the rear and backed the Methuselah Racing-owned car into the barrier at La Rascasse. He resumed soon enough with wing damage before pulling up on the home straight when smoke began to waft from the rear.

The 2022 Bahrain and Australian Grands Prix winner's immediate assessment was: "I lost the brakes. I lost the brakes! I braked,



2022 OLIVIER CAENEN, TOUS DROITS RESERVES/AUTOMOBILE CLUB DE MONACO

the pedal was hard, and it went to the floor.

He later tweeted: "When you thought you already had all the bad luck of the world in Monaco, and you lose the brakes into rascasse with one of the most iconic historical Ferrari Formula 1 car."

Photographic evidence corroborated Leclerc's account. Immediately prior to the spin, a shattered brake disc could be seen on the floor after it worked free from the front-left caliper. As such, when Leclerc hit the anchors, it is believed that the brakes grabbed entirely on the right-hand side.

Somewhat ironically, the flat-12 312B3 prompted Ickx – who drove a 312B in last weekend's demo – to quit Ferrari following the 1973 Italian GP due to poor reliability and performance.

Leclerc, who famously set pole at Monaco in 2021 before crashing and missing the F1 race due to the damage, had an historic GP car fix last month when he drove Gilles Villeneuve's 312T4 from 1979 at Fiorano.

MATT KEW

P16 OPINION



GT2 A new car joins the GT2 European Series at the Red Bull Ring this weekend — with some famous faces at the wheel. DTM legend Bernd Schneider will race a machine known as the Mercedes-AMG GT Track Series with series boss Stephane Ratel. The trackday car has been homologated for GT2 and will go up against contenders from Porsche, Audi, Lamborghini, Brabham and KTM in the fledgling category. It is powered, like AMG's GT4 racer, by a four-litre twin-turbo V8 pushing out nearly 750bhp. The new Merc will be limited to a production run of 55 cars, in celebration of the 55 years since AMG was established.

De Vries gets long-awaited FP1 debut

FORMULA 1

Reigning Formula E champion Nyck de Vries will make his Formula 1 free practice debut tomorrow (Friday) at the Spanish Grand Prix with Williams.

All F1 teams are required to run a driver with no more than two grand prix starts in at least two FP1 sessions this season. Williams will be the first to fulfil part of its obligation by fielding the 27-year-old Dutchman at Barcelona in place of regular driver Alex Albon.

"I'd really like to thank

Williams for the opportunity to run in FP1," said de Vries. "It's great for me to get to know the team and drive the FW44, and also to get myself out on track during a Formula 1 weekend.

"Preparation for the test is going well so far and the team have been incredibly supportive of me. I'm very much looking forward to the whole experience in Spain now."

De Vries won last year's FE title with Mercedes, and serves as the German team's reserve in F1 alongside FE team-mate Stoffel Vandoorne. He is also



available to McLaren if required as part of a driver-share agreement with Mercedes.

De Vries was in contention for an F1 seat with Williams last year before the team opted to

sign Albon, and is understood to be in the running again for 2023 amid the doubts over Nicholas Latifi's long-term future at the Grove operation.

LUKE SMITH

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Lamborghini commits to prototype entry in 2024

Lambo has made a valiant bid in hotly contested 'worst LMDh rendering' contest

LAMBORGHINI

WEC/IMSA

Lamborghini will join the LMDh prototype category in 2024. The long-awaited confirmation that the Italian manufacturer will for the first time bid for outright honours at the pinnacle of sportscar racing, the Le Mans 24 Hours included, came the better part of a year after it went public on its aspirations to enter the top divisions of the World Endurance Championship and the IMSA SportsCar Championship.

Lamborghini announced on Tuesday that it is developing one of the hybrid prototypes, but crucially not which of the four next-generation LMP2 chassis on which it will be based. It is known, however, that it is linking up with French constructor Ligier Automotive for its

expansion into the prototype arena.

That represents a change of tack by a marque that had been looking to piggyback on the Porsche-led Volkswagen group project that would have resulted in an Audi LMDh too, had it not axed its return to prototype racing earlier this year. Lamborghini already has a relationship with the group of which Ligier is a part. Sister company HP Composites, part of Everspeed along with Mygale, is a key supplier of carbonfibre components for the Huracan GT3 and one-make Super Trofeo racers.

The link-up with Ligier is expected to be part of a further announcement in July, which is likely to include the configuration of the car's internal-combustion engine.

The statement from Lamborghini also alluded to how it will organise the LMDh

programme. There will not be overt factory teams in either WEC or IMSA; rather it will support customer teams in the same way as it does its partners racing the Huracan GT3 Evo in series such as the GT World Challenge Europe, the DTM and the twin GT Daytona divisions in IMSA.

Lamborghini is understood to be a long way down the road with potential customers. Prema, which has joined the LMP2 arena this year in the WEC and the European Le Mans Series, has been repeatedly linked to the programme, but the team has stated that no deal has been done. "We are talking with various manufacturers," said Prema boss Rene Rosin. "Nothing is fixed, nothing is decided, and we are far away to say what road we will take."

GARY WATKINS & MARCUS SIMMONS

Briton Quinn's Road to Indy debut hat-trick

USF2000

Formula Renault Eurocup race winner and FRegional podium finisher Alex Quinn took a hat-trick of wins from his debut on the Road to Indy ladder at Indianapolis last weekend.

The Cornishman contested the USF2000 round with Velocity Racing Development as part of a tie-up with Arden Motorsport, the team that

has guided Quinn's career since the demise of the Racing Steps Foundation that initially carried him into single-seaters.

Arden chief Garry Horner has kept Quinn racing for the past couple of years, and his squad has forged a liaison between its Young Racing Driver Academy and Georgia-based VRD, whose chief Dan Mitchell was formerly a team manager at the Fortec single-seater

empire in the UK.

As part of the exchange, VRD's Formula Regional Americas racer Nico Christodoulou (the Canadian is unrelated to Adam, who appears in the story on the right) is aiming to travel east later in the season to compete in GB3 with Arden.

Jagger Jones, grandson of US racing legend Parnelli, took a second to Quinn and now leads the points.

MARCUS SIMMONS



ROAD TO INDY

IN THE HEADLINES

NO ELECTRICITY IN TURKEY...

This weekend's round of the FIA eTouring Car World Cup at Turkey's Istanbul Park has been postponed at the last minute. The series cited that "pre-event requirements were not fulfilled in time", and that a November date for the event is being sought.

...BUT PLENTY IN MOROCCO

Moroccan city Marrakech has stepped in at the last minute to replace the axed Vancouver date on the 2021-22 Formula E calendar. The Moulay El Hassan circuit, which has already hosted four FE races, will take the 2 July fixture originally earmarked for the trip to British Columbia. The Marrakech event means that FE is no longer facing a lengthy six-week wait between its maiden trip to Indonesian capital Jakarta on 4 June and New York in mid-July. It then goes on to London before finishing in Seoul.

FOSTER'S TOP AT INDY

Louis Foster, one of the finalists in the 2021 Aston Martin Autosport BRDC Young Driver of the Year Award, claimed his first Indy Pro 2000 victory at Indianapolis last weekend. Foster, driving for Exclusive Autosport, won the last race of the triple-header after passing poleman Jack William Miller on lap three. He'd failed to finish either of the first two races, colliding with Irish poleman and ex-Formula Ford Festival winner Jonathan Browne in the first. Salvador de Alba and Reece Gold won those two races. Enam Ahmed scored a couple of fifths.

ANOTHER FOR LUNDQVIST

Ex-British Formula 3 champion Linus Lundqvist extended his Indy Lights series lead with another victory at Indianapolis last weekend. The Swede won the lightning-delayed second race from Christian Rasmussen after Matt Brabham slipped out of an early second place. Lundqvist's Singaporean HMD Motorsports team-mate Danial Frost won the opener from Kiwi Hunter McElrea.



Saudi Merc team's Le Mans aim

INTERNATIONAL GT OPEN

Saudi Arabia's first female racing driver has set up a race team with the aim of eventually contesting the Le Mans 24 Hours. Reema Juffali, who cut her racing teeth in single-seaters in Britain, has established Theeba Motorsport for an assault on this year's International GT Open series.

Juffali made the decision to set up the team, which is running a Mercedes-AMG GT3 Evo out of premises in Banbury near Silverstone, after making her GT debut at the Dubai 24 Hours in January. The short timescale explained why she and her 2022 team-mate Adam Christodoulou raced an SPS Automotive-run Merc under the Theeba banner in the series opener at Estoril last month. But the new operation is now up and running as the pair look to follow up on two pro-am class victories in Portugal at Paul Ricard this weekend.

No timeline has been set for a Le Mans graduation by a team that, said Juffali, "came together in a few months".

"Five years definitely, but depending how the team progresses, it could be three years,"

explained Juffali, 30. That progress will include expanding to set up a base in the Middle East as part of a plan to encourage Saudis to participate in motorsport.

"The whole idea of the team is to bring Saudis along on the journey and give them a platform to learn and understand the sport," she said. "Down the line we want to combine programmes so there is a Middle Eastern programme as well as an international or European one. We want to offer Saudis opportunities closer to home."

Theeba is named after Juffali's teenage nickname meaning 'she wolf' and is backed for the moment, she explained, "by family and friends".

GARY WATKINS



Merc pro Christodoulou has joined Juffali

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 P36 BTCC BRANDS HATCH REPORT

Maiden wins despite boost cut

BTCC

The British Touring Car Championship's new customer TOCA engine scored its maiden wins at Brands Hatch last weekend, despite a reduction in boost since the opening round at Donington Park.

Fourteen of the 29-strong field use the TOCA powerplant, which is based on a Ford EcoBoost block and developed by M-Sport after the Cumbrian motorsport giant won the deal for 2022-26 from long-time TOCA supplier Swindon. But cars powered by the engine did not show great form in pre-season testing, and were granted an increase of 40 millibars of boost prior to qualifying at Donington.

For the Brands Hatch Indy Circuit round, the TOCA-engined cars were turned down from Donington by 20 millibars, and some in the paddock speculated that this is due to a tendency towards overboost spikes.

TOCA chief Alan Gow (right) explained: "There's a bit of that [the spikes], but the easiest way to explain it is that it's still finding its feet. It's the baseline engine, the engine against which all others are judged, so we've got to make sure it's correct. Who knows whether we'll need to do it at the next race?"

Josh Cook's BTC Racing Honda Civic Type R went on to be the highest-placed TOCA-engined car in qualifying in fifth position, behind four BMW 330e M Sports all powered by bespoke Neil Brown-tuned units from the Bavarian manufacturer. In the rain of race day, Cook secured wins in the first two races, before the West Surrey Racing-run BMW of Colin Turkington

triumphed in the reversed-grid finale.

"The championship as a whole have to look at all the M-Sport cars," said Cook (above). "It seemed very strange at Donington that there was a particular [TOCA-powered] team miles up the road from us and we don't know why. And I couldn't quite keep with Dan Lloyd [with a bespoke Swindon-tuned Hyundai engine] on the straights in race three. I'd say we should go the other way [with more boost]."

The BTCC also changed its rules on hybrid deployment for the races, reducing it to 10 seconds per lap from 15s due to the shortness of the Brands Indy Circuit. The same rule will likely apply at Knockhill and Silverstone National. This theoretically lessened the impact of restrictions on hybrid usage for the series' top 10 in place of success ballast, something Cook believes plays against BTC: "Last year we had the second highest qualifying average with ballast so we really had a grip of our chassis. BoP using hybrid rather than weight possibly hasn't worked in our favour."

MARCUS SIMMONS



RATEL PLANS FIVE DATES FOR 'BLUE-RIBAND SERIES'

INTERCONTINENTAL GT

The Intercontinental GT Challenge is set to expand back to five races next season with the likely return of Suzuka as the Asian date. Series boss Stephane Ratel has outlined an intention to hold five rounds of the IGTC, which links the big GT3 enduros around the world, next year after a four-race series without the Japanese event was announced for this season.

Ratel explained that he wants to restore the August Suzuka 10 Hours fixture, which was part of the calendar in 2018 and 2019 prior to its cancellation due to COVID-19 in 2020 and 2021 and its omission for this year's schedule, which kicked off last weekend with the Bathurst 12 Hour in Australia (below).

"It has been a tough couple of years for the IGTC; we have been in survival mode," he said. "But we hope to come back strong in 2023 with five races again. We hope that now that it looks like COVID is behind us we can go back to Asia. We want to go back to Suzuka; it is where we want to hold the IGTC race in Asia."

But Ratel wouldn't be drawn on other options for Asia should a return to Suzuka not prove possible.

The IGTC schedule could undergo a shake-up in terms of the order of the races next season, Ratel revealed. That suggests possible new dates for the Indianapolis 8 Hours and the Kyalami 9 Hours.

GARY WATKINS



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ROUND 6/23 F1 SPANISH GRAND PRIX PREVIEW

LENGTH 2.905 miles NUMBER OF LAPS 66

2021 POLE POSITION
Lewis Hamilton 1m16.741s

POLE LAP RECORD
Lewis Hamilton 1m16.741s (2021)

RACE LAP RECORD
Max Verstappen 1m18.149s (2021)

UK START TIMES

Friday 20 May
FP1 1300 FP2 1600

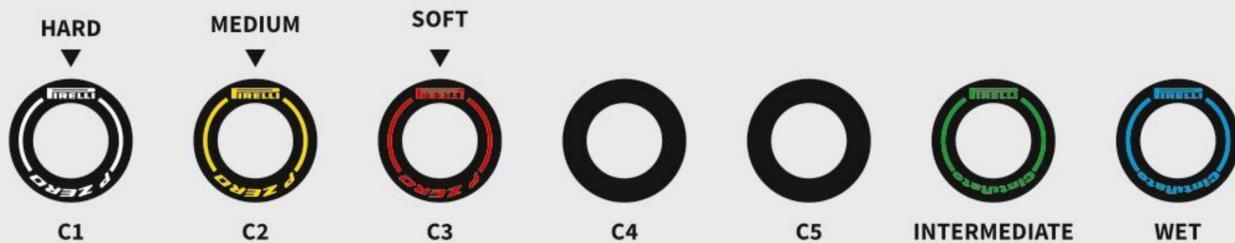
Saturday 21 May
FP3 1200
QUALIFYING 1500

Sunday 22 May
RACE 1400

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TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers		Constructors	
1	Leclerc 104	1	Ferrari 157
2	Verstappen 85	2	Red Bull 151
3	Perez 66	3	Mercedes 95
4	Russell 59	4	McLaren 46
5	Sainz 53	5	Alfa Romeo 31



RACE STATS

Previous winners

2021	Lewis Hamilton	Mercedes
2020	Lewis Hamilton	Mercedes
2019	Lewis Hamilton	Mercedes
2018	Lewis Hamilton	Mercedes
2017	Lewis Hamilton	Mercedes
2016	Max Verstappen	Red Bull
2015	Nico Rosberg	Mercedes
2014	Lewis Hamilton	Mercedes
2013	Fernando Alonso	Ferrari
2012	Pastor Maldonado	Williams



Barcelona points tallies

Hamilton	205
Vettel	155
Alonso	124
Bottas	99
Verstappen	92
Ricciardo	67
Perez	46
Sainz	40
Leclerc	23
Magnussen	14

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Why a lack of needle is a mirage

On the surface, Red Bull vs Ferrari looks much less bitter than Red Bull vs Mercedes. But an ever-present concern is creating tension that could prove potentially explosive

ALEX KALINAUCKAS

Last year there was a lot of needle. There was a lot going on off-track, as well as on. This year seems much more focused about on-track.”

So said Red Bull team boss Christian Horner at the Miami Grand Prix. This was shortly after he'd entered the room nearly 10 minutes before the start of the session he was appearing in was due to start, without waiting for Mercedes boss Toto Wolff to finish a point. Perhaps that was an attempt to put his rival off his train of thought. Perhaps not. It'd be a minor point scored, but this is F1 – the oft-called 'Piranha Club'. This is what team principals are *supposed* to do – find any way at any moment to pry and needle their way to a competitive edge. Even if it appears staggeringly petty (and even imagined).

But Horner's was an intriguing line, because it is something of a mirage over what is really going on in the 2022 title fight – this time between his squad and Ferrari, rather than Mercedes.

He's right about the on-track cordiality. But only for now. And only because the sporting action hasn't yet descended into the ugly and carbonfibre-costing rancour that developed between Max Verstappen and Lewis Hamilton in 2021.

So far this year, Verstappen and Charles Leclerc have gone wheel to wheel at every round bar Melbourne. But they haven't come to blows. Or, more accurately in the case of the 2021 Spanish GP, one has not been forced to turn out of a crash because the other has

“A major cost-cap row has the biggest potential for new and unexplored unpleasantness”

forced the issue. The opposite happened at Silverstone last July, and that's where it all boiled over between Red Bull and Mercedes.

In another way, Horner is also wrong – there has already been plenty of needle between his team and Mattia Binotto's Ferrari squad thus far this year. And much of it has the potential to develop into a full-blown spat even if Verstappen and Leclerc can continue to keep things clean on-track.

The cost cap comes to mind first. It was intriguing to hear, after Leclerc's Miami defeat, Binotto repeatedly reference Red Bull's early-season spending and how that might impact its season-long development given it has brought regular small updates so far and Ferrari has not. “I hope,” Binotto said, “because there is a budget cap, that at some stage Red Bull will stop development. Otherwise, I will not understand how they can do that.”

Red Bull has made its own digs in this area, with its motorsport advisor Helmut Marko pointedly saying that Carlos Sainz's various crashes so far this year “can't be cheap” when considering the cost-cap spending limit.

Then there's the minor controversy surrounding the different floors Ferrari ran in Pirelli tyre testing after the Imola round. This was probed and found to be in accordance with the rules after the Ferrari car was damaged and repaired between sessions, but it was understandable why rival squads asked the FIA for clarification on the issue. Add in the extra security at Ferrari's recent Monza filming day and the fervent speculation that drew, and suddenly the 2022 title fight doesn't seem quite as platonic as Horner's Miami comments suggested. It is, however, all the better for it.

But a major cost-cap row has the biggest potential to send this championship fight to new and unexplored levels of unpleasantness. Given its incorporation is so key to the health of current and future F1 overall, not to mention for the teams themselves, any breach is expected to be sanctioned harshly. Championship exclusion has been mentioned.

The FIA has to police how the teams are adhering to the cap. Autosport understands that in order to do so, there are multiple layers of scrutiny. First, the teams must submit their financial information from each reporting period for the governing body to analyse. It can then review and inspect that information, plus make visits to team facilities at any time to ensure that what has been declared on submissions is indeed happening in reality. The FIA also has onsite personnel checking the trackside operations and inventory of the teams at each race to ensure they comply with the relevant submissions and declarations under the cost cap.

That all relies on team cooperation and them not finding creative ways to get around the cap. There are no outright suggestions of impropriety right now, but it's worth noting here how much debate there has been of late regarding the relationships between customer teams – ie teams operating at the cap limit and how much of anything they might share with teams that have space to rise up to it based on their previous operations.

That's what is being discussed publicly. Something much more explosive *might* be going on behind closed doors. Again, not that it is at any particular team but, if outside observers can merely consider it, then those trying to gain a competitive edge can too and take such thoughts further.

That's why the cost cap is such a hot-button issue. And that's also why every attempt to gain an edge – even with just an artful press conference entrance – is worth noting too.

So, the Red Bull versus Ferrari title battle is cordial for now. But it won't take much to set off a much greater and potentially much more costly conflict. ❄



Leclerc left blushing – again

But this time his prang on home soil in Monaco, driving a classic F1 Ferrari from the distant past, wasn't his fault. We hope it doesn't put him off sampling history...

MATT KEW

Formula 1 drivers live the dream that many of us once possessed and enjoy a privileged lifestyle. Professionally at least, it's difficult to feel sorry for them. But not long after the rear wing of the ex-Niki Lauda Ferrari 312B3 crumpled against the Rascasse barrier last Sunday, perhaps Charles Leclerc was deserving of a little empathy.

When the current championship leader dropped the high-airbox machine from 1974 during a demonstration run at the Monaco Historique Grand Prix, it looked as though the back axle had locked when he downshifted in the braking zone. In other words, might a racer used to a semi-automatic change have fluffed his heel-and-toe and the H-pattern manual to trigger the spin?

Of course not. Leclerc quickly gesticulated there had been a mechanical issue. Then when he pulled up on the main straight, took off his helmet to reveal a face as red as his overalls, and conversed with Jacky Ickx, the 24-year-old put the blame on a brake pedal that went to the floor. It swiftly transpired, thanks to a photograph exclusive to Autosport, that the front-left brake disc had shattered moments before Leclerc stamped on the anchors. That meant the car was unbalanced, the majority of stopping force on the right side, and pitched him into the costly spin.

By the time that had spread, the world of social media had already seen the shunt and had relished the opportunity to

“The world of social media had seen the shunt and relished the opportunity to poke fun”

poke fun at the Monegasque, who seems to have a torrid time whenever racing on his doorstep – since his principality debut in 2017 as part of the FIA Formula 2 field, Leclerc has never finished a race in Monaco. According to Autosport website figures, twice as many people read the initial crash story than the pictorial explanation of the cause.

Granted, Leclerc took to Twitter to engage his 1.8million followers, reveal the brake failure and show his innocence. But there is a question that might still be asked: are demonstration runs for active F1 drivers a thankless task? For many watching on either trackside or via screen, as incredible as it is to see these cars stretch their legs, there's a niggling thought that they aren't being pushed flat-out like in their heyday, if for obvious reason. Then there are the jibes that come with a spill.

It's a shame for Leclerc. He needn't have been involved with the Monaco Historique. But instead, in casual attire (albeit still sporting a Cavallino), he was happily milling around the paddock and taking an active interest. Similarly, last month, to mark the 40th anniversary of the death of Gilles Villeneuve, Leclerc also sampled the Canadian's revered 312T4 from 1979 at Fiorano. When asked by this writer about that experience, Leclerc said: “It was very special... It was nice and very playful also as a car, so it was cool... [But] the tyres were the same ones they had on the car in the museum for I don't know how many years, so it was like wood!”

Full credit to Leclerc for embracing the history of F1. In return for that enthusiasm, he's now driven on 40-year-old rubber that limited his experience in the ex-Villeneuve machine and then bent the ex-Lauda car. His appetite for round three might not be so strong just now. So, although it's entirely understandable why the Monaco commentators – mere seconds before Leclerc's spin – referred to how little pressure Leclerc was under last weekend, these demo runs can be unrewarding. It would be a great shame to see fewer top-flight drivers do similar in the future.

While it's never pleasant to see a classic car in the wars, perhaps the incident happened the right way round for Leclerc. Unfortunately for him it was in view of the public and livestreamed. Should it have happened at Fiorano, it might never have got out. But at least it looked to be mainly cosmetic damage to a car now run by Methuselah Racing.

No real harm done. Anyway, it wasn't a car of unimpeachable provenance in contrast to the Mille Miglia-winning ex-Stirling Moss 300 SLR '722', which was withdrawn from public duties when its long-time mechanic retired last year. And, given the Ferrari was on the entry list for the 1973-76 grand prix car race in the Historic GP anyway, there was already an underlying acceptance by the owner that the 312B3 could have been hurt in action.

The Ferrari's bent aluminium can be repaired or replaced, and it might not have been the original component anyway. A 'Trigger's Broom' paradox is rife in historic racing. When what looks like a 250 GTO ends up in a tyre wall at Goodwood, it can be an exacting copy of a machine that's safely stored in a barn somewhere and not the pukka £40million racer that's purportedly been crumpled.

Until Autosport comes to power at the top of motorsport and mandates all active F1 drivers to compete in the RAC Tourist Trophy every year at the Revival, demo runs offer the best bet of seeing the cream of the crop in old-school machinery. Hopefully Leclerc's blameless role in an unfortunate but now-infamous shunt last weekend doesn't put his contemporaries off their infrequent injection of 'fever'. ❄️

P67 MONACO HISTORIQUE REPORT

YOUR SAY

A new team on the grid will throw extra spice into the mix, make space for two extra drivers and potentially bring big sponsors that will benefit all

MA SMITH

Formula 1 needs to be more welcoming

I read with interest that Michael Andretti is to start building an F1 facility in Indianapolis this summer, in anticipation of his team starting the 2024 season. At the same time I feel disappointed that some teams currently on the grid may well try to block this entry because, in their view, it will dilute the distribution of money in the pot come the season's end.

I understand their thinking, especially with the cost cap now, but we all want to see competition, and a new team on the grid (especially one that is successful in other forms of motorsport, therefore has pedigree) will be a good thing for various reasons.

It will throw extra spice into the mix that could potentially, given time, upset the status quo of the current big three. I'm sure we'd all like to see more teams and drivers that can win races.

It would also make space for two extra drivers on the grid, as drivers are staying longer in F1 than used to happen. Many a talented upcoming driver is going elsewhere to other series, because there is no room in the F1 inn, depriving us of seeing how good they are at the pinnacle of the sport.

Being an American team with the Andretti name attached to it will potentially bring big sponsors, too, that want worldwide exposure. More money will come into F1 that will in the end surely benefit all.

So I'm hoping the FIA will decide that as long as Andretti Racing has the financial backing to enter F1 and be a credible entity, then an 11th team on the grid is a positive rather than a negative thing.

MA Smith

Via email

Couldn't agree more. If successful and willing teams from elsewhere can't at least try to make it in F1, there is a problem – ed

A Goodwood encounter with Brooks

The recent death of Tony Brooks was a great shock. The tribute photo on page 6 (Autosport, 12 May) of Tony in the Connaught at Goodwood triggered a fond anecdotal memory.

I was an official at a Goodwood Revival where, post-race, Tony was pushing his car back to the parc ferme area single-handed!



I joined him to give some extra muscle. The memorable quote from our chat was: "Thank you very much young man, I am still a bit quick, but I just can't beat Father Time."

The sincerity, friendliness and openness showed by him during our brief time together is a testament to the almost extinct gentleman driver (not the person of substantial personal finances, but the driver who is a true gentleman). Another legend has passed.

Steve Williams

Bishops Cleeve, Gloucestershire

Happier times for Bottas and Albon

One of the most pleasing aspects of F1 2022 is to witness smiles replacing scowls on the faces of Valtteri Bottas and Alex Albon.

Valtteri keeps surprising us with his unfettered joviality and Alex has gone from shy Thai to chatty redhead. Being away from the pressure-cooker front rows appears to suit them.

And if you follow the Dalai Lama's creed that the purpose of life is to be happy, then they've cracked it. As a result, it seems, both are punching above their weight.

Chris Hockley

Wareham, Dorset

Have your say, get in touch

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Why and how Audi and

ARTIST'S IMPRESSION



Porsche are entering F1

The VW Group's German superpowers of sportscar racing are coming to F1. And it makes perfect sense

MATT KEW

ILLUSTRATIONS CAMILLE DEBASTIANI



ARTIST'S IMPRESSION

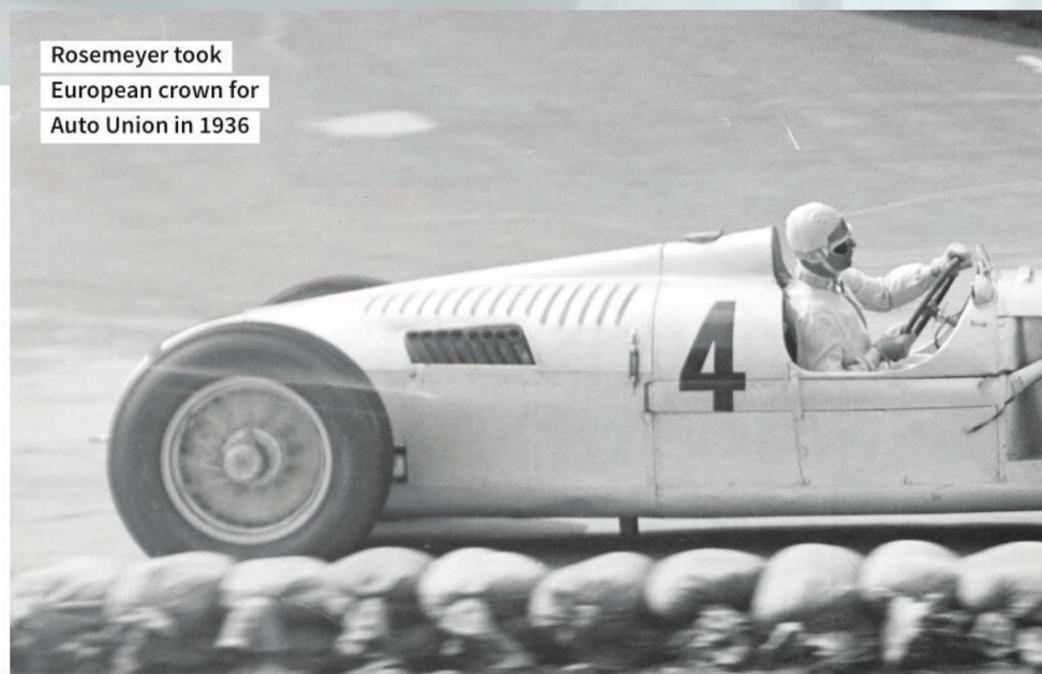


Audi and Porsche have crafted titanic legacies in motorsport. The game-changing Quattro established 40 years ago that surefooted four-wheel drive was fundamental for World Rally Championship success. Porsche has mastered the Le Mans 24 Hours with its record 19 victories. That run was started by the 917, arguably the greatest competition car of all time, which partially provided the template around which the Group C regulations – a hallowed era of sportscar racing that Porsche also dominated thanks to the 956/962 – were devised.

But for neither manufacturer did the light shine quite so brightly with their forays into grand prix racing. Bernd Rosemeyer delivered Audi precursor Auto Union, with its Type C designed by Ferdinand Porsche, the European championship spoils in 1936. But it was swiftly toppled by Mercedes and never resumed its top-flight presence after the Second World War.

Works Porsche pilot Dan Gurney won the French and Solitude GPs in 1962 but the marque pulled out of Formula 1 at the end of the year on the grounds of cost. The 1983-87 glory years as an engine partner to McLaren were privately funded and ran under the TAG moniker, so were not a true factory triumph. The V12 that Porsche then directly provided for Footwork in 1991 was appalling. It hasn't been seen at the apex of single-seater racing since.

But Audi and Porsche now appear ready to pick up their



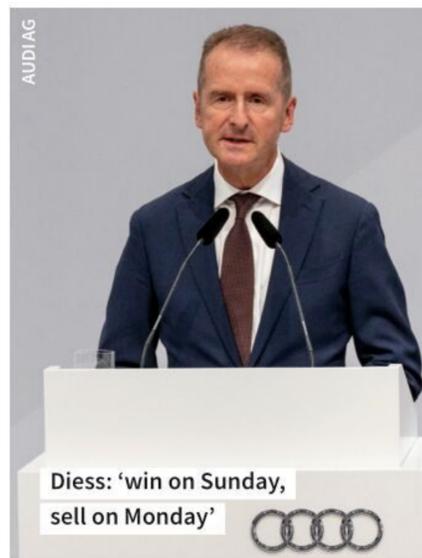
Rosemeyer took European crown for Auto Union in 1936

respective stories. Both have the belief that they can craft their greatest grand prix successes to date, and that includes putting eight-time constructors' champion Mercedes in the crosshairs. And both are certain that joining the F1 grid from the 2026 season onwards makes absolute financial sense.

What's the official line?

Herbert Diess is the CEO of the two manufacturers' parent company, the Volkswagen Group. Earlier this month he addressed questions from residents of Wolfsburg, where the conglomerate is based, in a well-appointed lounge. There, Diess revealed that even though it wasn't a unanimous agreement among board members, the VW Group top brass had "simply run out of arguments" not to permit Porsche and Audi – its biggest-earning assets – to enter F1 at the start of the next engine rules cycle.

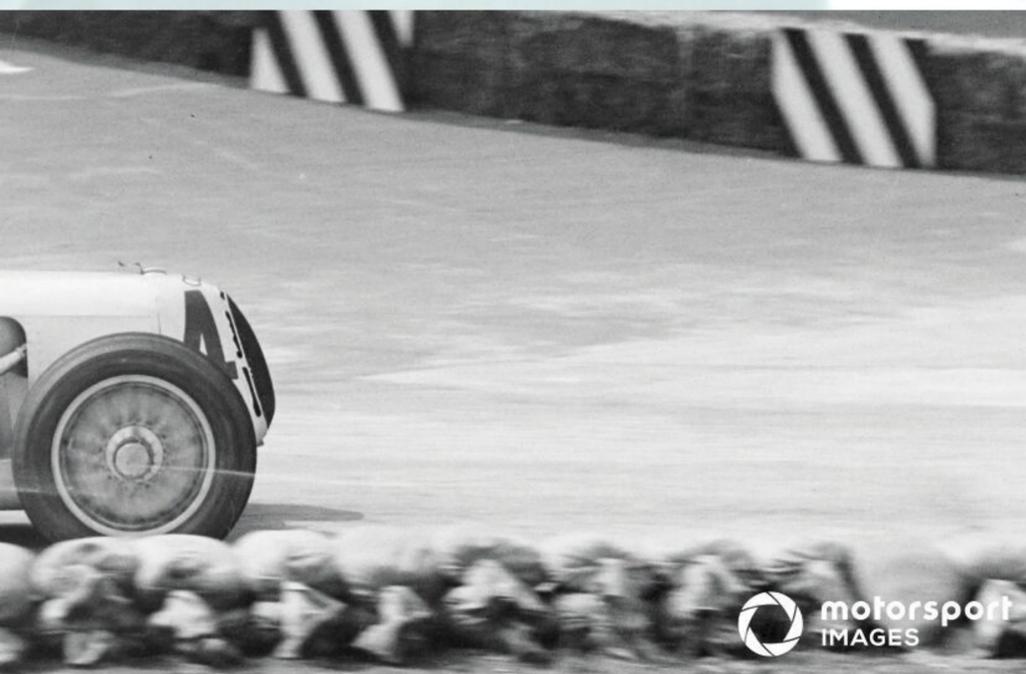
Diess, who reiterated the relevance of the 'win on Sunday, sell on Monday' adage, said: "The premium brands have decided to enter Formula 1 with our support. At Porsche, this is already



Diess: 'win on Sunday, sell on Monday'



“Audi actually has the better case than Porsche for F1”



relatively concrete. At Audi, not so much yet.

“Everyone has to want a Porsche. For that, Porsche has to be the sportiest car brand in the world. Porsche has to do motorsport. And you come to the conclusion that if Porsche does motorsport, the most efficient thing is to do Formula 1.

“Audi is a much weaker brand than Porsche... but actually has the better case for Formula 1 because it has much greater potential for the brand. If it succeeds against Daimler [Mercedes], which it can do with its team, then it can profit from such a commitment.

“Audi also transfers €4-5 billion a year to Wolfsburg, and it will transfer more with Formula 1 than without. Then you simply run out of arguments. You can say, ‘But I don’t believe in Formula 1’, but there are good arguments that say Formula 1 will grow, even in the future. Why should you restrict them there if they then transfer more money?”

This comes from an automotive behemoth that purged so many of its factory motorsport programmes over the past few years to clean up its image in the wake of the 2015 emissions scandal. For two of its strongest marques to now commit to the championship is as great a measure of >>

OTHER PROGRAMMES



PORSCHE BACK TO SPORTSCARS

Porsche is expected to come full circle. In 2017, a prospective Formula E programme tapped into the mid-emissions-scandal zeitgeist and got the nod. In turn, the development Formula 1 engine and pukka 919 Hybrid LMP1 efforts made way. Now, the testing of its forthcoming LMDh challenger – co-created with Multimatic and to be run by Penske – is running at full steam in preparation for a 2023 return to the Le Mans 24 Hours and competition in North America. This comes at a time when its interest in Formula E is believed to be cooling.

It took until the Mexico City E-Prix in February of this year, its third season in the all-electric series, to chalk a first victory that wasn’t denied by technical infringements and penalties. While Stuttgart is already committed to the Gen3 Formula E era starting next term, it is toying with the decision to sign up for the full four-year cycle or instead seek an earlier exit. The series faces criticism from participants over the size of TV audiences, commercial appeal, and the limited capacity for technology transfer to road cars.

Elsewhere, the 911 RSR takes the longstanding partnership with Manthey Racing to form the Porsche GT Team. It competes in the GTE Pro ranks of the World Endurance Championship, but only until the end of the year. Then Porsche will concentrate on LMDh, when other manufacturers are also reckoned to be absent. The Pro class will vanish in 2024 on the introduction of a new GT category based on GT3. With its works IMSA SportsCar Championship entry also pulled at the end of 2020, it will leave Porsche to be represented by privateer teams sporting its array of GT3, GT4 and more recent GT2 car creations.

Porsche customers represent the marque in the DTM, GT World Challenge Europe and European Le Mans Series most notably. Plus, it has the lucrative Porsche Supercup and other regional spec 911 and 718 Cayman series.

“PORSCHE’S INTEREST IN FORMULA E IS BELIEVED TO BE COOLING”



ARTIST'S IMPRESSION



“Motorsport needs to be relevant to what happens on the road”

the current pull of F1 as any statistic relating to the ‘Netflix effect’.

When the official confirmation comes from both manufacturers (speculation has the Austrian GP in early July as the best fit – the closest race to Germany plus home of the Red Bull brand, but more on that later...), it will be another landmark for F1, arguably even more symbolic than the announcement of a Las Vegas race on the iconic Strip.

How did we get here?

Porsche has been sniffing around for some time. In September 2017, Lutz Meschke, deputy chairman of the executive board, met with F1 bosses at Monza as the marque evaluated an entry at least as an engine supplier. This was to replace an LMP1 attack, which would die at the end of that year’s World Endurance season in mid-November after a hat-trick of constructors’ titles, and complement a forthcoming Formula E assault.

But already, and in strict secret, former Porsche motorsport boss Fritz Enzinger had put a team of 40 engineers to work. They had been tasked with taking the 919 Hybrid’s two-litre turbocharged V4 engine and exhaust-driven ERS hybrid system and adapting it to the 1600cc V6 specification mandated by F1.

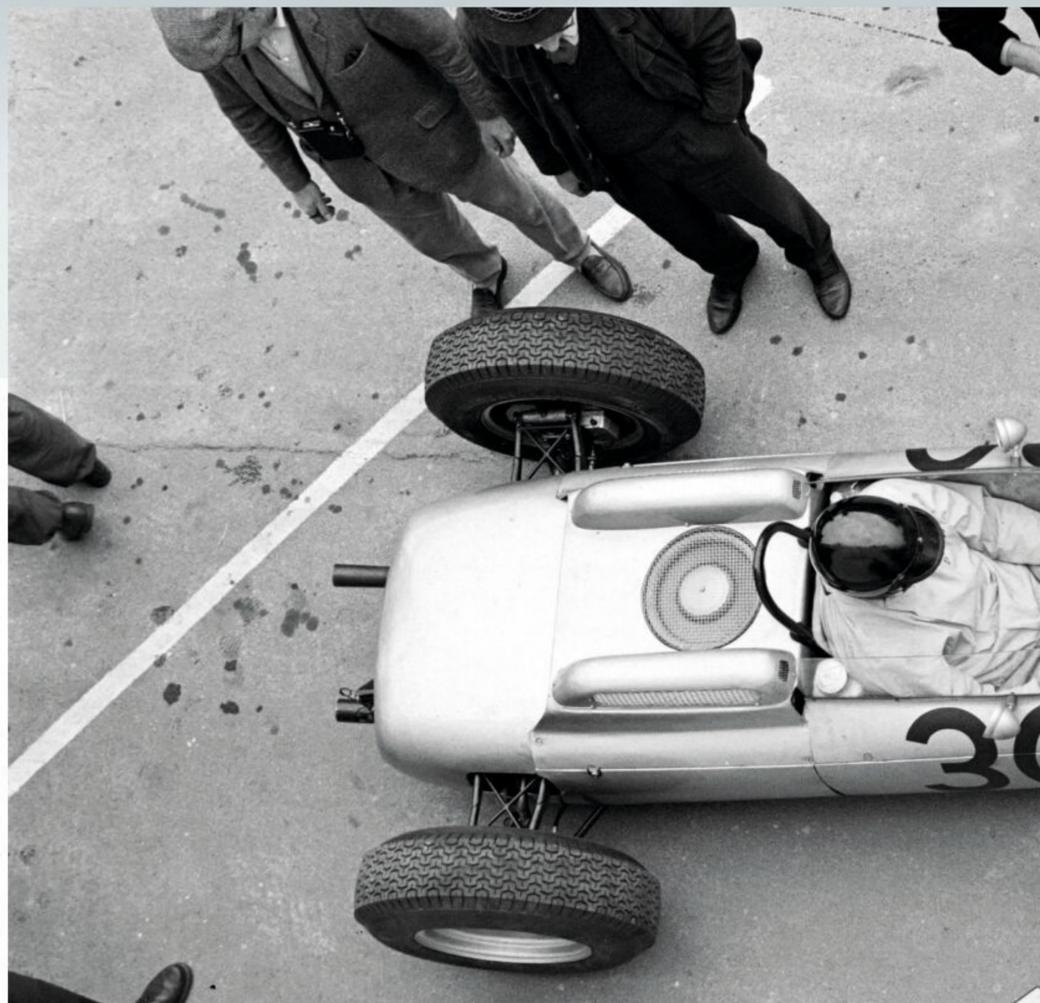
This was in response to VW’s presence when F1 was negotiating a powertrain configuration that would come into effect for 2021.



Laudenbach has Porsche motorsport brief

Wolfsburg pushed for simpler, more cost-effective regulations by scrapping the MGU-H (Motor Generator Unit – Heat). But these changes would not be adopted. VW came away reporting that existing manufacturers were unwilling to budge, making it unrealistic for a newcomer to be successful. F1 suggested that VW had pushed for wholly new regulations but, even then, would not commit to an entry.

Either way, the skunkworks engineering team was disbanded. While the axed LMP2000’s V10



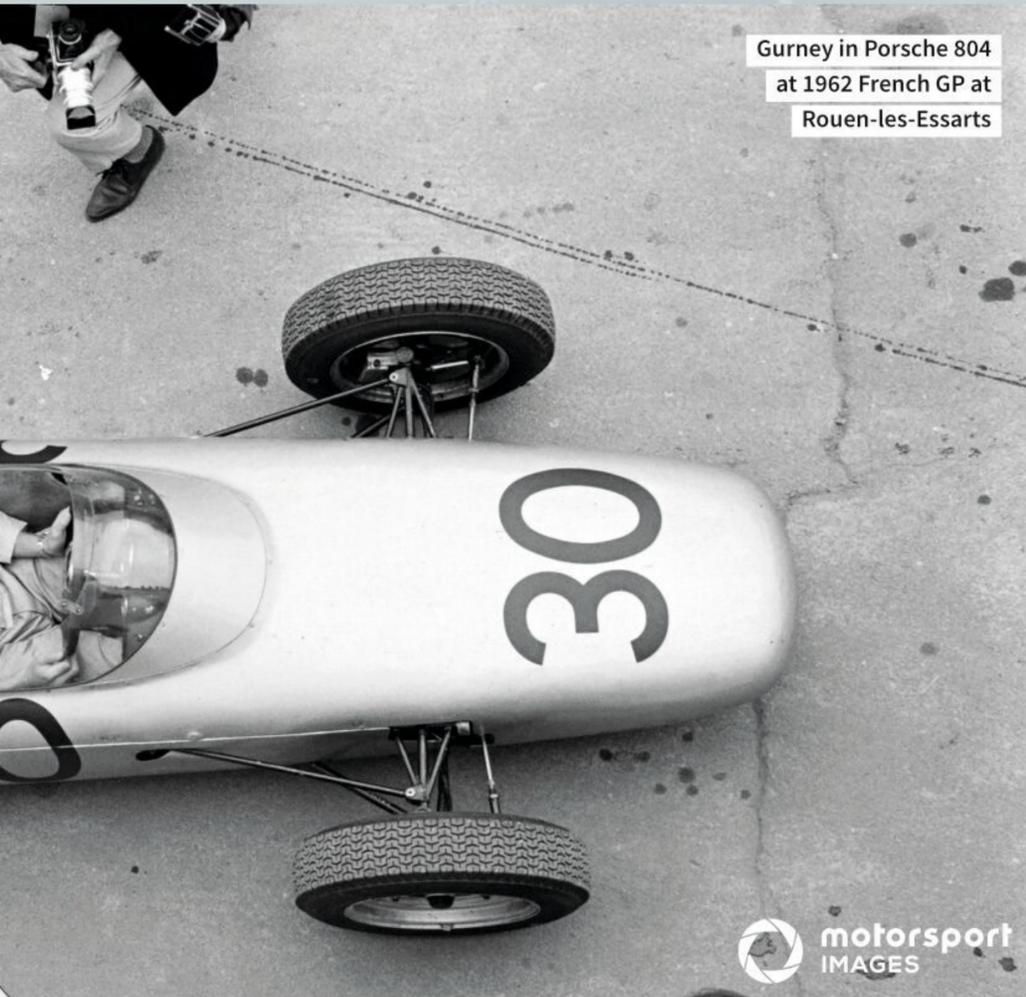
lived on in the Carrera GT, the “high-efficiency engine” – as per the unimaginative internal codename for a creation that had progressed to the test bench – was mothballed.

At this time, the VW Group had to pay over £26bn in federal fines around the world in response to ‘Dieselgate’. Where motorsport was concerned, the repercussions left its subsidiaries to withdraw from the top classes of the WEC, WRC, DTM and World Rallycross most notably.

The trail, at least in the public domain, went cold until last season’s Austrian GP in July. There, as it had in relation to the 2014 and 2021 rules packages, the VW Group contributed to meetings with F1 and the FIA to formulate new engine regulations that will come into effect from 2026. Audi chairman and overall group R&D head Markus Duesmann plus Porsche CEO Oliver Blume were the attendees.

The broad framework that resulted finally eliminates the MGU-H as desired, while electrical power from the retained MGU-K (Motor Generator Unit – Kinetic) will rise from 120 to 350kW. These arrive in tandem with F1 moving from its current 10% to fully sustainable fuel plus introducing a power unit cost cap.

Albeit four years later than planned, it is extremely likely that the VW Group will have its wish granted for less complex, less expensive



Gurney in Porsche 804
at 1962 French GP at
Rouen-les-Essarts



power units but with the boon of greater environmental credentials. Little wonder Porsche's recently appointed vice-president of motorsport Thomas Laudenbach (Enzinger's replacement) said late last year: "It's not a secret that we are thinking about F1. It's not a secret we are talking to the FIA and it's not a secret that we are, let's say, seriously considering it."

"A lot of things are going to the right direction concerning Formula 1 – how important is the electrification or the electric part of the powertrain. Yes, many of the factors that I mentioned from what we know, they might be coming true."

"As an OEM, you want to show yourself in motorsport, it needs to be relevant to what happens on the road. From what I know now, the FIA made a huge step towards that direction. That's going to help."

Despite the optimism, Audi kept speculation in check and voiced the party line on behalf of Porsche last month. Nothing is guaranteed until the framework for the engine regulations develops into a concrete specification. The manufacturer's statement read: "We have not yet made a decision as we are currently in the final evaluation phase. At this point, the new regulations for 2026 and subsequent years are not yet available. These will set out far-reaching changes to make the sport more sustainable, which is a prerequisite for Audi's possible entry." >>

OTHER PROGRAMMES



RS Q e-tron Dakar machine
has been resource-hungry

AUDI COMMUNICATIONS MOTORSPORT

AUDI AT DAKAR AND IN GTs

The motorsport offering from Audi has changed drastically since the end of 2018. Where it relied on internal combustion for propulsion, Ingolstadt pulled its works input from World Rallycross and the DTM most notably. No-nonsense former Renault Clio Cup racer Dieter Gass was also replaced by powertrain specialist Julius Seebach at the helm of the motorsport arm in 2020.

With its LMDh venture, which was poised to be constructed by Multimatic, now unofficially scrapped, it leaves the RS Q e-tron as the de facto flagship programme. The uber-complex electric-powered two-tonne-plus SUV, which also houses a DTM engine-derived energy converter, made its Dakar Rally debut earlier this year and is understood to have consumed far more resources than anticipated. The off-road and prototype ventures were announced at the same time as Audi revealed it would withdraw from Formula E, having had a presence on the grid alongside partner squad Abt from 2014-21 that most notably bore the teams' title spoils in 2017-18.

"RS Q E-TRON IS LEFT AS THE DE FACTO FLAGSHIP PROGRAMME"

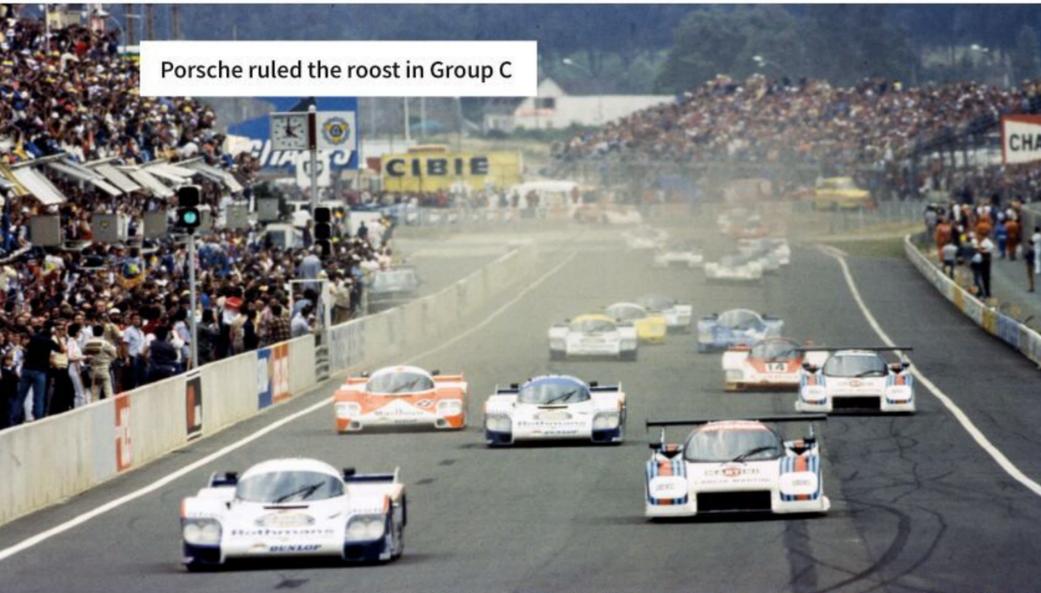
Its structure in GTs and tin-tops is similarly bewildering. On the surface, Audi is present and correct in GT3, GT2 and GT4 competition plus the array of TCR championships courtesy of its various customer racing cars that it builds and sells to privateer teams. But there is an underrated complexity to the set-up.

Particularly where the blue-riband GT3 endurance events are concerned, such as the Spa and Nurburgring 24 Hours, Audi is known to heavily back certain teams. While these aren't listed as true works squads all year round, they gain the machinery and engineering talent as if they were a proper factory effort for those special occasions.



Spa 24 Hours gets
factory involvement

FERDI KRÄLING MOTORSPORT-BILD GMBH



Porsche ruled the roost in Group C



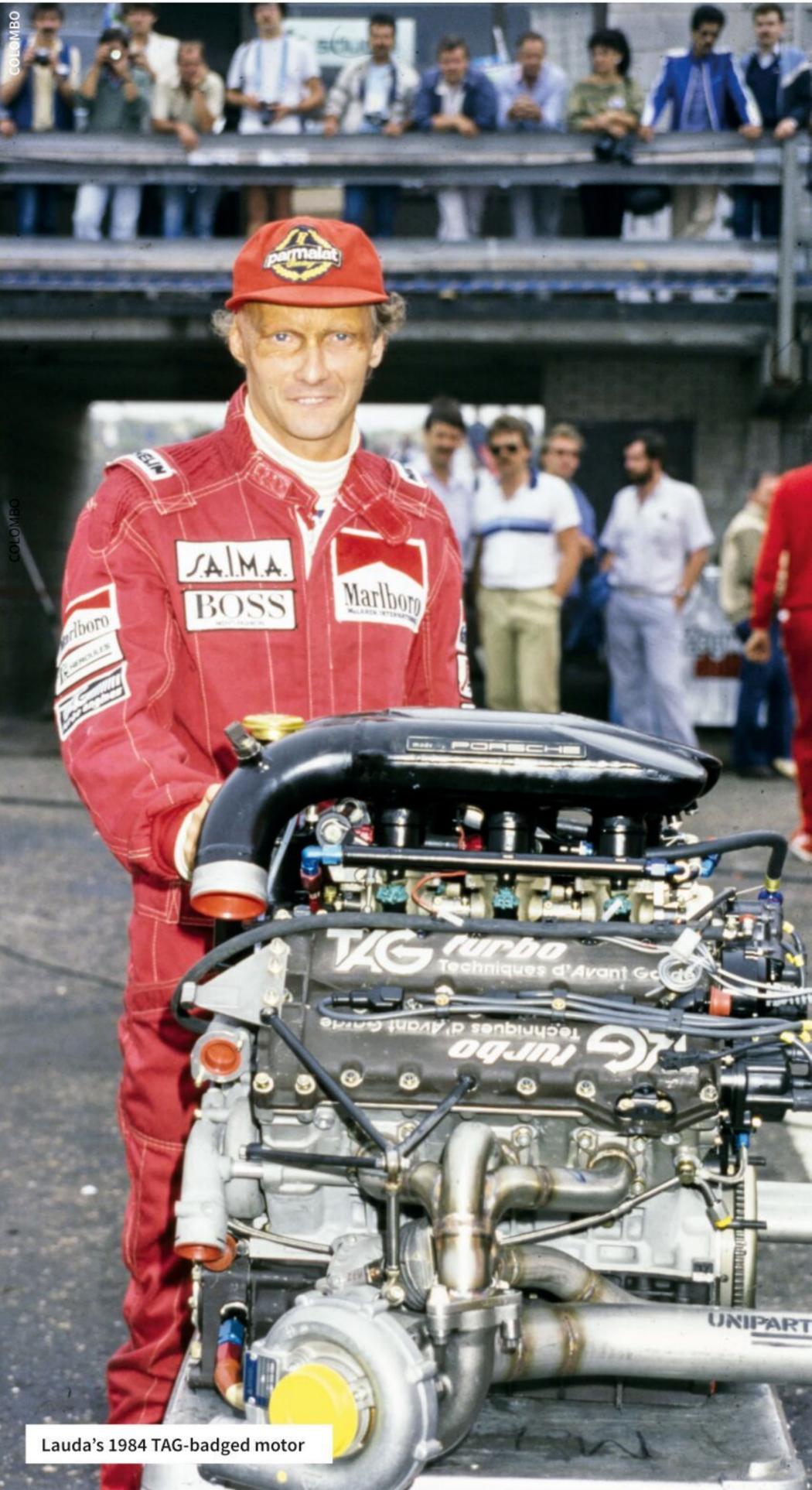
Quattro was rally gamechanger



Porsche vs Audi in WEC top tier



Porsche/Red Bull alliance could end up as a branding deal



Lauda's 1984 TAG-badged motor



Joining F1 grid makes financial sense for both Audi and Porsche

But then Diess, a long-time proponent of an F1 move for the VW Group, sat down on 2 May 2022 and took questions from those Wolfsburg residents. On that Monday night, he all but confirmed that Audi and Porsche are ready to join.

Why else does F1 appeal?

The world's second-largest car company appears satisfied that the financial barriers to establishing an F1 powertrain programme have been lowered. The forthcoming formula better aligns with a sustainable directive that spans all its automotive marques too. From a competitive standpoint, a shake-up of the regulations disrupts the status quo and should afford Audi and Porsche a greater chance of fighting towards the front.

Further, Diess and the board believe that to make Porsche the most desirable it can be to sell as many road cars as possible, it needs to have a foothold in the top flight. They also reckon F1 can raise the profile of Audi to outmuscle premium rivals Mercedes and BMW. The number crunchers are also satisfied that a profit will be made overall.

Central to those healthy projections is the boom F1 is enjoying in key markets, chiefly America and Asia, plus its swelling audience among 18 to 34-year-olds. Diess said: "Formula 1 is developing extremely positively worldwide. The marketing that is happening there, plus Netflix, has led to Formula 1's following growing significantly.

"[The window when we can get on board] 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 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."

So, even if the popularity of F1 endures to solidify the commercial arguments in favour of entering, the regulatory reset still only provides a finite timeframe in which it makes the most sense for the two marques to commit to F1.

What would an Audi entry look like?

Audi had its F1 interest piqued in 2015 when it conducted a study into the viability of an entry. That appraisal was led by Stefano Domenicali no less, now the championship's CEO. This time around, the four rings looks ready to establish a works set-up by creating its own powertrain plus overseeing the operation of a race team.

Since Porsche looks increasingly likely to enter negotiations with Red Bull, which already has embarked on its engine project for 2026, Audi will go its own way. But, perhaps perversely, will do so by using Porsche intellectual property. It is set to dust off the 1.6-litre turbo V6 mule, with which the sportscar manufacturer toyed in 2017, to form the basis of its concept.

Audi's route to running a race team is much less oven-ready. It is still considering available options. The path of least resistance appears to be a takeover of an existing franchise given the scepticism that the current 10 squads have shown towards Michael Andretti entering a team. The buzzword they've used is "dilution" since they fear that an entirely new entry would entail dividing their prize pot.

Erroneous reports emerged late last year that Audi was on the brink of buying the McLaren Group – the troubled Automotive arm plus Racing division – as its best bet at gaining an F1 berth. A sale would likely have caused the McLaren name to disappear from grand prix racing altogether, but those advanced notifications fell apart.

McLaren Racing is now much more stable after being put through the financial wringer during the pandemic – it took out loans, completed a sale-leaseback transaction on its Technology Centre, and took on £185million of investment from MSP Sports Capital. Speaking ahead of the inaugural Miami GP earlier this month, boss Zak Brown made it clear that there was no possibility of a sale. "Our shareholders are very committed to McLaren," he said. "We did have conversations with Audi, and we're not for sale. We're very committed to our future and we're doing really well on the track."

Brown did add, though, that team principal Andreas Seidl – the German previously fulfilled the same role for the 919 Hybrid – would

lead the decision over which powertrain McLaren will use from 2026 (two years after its current customer contract with Mercedes ends).

Likewise, Williams appears to be off the table. That's despite the wealth of ex-VW motorsport figureheads – team principal Jost Capito, technical director Francois-Xavier Demaison and sporting director Sven Smeets all worked on the dominant Polo WRC programme – that are central to its new leadership structure since the Dorilton Capital acquisition in 2020.

The private investment firm recognises the current success that F1 is enjoying and wants to maximise that value. It's why Brown predicts that within five years, a team takeover will nudge \$1bn. Similarly, Andretti's rumoured bid of \$300m for Sauber late last year was declined because current conditions allow sellers to almost name their price.

Despite the eye-watering sums, Audi still reckons F1 represents good value for money. It too could look to Switzerland for a deal to reuse the Sauber windtunnel in which it developed its LMP1 challenger. While the team currently runs under the Alfa Romeo moniker as part of a newly extended "multi-year" agreement, that is a branding exercise only and subject to "yearly assessments". Should Audi be content with a slightly hands-off approach, Sauber is a workable route.

The other leading candidate is Aston Martin. While Mercedes has a 20% stake in the road car company, it is understood that Lawrence Stroll would work around this. It is speculated that quietly, after seeing much less competitive progress than hoped, the Canadian is open to offers for a partial or even full sale. That's despite the public backing he has shown by funding a new F1 base for the team and previous hints that Aston was considering building its own power unit for 2026. As of last month, the official stance was: "You should never say never in F1, and we are actively exploring options with our new strategic partner Aramco."

And what about Porsche's plans?

The short answer is, Porsche will enter F1 as an engine supplier only – reminiscent of its TAG-fronted 1980s purple patch that bore Niki Lauda his third title and two crowns for Alain Prost. This time, though, it is poised to jump into bed with Red Bull rather than McLaren.

The picture is muddled somewhat by the 2021 creation of the Red Bull Powertrains division that was initially established to provide the Milton Keynes operation with rebadged units from previous supplier Honda. It is also working towards the 2026 rules refresh and, without input so far from an OEM, is imminently preparing to stick a single-cylinder mule engine on the dyno. It is also in the process of moving to a new facility.

Already well under way with its development, Red Bull is poised to form a technical collaboration that would allow Porsche to belatedly come onboard and enable both parties to share costs. AlphaTauri would run a Porsche engine also. Adding to the commonality, Red Bull's lubricants partner ExxonMobil has a project with Porsche in Chile to generate sustainable racing fuel.

Red Bull team principal Christian Horner reckoned it would be "very easy" to work with a new partner and, in response to Porsche's F1 interest, said it would be "logical for us to hold discussions".

As recent history in the WEC and Formula E proves, there is capacity under the VW Group umbrella for Audi and Porsche to compete against one another. When they co-existed in the categories, both were keen to press their individual autonomy and denied the overlap many presumed. But still the chief concern from rivals would be how sister companies Audi and Porsche intend to keep information relating to their own engine programmes entirely separate. There's a worry that they might, intentionally or otherwise, pool resources to gain a competitive edge.

Since a Red Bull marriage might end up as an elaborate branding deal, it would appear to in part explain why Porsche is pressing on with the development and testing of its twin-turbo V8-powered LMDh prototype. Audi's sportscar comeback under the same rulesets is officially on ice but, in truth, has been terminated altogether as it directs resources elsewhere.

While all the talk so far has been of 2026 and beyond, theoretically the Porsche name could return to the grand prix fold before then. As per the precedent set by deals with other automotive manufacturers Infiniti (2013-15) and Aston Martin (2018-20), Red Bull might offer partial naming rights to the Stuttgart firm in swifter fashion. ❧



MAIN AND INSET: ASTON MARTIN/DUNBAR

F1 AND POLITICS

Vettel's Questions of Time

The four-time world champion made an appearance on UK TV last week, and proved to be more eloquent and honest than certain other guests

LUKE SMITH

PHOTOGRAPHY  **motorsport**
IMAGES

As 20 of the finest athletes in the world, racing in the most international of international series, Formula 1 drivers have grown accustomed to a certain way of travelling. First-class flights and private jets are the norm for many in F1, a world that is often (rightly) seen as elitist, detached from much of reality and blinkered by its own dramas.

Yet had you been sat on the 1516 South Western Railway service from Feltham last Thursday, you would have seen a man with tousled hair wearing a blue-and-green check shirt. You'd probably have walked past him without batting an eyelid, and definitely not said hello or attempted any interaction – an unwritten commuting rule in London.

It's hardly the mode of transport a four-time F1 world champion would be used to but, for Sebastian Vettel, this was an important day. After making it back to Europe from Miami, where a clash with close friend and protege Mick Schumacher had ended both their hopes of

points, Vettel was now embarking upon a very different mission. Arguably a much bigger one, as he prepared to speak up on one of his biggest platforms to date.

This had nothing at all to do with Formula 1. Vettel was appearing on the famous BBC political debate show *Question Time* in Hackney, becoming the first active F1 driver to do so. *Question Time* is an institution within both British television and British politics. Since the show began in 1979, all serving British prime ministers, with the exception of Margaret Thatcher, have appeared on the panel, which always features a minister from the serving government, a counterpart from the opposition, and three other public figures.

Vettel has become one of F1's most important and relevant voices on matters outside of sport in recent years. Along with Lewis Hamilton, he was one of the most vocal members of the grid amid the activism against racism around in the world in 2020 following the killing of



George Floyd. He protested against Hungary's anti-LGBTQ+ law referendum in 2021, calling it "embarrassing" and wearing a rainbow shirt on the grid that landed him a reprimand for breaking FIA protocols. He has been particularly outspoken about climate change, stressing the need for F1 to do more to be conscious of the issues facing the world.

Question Time was the perfect platform for Vettel. Few (if any) others on the grid have such an understanding of current affairs around the world and the existential threats facing our planet, preferring to bat away questions in media sessions by claiming they "don't know all the details". Some like it that way and want their heroes to "stick to racing", a dangerous mantra that only breeds ignorance.

The plan for Vettel to appear on *Question Time* was put together by Aston Martin's communications team, headed up by former *F1 Racing* editor and Autosport columnist Matt Bishop. Given Vettel has been racing full-time in F1 since 2008, media duties and sponsor commitments are unlikely to offer something new or particularly engaging to him, this was something very different that would offer a chance for him to speak about matters way beyond



SUTTON

Vettel was reprimanded for his rainbow shirt in Hungary but made his point

"THE MOST IMPORTANT THING IS THAT WE ALL GET A SECOND CHANCE IN LIFE AND FIND OUR PASSION"

long-run pace and tyre compounds.

By the time he arrived at the studio in Hackney – *Question Time* moves around the UK, but was in the East London borough last week – Vettel had already done a lot with his day. He paid a visit to Feltham Young Offenders Institution, helping to open a new car workshop on site that will be used to teach inmates basic skills for servicing cars and

engines. The hope is that it will give them a chance to find employment upon release. "Life can be very fair, but it can also be unfair," Vettel said. "The most important thing is that we all get a second chance in life. We need to find something that sparks our passion or interest. That is the idea with the garage here." One inmate said the scheme was "opening a door" for inmates ahead of their release, and that Vettel had been >>

“very motivational and inspirational” talking to them.

The next step for Seb was the Oasis Johanna primary school in London, where he helped open a new therapy room that will assist children struggling with mental health, adding it to their curriculum. Oasis Nature helps those from poverty-stricken backgrounds and areas, giving children a chance to access services that may otherwise not be available.

Vettel hopped in a cab to make his way up to Hackney for *Question Time*, where he would appear alongside Conservative MP and attorney general Suella Braverman, Labour MP Shabana Mahmood, economist Miatta Fahnbulleh and comedian Geoff Norcott. The format for the show, hosted by Fiona Bruce, sees audience members submit questions that act as starting points for discussions. Members of the audience

“WE ALL DO MISTAKES,
WE’RE ALL HUMAN.
BUT THERE ARE
CERTAIN THINGS
THAT I THINK COME
WITH OFFICE OR
THAT JOB THAT
YOU CAN’T DO”



Vettel visited the Feltham Young Offenders Institution and Oasis Johanna school (inset)

come from a range of backgrounds with varying political views, and will often interject to make points during debates to help move them along.

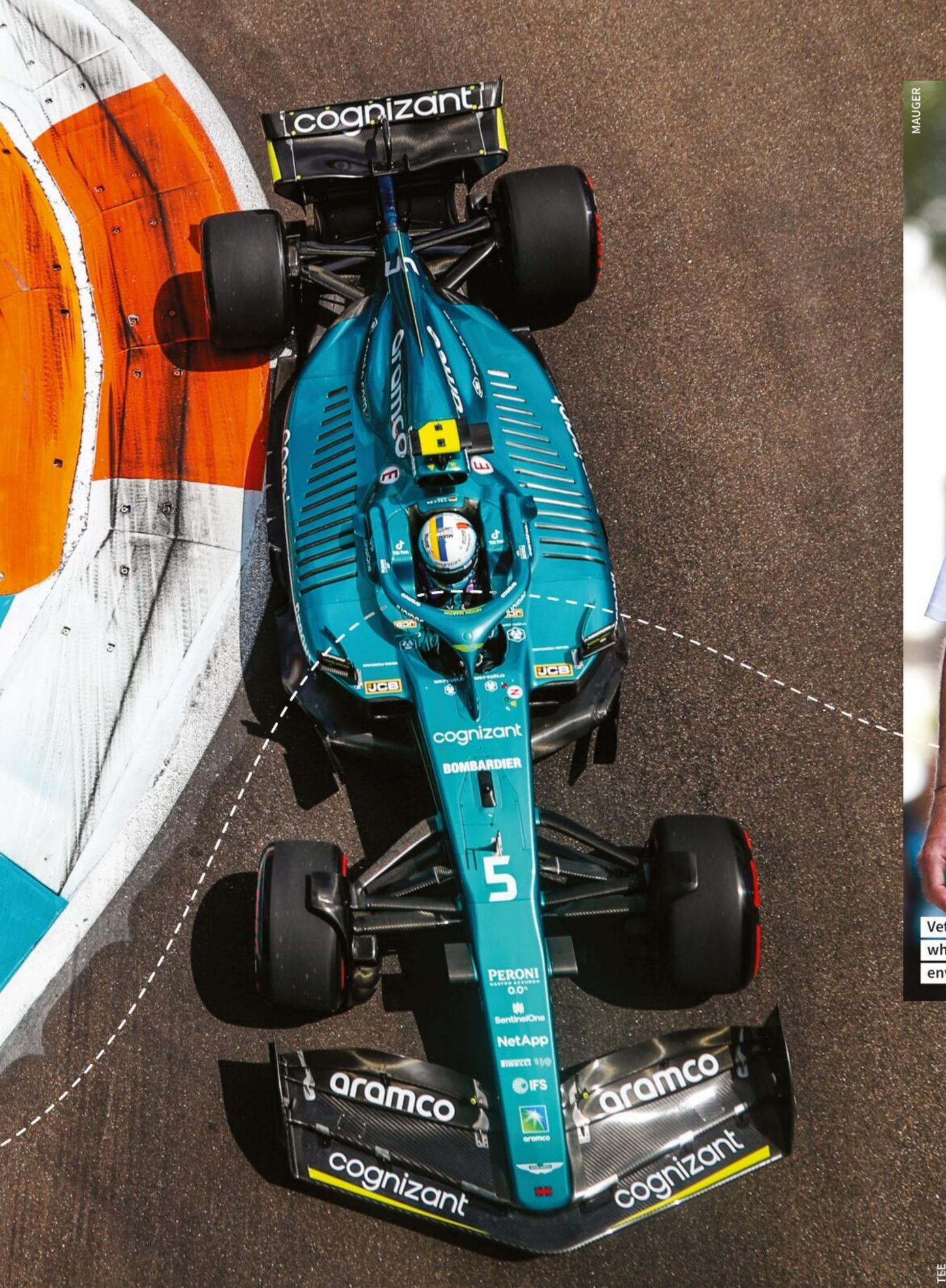
The fragile nature of British politics given the continued aftershocks from Brexit, the Downing Street parties scandal and the wider global issues meant it was inevitable that Braverman and Mahmood would play the most central roles in the debate. But that did not mean Vettel was sidelined or would not look to engage – quite the opposite. When the initial discussion about the cost-of-living crisis amid rising energy prices and the need for government intervention was thrown his way, Vettel didn’t miss a beat, drawing similarities to the situation in Germany and the danger of depending on other countries – such as Russia since its invasion of Ukraine – for energy or a single source. “We should have tackled these dangers or threats a long time ago,” Vettel said. “We have to shift into the next gear and get ready for the future.”

It was an early sign of the class and calmness of Vettel, in stark contrast to some of the mud-slinging between Braverman and Mahmood, the former being accused of “making numbers up” over the windfall tax and claiming Labour was “desperate to make headlines” with its promises, forcing Bruce to intervene. The debate moved on

to the Northern Ireland protocol, a sensitive element of the Brexit agreement to deal with the border between the Republic of Ireland and the UK. Mahmood flapped, avoiding eye contact with any other panellist, and pointed the finger at the EU for causing issues – at which point it was thrown to Vettel.

“Well, I’m not familiar with all the details!” he quipped, sparking a laugh from the audience, before being encouraged to “wade into the argument”. He explained how the majority of Germans didn’t understand the decision to leave the EU, and again stressed the need for unity to deal with bigger issues like social justice and climate change. It was perhaps the most sensible stance taken on Brexit in the past decade from either side of the debate. On the parties scandal, in which Prime Minister Boris Johnson broke his own lockdown laws, Vettel was again articulate: “We all do mistakes, we’re all human. But there are just certain things that I think come with office or that job that you can’t do.”

But it was impossible to avoid the elephant in the room. “You’ve talked a lot on most of the questions that we’ve dealt with about energy,” Bruce said, “and here you are, you’re an F1 driver, one of the most gas-guzzling sports in the world! Does that make you a hypocrite?”



Vettel still loves racing while being aware of its environmental issues

Most panelists would have squirmed at the use of the H-word. Not Vettel. He took the issue head on. “It does, it does, and you’re right when you laugh,” he said upon hearing the audience’s reaction, admitting it was “something I’m asking myself” if he should be racing in F1. “Every time I step in the car, I love it,” he said. “When I get out of the car, of course I’m thinking as well, ‘Is this something we should do? Travel the world, wasting resources?’”

The concession inevitably made headlines, even on Autosport. Yet it was a rare show of self-awareness and humility from a *Question Time* panellist. The whole point of having public non-government figures on the show is that they can say things and be more honest without worrying about the impact on the electorate or – probably more of a concern – their own political aspirations. Even so, few would be willing to poke at such big holes in their own beliefs or flawed ways of life.

This is what sets Vettel apart and makes him such a credit to F1. Had there been more time, he could have fired back against Bruce’s “gas-guzzling” retort – the engines amount to 0.7% of F1’s carbon footprint, and the series wants to be carbon neutral by 2030 – but his appearance was nothing but a resounding success. His humility and grace is something we should all take note of and try to learn lessons from, and set an example to the MPs alongside him on the panel – their

ever from his own beliefs and what he wants from life.

All drivers need to think about their post-F1 lives at some stage, and *Question Time* proved the power Vettel could have as a speaker – or, dare he wish to enter such an arena, even as a politician. He may be flawed, but he truly cares about the big-picture stuff, like the survival of our planet and what the world is going to look like for the generations who follow us.

And as much as some may not want to hear this, it’s way more important than racing cars going around in circles. This is our passion, our source of joy, and for many a livelihood. Vettel himself stressed the importance of F1 as entertainment for people, particularly as one of the first major sporting events to return after the COVID-19 pandemic struck in the spring of 2020. But we need to ensure our focus does not stray from the bigger points in play: social and racial justice; environmental issues; equality for all.

Whenever Vettel does hang up his helmet, it will be critical not only that F1 as a whole doesn’t lose sight of these matters without one of its biggest stars, but that Vettel himself also tries to find a platform from which to remain so active and honest. *Question Time* was a taste of what post-F1 Vettel may look like – and for the good of us all, may he continue to be the important voice we need. ❧

Mortara bounces back in Berlin

The Venturi racer had not enjoyed recent rounds, but got back into title contention in Germany as Mercedes power proved the thing to have

JAKE BOXALL-LEGGE

PHOTOGRAPHY  motorsport
IMAGES

A run of two consecutive retirements, both as a result of damage from contact, had taken Edoardo Mortara out of the Formula E championship lead. Upon arriving at the disused Tempelhof Airport, the apron of the expansive terminals now transformed into a racing circuit, Mortara was fifth overall and 32 points behind series leader Stoffel Vandoorne, the Belgian having taken a haul of 53 points over the past two events.

In Rome, Mortara had been unceremoniously shuffled into the wall by Antonio Felix da Costa, which broke the suspension on his Venturi chariot, an ailment that became terminal after sliding into the Turn 3 exit barrier. Three weeks later in Monaco, Mortara's rise through the field was terminated by team-mate Lucas di Grassi, who gifted the Swiss a puncture that also proved to be a race-ender.

Neither incident was explicitly Mortara's fault, but it had highlighted the problems caused by indifferent qualifying performances. He'd failed to make the duels for either race, and had given himself work to do in trying to carve through the pack. Although chasing swashbuckling wins is arguably the more stylish modus operandi, it comes with inherent risks, especially in the 'contact sport' of Formula E. Mortara was twice bitten, once shy.

For Mortara, the best way to end his hoodoo and get his championship challenge back on track was to qualify towards the front. Amid the new qualifying format, finding a top-four place amid the opening group stage presents a very tangible target, yielding an automatic pass into the knockout duels. Mortara needed to get among that progression zone in Berlin to simply avoid being caught out in the midfield herd.

Such was the pace of the Mercedes powertrain in Berlin, however, that Mortara could do a little bit better than just getting into the duels. Instead, he managed something he'd not been able to muster in 54 previous attempts in Formula E: pole position.

By grabbing third in his group, Mortara set himself up for a close bout with Andre Lotterer, who continued his ever-presence in the knockout part of qualifying. A scant 0.008 seconds separated the two, but Mortara prevailed to draw against da Costa in the semi-finals. That scrap was almost as close-run too; da Costa held a slight advantage in the opening sector, but Mortara overturned the Portuguese's edge and crossed the line with less than a tenth in hand to book his place in the final against Alexander Sims.

Sims had been fortunate to reach the duels. Although feeling he could make it on pace after Mahindra had been hard at work trying to compensate for a difficult start to 2021-22, he and team-mate Oliver Rowland had difficulties in extracting everything from the M7Electro machinery. Then, when Sebastien Buemi faced his fastest >>

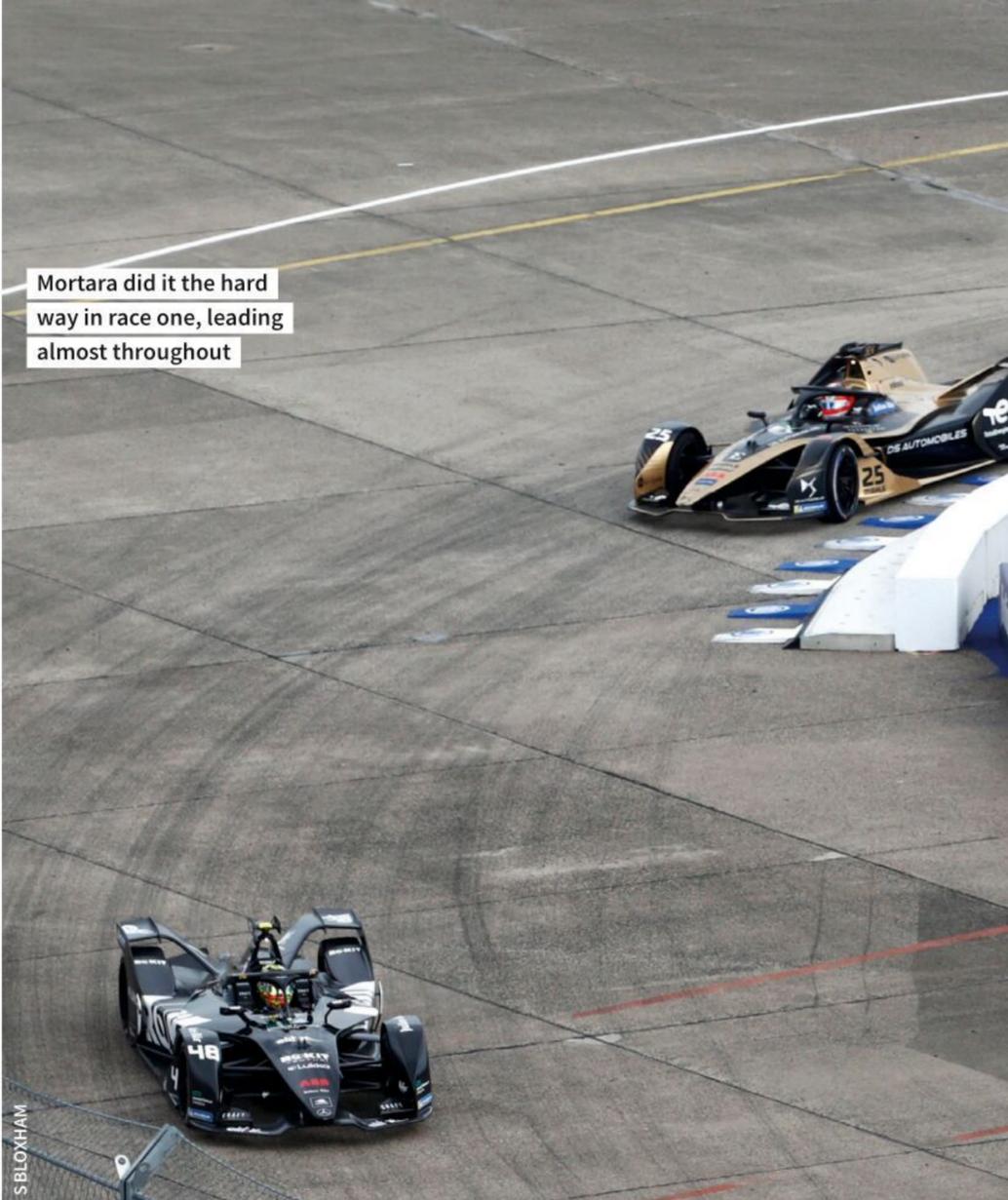
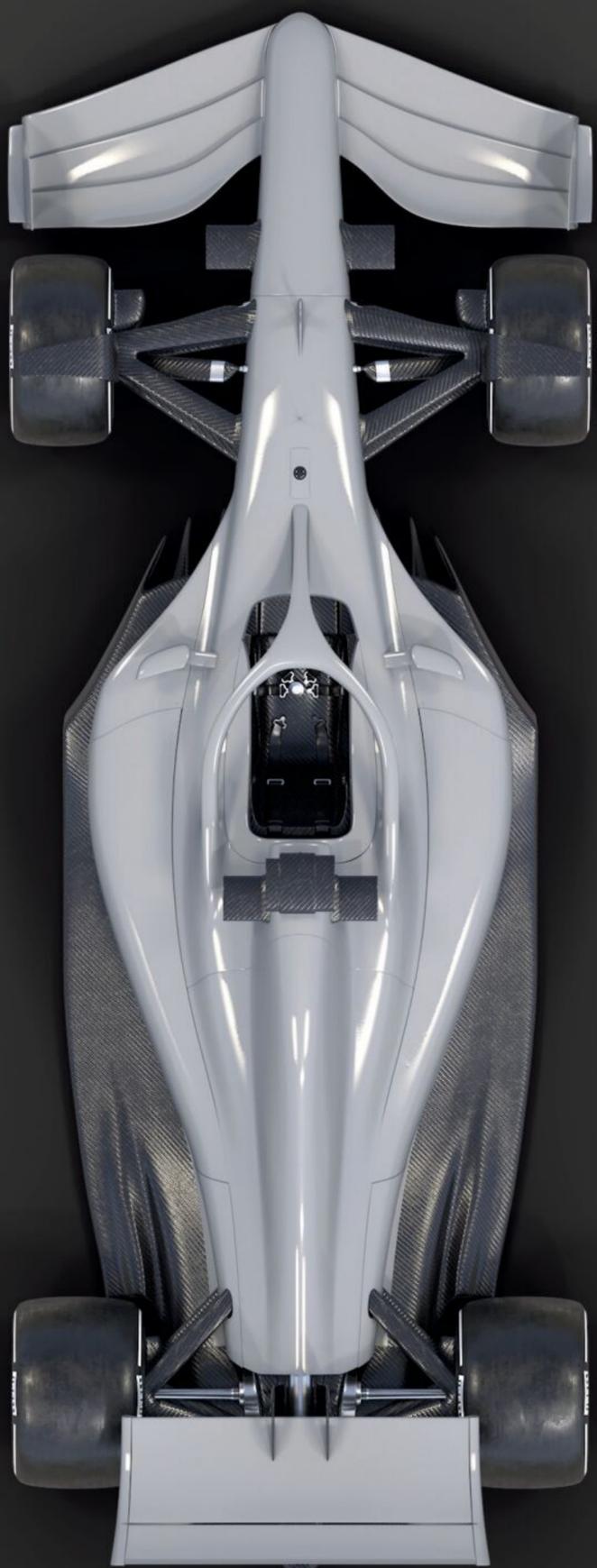


Mortara leapt from fifth to second in the points with his superb weekend in Germany



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Mortara did it the hard way in race one, leading almost throughout

S BLOXHAM

brace of lap times being crossed off, Sims was back in the ring. He performed something of a cup upset by dispatching Group A topper Pascal Wehrlein, moving on to face Jean-Eric Vergne in the semis. There, the two logged identical lap times, both crossing the line with a 1m06.050s. But as Sims had set his first, he was through, Vergne rueing “the stupidest rule I’ve seen in my life” as he was consigned to watching the final from the garage. Sims fought hard in the final, but pole was Mortara’s by 0.137s. By crucially keeping the lead off the line, Mortara had free rein to dictate the pace in the early stages of race one. His plan was to build enough of a buffer to ensure that taking the first attack-mode activation was as painless as possible, waiting it out until lap 20 (half-distance) before grabbing his 250kW power mode, at a time when others were already picking up their second activations. He lost just one position to Lotterer, who at this point had been running in second place as the Porsches showed strong pace on Saturday, but Mortara soon recaptured the lead and continued to benefit from his extra dose of power. Lotterer was still in second but, as the race entered its second half, the German veteran came under increased pressure from Vandoorne – the Mercedes driver had recovered after dropping to 12th at the start – and Vergne, the DS Techeetah star seeking retribution after feeling he’d been wronged in qualifying. Mortara saved his second lot of four minutes’ attack for lap 31,



Vandoorne salvaged third in race one and later extended his points lead

GALLOWAY



“The race was very long and very stressful. I was constantly under attack and under pressure”

this time shedding places to both Lotterer and Vandoorne in the process. With Lotterer at the end of his attack mode, and Vandoorne sipping the final dregs of his own having taken it a lap later, the Porsche driver was vulnerable. Vandoorne put a move on Lotterer at Turn 6, and Mortara also pounced, before the Mercedes was then hunted down on the following lap, Mortara making his way back into the lead at the same corner.

This coincided with a late Vergne charge. He passed friend and former Techeetah team-mate Lotterer on the 33rd lap, seconds after Mortara had cleared Vandoorne. Vergne went past the Mercedes on the following lap, clearing the championship leader with a rare Fanboost-assisted pass. This set up a duel between Mortara and Vergne, which came to a head on the ante-penultimate lap.

Vergne was setting up for a move on Mortara at Turn 6, but the attempt at a lunge was read perfectly; Mortara manoeuvred Vergne into going deep at the corner, the French double champion locking up and losing time. It gave Mortara enough of a buffer to simply coax his car to the end and bag his second win of 2022.

“The race was very long and very stressful,” Mortara confessed. “I was constantly under attack and under pressure from the guys behind. I was leading the pack for most of the race and we know that in Formula E that this is far from ideal because you’re basically spending more energy, you cannot really put some energy aside in order to fight with the others. It meant we had to have a mistake-free race. And we executed perfectly the plan today.”

Remember that statistic about Mortara’s pole drought? His wait for a second was much shorter – he closed out Sunday’s qualifying with another first-place start. You wait for one...

Buoyed by Saturday’s performance, Mortara was in imperious form on Sunday morning. He topped his group, cruised into the duels again, and brushed Nick Cassidy aside in the quarter-finals as the Kiwi made his first knockout appearance since Diriyah in January. Nyck de Vries was next on his list, and the Dutchman was beaten by nearly 0.4s as Mortara stamped his loyalty card and >>

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progressed to a final bout against Robin Frijns.

Frijns had struggled comprehensively in the first race, but a few set-up tweaks had given him the feeling behind the wheel that he'd been missing on Saturday. But even so, a first-turn lock-up meant that the Envision Audi driver shipped 0.3s to Mortara in the opening sector and never recovered, the final margin proving to be almost 0.5s by the end of the lap.

Mortara just needed a repeat of the first race, hoping to scamper off into the lead. What he didn't expect was de Vries to come charging down the inside into the first corner, and Mercedes' reigning champion admitted that he hadn't planned it either. With the track reversed for race two, the opening corner was Saturday's final hairpin, making it more straightforward for a first-turn pass than the 270-degree opener on the previous day's layout.

As Mortara made sure to cover Frijns into the first corner, the door down the inside was left ever so slightly ajar. De Vries needed no further invitation, placing his Mercedes into the smallest of gaps and emerging from Turn 1 in the lead.

On Saturday, de Vries had been struggling with "brake splits", where one side of the car's brake temperatures were vastly different to the other. That meant that he was losing a couple of tenths per lap, stalling his progress and leaving him having to be content with 10th. An overnight brake change alleviated the issue and, with clear track ahead, de Vries could charge off into the sunset.

Mortara tried a repeat of his first-race strategy in going longer before picking up attack mode. This time, the drivers would get one,



“I had a good start. That sort of opportunity came as a surprise, but I took it”

long eight-minute activation, requiring a different strategy. De Vries, who'd built a decent lead, went to attack mode on lap nine of 40. So Mortara got back into the lead, but de Vries picked him off two laps later and once more set about restoring his advantage.

Da Costa, meanwhile, had moved up to third after undercutting di Grassi and Frijns – the last-named had missed the final attack-mode loop on his first attempt – and went after Mortara with his extra 30kW of power in hand. On lap 13, da Costa got past for second as Mortara continued to wait until his rivals' activation was in the final stages. He blinked on lap 15, dropping to fifth, but soon made his way past Lotterer, Vandoorne and da Costa on consecutive laps.

But even with about three minutes left on his attack-mode clock, Mortara couldn't address the deficit to de Vries in the manner he'd wanted. De Vries was at his championship-winning finest, carefully using his energy and keeping his battery and tyre temperatures in check. At half distance, his lead stood at 2.6s. At the end, it was 2.5s as de Vries kept Mortara from ever mounting a late-race challenge.

“[The first-corner move] caught me a little bit by surprise,” de Vries explained. “I had a good start, a little bit better than Robin. And obviously, wasn't too far from Edo. That kind of opportunity came as a surprise, but I took it.”

“Our pace was very strong today, but it definitely helped to kind of be in command and do our own race. Today, we didn't really have to fight, we did a clean race, kept our tyres and energy under control.”

De Vries's win headlined a Mercedes-powered stranglehold over the second race; Vandoorne and di Grassi battled for third, a fight that Vandoorne, retaining his incredible consistency, won amid a 1-2-3-4. Indeed, Vandoorne stretched his championship lead over the Berlin double-header from six points to 12, helped by Vergne dropping out of second in the standings after a muted run to ninth in race two. Now Mortara, after scoring a mammoth 50 points in the German capital, sits in second place, hopeful that his Berlin heroics could mark the start of Formula E's Edo period. ❦

NEXT REPORT

JAKARTA E-PRIX
9 JUNE ISSUE

IN THE HEADLINES

NO PENALTY FOR FRIJNS

DS Techeetah driver Antonio Felix da Costa narrowly missed hitting the wall after being nudged by Robin Frijns on the final lap of race two while they battled for fifth. Although the stewards did not deem it worthy of a penalty, da Costa disagreed. "I think we opened a really bad precedent here, especially when Robin is the first one to come and apologise," he said.

PROGRESS FOR ROWLAND...

Oliver Rowland enjoyed a strong run to seventh in race two, as Mahindra showed improved pace in Berlin. "It's nice to see the things we're doing are making a difference," he said. The Brit was running as high as fifth before dropping to seventh, for which he took the blame, citing inexperience with Mahindra's software that led to him overconsuming energy.

...AND FOR DRAGON (SORT OF)

Sergio Sette Camara booked his and Dragon's first duels appearance in race one, qualifying seventh, but dropped out of the points after being unable to match the cars around him on energy consumption. "I'm a bit surprised because Berlin's not really our place to go fast usually," he said. "It was looking very good. Then it just goes south, after half of the race..."

'80' LOST SPOTS FOR CASSIDY!

After equalling his best qualifying result of the year in sixth, Nick Cassidy was hit with an 80-place grid penalty for changing all his main powertrain components, forcing him to start last. The remaining places were converted into a 10-second stop/go penalty, ending his chances of points.

CALLS FOR RULE CHANGE

Jean-Eric Vergne called for a "fair" rule change after being knocked out of qualifying when he set the same time as Alexander Sims in their race-one duel. Graciously, Sims (below) agreed, adding: "When I did the same time I jokingly said, 'Well, I did the time first!' I think it would be fairer if it's the previous duels' fastest time."



RESULTS ROUND 5/10, TEMPELHOF (DEU), 14-15 MAY (40 LAPS - 58.533 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Edoardo Mortara (CHE)	Venturi Racing / Mercedes EQ Silver Arrow 02	46m16.175s
2	Jean-Eric Vergne (FRA)	DS Techeetah / DSE-Tense FE21	+1.782s
3	Stoffel Vandoorne (BEL)	Mercedes / Mercedes EQ Silver Arrow 02	+1.987s
4	Andre Lotterer (DEU)	Porsche / Porsche 99X Electric	+2.579s
5	Mitch Evans (NZL)	Jaguar Racing / Jaguar I-TYPE 5	+3.189s
6	Pascal Wehrlein (DEU)	Porsche / Porsche 99X Electric	+5.405s
7	Sam Bird (GBR)	Jaguar Racing / Jaguar I-TYPE 5	+5.683s
8	Antonio Felix da Costa (PRT)	DS Techeetah / DSE-Tense FE21	+6.400s
9	Alexander Sims (GBR)	Mahindra Racing / Mahindra M7 Electro	+6.569s
10	Nyck de Vries (NLD)	Mercedes / Mercedes EQ Silver Arrow 02	+6.602s
11	Oliver Rowland (GBR)	Mahindra Racing / Mahindra M7 Electro	+8.141s
12	Robin Frijns (NLD)	Envision Racing / Audi e-tron FE07	+9.879s
13	Jake Dennis (GBR)	Andretti / BMW iFE.21	+13.314s
14	Sebastien Buemi (CHE)	Nissan e.dams / Nissan IM03	+15.275s
15	Oliver Askew (USA)	Andretti / BMW iFE.21	+22.071s
16	Oliver Turvey (GBR)	NIO 333 / NIO 333 001	+22.662s
17	Sergio Sette Camara (BRA)	Dragon Penske Autosport / Penske EV-5	+24.120s
18	Maximilian Gunther (DEU)	Nissan e.dams / Nissan IM03	+28.716s
19	Dan Ticktum (GBR)	NIO 333 / NIO 333 001	+30.393s
20	Antonio Giovinazzi (ITA)	Dragon Penske Autosport / Penske EV-5	+52.025s
R	Lucas di Grassi (BRA)	Venturi Racing / Mercedes EQ Silver Arrow 02	38 laps-puncture
R	Nick Cassidy (NZL)	Envision Racing / Audi e-tron FE07	31 laps-suspension

Winner's average speed 75.902mph. **Fastest lap** di Grassi 1m07.880s, 77.607mph.

QUALIFYING 1 Mortara 1m06.093s; 2 Sims 1m06.230s; 3 da Costa 1m05.999s; 4 Vergne 1m06.050s; 5 Lotterer 1m05.962s; 6 Wehrlein 1m06.157s; 7 Sette Camara 1m06.299s; 8 Vandoorne 1m06.302s; 9 Evans 1m07.027s; 10 Buemi 1m07.320s; 11 Dennis 1m07.034s; 12 de Vries 1m07.333s; 13 di Grassi 1m07.132s; 14 Turvey 1m07.229s; 15 Bird 1m07.415s; 16 Gunther 1m07.268s; 17 Rowland 1m07.358s*; 18 Giovinazzi 1m07.477s; 19 Cassidy 1m07.305s; 20 Frijns 1m07.650s; 21 Ticktum 1m07.672s; 22 Askew 1m07.714s.

RACE 2 (40 LAPS - 58.533 MILES) 1 de Vries 46m12.268s; 2 Mortara +2.454s; 3 Vandoorne +6.936s; 4 di Grassi +8.165s; 5 Frijns +13.829s; 6 da Costa +14.387s; 7 Rowland +15.518s; 8 Lotterer +15.845s; 9 Vergne +18.831s; 10 Evans +21.722s; 11 Bird +22.875s; 12 Wehrlein +25.412s; 13 Dennis +27.012s; 14 Buemi +29.559s; 15 Askew +33.359s; 16 Gunther +35.775s; 17 Turvey +40.044s; 18 Sims +41.542s; 19 Sette Camara +41.860s; 20 Ticktum +51.648s; 21 Cassidy +55.192s; 22 Giovinazzi +1m01.933s.

Winner's average speed 76.009mph. **Fastest lap** Cassidy 1m07.849s, 77.642mph.

QUALIFYING 1 Mortara 1m05.972s; 2 Frijns 1m06.470s; 3 de Vries 1m06.285s; 4 Lotterer 1m06.671s; 5 da Costa 1m06.184s; 6 di Grassi 1m06.508s; 7 Vandoorne 1m06.806s; 8 Vergne 1m07.287s; 9 Evans 1m07.446s; 10 Rowland 1m07.294s; 11 Sims 1m07.450s; 12 Gunther 1m07.332s; 13 Turvey 1m07.469s; 14 Bird 1m07.411s; 15 Dennis 1m07.525s; 16 Giovinazzi 1m07.437s; 17 Sette Camara 1m07.553s; 18 Buemi 1m07.518s; 19 Wehrlein 1m07.646s; 20 Ticktum 1m07.601s; 21 Askew 1m07.802s; 22 Cassidy 1m06.377s*. * = grid penalty.

CHAMPIONSHIP 1 Vandoorne 111; 2 Mortara 99; 3 Vergne 95; 4 Evans 83; 5 Frijns 81; 6 de Vries 65; 7 Lotterer 59; 8 Wehrlein 51; 9 di Grassi 49; 10 da Costa 42.

Captain Cook sets sail for a title charge

It looked like a BMW benefit after qualifying. But rain on race day led to an extraordinary performance and double win for the BTC Honda star

MARCUS SIMMONS

PHOTOGRAPHY  motorsport
IMAGES

The British Touring Car Championship's new era of heavier, hybrid cars certainly doesn't seem to have harmed the competitiveness of the 3 Series BMW. Two rounds down, and nothing but a 330e M Sport has featured on the front row after qualifying, and at Brands Hatch last weekend the Bavarian saloon secured a top-four lockout on Saturday. Yet circumstances have contrived to conspire against a victory for the model in anything but the two reversed-grid races held to date. In Kent, it was the onset of rain last Sunday that triggered a masterclass by Josh Cook.

The superb Cook, an understated character who has become one of the elite front-

wheel-drive racers of his generation, had somehow earned a stack of points from the opening round at Donington Park, despite a disastrous Saturday leaving him far down the grid. This time there were no melting parts in the car – legacy of excessive exhaust temperatures at Donington – trying to poison him. His BTC Racing Honda Civic Type R was beautifully hooked up on Saturday to lead the non-BMW qualifying 'Class B', and he then dispatched the Munich machinery on Sunday.

"We knew that beating the rear-wheel-drive cars was going to be tough," smiled Cook after qualifying. "But I quite like that [where he'd qualified] because I feel like we're meddling on what should be their

weekend! The car felt really good. The danger is at a lot of circuits you come out of the box and the car is good, and as the car and circuit evolve you wander away from the sweet spot. But it's been really good I'd say."

Cook's meddling turned into total disruption on race day, to the chagrin of the BMW brigade. In the warm sunshine of qualifying, West Surrey Racing's four-time champion Colin Turkington was utterly dominant. He not only outpaced stablemate Jake Hill by 0.167 seconds, but set four laps quicker than the best Hill or anyone else managed (although the fourth fastest of them was deleted due to a track-limits offence). Admittedly, he had the benefit of a hybrid that was actually working >>

SUTTON STEERS PATH OUT OF QUALIFYING DOLDRUMS

Well, this wasn't in the script. The recruitment of reigning champion Ash Sutton alongside Dan Cammish in Motorbase's NAPA Racing Ford Focus superteam was the talking point of the pre-season. But, after a solid if

unspectacular (by his standards) start at Donington, the three-time title winner qualified 18th at Brands – that's three places below rookie Dexter Patterson, his replacement in the Laser Tools Racing Infiniti line-up.

Sutton was mystified in the immediate aftermath – "We've got to try and isolate the problem" – but by Sunday engineer Tony Carrozza held his hands up to a wrong turn hidden among "multiple layers" of set-up that made it difficult to pinpoint one culprit for the loss of traction. To which Sutton immediately leapt to the defence of his pal, with whom he's on a new and unfamiliar front-wheel-drive NGTC journey: "He's blaming himself, but we're learning together. Dan is staying pretty static on the car and we're off on an adventure, but we've eased it back now towards where Dan is."

As you'd expect, top racer

Sutton made progress on race day. He was ninth in race one, then next time out was flying in the closing stages with a set-up that was less wet-oriented than those around as the track dried out slightly, charging to fourth with fastest lap. He was sixth in the finale, hampered by contact while passing Tom Chilton: "We picked up damage and that gave me a lot of rear toe on the right side of the car." Despite that disastrous Saturday, Sutton remains third in the points and very much in contention. "We came into the weekend third, and we left it in third," he reflected. "Not perfect, not fantastic, but overall we've turned it around."

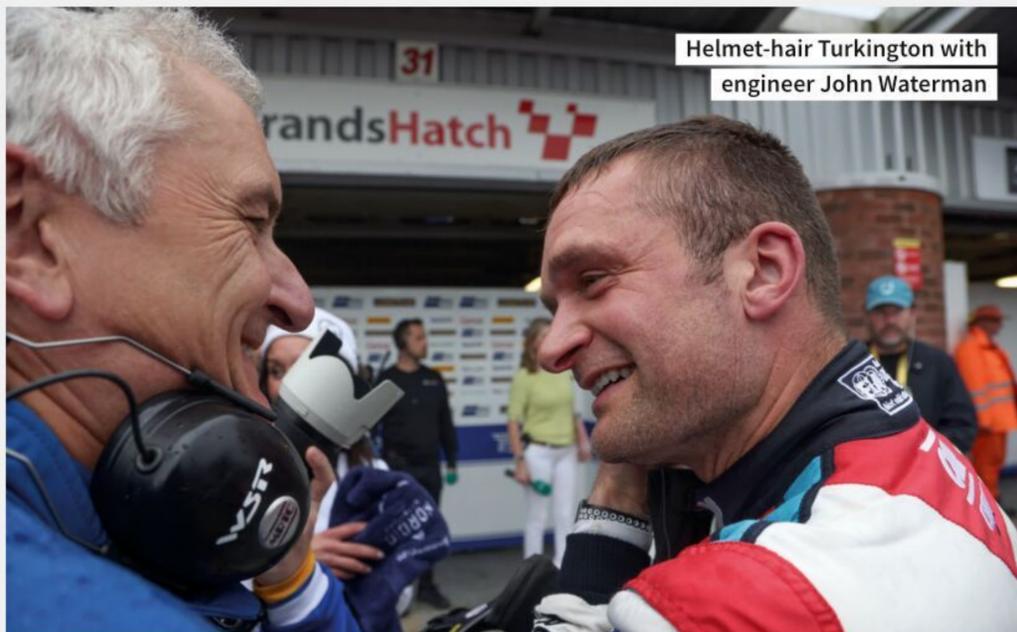


Sutton chases Honda of Rowbottom



Cook leads the early stages of the second race, while Ingram takes the scenic route

A NICE BOOST FOR TURKINGTON



Helmet-hair Turkington with engineer John Waterman

This little chunk of text was supposed to be a little look into how the new ‘success penalties’ on hybrid usage for qualifying had impacted the BTCC since the end of the old success ballast. After all, round two at Brands was going to be our first look at it, since the opener at Donington had no championship top 10 going into qualifying, so everyone was allowed the full 15 seconds of deployment.

At Brands, series leader Tom Ingram was allowed no hybrid use on his Excelr8 Hyundai for qualifying, pre-weekend runner-up Gordon Shedden had 1.5 seconds of button pressing per lap on his Team Dynamics Honda, and so on in 1.5s increments up to 13.5s for 10th position and 15s for 11th down. And it ended in a BMW whitewash, with poleman Colin Turkington allowed 9s per lap of hybrid use, front-row partner Jake Hill on 7.5s, third man Stephen Jelley on the full monty 15s, and fourth-placed Adam Morgan’s Ciceley Motorsport 330e M Sport on 4.5s.

West Surrey Racing chief Dick Bennetts had proudly overseen the squad’s first-ever

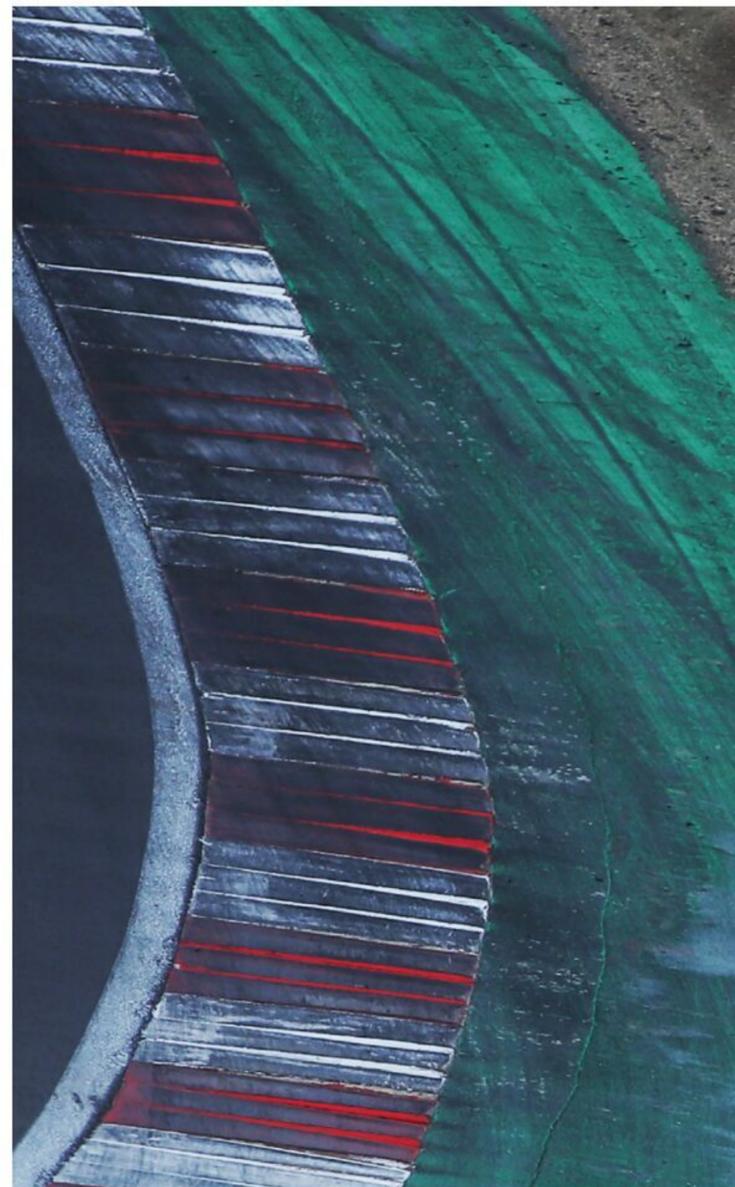


Shedden felt hybrid penalty cost him several grid places

qualifying 1-2-3 in its 41-year history, but in the cockpits of the BMWs there were varying degrees of hybrid frustration. Turkington was clear and problem-free, but Hill, who had been quickest on the first runs, couldn’t get hybrid use on his final attempt. Jelley, fastest in free practice, had the frustration of the system overheating and not working when he tucked in behind another car for a tow. And Morgan had no hybrid for qualifying, just as he hadn’t on race day at Donington from the closing stages of race one onwards, making his effort pretty impressive. With a blanket hybrid blackout in free practice one because the central system and the start/finish line timing beacon hadn’t yet learned each other’s languages, there are clearly still teething problems.

What we could glean was that, when everything’s working properly, the hybrid penalties are a big step forward from success ballast. Ingram would have carried 75kg of weight into Brands under the old rules and probably qualified on the fringes of the top 20. Instead, with no hybrid (in his case that was actually planned) he was sixth. “I’ve said all along I love it,” he enthused. “You don’t end up with the same driver winning all the time, but you’re not going to be nowhere, which was the issue we had with the weight.”

But it can have an impact within the tightly packed field. Shedden, for example, was a mere 0.157s off the front row with his 1.5s of hybrid, but that was good only for 11th... “In sector one we were right there,” said the Scot, “and in sector two where everyone’s using the hybrid we’ve got none. Another tenth and we’d be sixth, but it’s one of those things – a bit of a ballache and a massive difference.”



(see panel, left), but this was a tour de force. As a barometer of what a margin 0.167s is on the Brands Indy Circuit, the same margin covered Hill down to 13th-placed Ash Hand.

“We were so strong,” said Turkington. “I was able to repeat the time three times and the car was just hooked up. I wasn’t happy with the car through Donington [even though he planted it on the front row], and it hasn’t been really until Brands Hatch where I feel, ‘OK, I’ve got the car beneath me’. Obviously things have changed with hybrid and the weight – it requires a different set-up and a slightly different driving style, but I think we’ve nudged it towards me now.”

But not in greasy conditions on grooved Goodyears... Sure enough, Turkington led away from Hill, but somehow Cook surged the front-wheel-drive Honda ahead of the BMWs of Stephen Jelley and Adam Morgan, only to partially undo his good work by running onto the grass and slipping back to fourth behind Jelley: “I was looking at my dashboard – an alarm came up. I was a bit of a rookie and ran wide at Surtees and collected a lot of grass.”

From now on there was a new alarm for Cook. “I can’t tell you how close we were to having to come into the pits,” he related. “So I was nursing coolant and temperatures rather than tyres.” Even so, he dispatched Jelley on the seventh lap, then pulled off a peach of a move on Hill for second into Paddock Hill Bend at the exact halfway



Hill was running second in the opening race. And then this happened

point of the race. He now homed in on Turkington, who was clearly beginning to struggle, and made his move for the lead at Paddock with eight laps remaining.

It wasn't cut and dried for Cook though. While Turkington faded to an eventual fifth, the sister BMW of Hill moved back up into second place. Thirsting after a win on his local track, Hill was pressuring the Honda when, with just under three laps to go, he ran wide into the gravel at Paddock Hill Bend. That dropped him to third behind the Excelr8 Motorsport Hyundai i30 N of championship leader Tom Ingram, and another slip further demoted Hill to fourth behind the resurgent Dan Cammish at the wheel of the lead Motorbase Performance Ford Focus. "We needed those

sorts of conditions to compete with the BMWs," summed up Cook. "I just had to try and manage it. Jake did come up quite quickly and I had to get my head down for a couple of laps, but then he disappeared."

What followed from Cook was one of the finest defensive drives of the current era of BTCC history. On fastest laps, the BTC Honda was the 15th quickest car in race two of the 24 finishers who set representative times. But Cook led all the way, and for almost the entire distance was under intense pressure. Yes, BTCC has hybrid as an overtaking (and defending) aid, but count this in your all-time top 10 of races that would have been ruined by DRS...

For most of the race it was Hill in the Civic's wheeltracks. There was a moment

"Jake did come up quite quickly and I had to get my head down, but then he disappeared"

mid-contest when the black BMW slipped a second in arrears, but it soon closed up again. Hill was probing, but such was the job Cook was doing that there was never a clear opening. This, in turn, allowed Cammish into the picture as the race drew towards a close.

In each of the first two races, Cammish hadn't looked much of a factor early doors, but on both occasions the lofty Berkshire-domiciled Yorkshireman found himself making progress through the order and looming into contention. "The car's a bit up and down depending on how wet it is," he'd mused after race one. "I struggled at the start, it was mega in the middle and dropped off at the end." Later in the day, after a successful exercise in points-accumulation to get his season on track after his towering inferno of Donington, he added: "It's weird, because everything we expected from my car going into the races has been changed. A car that struggled with understeer and traction problems [during qualifying] becomes an absolute weapon when the >>



Cook collected two trophies

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track dries out and you're on wets..."

Cammish, already set up for his second podium of the day, then got a bonus on the penultimate lap as the leading trio barrelled into Druids. Hill, who had been beautifully drifting his BMW all day in the wet in a manner that befits his expertise in historic racing, got too sideways and spun down to an eventual seventh. Now the Ford of Cammish moved in on Cook, but BTC's superstar held on at the flag by 0.253s. "Credit to Josh –

“It’s weird, because everything we expected from the car going into the races has changed”

you only have to win by an inch, don't you?" nodded Cammish approvingly.

"I was being hassled by Jake, and the way he was sliding that BMW into Druids was terrifying – but entertaining to watch!" remarked Cook. "I'm pleased with that win, but more happy about the points. We need to keep scoring big points – last year we missed out on a championship because we had a couple of bad weekends."

Also within a second of winner Cook at the end was Rory Butcher, whose weekend aboard his Speedworks Motorsport Toyota Corolla was quite the adventure. The Toyota was late out for qualifying, thanks to the ECU melting as a result of finger trouble



Cook, Hill and Cammish were very close late on in second race...

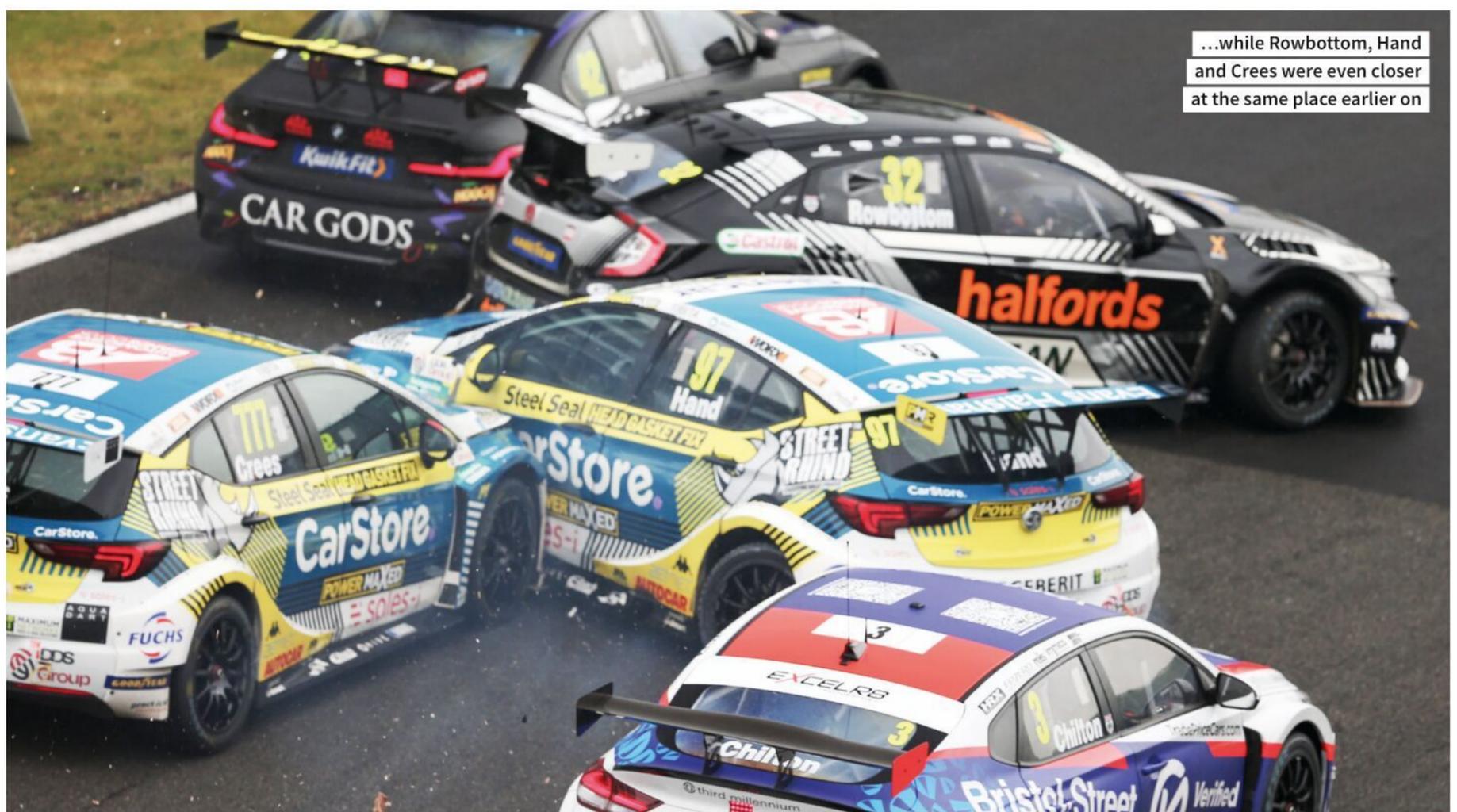
from someone who is not part of the team, but Butcher recovered to claim ninth in the times. He was then the only person on the starting grid for race one to opt for slick tyres. "I felt it was so warm," he explained of what, for a Scot, must have felt like a skin-blistering 16C ambient temperature, "and the weather radar didn't think it would rain again, so we took a bit of a punt."

The Toyota slithered around with the backmarkers early on, but the crossover point of slicks/wets lap times was reached just before half-distance, and Butcher carved through the order. He got up to fifth on the last lap, only for a bid to pass Hill at Clearways for fourth to end in disaster when

he ran off-track and dropped to seventh.

Undaunted, Butcher was on a charge again in race two, and was ahead of Cammish by mid-distance. Then he tried to pass Hill for second at Paddock, but couldn't quite complete the manoeuvre so sportingly gave the BMW the line up to Druids – and that allowed Cammish back ahead. Butcher then dropped back, only to rally late on. "You don't know what you've got, and I'd taken quite a lot from the tyres battling from P7," he explained. "I almost took a bit of a breather, but I felt the car coming back to me in the last few laps."

Front-wheel-drive heroes Cook, Cammish, Ingram and Butcher had to take a back >>



...while Rowbottom, Hand and Crees were even closer at the same place earlier on



Turkington gave WSR and BMW some joy at the end of the day

seat to the BMWs in the final race, which was wetter still. From third on the grid, Turkington immediately got past front-row starter Bobby Thompson's Team Hard Cupra Leon off the line, then pulled a nifty move on the Excelr8 Hyundai of polesitter Tom Chilton one lap after the race went green following an early safety car. Behind, Hill picked his way from sixth to second so WSR BMWs ran 1-2, but he had nothing for Turkington, who serenely stretched the gap to almost 7s. A late safety car eradicated that completely, but he had no challenge from Hill over the final five laps of racing, while Thompson did a superb job to keep Ingram, Butcher and Ash Sutton at arm's length for his maiden BTCC overall podium.

Why the change for Turkington, who'd looked all at sea as he slumped to 10th in race two? "Conditions were just in the middle [for races one and two] – the track was damp but not wet," he offered. "It was a halfway house set-up. In race three we just

“People say I’m living with oversteer, but it’s not a problem – it reminds me of driving a Capri at Goodwood!”

went full-wet and I had a different car, so the pace was excellent, whereas race one and two I was just hanging onto it.”

Yet, in between errors, Hill had been so much faster. “My racing in historics probably has a big part to play,” he grinned. “People say I’m living with oversteer, but to me it’s not a problem. We’re all very similar on set-up, but I’m just balancing the throttle – it reminds me of driving a Capri at Goodwood!” And at last he’d got a good result after those miscues earlier in the day: “Despite my best

efforts to try and throw it all away we did all right in the end. I just locked the rears up solid on a couple of occasions. I’m very annoyed with myself for that.”

Ingram remains the championship leader. After his strong second in race one, his Hyundai was fifth in the sequel and fourth in the finale. “I just drove around and scored points,” he quipped modestly. “Race one was good for us, but in race two I had an engine problem. I bounced across the grass and the water temperatures were through the roof, as were the oil temperatures. It was pit, or drop out of the pack to drive around in my own air and stabilise it. In race three we were lacking performance so I had to be a bit of a rolling roadblock.”

And now it's Cook who's second in the points. He was eighth from reversed-grid 12th in the finale, not too shabby, and a solid finish to a day that was also a landmark for new BTC team chief Danny Buxton on only his second race weekend in charge of a squad in the BTCC. He's a long-time friend and mentor – and former Clio Cup team boss – for Cook, and knew his driver had it in him.

“Saturday was excellent,” enthused Buxton. “To be as close as we were to the BMWs in the dry was impressive. And today, when I saw the weather conditions, I had a little wry smile. I’ve worked with him a long time, and I had a good hunch what was coming. In race one, there were some proper overtakes on class acts of the BTCC. In race two, if there’s anyone in a touring car who’s been under such pressure as he was and not made a mistake, I’d like to see it.”



Butcher leads Ingram. Both featured on the podium during the day



P68 SUPPORTS REPORT

All the Brands action from the dramatic TOCA support package

RESULTS ROUND 2/10, BRANDS HATCH (GBR), 15 MAY RACE 1 (24 LAPS – 28.989 MILES)

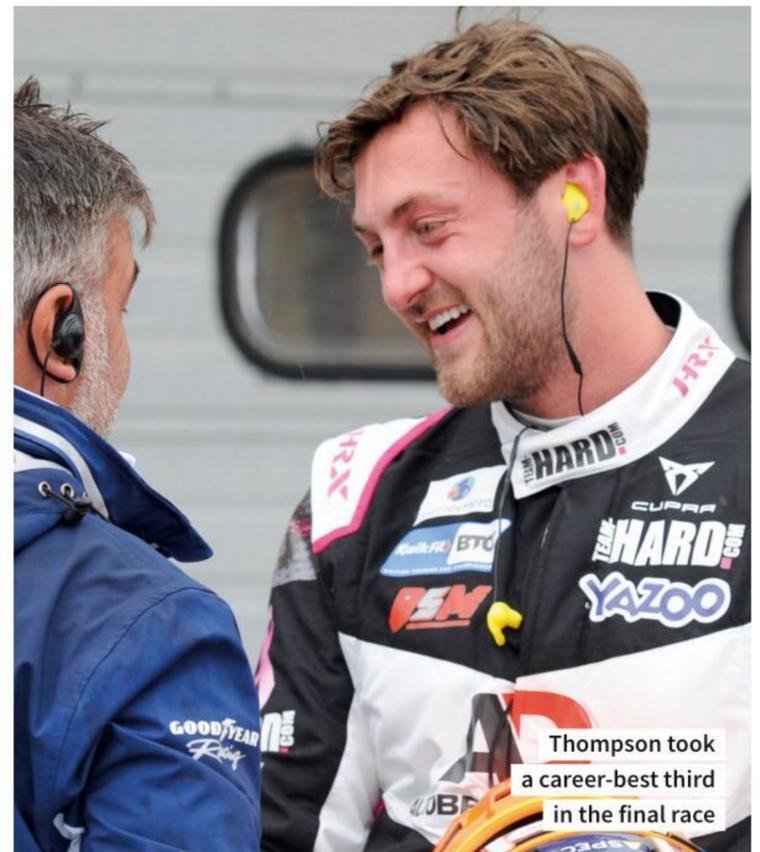
POS	DRIVER	TEAM / CAR	TIME
1	Josh Cook (GBR)	BTC Racing / Honda Civic Type R	21m44.124s
2	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N	+0.802s
3	Dan Cammish (GBR)	Motorbase Performance / Ford Focus	+4.209s
4	Jake Hill (GBR)	West Surrey Racing / BMW 330e M Sport	+5.037s
5	Colin Turkington (GBR)	West Surrey Racing / BMW 330e M Sport	+7.691s
6	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330e M Sport	+10.120s
7	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+10.848s
8	Gordon Shedden (GBR)	Team Dynamics / Honda Civic Type R	+11.670s
9	Ash Sutton (GBR)	Motorbase Performance / Ford Focus	+12.509s
10	Dan Rowbottom (GBR)	Team Dynamics / Honda Civic Type R	+14.385s
11	Ash Hand (GBR)	Power Maxed Racing / Vauxhall Astra	+15.034s
12	Michael Crees (GBR)	Power Maxed Racing / Vauxhall Astra	+15.344s
13	Tom Chilton (GBR)	Excelr8 Motorsport / Hyundai i30 N	+15.459s
14	George Gamble (GBR)	Ciceley Motorsport / BMW 330e M Sport	+16.222s
15	Dan Lloyd (GBR)	Excelr8 Motorsport / Hyundai i30 N	+17.661s
16	Bobby Thompson (GBR)	Team Hard / Cupra Leon	+19.664s
17	Jason Plato (GBR)	BTC Racing / Honda Civic Type R	+20.553s
18	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R	+28.181s
19	Jack Butel (GBR)	Excelr8 Motorsport / Hyundai i30 N	+28.884s
20	Stephen Jelley (GBR)	West Surrey Racing / BMW 330e M Sport	+29.631s
21	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon	+34.740s
22	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50	+35.759s
23	Ollie Jackson (GBR)	Motorbase Performance / Ford Focus	+35.985s
24	Sam Osborne (GBR)	Motorbase Performance / Ford Focus	+36.219s
25	Dexter Patterson (GBR)	Laser Tools Racing / Infiniti Q50	+36.748s
26	Ricky Collard (GBR)	Speedworks Motorsport / Toyota Corolla GR Sport	+40.999s
27	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	+47.763s
28	Rick Parfitt (GBR)	Team Hard / Infiniti Q50	+48.505s
29	Will Powell (GBR)	Team Hard / Cupra Leon	-1 lap

Winner's average speed 80.02mph. **Fastest lap** Butcher 49.515s, 87.82mph.

QUALIFYING 1 Turkington 47.539s; 2 Hill 47.706s; 3 Jelley 47.709s; 4 Morgan 47.725s; 5 Cook 47.757s; 6 Ingram 47.772s; 7 Gamble 47.795s; 8 Cammish 47.795s; 9 Butcher 47.796s; 10 Rowbottom 47.805s; 11 Shedden 47.863s; 12 Chilton 47.866s; 13 Hand 47.872s; 14 Collard 47.901s; 15 Patterson 47.921s; 16 Lloyd 47.929s; 17 Crees 47.962s; 18 Sutton 47.962s; 19 Thompson 48.000s; 20 Moffat 48.045s; 21 Osborne 48.133s; 22 Plato 48.152s; 23 Jackson 48.159s; 24 Taylor-Smith 48.304s; 25 Edwards 48.350s; 26 Hamilton 48.641s; 27 Butel 48.978s; 28 Parfitt 49.147s; 29 Powell 49.183s.



Morgan shone in qualifying, but gearbox problems meant he missed the second race



Thompson took a career-best third in the final race

GRID RACE 2

Decided by result of Race 1.

RACE 2 (24 LAPS – 28.989 MILES)

1 Cook 21m48.632s; 2 Cammish +0.253s; 3 Butcher +0.932s; 4 Sutton +4.381s; 5 Ingram +7.185s; 6 Shedden +10.086s; 7 Hill +10.384s; 8 Lloyd +10.889s; 9 Gamble +11.965s; 10 Turkington +12.666s; 11 Thompson +13.032s; 12 Chilton +13.558s; 13 Plato +17.570s; 14 Jackson +18.143s; 15 Edwards +18.316s; 16 Taylor-Smith +22.026s; 17 Collard +23.999s; 18 Jelley +24.900s; 19 Butel +25.117s; 20 Osborne +31.305s; 21 Hamilton +38.800s; 22 Parfitt +39.506s; 23 Powell -1 lap; 24 Moffat -3 laps; R Crees 7 laps-accident damage; R Rowbottom 0 laps-accident damage; R Hand 0 laps-accident damage; R Patterson 0 laps-accident damage; NS Morgan gearbox.

Winner's average speed 79.75mph. **Fastest lap** Sutton 52.657s, 82.58mph.

GRID RACE 3

Decided by result of Race 2, with top 12 reversed.

RACE 3 (27 LAPS – 32.613 MILES)

1 Turkington 26m45.566s; 2 Hill +1.181s; 3 Thompson +5.198s; 4 Ingram +5.808s; 5 Butcher +6.186s; 6 Sutton +6.488s; 7 Gamble +7.031s; 8 Cook +8.256s; 9 Lloyd +9.062s; 10 Cammish +9.543s; 11 Shedden +11.783s; 12 Jackson +12.012s; 13 Jelley +12.276s; 14 Morgan +12.336s; 15 Moffat +14.014s; 16 Taylor-Smith +14.777s; 17 Edwards +15.000s; 18 Osborne +15.927s; 19 Butel +16.152s; 20 Collard +17.075s; 21 Hand +17.940s; 22 Rowbottom +18.645s; 23 Patterson +21.977s; 24 Hamilton +25.229s; 25 Powell -1 lap; R Chilton 15 laps-spun off; R Parfitt 13 laps; R Plato 0 laps-accident; NS Crees damage.

Winner's average speed 73.12mph.

Fastest lap Turkington 54.071s, 80.42mph.

CHAMPIONSHIP

1 Ingram 92; 2 Cook 84; 3 Sutton 71; 4 Hill 69; 5 Turkington 69; 6 Shedden 67; 7 Butcher 51; 8 Morgan 46; 9 Gamble 43; 10 Lloyd 42.

NEXT EVENT

THRUXTON 2 JUNE ISSUE

Cook has a stunning record at the Hampshire speedbowl, so don't expect the wins to dry up

INDYCAR INDIANAPOLIS GP

Herta saves, splashes and delivers

The Andretti Autosport driver starred in tricky conditions, while Penske's Will Power moved into the championship lead

DAVID MALSHER-LOPEZ

PHOTOGRAPHY  motorsport
IMAGES



Last Saturday's Grand Prix of Indianapolis started in the damp, turned dry, then damp again, and then properly wet. There were eight caution periods for a total of 31 laps, and these slowed what should have been an 85-lap race whereby it became a two-hour race in which the chequered flag was waved after 75 laps. There were 471 passes – 362 for position – and 142 of these were among the top 10 runners, 44 among the top five. There were 10 lead changes among six leaders, one of whom was Tatiana Calderon and none of whom was the polesitter. Yet despite all this craziness, the winning move came as early as lap two, and the victor led 50 of the 75 laps, despite starting 14th. Colton Herta stood tall among his peers, delivering the first wins of the season for both Honda and Andretti Autosport.

This 14-turn, 2.439-mile road course at Indianapolis Motor Speedway has never been a strong one for Michael Andretti's team, and so Romain Grosjean, Herta,

Alexander Rossi and Devlin DeFrancesco lined up in 10th, 14th, 16th and 17th respectively last weekend, all of them unable to find a good handling balance. The Firestone softer alternate tyres were around one second faster than the primaries, but in the heat and humidity on Friday their drop-off was rapid, so that a second qualifying lap was up to 0.3 seconds slower than the first. It was vital to not have any issues on your flier.

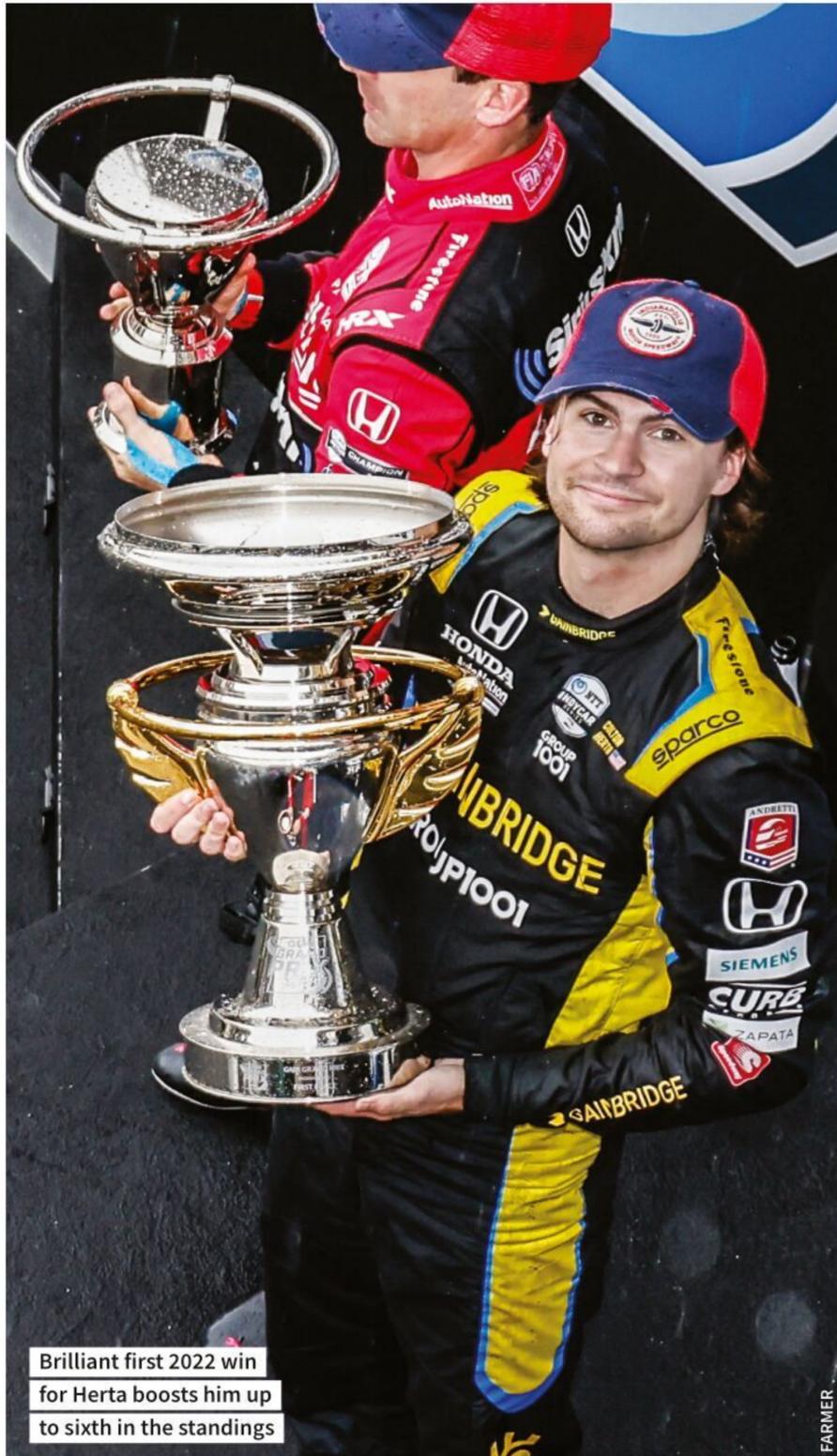
Yet Herta, his race engineer Nathan O'Rourke and the Andretti team worked hard overnight to improve the car's performance in race trim, and in warm-up Herta was fourth fastest. But what could he do from mid-grid?

IndyCar officials, aware that there were storms forecast for Saturday afternoon, initially brought forward the start time but, when lightning in the area halted the Indy Lights race, the GP returned to its original time, and showers in the meantime caused it to be declared a wet race. That meant cars had to start on Firestone's grooved tyres,

but drivers were no longer obliged to run both dry-weather compounds in the race.

As soon as it stopped raining, the track's inherent warmth from earlier in the day and rising ambient temperature meant the surface started drying out rapidly.

At the drop of the green flag, Team Penske's Will Power led from his 64th career pole (and his sixth on the IMS road course) down to Turn 1, holding off fellow front-row starter Alex Palou of Chip Ganassi Racing, and his own team-mate Josef Newgarden. This pair remained in close attendance, carried a tad more speed through the left-right of Turns 5 and 6 onto the back straight, and drew up on either side of Power approaching Turn 7. Palou braked late enough to take the racing line and sweep across the noses of the two Penske drivers into the left-handed Turn 7. Power jinked right to accommodate Newgarden on his inside, but the #2 car ran wide on the exit, compromising the speed of both and allowing the opportunistic Pato O'Ward in the Arrow McLaren SP Dallara-



Brilliant first 2022 win for Herta boosts him up to sixth in the standings

ABBOTT

FARMER

DALY STARS BUT RAISES AEROSCREEN ISSUE

Conor Daly produced the best weekend-long performance of his 85-race IndyCar career in Indianapolis, qualifying fourth and finishing fifth, yet his legitimate-sounding complaints about IndyCar's mandatory aeroscreen in the wet overshadowed his efforts.

This was the first time IndyCars had raced in the wet with the safety device introduced in 2020, and Daly found that the airflow failed to dissipate rain from around the screen's central spar.

"Thankfully, we have a great spotter in Packy Wheeler, who was literally guiding me into Turn 1," he said. "I couldn't see the brake zone or the cars in front of me or the end of the pitwall, but I could look out the side of the aeroscreen, so I was looking right and left to go straight, which was neat!"

"Obviously, we have a lot of data to go through with the series, and I'm sure Jay Frye [IndyCar president] will look at it as well. He hates when I talk about the aeroscreen, but I'm just describing what I saw..."

Daly later added: "Even under yellow, I couldn't see cars in front of me. I had to be guided into pitlane, and that's concerning."

Simon Pagenaud and Will Power suggested the visibility problems were because of spray typically thrown up by open-wheel cars, rather than the aeroscreen itself. But one race engineer who didn't wish to be named told Autosport that he understood Daly's concerns, because his own driver said it was "impossible to describe how little he could see once the rain came down hard". He also suggested a water-repellent coating could be applied to the screen tear-offs.

"Whatever," he concluded, "it's a significant problem and IndyCar is going to need to do something."



FARMER

Chevrolet to pass them both. Power then took advantage of Newgarden's loss of momentum to dive down the inside into Turn 10. They bumped wheels, and a brief foray onto the grass dropped Newgarden to eighth. Just ahead, O'Ward outbraked Palou at Turn 12 for the lead.

At the end of lap two it was an AMSP 1-2, because Felix Rosenqvist had passed both Power and Palou to claim second, but even more significant was what was happening in pitlane: Herta and Takuma Sato of Dale Coyne Racing with Rick Ware Racing came in from 14th and 17th respectively to each grab a set of red slicks.

"Pre-race, we looked at the track and knew it would be ready for dry tyres very soon," said O'Rourke. "We didn't chatter about it much on the radio so we wouldn't tip off the others. Looking at the times from those opening two laps, we thought it was close. The lap we pitted was certainly risky but the call to pit was ultimately up to Colton. Bryan [Herta, Colton's father and strategist] and I would have been more

comfortable waiting another lap – we were nervous about it."

Yet Herta absolutely flew through those first sectors on his slicks tyres, making up huge amounts of ground on his wet-shod rivals, and that triggered most (but not all) to do the same next time by... After just one lap, they were already too late. Such had been the Andretti driver's gains that, when Power rejoined the track with his cold set of slicks, Herta was alongside on his up-to-temp rubber.

He passed the Penske driver and homed in on leader O'Ward and, despite having to save a lurid and long opposite-lock slide through Turn 8, Herta outbraked his former Indy Lights rival into Turn 12 and took the net lead. That became the actual lead a lap later when Rosenqvist, Palou, Grosjean, Scott McLaughlin and Callum Ilott finally stopped praying for rain to return and instead stopped for slicks.

On lap six, Palou made a very rare mistake, spinning across the grass at Turn 10. Although he somehow wheelspun his >>

way ponderously back on track, the car then stalled, causing the first caution of the day.

Nine laps after the restart came the next caution: Sato had passed Newgarden around the outside of Turn 8 and the inside of Turn 9 to claim fifth place, and the Penske driver lost enough momentum that Rossi was able to draw alongside on his outside at Turn 10. The pair banged wheels, Jack Harvey's Rahal Letterman Lanigan car caught up with them both, and Rossi didn't know Harvey was starting to make it three-wide on the inside for Turn 11. He pinched in, Newgarden pinballed between the two aggressors and spun off with two rear wheels toward the apex at Turn 11, and came to a halt with two tyres apparently deflated and some suspension damage.

After the restart, Sato passed Power cleanly for fourth at Turn 1, but further back Rinus VeeKay fell onto the grass,

“In those situations, it's about great driving, followed by brains and old-fashioned gambling!”

rejoined in the path of DeFrancesco, and the pair made hard contact. Another caution.

Herta had easily staved off the two AMSP machines in those restarts but, when all the lead pack made their stops between laps 32 and 34, they suddenly emerged mingling with those who'd gambled with alternative strategies. Up front were Marcus Ericsson, who'd needed a new rear wing after first-lap contact, and Kyle Kirkwood, whose AJ Foyt Racing Dallara-Chevy had already spun/been spun twice.

This pair were brought back into Herta's gunshots by the fourth caution of the day, caused by Dalton Kellett dropping his Foyt car in the sandtrap at Turn 6. But on the lap 41 restart, held as the drizzle started to fall once more, Herta couldn't



immediately displace them because the lapped Scott Dixon (he had run out of fuel trying to push his luck on mileage) lay between himself and Kirkwood. Meanwhile, Herta's mirrors were full of McLaren, for Roseqvist had beaten O'Ward in the pitstop exchange, and O'Ward wanted to right this wrong *and* pass Herta into Turn 1. He completed the former, but not the latter, and spun exiting the corner, wiping off the nose wing of his team-mate's car, which promptly stalled, and sending Sato off into the grass in avoidance.

Following the next restart, Herta quickly moved to the front and lapped Dixon. He started to pull away from his nearest pursuers who, while Power was still recovering from a poor pitstop, were McLaughlin, Harvey and

Grosjean (until he came off worst in a clash with Harvey, which allowed Meyer Shank Racing's Simon Pagenaud, up from 20th on the grid, into third).

When Jimmie Johnson brought out the sixth caution with a spin-and-stall, conveniently in the next pit window, there was major debate – not least in the Herta camp – whether to change to wet tyres or more reds. It had become a timed race, the drizzle obstinately refused to turn to rain, or at least not all around the track, and the dry surface had already torn up the wet rubber of Rossi, who had taken a gamble on an imminent shower. All the leaders went for reds, and McLaughlin's crew got him out ahead of Herta. Then, when the heavy rain finally arrived in earnest two laps later, they all had to return for wets... except McLaughlin and O'Ward, who stayed out on slick tyres.

They swiftly regretted it. McLaughlin had a half-spin down to fifth under caution, while despite having the lapped Johnson between himself and Herta on the restart, O'Ward was defenceless against the Andretti driver into Turn 1. He too then spun down to fourth during the next caution caused by McLaughlin spinning and stalling, and eventually gave up the unequal struggle and pitted.

Over the final four rain-soaked racing laps, Herta pulled clear of Pagenaud, who dropped Power, who drew away from the squabble over fourth between Conor Daly





Poleman Power's lead would not last long but third spot puts him atop the points



Experienced Pagenaud took second from 20th

RESULTS ROUND 5/16, INDIANAPOLIS (USA), 14 MAY (75 LAPS - 182.925 MILES)

POS	DRIVER	TEAM/CAR	TIME
1	Colton Herta (USA)	Andretti Autosport with Curb-Agajanian/Dallara-Honda	2h01m56.3273s
2	Simon Pagenaud (FRA)	Meyer Shank Racing/Dallara-Honda	+3.0983s
3	Will Power (AUS)	Team Penske/Dallara-Chevrolet	+7.1538s
4	Marcus Ericsson (SWE)	Chip Ganassi Racing/Dallara-Honda	+7.8193s
5	Conor Daly (USA)	Ed Carpenter Racing/Dallara-Chevrolet	+9.6535s
6	Felix Rosenqvist (SWE)	Arrow McLaren SP/Dallara-Chevrolet	+11.0949s
7	Takuma Sato (JPN)	Dale Coyne Racing with RWR/Dallara-Honda	+11.5104s
8	Callum Ilott (GBR)	Juncos Hollinger Racing/Dallara-Chevrolet	+11.5105s
9	Christian Lundgaard (DNK)	Rahal Letterman Lanigan Racing/Dallara-Honda	+11.8047s
10	Scott Dixon (NZL)	Chip Ganassi Racing/Dallara-Honda	+13.9916s
11	Alexander Rossi (USA)	Andretti Autosport/Dallara-Honda	+16.7300s
12	David Malukas (USA)	Dale Coyne Racing with HMD/Dallara-Honda	+17.9817s
13	Jack Harvey (GBR)	Rahal Letterman Lanigan Racing/Dallara-Honda	+19.5748s
14	Helio Castroneves (BRA)	Meyer Shank Racing/Dallara-Honda	+24.4881s
15	Tatiana Calderon (COL)	AJ Foyt Enterprises/Dallara-Chevrolet	+31.9259s
16	Graham Rahal (USA)	Rahal Letterman Lanigan Racing/Dallara-Honda	+41.8037s
17	Romain Grosjean (FRA)	Andretti Autosport/Dallara-Honda	-1 lap
18	Alex Palou (ESP)	Chip Ganassi Racing/Dallara-Honda	-1 lap
19	Pato O'Ward (MEX)	Arrow McLaren SP/Dallara-Chevrolet	-1 lap
20	Scott McLaughlin (NZL)	Team Penske/Dallara-Chevrolet	-1 lap
21	Devlin DeFrancesco (CAN)	Andretti Steinbrenner Autosport/Dallara-Honda	-2 laps
22	Jimmie Johnson (USA)	Chip Ganassi Racing/Dallara-Honda	-2 laps
23	Rinus van Kalmthout (NLD)	Ed Carpenter Racing/Dallara-Chevrolet	-2 laps
24	Juan Pablo Montoya (COL)	Arrow McLaren SP/Dallara-Chevrolet	72 laps-accident
25	Josef Newgarden (USA)	Team Penske/Dallara-Chevrolet	-15 laps
26	Kyle Kirkwood (USA)	AJ Foyt Enterprises/Dallara-Chevrolet	53 laps-accident
27	Dalton Kellett (CAN)	AJ Foyt Enterprises/Dallara-Chevrolet	34 laps-accident

Winner's average speed 90.008mph **Fastest lap** Herta 1m11.7415s, 122.389mph

Q3 1 Power 1m09.7664s; 2 Palou 1m09.8090s; 3 Newgarden 1m09.8343s; 4 Daly 1m09.9063s; 5 O'Ward 1m10.0546s; 6 Rosenqvist 1m10.0605s.

Q2 Palou 1m09.4114s; Rosenqvist 1m09.4379s; O'Ward 1m09.4574s; Power 1m09.4905s; Newgarden 1m09.5837s; Daly 1m09.6387s; 7 Ilott 1m09.6530s; 8 Lundgaard 1m09.6594s; 9 Harvey 1m09.6899s; 10 Grosjean 1m09.7100s; 11 McLaughlin 1m09.7847s; 12 Rahal 1m10.2950s.

Q1 - GROUP 1 Power 1m09.5544s; Palou 1m09.5683s; Rosenqvist 1m09.6831s; Newgarden 1m09.7151s; Harvey 1m09.7910s; Grosjean 1m09.8214s; 13 Sato 1m09.8239s; 15 van Kalmthout 1m09.9550s; 17 DeFrancesco 1m10.1306s;

19 Castroneves 1m10.1417s; 21 Dixon 1m10.1694s; 23 Montoya 1m10.7610s; 25 Calderon 1m11.0020s.

Q1 - GROUP 2 O'Ward 1m09.4708s; McLaughlin 1m09.5511s; Lundgaard 1m09.6777s; Ilott 1m09.7025s; Daly 1m09.7210s; Rahal 1m09.7458s; 14 Herta 1m09.8527s; 16 Rossi 1m09.9178s; 18 Ericsson 1m09.9294s; 20 Pagenaud 1m09.9717s; 22 Kirkwood 1m10.1954s; 24 Malukas 1m10.4755s; 26 Kellett 1m10.7187s; 27 Johnson 1m11.4599s.

CHAMPIONSHIP 1 Power 170; 2 Palou 156; 3 McLaughlin 152; 4 Newgarden 140; 5 Dixon 133; 6 Herta 132; 7 O'Ward 126; 8 Ericsson 117; 9 Grosjean 114; 10 van Kalmthout 113.

(who had started a superb fourth), Juan Pablo Montoya in the third AMSP machine, Rosenqvist and Ericsson. Eventually it was Ericsson who emerged on top, and the race ended under caution when Montoya hit a wall.

Even then the drama wasn't quite done, because the unsighted Christian Lundgaard rammed into the impressive Ilott as they cruised to the flag behind Sato.

"It was obviously treacherous at the start but Colton made the right call for slicks and did a great job of keeping it on the track," said an admiring O'Rourke. "He had a huge advantage by having tyre temp when challenging others like Pato, but in those situations, making the right calls is about great driving, followed by equal parts brains and good old-fashioned gambling, because there's no strategy that can work if you don't have pace! Colton was able to do everything for us. Incredible car control in treacherous situations, great pace in the dry running flat-out, and hitting a big fuel number once we got the lead."

It was a truly amazing performance that produced his seventh win. 🏆

NEXT REPORT

106TH INDIANAPOLIS 500
2 JUNE ISSUE

ASP Mercedes of Marciello and Boguslavskiy claimed dominant win in race two. Again



SRO/PECKS

Marciello is Magny-ficent in Mercedes

**GT WORLD CHALLENGE EUROPE
SPRINT CUP
MAGNY-COURS (FRA)
14-15 MAY
ROUND 2/5**

For the second time in as many rounds, Raffaele Marciello and Timur Boguslavskiy took an utterly dominant win in their ASP Mercedes in the GT World Challenge Europe Sprint Cup.

Pole position, fastest lap and victory by leading every lap was about as unequivocal as you could get in race two of the Magny-Cours weekend. And perhaps the most concerning aspect for ASP's rivals was that the result barely looked in doubt throughout the one-hour encounter. "The car was amazing all weekend, and when it's like this it makes everything much easier," said Marciello, who now heads Charles Weerts and Dries Vanthoor by 3.5 points in the overall standings.

But despite this dominance, which followed a similar performance in the second race of the Brands Hatch opener, reigning Sprint Cup champions Weerts and Vanthoor remain firmly in the mix after a victory with their WRT Audi in the opening race. The Belgian duo arrived in France with a three-point deficit to their Merc opposition, and knew they'd have to make inroads early on. They did just that, despite Weerts dropping a



Vanthoor kerbhops first-race-winning WRT Audi

SRO/BOGAERTS

place to third off the rolling start.

The early advantage was held by the polesitting Car Collection Audi of Simon Gachet ahead of the fast-starting Gilles Magnus (Sainteloc Audi). WTCR driver Magnus impressed, but a mistake a Grande Courbe allowed Weerts through into second, and crucially into clean air.

WRT's decision to pit Weerts at the start of the window forced Car Collection's hand, and Gachet came in one lap later. But by the time Christopher Haase took over from Gachet, Vanthoor had done just enough to sneak into the lead, the pair of R8s going side by side at Grande Courbe.

From then on, it was a fairly straightforward affair for Vanthoor, who came home just over three seconds clear of a recovering Marciello. Indeed, had it not been for a significant time loss in the pits for the Mercedes – it lost 3.4s

to the WRT Audi – Marciello could well have bagged a double win.

The Mercedes was fastest in qualifying for the second race, and duly led away from the start with the sister car of Maximilian Gotz in hot pursuit. Further back, it was a nightmare opening salvo for Vanthoor, who started fourth on the grid despite bringing out the red flag in qualifying after a crash at the Nurburgring chicane, and slid into the gravel at Turn 1. The WRT Audi dropped 10 places, but managed to recover to sixth by the end.

Out front, Marciello began to stretch his legs and opened up a lead of over 7s as Gotz fell into the clutches of Christopher Mies (WRT) and Patric Niederhauser (Sainteloc). Both Audis got past the Mercedes, but neither could hold a torch to the unbeatable Marciello, who handed over to Boguslavskiy with 25 minutes remaining. The Russian couldn't match Marciello's pace over a lap, but the Mercedes remained in charge until the end, while Gotz and Jim Pla made it an ASP 1-2 after leapfrogging the Audi of Niederhauser and Aurelien Panis at the end of the pitstop window.

Silver Cup honours went to Sainteloc Junior Team pair Magnus and Nicolas Baert in race one, with AF Corse Ferrari duo Pierre-Alexandre Jean and Ulysse de Pauw taking victory in race two.

STEPHEN BRUNSDON

Prema trio makes it two out of two

EUROPEAN LE MANS SERIES
IMOLA (ITA)
15 MAY
ROUND 2/6

Lorenzo Colombo, Louis Deletraz and Ferdinand Habsburg took Prema Racing's second European Le Mans Series victory in as many starts by winning at Imola.

While their maiden win at the Paul Ricard opener was the result of a controlled performance, Sunday's at a scorching hot Autodromo Internazionale Enzo e Dino Ferrari could not be more different. Colombo, still filling in for the injured Juan Manuel Correa, started the Prema ORECA third but took advantage of a partially empty front row as second-placed TDS Racing was condemned to a pitlane start. On the opening lap, the young Italian made quick work of polesitter Francois Perrodo to take the lead, but was later deemed to have not respected the start formation. This resulted in a drivethrough penalty.

In an unusual sequence of events, that penalty arguably achieved the opposite of the desired effect as Colombo made his trip down pitlane while his LMP2 rivals came in to make their scheduled stops. When he returned to the pits a lap later for his own pitstop, a full-course yellow had been called for a collision between GTE runners Michael Fassbender and Pierre Ehret. This effectively gave Prema a free stop and resulted in a gap of 20 seconds to the second-placed Cool Racing ORECA of Niklas Kruetten.

Sadly for Colombo, it then emerged that he had made another error by crossing the white line at pit exit when he rejoined the track after serving his drivethrough penalty. This resulted in a second enforced trip to the pits. This time, Kruetten was

able to pick up the lead.

Charging, aggressive stints from Habsburg and then Deletraz went some way towards repairing the damage, but it seemed like Cool had the race under control after Yifei Ye had secured the lead with a pass on Panis Racing's Job van Uitert at Rivazza. That was until a late full-course yellow unexpectedly opened the door back up for Prema. Deletraz had not yet made his final stop and so was able to come in under yellow, saving him heaps of time. Deletraz maintained the lead to win, with Tom Gamble, Phil Hanson and Duncan Tappy second in their United Autosports ORECA ahead of Cool trio Ye, Kruetten and Nicolas Lapierre. Racing Team Turkey took its second consecutive LMP2 Pro-Am win with Jack Aitken, Charlie Eastwood and Salih Yoluc by finishing seventh overall.

In the LMP3 class, United took a commanding class victory, with the Ligier of Kay van Berlo and Andrew Bentley assuming the lead in the second hour before going on to finish a lap clear of Cool Ligier trio Antoine Doquin, Jean-Ludovic Foubert and Nicolas Maulini. The Swiss squad recorded a double podium with its sister Ligier headlined by Danish youngster Malthe Jakobsen inheriting third after a late issue for Inter Europol Competition.

Aston Martin recorded a 1-2 in the GTE class with the two Oman Racing with TF Sport entries. The victory went to Marco Sorensen, Ahmad Al Harthy and Sam De Haan, who converted pole to victory with an impressive run by outpacing the sister

car driven by Jonny Adam, Henrique Chaves and John Hartshorne. Spirit of Race completed the podium after Kessel Racing's similar Ferrari was disqualified following post-race scrutineering.

DAVEY EUWEMA

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WEEKEND WINNERS

GT WORLD CHALLENGE EUROPE SPRINT CUP
MAGNY-COURS (FRA)
Race 1 Charles Weerts/Dries Vanthoor
 WRT (Audi R8 LMS GT3 Evo II)
Race 2 Raffaele Marciello/Timur Boguslavskiy
 ASP (Mercedes-AMG GT3)

EUROPEAN LE MANS SERIES
IMOLA (ITA)
LMP2 Lorenzo Colombo/Louis Deletraz/
 Ferdinand Habsburg
 Prema Racing
 (ORECA-Gibson 07)
LMP3 Kay van Berlo/Andrew Bentley
 United Autosports
 (Ligier-Nissan JSP320)
GTE Marco Sorensen/Ahmad Al Harthy/
 Sam De Haan
 TF Sport (Aston Martin Vantage GT3)

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Sorensen 'captained' TF
 Aston trio to GTE win

JEP


Wayne Taylor
Racing Acura beat
similar Meyer Shank
machine to
Mid-Ohio win



DOLE
motorsport
IMAGES

Taylor team wins the Acura IMSA fight again

IMSA SPORTSCAR
MID-OHIO (USA)
15 MAY
ROUND 5/12

For the second successive event, Filipe Albuquerque and Ricky Taylor combined to score a fine IMSA SportsCar Championship victory for Wayne Taylor's Konica Minolta Acura team. And once again they had to work hard to achieve the result.

The nimble Acura ARX-055 of Albuquerque/Taylor and Oliver Jarvis/Tom Blomqvist (Meyer Shank Racing) were perfectly suited to the Mid-Ohio Sports Car Course's undulating parkland setting, as they had been two weeks earlier on the American West Coast at Laguna Seca. But a 10kg weight break under IMSA's Balance of Performance structure gave the Cadillacs a little extra incentive for the fifth round of the DPi machines' 10-race season.

Sebastien Bourdais took advantage of that fact, plus his own prodigious talent, to lay down another impressive qualifying

lap and secure his third pole position of the year on Saturday afternoon. The Frenchman's hopes of ending Acura's streak of four consecutive wins at Mid-Ohio diminished almost immediately after the start when Albuquerque took the lead with an incisive move at the first corner, but Bourdais remained virtually glued to the tail of the WTR Acura before pouncing amid some slower cars at the Keyhole on lap 10 and wresting back the advantage.

The four-time IndyCar champion stretched his lead to as much as six seconds as the DPi leaders constantly worked their way through traffic on the sinuous 2.258-mile track, although the margin came down again after Taylor relieved Albuquerque during the first round of pitstops. Blomqvist, after taking over from Jarvis, also closed in as the second stops loomed shortly before the halfway point in the two hours and 40-minute race.

They were precipitated by the afternoon's only full-course caution (caused by a stranded LMP3 car), which ended with an hour and nine minutes remaining. At that

stage the Chip Ganassi-run Cadillac, now with Renger van der Zande at the wheel, still led from Taylor and Blomqvist. The decisive moment came moments after the restart when Taylor drove deep into Turn 4 at the end of the long, downhill main straight and edged in front as they headed through the Esses. The two cars made light contact a couple of times as they jostled for position, before van der Zande lost control and spun heading into the braking zone for Turn 6.

Job done for Taylor. Or so it seemed. But he still had to deal with the Meyer Shank Acura. Blomqvist set the fastest lap of the race on lap 70 as he heaped the pressure on Taylor, only to fall foul of some traffic just three laps later, which cost him positions to the Cadillacs of Pipo Derani and Earl Bamber.

A good strategic call by the Meyer Shank team invited Blomqvist to make his final pitstop with 49 minutes remaining, three laps earlier than his V8-engined rivals. Blomqvist took advantage of the undercut to regain second but was unable to find a way past Taylor in the closing stages.

Juan Pablo Montoya (Dragonspeed USA ORECA) overcame a penalty for aggressive driving to secure the LMP2 win with Henrik Hedman, while Colin Braun and Jon Bennett took LMP3 honours in their CORE Autosport Ligier after an aggressive fuel-saving strategy. McLaren seemed to have scored its first GTD victory after Jordan Pepper combined fuel-saving with impressive pace to emerge on top with Brendan Iribe and Inception Racing. But the car was found below the minimum weight, handing honours to the Turner Motorsport BMW of veteran Bill Auberlen and Robby Foley.

JEREMY SHAW



Just one day after doing an
IndyCar race, Montoya co-
drove winning LMP2 car

GALSTAD/MOTORSPORT IMAGES

No beating about the Busch

NASCAR CUP
KANSAS SPEEDWAY (USA)
15 MAY
ROUND 13/36

Kurt Busch had to run down two of the NASCAR Cup Series' best drivers – including his younger brother Kyle – in the final laps to come away with Sunday's win. The 2004 champion dominated much of the race in his 23XI Racing Toyota but lost the lead to Busch Jr during a late round of pitstops under caution.

Reigning champion Kyle Larson grabbed the lead from Kyle Busch on the restart with 33 of 267 laps remaining, before Kurt dispatched his brother three laps later. The older Busch patiently made up ground on

Larson and dived inside him in Turn 3 with eight laps to go, and came away with the lead. He edged Larson's Hendrick Motorsports Chevrolet by 1.413 seconds to take the victory, his first of the 2022 season and his first for 23XI.

Busch ended up leading a race-high 116 laps and appeared to have the fastest car. But the vast number of tyre issues and pitroad miscues – not to mention the side-by-side battles with Larson – left the outcome in doubt until the end.

Kyle Busch made it two of the brothers in the top three ahead of Joe Gibbs Racing Toyota team-mates Denny Hamlin, Christopher Bell and Martin Truex Jr, who completed the top six.

Series leader Chase Elliott caused a



caution with 70 laps remaining when he spun off Turn 3, and he was classified in 29th spot, three laps behind.

JIM UTTER



Solid Mercs beat speedy Audis

INTERCONTINENTAL GT CHALLENGE
BATHURST 12 HOUR (AUS)
15 MAY
ROUND 1/4

Jules Gounon, Luca Stolz, Martin Konrad and Kenny Habul combined to win the Bathurst 12 Hour at Mount Panorama in the SunEnergy1 Racing Mercedes.

It was the fleet of factory-backed Audi R8s that led the way during practice and qualifying with a pace advantage that looked almost insurmountable. Audi drivers Kelvin van der Linde and Chaz Mostert didn't help their own cause by staging a thrilling shootout for pole in Saturday evening qualifying, dipping into the 2m02s as the Australian edged his South African team-mate/rival. Their 0.7s seconds margin over the best Mercedes, the SunEnergy1 entry, led to an overnight BoP change of a 20kg swing in favour of the AMG GT3s.

In Sunday's race there was a notable reduction in the margin between the two marques, although the top Audis were still quick enough to win. Instead it was a

range of other issues that took them out of contention. Mostert's entry led early but was undone by an electrical issue and, later, damage to the right-rear. The R8 of van der Linde/Nathanael Berthon/Brad Schumacher was the fastest car in the race, but fell off the lead lap via a two-minute penalty for Schumacher exceeding the maximum driver time by eight minutes. It was a lap they never got back.

That left a trio of Mercedes out front, the SunEnergy1 car ultimately the best of them. The Craft-Bamboo Mercedes of Maro Engel, Daniel Juncadella and Kevin Tse, which missed qualifying due to an engine change, finished second courtesy of a bizarre, and successful, strategy of blasting through the nine compulsory two-minute stops as fast as possible and then outpacing their rivals in the pits.

The Triple Eight Mercedes (Shane van Gisbergen, Broc Feeney and Jefri Ibrahim) finished third after a largely clean day.

ANDREW VAN LEEUWEN

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WEEKEND WINNERS

IMSA SPORTSCAR

MID-OHIO (USA)

- DPI** Ricky Taylor/Filipe Albuquerque
Wayne Taylor Racing (Acura ARX-05)
- LMP2** Juan Pablo Montoya/Henrik Hedman
DragonSpeed (ORECA-Gibson 07)
- LMP3** Colin Braun/Jon Bennett
CORE Autosport (Ligier-Nissan JSP320)
- GTD** Bill Auberlen/Robby Foley
Turner Motorsport (BMW M4 GT3)

NASCAR CUP

KANSAS SPEEDWAY (USA)

Kurt Busch
 23XI Racing (Toyota Camry)

BATHURST 12 HOUR

MOUNT PANORAMA (AUS)

Jules Gounon/Luca Stolz/Martin Konrad/
 Kenny Habul
 SunEnergy1 Racing (Mercedes-AMG GT3)

INDY LIGHTS

INDIANAPOLIS (USA)

- Race 1** Danial Frost
HMD Motorsports
- Race 2** Linus Lundqvist
HMD Motorsports

24H SERIES

HOCKENHEIM 12 HOURS (DEU)

Pierre Kaffer/Elia Erhart/Sven Herberger/
 Michael Doppelmayr
 Phoenix Racing (Audi R8 LMS GT3 Evo II)

V8 STOCK CARS

VELO CITTA (BRA)

- Race 1** Ricardo Zonta
RCM Motorsport (Toyota Corolla)
- Race 2** Matias Rossi
A Mattheis Vogel (Toyota Corolla)



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Bastianini tops volatile MotoGP field in France



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 IMAGES

MOTOGP LE MANS (FRA) 15 MAY ROUND 7/21

With each passing race in this enthralling 2022 MotoGP season, the results seem to become more and more pertinent with a view to the future. This sentiment was blown wide open at the French Grand Prix in the wake of Suzuki's shock announcement that it would be quitting MotoGP at the end of 2022, leaving two of the grid's best performers seeking rides.

The only manufacturer that bombshell seems unlikely to affect is Ducati, whose in-house philosophy in terms of promoting riders to its factory team keeps it (at least in theory) off limits to the rest of the field. Jack Miller's time at the factory Ducati squad, despite his second-place finish at Le Mans,

looks over amid LCR Honda links. Favourites to take his place are Enea Bastianini and Jorge Martin, with Francesco Bagnaia nailed on through to the end of 2024. That Bastianini and Bagnaia emerged as the fastest riders in last Sunday's 27-lap Le Mans race was significant. One is Ducati's number one rider, the other clearly its quickest at the moment aboard his Gresini-run 2021 bike.

Bagnaia took the lead from team-mate Miller on the fourth lap, while Bastianini had worked his way to second by the end of the 12th tour. Both pulled clear of the Australian, and Bastianini mounted pressure on Bagnaia. The latter has proven a tough nut to crack in MotoGP over the past year, his first two wins at Motorland Aragon and Misano in 2021 coming in exceedingly high-pressure situations.

Bastianini and Bagnaia had not battled on track for a victory before last Sunday.

So it was surprising to see Bagnaia run off at the Garage Vert right-hander while trying to defend from Bastianini on lap 21 of 27, after the Gresini rider had come through at the Dunlop chicane, only to run wide at La Chapelle. This gifted Bastianini a lead of around 0.8 seconds as his fellow Italian rejoined the circuit.

Bagnaia's plan was never to immediately close down that deficit, instead just run his pace like he did in his battle with Marc Marquez at Motorland. But he never got that far, the factory Ducati rider surprisingly crashing at the penultimate corner to deal a self-inflicted blow to his title hopes on a difficult day for championship leader and home hero Fabio Quartararo.

Bastianini eased to his third win of 2022 to get himself back into title contention, and also cement his position as favourite to take Miller's seat after Pramac rider Martin crashed for the fifth race in seven.

The day could well have been significant for another reason had it not ultimately been disastrous for Suzuki. Alex Rins made a stonking start from seventh to run in the podium places early on, but suffered a scary crash when he was sucked off track through the fast Turn 2 by Miller's slipstream and ran straight through the gravel to the Dunlop chicane.

Team-mate Joan Mir looked in good stead to still deliver a dream result for a heartbroken Suzuki race team as he matched the leaders on pace while running fourth. But he crashed out on lap 14.



Factory Ducatis lead at the start but would again lose to the older machine



Rins crashed out during bad times for the Suzuki team



Aprilia's Espargaro pipped Quartararo to close in the points

These tumbles put Aleix Espargaro on the Aprilia into third, and offered Quartararo a chance to redeem a home podium after a bad start left him unable to overtake on his underpowered Yamaha. Despite his best efforts, there was nothing he could do to overhaul Espargaro, and fourth, which he admitted flattered to deceive, was the best he could muster as Espargaro cut his championship advantage to four points.

Johann Zarco recovered from a three-place grid drop on his Pramac Ducati to finish fifth, though had it handed to him by Marquez after the struggling Honda rider elected to offer no resistance to avoid the Frenchman making any daring moves. Marquez's finish 15s from the win, with team-mate Pol Espargaro an "angry" 11th and Takaaki Nakagami seventh on his LCR Honda, shows the RC213V is a long way from being a race-winning package.

The same can be said of the 2022 KTM, and Brad Binder was the only one of the marque's stable not to crash. The South African wrestled eighth with half of his aerodynamic package broken off in a clash with Zarco on lap one.

With many facing uncertain MotoGP futures, distant ninths and 10ths for VR46's Luca Marini and Aprilia's Maverick Vinales won't do much to boost their stock in the paddock.

LEWIS DUNCAN

NEXT REPORT

ITALIAN GP
2 JUNE ISSUE

RESULTS ROUND 7/21, LE MANS (FRA), 15 MAY (27 LAPS - 70.212 MILES)

POS	RIDER	TEAM	TIME
1	Enea Bastianini (ITA)	Gresini Ducati	41m34.613s
2	Jack Miller (AUS)	Ducati	+2.718s
3	Aleix Espargaro (ESP)	Aprilia	+4.182s
4	Fabio Quartararo (FRA)	Yamaha	+4.288s
5	Johann Zarco (FRA)	Pramac Ducati	+11.139s
6	Marc Marquez (ESP)	Honda	+15.155s
7	Takaaki Nakagami (JPN)	LCR Honda	+16.680s
8	Brad Binder (ZAF)	KTM	+18.459s
9	Luca Marini (ITA)	VR46 Ducati	+20.541s
10	Maverick Vinales (ESP)	Aprilia	+21.486s
11	Pol Espargaro (ESP)	Honda	+22.707s
12	Marco Bezzecchi (ITA)	VR46 Ducati	+23.408s
13	Fabio Di Giannantonio (ITA)	Gresini Ducati	+26.432s
14	Alex Marquez (ESP)	LCR Honda	+28.710s
15	Franco Morbidelli (ITA)	Yamaha	+29.433s
16	Andrea Dovizioso (ITA)	RNF Yamaha	+38.149s
17	Darryn Binder (ZAF)	RNF Yamaha	+59.748s
R	Miguel Oliveira (PRT)	KTM	24laps-accident
R	Francesco Bagnaia (ITA)	Ducati	20laps-accident
R	Jorge Martin (ESP)	Pramac Ducati	16laps-accident
R	Joan Mir (ESP)	Suzuki	13laps-accident
R	Raul Fernandez (ESP)	Tech3 KTM	6laps-accident
R	Alex Rins (ESP)	Suzuki	5laps-accident damage
R	Remy Gardner (AUS)	Tech3 KTM	3laps-accident

WEEKEND WINNERS

MOTO2

LE MANS (FRA)

Augusto Fernandez (below)
Ajo Motorsport (Kalex)

MOTO3

LE MANS (FRA)

Jaume Masian
Ajo Motorsport (KTM)



Winner's average speed 101.323mph. **Fastest lap** Bagnaia 1m31.778s, 102.002mph.

QUALIFYING 2 1 Bagnaia 1m30.450s; 2 Miller 1m30.519s; 3 A Espargaro 1m30.609s; 4 Quartararo 1m30.688s; 5 Bastianini 1m30.711s; 6 Zarco 1m30.863s; 7 Mir 1m30.943s; 8 Rins 1m30.977s; 9 Martin 1m31.068s; 10 M Marquez 1m31.148s; 11 P Espargaro 1m31.526s; 12 Nakagami 1m31.595s.

QUALIFYING 1 Martin 1m30.804s; Mir 1m30.933s; 13 Bezzecchi 1m30.940s; 14 Vinales 1m31.271s; 15 Marini 1m31.363s; 16 Di Giannantonio 1m31.487s; 17 Oliveira 1m31.547s; 18 B Binder 1m31.610s; 19 Morbidelli 1m31.617s; 20 Dovizioso 1m31.618s; 21 A Marquez 1m31.763s; 22 Gardner 1m31.820s; 23 D Binder 1m32.596s; 24 Fernandez 1m32.767s.

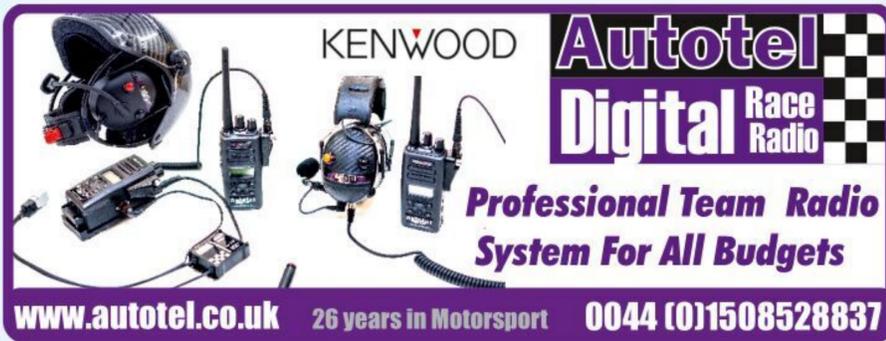
RIDERS' CHAMPIONSHIP 1 Quartararo 102; 2 A Espargaro 98; 3 Bastianini 94; 4 Rins 69; 5 Miller 62; 6 Zarco 62; 7 Bagnaia 56; 8 B Binder 56; 9 Mir 56; 10 M Marquez 54; 11 Oliveira 43; 12 P Espargaro 40; 13 Vinales 33; 14 Nakagami 30; 15 Martin 28; 16 Marini 21; 17 Morbidelli 19; 18 Bezzecchi 19; 19 A Marquez 18; 20 Dovizioso 8; 21 D Binder 6; 22 Di Giannantonio 3; 23 Gardner 3; 24 Fernandez 0; 25 Stefan Bradl 0; 26 Lorenzo Savadori 0.

MANUFACTURERS' CHAMPIONSHIP 1 Ducati 156; 2 Yamaha 102; 3 Aprilia 99; 4 KTM 84; 5 Suzuki 80; 6 Honda 67.



Miller, Bastianini and Espargaro celebrate

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Diffey was a colourful character, racing his Lotus 20 Formula Junior with panache

JEP



JEFF BLOXHAM

Simon Diffey 1964-2022

OBITUARY

The historic racing community is numbed by the death of Simon Diffey, among its most colourful alumni, in a road traffic accident on the A6 near Bedford last Saturday evening. Diffey, 57, driving a vintage Bugatti T13 Brescia, was in an incident involving an ambulance answering an emergency call.

Luton-born Simon lived life to the full and, with his extraordinarily quick mind and (often outrageously irreverent) wit, was an irrepressible character, a natural entertainer. The outpouring of sadness at his passing across social media from around the world speaks volumes.

Raised in a family of printers, through which his professional eye for detail underpinned many club magazines, Diffey learned to drive in his father's

1926 Humber. Passionate about Bugatti and Lotus, his personality and prowess saw him entrusted with a plethora of cars, from hairy pre-war bolides through 1950s' grand prix cars to slicks-and-wings single-seaters.

And the racer in the chequered-banded gold crash helmet pedalled them all with panache. Competing in Richard Collier's Bugatti T51 fulfilled a boyhood dream, as did exercising the Formula 1 Surtees TS9B and F5000 TS8 from Professor John Monson's stable. More recently, racing his pair of famous Lotus FJuniors alongside dentist son George gave him particular pleasure.

A whirlwind force, with a penchant for creating exquisite lapel pins, he helped rivals in need and encouraged newcomers to the sport he loved, from Vintage Sports-Car Club trials

to Goodwood and the Monaco GP Historique, where his wife Sarah was when the tragedy occurred.

Both previously married, Sarah Adams met Simon at the Silverstone Historic Festival 20 years ago. "I fell in love with him at first sight," she said. Having just celebrated their 18th wedding anniversary, ironically work commitments meant this was the first Monaco Simon could not attend.

A liveryman of The Worshipful Company of Coachmakers of the City of London, Simon will be missed in many circles. However you knew him, remember him with a smile and raise a glass because he will have enriched your life. RIP Diffmeister, reunited with brother James (1966-2007), also taken too soon.

MARCUS PYE

Tributes to Legends star Steward

OBITUARY

Tick Steward, the inaugural Legends Cars National champion who went on to win the first Legends world title, has died aged 52 after battling cancer.

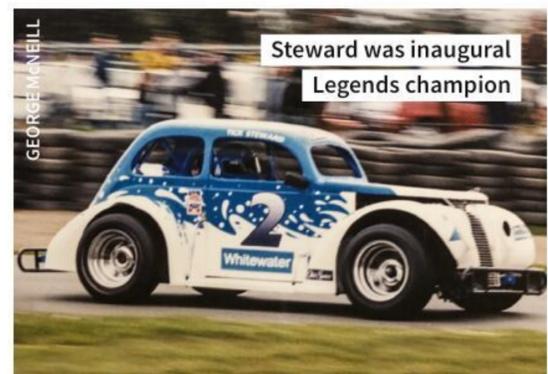
Having already enjoyed considerable success in short oval racing, Steward was the first person to buy a car from Legends series owner Phil Cooper and claimed the 1996 and 1999 titles. Across a four-year period, he took 70 victories from 153 starts.

After an 18-year spell away from

racing, he returned to pilot a Legends car in the Live Action Arena at Autosport International in 2020 alongside stunt driver Terry Grant, who was one of Steward's rivals during the 1990s.

"I can't stress enough what a pivotal role Tick played in the early years of Legends racing here in the UK, he was the first to buy a car from me – showing great commitment to our plans," said Cooper.

"Tick was an incredible driver, fantastic competitor and, most



GEORGE McNEILL

Steward was inaugural Legends champion

importantly, a wonderful person and friend. He will be so very sadly missed, all of us are deeply saddened by this tragic loss."

Tick leaves behind wife Helen and sons Thomas and Harry.

Winners of fully funded F4 drives revealed

BRITISH F4

Monica Boulton Ramos and Deagen Fairclough have won the inaugural ROKiT Racing Star F4 Esports Competition and have each secured six months of training and a funded drive in British Formula 4 for 2023 in Hitech GP-run cars.

Former FIA Single Seater Commission president Bob Fernley worked with ROKiT, ex-Sauber F1 team principal and CEO Monisha Kaltenborn, British F4 organiser Motorsport UK and the University of Bolton's National Centre for Motorsport to determine the winners of the prize.

Qualifying for the finals took place remotely between February and April across five online sim races. Over 1000 entrants were then whittled down to 23 finalists – all aged 14 or 15 – who travelled to Lancashire to race against each other using motion simulators created by Kaltenborn's Racing Unleashed company.

Split into female and male groups, the young contenders competed around a virtual Brands Hatch over a 15-minute qualifying session and two 18-lap races.

In the first female session, Jessica White ousted pre-final favourite Boulton Ramos for pole. But Boulton Ramos took the lead off the line and she was never headed. In the second race, GB4 driver Chloe Grant



Boulton Ramos and Fairclough clinched 2023 British F4 prize drives

snatched the lead from Boulton Ramos around Druids but, with just two laps left, slewed onto the grass at Hawthorn Bend.

Boulton Ramos, whose only real-life racing experience has been in rental karting, slipped past for a second victory and the prize drive. "This has changed my life," she said. "This is the only way I can get into motorsport and racing."

When it came to converting latent pace into heat-of-the-moment composure, it was Fiesta Junior frontrunner Fairclough who set the quickest time in qualifying,

a scant 0.043 seconds ahead of preliminary round pacesetter Dylan Warren.

Fairclough led the first male race throughout. After Warren tried to overtake in the closing stages, Fairclough stood his ground only for his aggressor to run wide into the gravel at Sheene. Fairclough then never looked back in the second race after also leading from the beginning.

"I've been waiting for an amazing opportunity like this," he said. "I can't believe I've won a full season in F4."

THOMAS HARRISON-LORD

Bell in for Stanley in Fox McLaren at Donington

BRITISH GT

Jamie Stanley will be replaced by factory McLaren driver Rob Bell in Fox Motorsport's 720S GT3 for the three-hour British GT race at Donington Park later this month.

Bell will be making his first British GT appearance since Silverstone 2020 because Stanley will be absent to attend his brother's wedding. Stanley will then return to the cockpit alongside GT4 graduate Nick Halstead for the double-header at Snetterton in June.

The pair took third place in the Oulton Park season-

opener, but had first-lap contact at Silverstone last time out that required Halstead to perform a system reset, limiting them to 13th.

"Naturally I'm gutted to have to miss this event,"

said Stanley. "But I made a commitment to my brother on this date before the 2022 British GT calendar was even announced, and there's nothing more important than family."

Bell, who was third in the 2019 British GT standings with Shaun Balfe and won that year at Donington, said: "The grid is as strong as it's ever been in terms of numbers and quality, so it's an exciting time to jump back in."

"I've met Nick a few times and was very impressed to see him on the podium at Oulton Park in his first race in the GT3. I'll be looking to help Fox finish as high up as possible and, seeing what the team has achieved in the first couple of events, there's no reason not to aim high."

JAMES NEWBOLD



Factory driver Bell will partner Halstead

O'Donovan dominates Pembrey British Rallycross meeting

RALLYCROSS

Teenaged Supercar newcomer Patrick O'Donovan dominated the British Rallycross Championship 5 Nations Trophy rounds at Pembrey last weekend to march into the series lead.

Ford Fiesta driver O'Donovan had a turbulent first top-flight event at Lydden Hill, where he finished on the podium in round one but endured issues and mistakes in round two. But he was faultless in Wales in winning both rounds, with the track run in a different direction for the second.

Fastest throughout qualifying and the semi-finals on Saturday, O'Donovan only lost the lead of the final briefly, when he took his joker lap early to cover off reigning champion Derek Tohill. O'Donovan briefly gave up track position to Tristan Ovenden, but he passed the Citroen DS 3 driver later on the same lap to retake the lead. Tohill

finished second with Ovenden third.

Sunday's action was held with the track run in a clockwise direction and O'Donovan again led from the front, while Tohill endured dramas and retirements in every session. After stopping in the semi-final, the Irishman stormed from seventh to second at the opening corner of the final, but retired again. When he exited his joker lap mid-race, he struck the rear of fellow Fiesta driver Julian Godfrey, pulling off a wheel.

The impact also damaged Godfrey's car, and the six-time title winner was caught by Steve Hill on the final tour, 72-year-old Hill passing Godfrey with a corner to go to secure a popular podium result. Godfrey clung onto third, ahead of O'Donovan's father Ollie. The 2007 champion drove his team's Ford Focus on Sunday following technical issues with its new Proton Iriz.

HAL RIDGE



Two wins have netted the points lead for O'Donovan

IN THE HEADLINES

MITCHELL'S SUSPECT ENGINE

Double Mini Challenge winner Jack Mitchell's success at Brands Hatch last weekend remains provisional after an engine seal was found to be missing from his JW Bird Motorsport-run car after race one. He was allowed to complete the rest of the weekend with the engine resealed, winning again in race two, but it will now be sent to builder Damico – at the team's cost – to be inspected.

ROSKELL AND ROUGHEAD WIN

Neil Roskell and Andrew Roughead won the Manx Rally for the first time on Saturday in their Ford Fiesta R5. In a rally of attrition among the leading crews, Roskell belied his limited Isle of Man experience to win by over four minutes after 110 miles of closed-road stages. Out even before the start went the Ford Focus WRC of pre-event favourite Jason Pritchard after a timing belt pulley seized during the shakedown.

MGCC'S MARSHAL DONATION

The MG Car Club presented a donation of £1000 to the British Motorsports Marshals Club during its meeting at Cadwell Park earlier this month. The sum included contributions made by the club's competitors during the 2021 season in recognition of the invaluable service provided by volunteer marshals. The money will be used to assist with marshals' training.

RADUCANU'S GUEST VISIT

US Open tennis champion Emma Raducanu (below) was a guest of Porsche at Brands Hatch last weekend. Raducanu – who grew up in Bromley, just down the road from the Kent circuit, and visited as a child – has a background in motorsport, having competed in motocross when she was younger. She was driven around the track by 2020 Carrera Cup GB champion Harry King and presented the trophies on the race-one podium.



PORSCHE

Fun Cup celebrates 20th birthday

FUN CUP

The Fun Cup Endurance Championship celebrated its 20th anniversary at Croft, with current owner Paul Rose and original UK series boss Grahame Butterworth in attendance.

The concept originated in Belgium before

spreading through Europe, and Butterworth was asked about creating a UK version.

"I was working on the Slick 50 Road Saloons and both that and the Fun Cup used Uniroyal Tyres, so Uniroyal's UK operation asked me to set up a UK series," Butterworth explained. "It took a couple of years to sort out rules with the MSA [governing body], then we launched at Rockingham in 2002 and the first race was at Snetterton in May that year."

Darlington dentist Lance Robson and Phil Leech were the first race winners. The car they campaigned is now raced by Butterworth's son Craig and Ian Wood as GCI Racing, and leads the championship at present.

"I ran the championship for four or five years, having started with 11 cars," Butterworth added. "Paul Rose came in to help on the technical side, as I knew him from Saloons, and then decided to pass it all on to Paul."

PETER SCHERER



Rose (left) and former boss Butterworth

RACHEL BOURNE

Hillman Imp crew aim for 24-hour first

HISTORICS

A team of Hillman Imp drivers is targeting an historic achievement when they contest the new Club 24-Hour race for under two-litre cars at Anglesey later this year.

Multiple Historic Touring Car champions Simon Benoy and Adrian Oliver will head a five-man crew in Benoy's car for September's twice-round-the-clock enduro, with the sole aim of seeing the chequered flag. It is believed that, in doing so, it would be the first time a Hillman Imp – or Imp-derived car – has finished a 24-hour race in Europe.

"I've been around Imps for a long time and I'm not aware of anyone having done it before," said Benoy. "So, obviously, we're going to be fairly sensible about it – keep the revs down a bit and try and prolong everything as long as we can."

"It's my car that we've decided to do it with, provided I can keep it in one piece until then. I'm only going to do a limited programme this year and we're already starting to think about preparing the



Benoy's Imp will undergo modifications ahead of the Anglesey race

STEVE JONES

car for an endurance race because at the moment we only do 40-minute races.

"We're going to fit a heated screen and we need a seat that's adjustable because I'm the smallest driver and I'm 5ft 10in. The others are all over 6ft.

"Instead of the five-speed gearbox I use, which is a bit fiddly, we're going to go for a straight four-speed, just to make less gear changes on the lap. And then we'll have a spare engine and a spare gearbox. We can change them quite quickly – under an hour for the engine."

The team's line-up will be completed by three more Imp specialists. Pre-1966 Touring Car champion James Ibbotson and fellow Classic Touring Car Racing Club regular Michael Loveland will be joined by German driver Nicolas Edel, who contested a six-hour race on the Nurburgring Nordschleife in his own Imp last year.

"We like adventures with Imps," added Benoy. "They're made to be used, not to be polished."

MARK PAULSON

Wainwright shines in one-off March F2 outing

HISTORICS

Experienced engineer Rob Wainwright had a one-off race weekend at Silverstone in the March 762 Formula 2 car owned and run by Keith Bisp.

Rob Wheldon, the regular driver for the 762, was on Praga duty at Snetterton so Bisp offered the drive in the Aurora Trophy was Benn Tilley, who bagged an overall podium in his first race aboard the Formula Atlantic Modus M1 owned

who duly won the first race and chased winner Andrew Smith home in race two.

"I've known Rob from karting and he is a safe pair of hands," said Bisp. "The car has not been out since Oulton Park last August."

Also competing in the Aurora Trophy was Benn Tilley, who bagged an overall podium in his first race aboard the Formula Atlantic Modus M1 owned

by Simon Hadfield. The plan had been for Tilley to race the March 752 Formula 2 car of Rudolf Ernst, but some problems with the March forced them to switch the plan to the Modus.

Tilley drove it for the first time in testing on Friday and now hopes to do more rounds of the Aurora Trophy in either of the two cars.

PAUL LAWRENCE

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Track return of F2 Surtees TS10 proves shortlived

HISTORICS

Fifty years after it was built, and four decades after it last competed, a return to the tracks for the Team Surtees TS10 Formula 2 car constructed for Andrea de Adamich to race between F1 commitments was thwarted by a major engine failure at Silverstone last Saturday.

A sister works entry to European champion Mike Hailwood's, chassis TS10-04 (right) took a best result of fourth on aggregate at Imola in July 1972 in the hands of de Adamich.

Italian March 713 graduate 'Shangri-La' subsequently bought the Surtees and hillclimbed it through 1973 and 1974, finishing fourth at Cesana-Sestriere (Italy) and Mont Ventoux (France) in the final season.

Loaned to Helmuth Koinigg for the early season F2 race at Hockenheim, it reappeared at the same venue in September with Hans



Ex-Andrea de Adamich
Surtees only lasted a
few laps in qualifying

Deffland, who failed to qualify.

After passing through the hands of Gerhard Donnerer and Jurgen Zimmermann, the 11-year-old car was sold to Mario Colombo in 1983. He had it painted in Matchbox Team Surtees colours and hung it on his Swiss apartment wall.

Dean Forward acquired the car in the summer of 2019, whereupon it was craned out of an upper floor window. Post-rebuild, the Surtees had teething problems in Friday testing before its BDG threw a rod on the first lap of Aurora Trophy qualifying last weekend.

MARCUS PYE

Close battles at Mallory as 0.6s separates Snowdon/Perfetti

HRDC

The slenderest of margins decided the outcome of the Classic Alfa Challenge, as the Historic Racing Drivers Club visited Mallory Park last weekend.

Chris Snowdon and Ambrogio Perfetti shared a win apiece on Sunday, having battled hard against each other in both encounters, but on combined results it was Perfetti who took the honours by just 0.597 seconds.

Jamie Boot secured a brace of wins at the

wheel of his TVR Griffith in the Allstars contest for pre-1966 sports, GT and touring cars, having been kept honest by Andrew Somerton's Lotus Elan S1 in the opener.

Michael Cullen also came out on top of both Jack Sears Trophy races, but had to work hard in the sequel to keep the similar Lotus Cortina of Paddy Shovlin behind.

Jeff Smith took victory in both Swiftune Trophy races for pre-1966 historic Minis, each time beating Nick Swift, although the margin for victory in the second race was just under seven tenths.



Snowdon (left) and
Perfetti battled hard
in both Alfa contests

IN THE HEADLINES

SUGDEN TROPHY AT OULTON

The Classic Sports Car Club's Special Saloons and Modsports series will compete for the Tony Sugden Trophy in its guest races at Oulton Park's Gold Cup meeting on 30-31 July. Special Saloons favourite Sugden, who celebrated his 90th birthday at the club's meeting at Thruxton last month, enjoyed particular success at the Cheshire circuit, winning multiple North-West Sports/Saloons titles.

O'BRIEN PASSES AWAY

The racing community was saddened to learn of the death of Julia O'Brien last Wednesday (11 May). Wife of Speedsport and Classic Team Merlyn boss Mike, and hugely supportive mother of McLaren GT and historic racer Michael, she was a popular figure at Silverstone where the businesses have long been based. She had suffered a relapse of cancer having first battled it a decade ago, and Autosport's condolences are with her family and friends.

NICHOLS JUMPS TO F3

Former McLaren Formula 1 designer Steve Nichols has switched to Historic F3 this year with the ex-Peter Hanson one-litre Chevron B17. "I've not done Formula 3 before and it's quite different," said Nichols of the switch from a Formula Ford 2000 Van Diemen RF82. "We've got a few teething problems with the brakes."

UNDERWOOD IN BT5

Geoff Underwood raced his 1963 Brabham BT5 sports-racing car for the first time at Silverstone in the Guards Trophy race. The Lotus twin-cam engined car has returned from Australia and is under the wing of Mike O'Brien's Speedsport team. Formula Junior racer Underwood, who also has the ex-Cam Jackson Brabham BT2, plans to race the BT5 (below) regularly in Guards Trophy races and would love the opportunity to take it to Goodwood.





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Everyone at Todd's Leap Racking & Shelving would like to congratulate Colin Turkington for his excellent pole position and victory at Brands Hatch in the second round of the BTCC.

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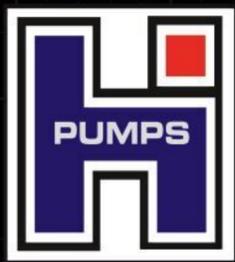
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Werner had no answer to Hall's pace in McLaren M23 in 1973-76 F1 contest

Hall hits the jackpot with double McLaren Monaco Historique win

MONACO HISTORIQUE
ACM
13-15 MAY

Stuart Hall scooped a Formula 1 double with McLaren machinery at the 13th Monaco Historique last Sunday.

Dominant poleman Hall made a poor getaway in the race for cars of the 1966-72 era, allowing the Matra MS120C of Jordon Grogor to lead as far as Tabac. There, Hall sent Roald Goethe's M19A down the inside before heading off into the distance. Grogor then came under pressure from the BRM P153 of ex-F1 racer Esteban Gutierrez. Wearing a Pedro Rodriguez tribute helmet, Gutierrez dropped out with gearbox trouble. Grogor was penalised for a jumped start, handing second to Michael Lyons's Surtees.

Hall also took pole for the 1973-76 race. Roberto Moreno qualified second in a Lola T370 and Le Mans winner Marco Werner was third in a Lotus 76, followed by Lyons (McLaren M26) and Nick Padmore (77).

Moreno moved before the lights went out, checked himself and made a slow start.

As he fell to fourth, Werner chased Hall's M23. Hall weathered Werner's early attack and edged away, though his tenacious pursuer finished just 1.5 seconds adrift. Lyons, Moreno and Padmore battled for third, Lyons holding on and Moreno being demoted to fifth thanks to a 10s penalty.

With poleman Miles Griffiths non-starting his Fittipaldi, Lyons led the 1977-80 contest throughout. Startline contact between Williams drivers David Shaw (FW06) and Mark Hazell (FW07B) helped the Hesketh's cause and left Mike Cantillon's Tyrrell to take a distant second.

The 1981-85 race was a new addition, albeit without the turbocars that dominated the era. Three JPS-liveried Lotuses led the way, Werner (87B) from Lyons (92) and the twin-chassis 88 of Padmore. Werner always looked in command, while a race of incident and penalties helped the versatile Frank Stippler's Alfa Romeo 182 finish fourth.

Another experienced GT racer starred in the pre-1961 front-engined grand prix stanza. Claudia Hurtgen hurled the 1960 Italian GP-winning Ferrari Dino to pole, 0.252s ahead of Tony Wood in the Tec-Mec. Wood was jumped by Joaquin Folch-Rusinol's Lotus 16 at the start but blasted into second at the beginning of lap two.

Wood shadowed the Ferrari but had not been able to get within striking range when Michael Birch's Connaught spun at Antony Noghes and was hit by Marshall Bailey's Lotus. The leading pair made it by, but the trio battling for third – the 16s of Folch-Rusinol and Max Smith-Hilliard, and the Maserati 250F of Guillermo Fierro-Eleta – did not. The ensuing traffic chaos brought out the red flags, Fierro-Eleta awarded third.

Poleman Fred Wakeman (Cooper-Jaguar) kept his nerve in the face of late challenges from Maserati 300S pair Lukas Halusa and

WEEKEND WINNERS

F1 CARS (1966-72)
Stuart Hall (McLaren M19A)

F1 CARS (1973-76)
Stuart Hall (McLaren M23)

F1 CARS (1977-80)
Michael Lyons (Hesketh 308E)

F1 CARS (1981-85)
Marco Werner (Lotus 87B)

PRE-1961 FRONT-ENGINED GP CARS
Claudia Hurtgen (Ferrari 246 Dino)

1952-57 FRONT-ENGINED SPORTSCARS
Fred Wakeman (Cooper-Jaguar T38)

1961-65 REAR-ENGINED F1 AND F2
Joe Colasacco (Ferrari 1512)

PRE-WAR GP CARS AND VOITURETTES
Mark Gillies (ERA R3A)

For full results visit: acm.mc

Fierro-Eleta to top the 1952-57 front-engined sportscars.

Mark Shaw was under pressure from poleman Joe Colasacco's Ferrari 1512 when he carried too much speed into Ste Devote on the penultimate lap of the race for 1961-65 GP cars. A lunge down the inside into the same corner had given Shaw the lead but, with the Lotus 21 in the barriers, Colasacco was left to take victory by 31.1s over Christopher Drake's Cooper.

Mark Gillies (R3A) and Nick Topliss (R4A) formed an all-ERA front row for the pre-war encounter. Topliss swept around the outside to lead into the first corner and the duo left the rest behind. Going onto the penultimate lap, Topliss dived down the inside of Thierry Chanoine at Ste Devote to lap the Riley Dobbs. Contact was made, Topliss retired and Gillies was left to win.

KEVIN TURNER



ALL PHOTOGRAPHY: MICHAEL HOLDEN

TOCA SUPPORTS BRANDS HATCH 14-15 MAY

Reynolds still leads after Junior thrillers

GINETTA JUNIOR

Sophomore drivers Josh Rowledge, Harri Reynolds and Joe Warhurst again showed they are key Ginetta Junior contenders this year at Brands Hatch, but they were challenged by a trio of impressive rookies in three entertaining encounters.

One of those rookies, Luke Watts, grabbed pole for the opener and kept his advantage for the first two laps before Elite Motorsport driver Warhurst got ahead at Druids. But it was far from a comfortable lead, with Watts piling the pressure on into Paddock Hill Bend, only to allow his R Racing team-mate Rowledge to sneak past at Druids.

It was then Rowledge's turn to attack Warhurst, the pair making contact up Hailwoods Hill and Warhurst was forced wide at Druids, losing a handful of places.

A late safety car period threatened to make Rowledge's defence even more tricky but the two-lap restart proved to be a breeze as team-mates Watts and Sonny Smith needlessly tangled at Druids, while Ian Aguilera was also in strife, promoting rookies Kanato Le and Will Macintyre to the rostrum. But there was to be another twist as Rowledge was



later demoted to fourth, behind Warhurst, for the contact, giving Le a maiden win.

Fellow Elite driver Macintyre was another first-time winner in race two, having passed Warhurst at Graham Hill Bend early on. He then pulled clear only for Rowledge to close in during the final stages, a red flag coming to Macintyre's rescue. "It's a bit surreal to win – it's only my third weekend in the car!" he enthused.

Points leader Reynolds was third in that race, and fifth in the opener (having only started ninth), but he was back at the front in the wet finale. He led throughout, building a gap before an early safety car

meant he had to keep a host of chasing drivers at bay – that pack eventually being headed by Aqil Alibhai after he passed Macintyre at Surtees late on.

"I was just trying to soak up the pressure from everyone!" said Reynolds. "I got a bit of a gap and then the safety car didn't help. The track was constantly changing – you didn't know how much speed you could carry into each corner."

But Reynolds mastered those conditions best and, with Rowledge again fourth, he has built a 12-point lead in the standings after another frenetic weekend.

STEPHEN LICKORISH

Kellett proves unstoppable as new G56 era begins

GINETTA GT4 SUPERCUP

Blasting into a lead of 2.5 seconds on the opening lap of the Ginetta GT4 Supercup season. Winning race two despite a faulty clutch. Becoming the first driver to take a hat-trick in the series since 2016. James Kellett was simply superb at Brands Hatch as the championship's new G56 era began.

It all started in qualifying. The Century Motorsport driver only set six laps to grab pole around the short Indy circuit by an impressive 0.36s. Then he stormed clear in the opener, before doing it again following a safety car restart, although he was slightly aided by Elite Motorsport team-mates Josh Rattican and Tom Emson pitting with punctures early on.

Instead, series veteran Reece Somerfield, fresh from a best-ever qualifying of third, took second from Ginetta Junior champion Aston Millar. Race two was also a similar story of Kellett control.

He then had a challenge on his hands, starting sixth for the partially reversed-grid finale. In the wet, he was into fourth on the first tour – "I put my car on the outside and then got stuck in" – and on lap four passed Emson out of Clearways to grab the lead. He again pulled away before he had a scare when the safety car was deployed then, as it pitted, he caught slow backmarkers as the pack had strung out and narrowly avoided hitting them. He defended from Rattican on the restart, with the race soon red-flagged.

"It's unbelievable!" said Kellett. "I can't thank the team enough – we worked hard in the winter to get the car on point."

As first rounds go, it was quite some marker he laid down for the rest.

STEPHEN LICKORISH



Dunne's impressive run ends

BRITISH F4

It was an ominous start to the British Formula 4 weekend. Having dominated at Donington Park, Alex Dunne added another win in the first Brands Hatch race to move onto 96 points – double that of nearest rival Oliver Gray.

But, after that dominant performance – where he was aided by fellow front-row



Ugochukwu survived this moment to head Carlin 1-2-3

starter Aiden Neate stalling – the Hitech GP driver's event took a turn for the worse.

The partially reversed-grid contest was always going to be tricky but it was made all the more difficult when he got stuck in fifth gear and had to pit. But there was further strife in the wet finale as it was Dunne's turn to struggle off the line before spinning at Clearways and then tangling with team-mate Oliver Stewart.

With Dunne out of the picture, it was a chance for others to shine and they included Virtuosi racer Michael Shin, who took his maiden win in race two having always had the edge over the fast-starting Gray.

Then it was McLaren junior Ugo Ugochukwu's turn to triumph, grabbing the race-three lead when Carlin team-mate Gray had a wobble at Clearways, to win with Zak Brown in attendance. Second for Gray means Dunne's lead is now just 15 points, a reminder of how fortunes can change.

STEPHEN LICKORISH

Mitchell grabs a Mini brace

MINI CHALLENGE

Considering it was only a few days before the Mini Challenge season began that Motorbase young driver Jack Mitchell knew he was taking part, he has made an excellent start to the campaign. After taking two podiums at Donington Park, he then won the first two Brands Hatch races before his joy was tempered by a DNF in the finale.

Mitchell led throughout the uneventful opener, while champion Dan Zelos challenged Sam Weller at Druids – a move that ended with the Excelr8 driver instead dropping behind Jason Lockwood.

But things did not get off to a good start for Mitchell in the wet second race

as he fell behind Weller off the line. But, after a long safety car period, Mitchell reclaimed the place on the inside at Surtees. Weller then dropped back further as Zelos and Max Coates got by when he had a half-spin at Clearways.

Mitchell's run of good results was then ended in race three when he pitted from ninth with a misted-up windscreen and then later got clouted by Kenan Dole, in a clash that brought a race, which also had two safety cars, to a premature end.

Coates emerged as the winner having pulled out three impressive lead gaps over Zelos and Alex Denning. Behind, Jack Davidson was classified fifth despite a wild Paddock spin after a wheel failure.

STEPHEN LICKORISH



Two wins for Mitchell were followed by windscreen woes

RACE RESULTS

GINETTA JUNIOR

Race 1 (14 laps) 1 Kanato Le; 2 William Macintyre +0.788s; 3 Joe Warhurst; 4 Josh Rowledge; 5 Harri Reynolds; 6 Maurice Henry. **Fastest lap** Warhurst 57.157s (76.08mph). **Pole** Luke Watts. **Starters** 24.
Race 2 (15 laps) 1 Macintyre; 2 Rowledge +0.165s; 3 Reynolds; 4 Warhurst; 5 Henry; 6 Aqil Alibhai. **FL** Reynolds 56.872s (76.46mph). **P** Warhurst. **S** 24.
Race 3 (18 laps) 1 Reynolds; 2 Alibhai +0.969s; 3 Macintyre; 4 Rowledge; 5 Watts; 6 Warhurst. **FL** Mckenzie Douglass 1m01.545s (70.65mph). **P** Macintyre. **S** 24.
Points 1 Reynolds 178; 2 Rowledge 166; 3 Macintyre 148; 4 Warhurst 144; 5 Le 99; 6 Alibhai 97.

GINETTA GT4 SUPERCUP

Race 1 (19 laps) 1 James Kellett; 2 Reece Somerfield +3.533s; 3 Aston Millar; 4 Henry Dawes; 5 Luke Reade; 6 James Taylor. **FL** Kellett 46.984s (92.55mph). **P** Kellett. **S** 21.
Race 2 (26 laps) 1 Kellett; 2 Millar +8.678s; 3 Somerfield; 4 Dawes; 5 Josh Rattican; 6 Tom Emson. **FL** Rattican 47.034s (92.45mph). **P** Kellett. **S** 21.
Race 3 (16 laps) 1 Kellett; 2 Rattican +0.359s; 3 Millar; 4 Emson; 5 Somerfield; 6 Blake Angliss. **FL** Kellett 53.418s (81.40mph). **P** Emson. **S** 20.
Points 1 Kellett 108; 2 Millar 82; 3 Somerfield 76; 4 Rattican 69; 5 Emson 60; 6 Dawes 38.

BRITISH FORMULA 4

Race 1 (27 laps) 1 Alex Dunne; 2 Joseph Loake +6.656s; 3 Oliver Gray; 4 Ugo Ugochukwu; 5 Michael Shin; 6 Georgi Dimitrov. **FL** Dunne 44.929s (96.78mph). **P** Dunne. **S** 16.
Race 2 (27 laps) 1 Shin; 2 Gray +1.306s; 3 Eduardo Coseteng; 4 Ugochukwu; 5 Loake; 6 Louis Sharp. **FL** Oliver Stewart 44.958s (96.72mph). **P** Shin. **S** 16.
Race 3 (19 laps) 1 Ugochukwu; 2 Gray +5.185s; 3 Sharp; 4 Joel Pearson; 5 Aiden Neate; 6 Shin. **FL** Coseteng 48.698s (89.29mph). **P** Dunne. **S** 16.
Points 1 Dunne 96; 2 Gray 81; 3 Ugochukwu 75; 4 Loake 49; 5 Shin 42; 6 Neate 40.

MINI CHALLENGE

Race 1 (24 laps) 1 Jack Mitchell; 2 Sam Weller +1.745s; 3 Jason Lockwood; 4 Dan Zelos; 5 Alex Denning; 6 Lewis Brown. **FL** Weller 50.502s (86.10mph). **P** Mitchell. **S** 30.
Race 2 (19 laps) 1 Mitchell; 2 Zelos +0.508s; 3 Max Coates; 4 Weller; 5 Denning; 6 Joe Tanner. **FL** Coates 51.722s (84.07mph). **P** Mitchell. **S** 30.
Race 3 (15 laps) 1 Coates; 2 Zelos +2.648s; 3 Denning; 4 Weller; 5 Jack Davidson; 6 Ronan Pearson. **FL** Coates 57.590s (75.50mph). **P** Weller. **S** 30.
Points 1 Weller 258; 2 Mitchell 229; 3 Zelos 219; 4 Lockwood 212; 5 Pearson 211; 6 Coates 199.

PORSCHE CARRERA CUP GB

Race 1 (6 laps) 1 Will Martin; 2 Kiern Jewiss +0.339s; 3 Jack Bartholomew; 4 Gus Burton; 5 William Aspin; 6 Theo Edgerton. **FL** Adam Smalley 52.790s (82.37mph). **P** Martin. **S** 24.
Race 2 (34 laps) 1 Jewiss; 2 Martin +1.024s; 3 Smalley; 4 Edgerton; 5 Matthew Graham; 6 Burton. **FL** Jewiss 51.884s (83.81mph). **P** Edgerton. **S** 24.
Points 1 Jewiss 28; 2 Edgerton 27; 3 Smalley 26; 4 Martin 25; 5 Graham 24; 6 Burton 16.

Martin and Jewiss star in the Brands Hatch rain

PORSCHE CARRERA CUP GB

The pre-season expectation was another close battle for supremacy in the Porsche Carrera Cup GB this year. And that has proved to be the reality as just four points separate the top five drivers in the standings after the opening two events – the arrival of rain having added extra spice to the Brands Hatch contests.

Considering he did not score in the first Donington Park encounter and then only qualified eighth in Kent, it's perhaps a surprise that 2018 British Formula 4 champion Kiern Jewiss leads the way, but he was in inspired form during the races.

While polesitter Will Martin surged clear at the front in race one, Jewiss was on a charge. He was up to fourth by the end of the first lap and quickly closed on the battling Matthew Graham and Adam Smalley. But the contest then turned on its head mid-race when rain arrived and Smalley spun off at Graham Hill Bend.

With the rain intensifying and cars skating off track left, right and centre, the race was red-flagged to allow drivers to switch to wet-weather tyres and a five-minute restart was given.

Given Martin's advantage was more than five seconds at this point, he had mixed views. "I was relieved and annoyed at the same time," he said. "I knew we



Jewiss put in two storming drives in the wet to take a win and a second

were going to have to come in for wets at some point."

Graham went straight on at Druids at the restart, leaving Jewiss to hound Martin but the Richardson Racing driver held firm – "I just had to defend like mad," he said. Graham was later deemed to have jumped the start and Porsche Sprint Challenge GB runner-up Jack Bartholomew was therefore promoted to his maiden podium.

It was very wet by the time of race two but it was the same story for Jewiss as the Team Parker man made a blistering launch from fifth, darting into second before Paddock Hill Bend and then grabbing the

lead when Theo Edgerton skated off at Surtees. He never looked back from there, charging clear and even a mid-race safety car period didn't threaten his bid.

Behind, Smalley – keen to make up for his race-one disappointment – and Martin were making impressive progress, Redline racer Smalley grabbing second from Edgerton at Druids and Martin also getting through when the JTR driver was blocked by backmarkers. But Smalley then ran wide at Paddock, allowing Martin into second to cap off a strong weekend.

STEPHEN LICKORISH

HOW MARTIN IS SEEKING TO MAKE CARRERA CUP EXPERIENCE COUNT

It may seem an odd thing to say about a 19-year-old, but Will Martin is now the elder statesman among the Porsche Carrera Cup GB Pro ranks. OK, he is not in terms of age but, in race starts, he leads the way. Martin is entering his third season in the championship with the Richardson Racing squad this year and feels he is now ready to launch a title bid.



Richardson Racing driver kept the field at bay in race one

The 2019 Ginetta Junior frontrunner demonstrated flashes of pace in the past two campaigns as both he and the team adapted to the competitive championship, one of the most notable examples being when he impressively picked up the pieces to take a maiden series win at Thruxton in 2020 after that year's dominator Harry King suffered a puncture. Martin finished fifth in the standings on both occasions, although was regularly among the intense Dan Cammish/Lorcan Hanafin/King/Kiern Jewiss scraps last year.

But his attempts to hit the ground running with the new Type 992 911 GT3 Cup car at Donington Park last month were thwarted when a disappointing qualifying session was then compounded by striking the chicane's tyre stack in race one, which ruined his weekend. Fortunately for Martin, there were no such troubles at Brands Hatch.

He grabbed his maiden series pole in the opener, leading throughout an "exciting" race in tricky changeable conditions before storming through to second in the partially reversed-grid race two.

Martin says those results are made all the more rewarding because of the quality of the opposition. "Every year, it seems to get stronger and stronger," he explained. "The calibre of driver in the championship is second to none. Through the year, it's going to be about who is the most consistent – we've got to get it all together every weekend."

Despite having more Carrera Cup experience than his rivals, Martin admits that is somewhat negated by the Type 992's introduction. "The new car levels the playing field," he said. "I've only got knowledge of how a Porsche works but, apart from that, it's all brand-new to me. It's very difficult but we've shown we're still in it this weekend."

Martin may be just one of several contenders for this year's crown but his results in Kent have elevated him to fourth in the standings, just three points shy of the summit, and have certainly demonstrated that he is very much in the fight for title honours.

STEPHEN LICKORISH



STEVE JONES

Honours shared as Type R Trophy produces close contests

OULTON PARK
750MC
14 MAY

The Type R Trophy continued its ultra-competitive start to the season with Joe Jessup and Jake Hewlett sharing the victories at Oulton Park.

Jessup had been classified as winner of round two at Croft, but only after on-the-road conqueror Travis Coyne had been excluded, so victory in round three was the first time he had passed the chequered flag first. His win was made at the start, as he surged through from the outside of row two to lead into Old Hall and was never headed thereafter.

That is not to say that it wasn't close, because former Stock Hatch champion Jeff Humphries piled pressure on the leader, while also being threatened by round-one winner Chris Nylan, who briefly got ahead on lap four. Humphries looked set to take second place, though, until a mistake on fading tyres on the

final tour left him a relatively distant third. Dave Fricker's race-long defence of fourth position was negated by a track-limits penalty, elevating Hewlett.

The top 10 were reversed for the race-two grid, and Jessup had made relatively little progress before he was ruled out with a blown fuse. From row two, Mark Dicken took the lead up Clay Hill on the opening lap and managed to cling on for the first seven of the eight laps as Hewlett and Matt Digby took turns to try to find a way through. Ultimately, though, Hewlett went from third to first on the hairpin loop on the final lap to claim his first win, with Dicken second, Daniel Chapman third and Nylan fourth, while Digby fell to sixth.

Sports 1000 continues to be dominated by Richard Webb, who eased to victories by 34.32s and 34.31s respectively in the latest Spire. In the early stages of race two, it looked like reigning double champion Ryan Yarrow might be able to challenge in his self-developed version, but he was frustrated with his own driving after a couple of spins dropped him almost to the back and needing to recover to sixth.

Paul Smith was second in his Mittell, having relieved Colin Chapman's Spire GT320S of the position at Hislop's on lap five of 12. Chapman was chased home by fourth-placed Paul Rogers' Spire GT3S.

In the earlier race, Michael Roots pitted from second position with a clutch issue on his Mittell that would ultimately rule him out of race two. Yarrow was second from Chapman, but only after Smith was demoted to fourth with a 5s track-limits penalty.

Simon Walker-Hansell won both of



STEVE JONES

WEEKEND WINNERS

TYPE R TROPHY

Race 1 Joe Jessup
 Race 2 Jake Hewlett

SPORTS 1000

Races 1 & 2 Richard Webb (Spire RGBR)

BIKESPORTS

Races 1 & 2 Simon Walker-Hansell (Radical SR3)

HISTORIC 750 FORMULA

Scratch race Christian Pedersen (Austin 7)
 Handicap race John Village (Village V2)

BMW CAR CLUB RACING

Races 1 & 2 Graham Crowhurst (E46 M3)

116 TROPHY

Mark Sullivan/Sam Carrington Yates

For full results visit: 750mc.co.uk

the Bikesports races, his first victories in the category. On a day when the Class B SR3s dominated, Walker-Hansell's North Motorsport team-mate Leon Morrell led the first race initially but lost out shortly after a safety car restart. Ashley Hicklin had a spirited drive to third, benefiting when Joe Lock went off at Island on the final tour.

Walker-Hansell was only briefly headed by Doug Carter's PR6 in race two, Carter eventually losing out to Alastair Smart's similar car for the second time that day in the battle for Class A honours. Jack Leese, meanwhile, claimed second overall in his SR3 RS.

Christian Pedersen dominated the Historic 750 Formula scratch race in his methanol-fuelled Austin 7, but barely got past the first corner in the handicap race before pulling off. John Village emerged on top of the later contest in his V2.

IAN SOWMAN

Smith Marches to debut win in ex-Cheever 782

SILVERSTONE
HSCC
14-15 MAY

Andy Smith's Aurora Trophy win, debuting the restored ex-Eddie Cheever Project 4 Racing March-BMW 782-14, opened links with the BRDC International Trophy features at Silverstone, long celebrated by the Historic Sports Car Club. Established in 1949 as a non-championship F1 race, the International Trophy title was commuted to European F2 alternately from 1977, Cheever winning the wet 1979 F2 race in his Osella-BMW.

Awesome in other March machinery including a Formula 2 742, Formula Atlantic 79B and F3 783 in recent seasons, Smith qualified the 782 on pole with a 2m00.340s (109.50mph) after system checks and just five flying laps in Friday testing. Lack of rear brakes hindered his pursuit of Rob Wainwright (ex-Alex Ribeiro March-BMW 762) in Saturday's race, before a loose front wishbone forced retirement. Early leader Marc Campfield (Chevron B24) and Benn Tilley (FA Modus M1) chased Wainwright home.

Smith started Sunday's damp sequel from the back, but led by lap two in Richard Evans's restored machine, and thereafter pulled ever further ahead of Wainwright. The result buoyed the exhausted Evans following "an emotionally draining few weeks" finishing the car – last here with Charlie Kirby in FAtlantic spec – acquired from American Richard Falbo in 2018. After Campfield spun out at Club, and Tilley pitted with clutch problems, Samuel Harrison (Lola T240) claimed third.

At the height of his contemporary career, John Burton raced a Chevron-FVC B21 to second in the 1972 Martini Trophy race's opening leg at Silverstone, and was runner-up to Arturo Merzario and Chris



Craft in the 1972 and 1973 European two-litre championships. Fifty years on, aged 80, Burton howled his Chevron B26 to a Thundersports double.

James Schryver (B26) kept Burton honest on Saturday, as Alex Montgomery wound up fifth in Nick Sleep's Lola T70 Mk3. Sleep led Sunday's race briefly, before Jamie Thwaites (Chevron B19) charged ahead on wets, but the drying track came to slick-shod Burton and Schryver. The Team Gunston trio of Thwaites, Gary Furst (Lola T212) and Simon Watts (B26) made a fine sight, eventually finishing third to fifth.

New to the Historic Sports Car Club roster was the Griffiths Haig Trophy race for drum-braked 1950s sportscars, revisiting the club's roots at Castle Combe in 1966. Ferrari 500 TRC, Alfa Romeo PR3000, Porsche 356A, a special-bodied

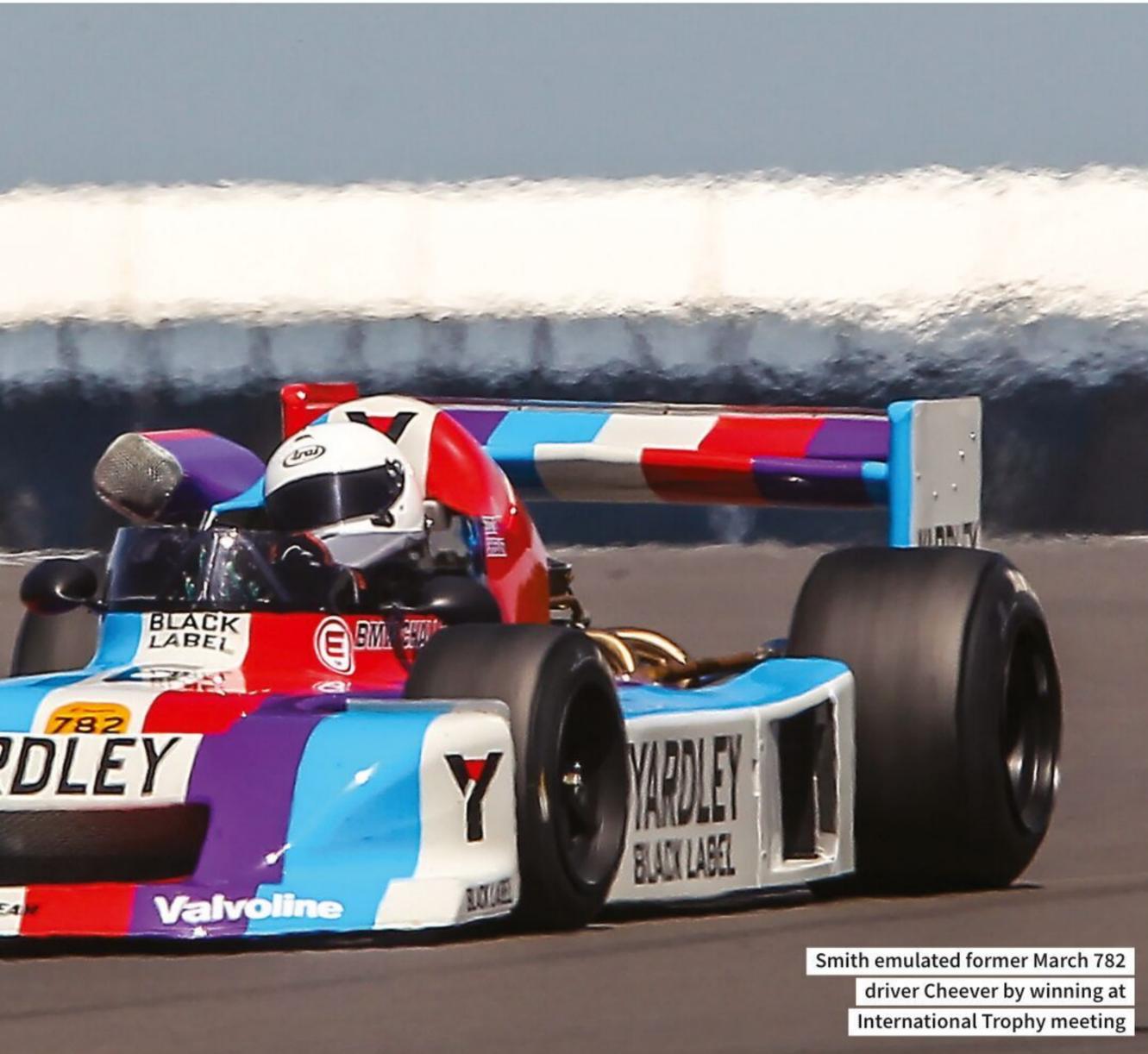
AC Ace and American V8-engined monsters characterised the diverse 14-car field as Montgomery qualified Tim Reid's Lola Mk1 on pole.

But power told come race time, even in gripless conditions. Father-and-son Tim and Oliver Llewellyn won one apiece in their 6.6-litre Cadillac-engined Allard J2. Chris Keen (Kurtis-Chevrolet 500S) was second in the opener, ahead of John Chisholm (Lola Mk1), who was reeled in by James Owen (Elva Mk5). Later, Montgomery, Keen and Tony Bianchi (Allard Farrallac) chased young Llewellyn, whose fuel tank ran dry in the pitlane after the race.

Cam Jackson won both Classic Formula Ford 1600 races, in different cars. Having grabbed Saturday honours by 0.432 seconds from Jordan Harrison (Lola T540E), a heavy landing in the Historic race sidelined his



ALL PHOTOGRAPHY: MICK WALKER



Smith emulated former March 782 driver Cheever by winning at International Trophy meeting

Winkelmann WDF2. Team-mate Simon Toyne thus ceded his Lola T200 and Jackson won from the back in Sunday morning's rain. In his wake, just 0.176s covered brother Dominik (Crossle 20F), Tom McArthur (Merlyn Mk20) and Henry Chart (Van Diemen RF81).

Saturday's Historic FF1600 race was sensational as Cam Jackson, McArthur (Titan Mk4) and Ben Mitchell (Merlyn Mk20) constantly exchanged the lead. When Jackson, third, clipped a front wheel of Michael Richings's lapped Alexis exiting Club and was launched skywards, Sam Harrison (Merlyn Mk20) took his spot in the lead battle. McArthur, Mitchell and Harrison took the chequered flag 0.6s apart.

Despite slipping from first to fourth on lap two, Mitchell aced Sunday's soggy race, beating Harrison and Jamie Vinall-

Meyer (Jamun T3). Vinall-Meyer made contact with McArthur, which sent him airborne at Copse.

Fractions adrift of reigning champion Graham Fennymore in qualifying, Benn Simms dominated Saturday's Historic FF2000 round, finishing way clear of Fennymore, quadruple champion Andy Park and Graham Ridgway. A very late dash to the paddock put Simms at the back on Sunday, but he charged through to second behind Fennymore. Newcomer Ollie Roberts was a strong third.

There was no catching Morgan +8 maestro Will Plant in '70s Road Sports. Jim Dean (Lotus Europa) led the chase initially from John Williams (Porsche 911SC) and triple champion Jeremy Clark (Lotus Elan S4), but Charles Barter hustled his Datsun 240Z swiftly up to second, the resurgent Dean finishing on Barter's tail.

Richard Plant's aspirations of winning Sunday's Historic Road Sports race in the Morgan, now with aero screens, ended in a collision during qualifying. Kevin Kivlochan (AC Cobra), John Davison (Lotus Elan S1) and Peter Garland (Morgan +8) disputed the lead before Davison spun. As often before, Robin Pearce (Morgan +8) demonstrated his mastery of slippery conditions, charging past Garland and Kivlochan for victory. Julian Thomas (Ford Falcon) took concurrent Historic Touring Car honours.

Thomas and Calum Lockie (Shelby



Plant guided his Morgan +8 to '70s Road Sports victory

WEEKEND WINNERS

AURORA & GEOFF LEES TROPHY

Race 1 Rob Wainwright (March-BMW 762)

Race 2 Andy Smith (March-BMW 782)

THUNDERSPORTS

Races 1 & 2 John Burton (Chevron-BDG B26, below)

GRIFFITHS HAIG TROPHY

Race 1 Tim Llewellyn (Allard-Cadillac J2)

Race 2 Oliver Llewellyn (Allard-Cadillac J2)

CLASSIC FF1600/HISTORIC F3

Race 1 Cam Jackson (Winkelmann WDF2)

Race 2 Cam Jackson (Lola T200)

HISTORIC FF1600

Race 1 Tom McArthur (Titan Mk4)

Race 2 Ben Mitchell (Merlyn Mk20)

HISTORIC FF2000

Race 1 Benn Simms (Reynard SF77)

Race 2 Graham Fennymore (Reynard SF81)

'70s ROAD SPORTS/'80s SPORTS & GT

Will Plant (Morgan +8)

HISTORIC ROAD SPORTS/TOURING CARS

Robin Pearce (Morgan +8)

MASTERS GENTLEMEN DRIVERS

Julian Thomas/Calum Lockie

(Shelby Daytona Cobra)

GUARDS TROPHY

Julian Thomas (Chevron-BMW B8)



For full results visit: tsl-timing.com

Daytona Cobra) won Saturday's Masters Gentlemen Drivers' mini-enduro, a late stop-and-go dropping Mike Whitaker (TVR Griffith) to fifth. The race was curtailed with the Cobra of Hong Kong's Philip Kadoorie in the gravel at Stowe after spinning when its oil filter seal popped. Graeme and James Dodd (Jaguar E-type) and John Davison (TVR Griffith) completed the podium.

Thomas (Chevron B8) soloed to Guards Trophy victory, with top qualifier Cam Jackson (Lenham) closing in after a stop-and-go for a short pitstop when dad Simon relayed. Westie and Sam Mitchell (B8) were third, with ninth-placed Peter Thompson (TVR Griffith) best of the GTs.

MARCUS PYE



Perry shone aboard Austin-Healey Sprite on his first visit to Anglesey circuit

Perfect Perry bags the double in Swinging Sixties

ANGLESEY
CSCC
14-15 MAY

On his first appearance at the circuit, Richard Perry was one of only two double winners as the Classic Sports Car Club visited the spectacular scenery of Anglesey.

Experienced 'Spridget' racer Perry initially struggled to master the Coastal layout and qualified his Austin-Healey Sprite 12th for Saturday's 30-minute Swinging Sixties Group 1 race, for smaller-engined cars. He had risen to fifth by the time the pitstop sequence started, and searing pace allied to the quickest stop – aided by new seatbelts with easier buckles – elevated him into the lead before the race was brought to a conclusion under Code 60 conditions.

Simon Benoy (Hillman Imp) and Sam Polley (Mini Marcos) had been trading the lead, with Abigail Whitt (MG Midget) in close attendance, but Benoy dropped to fifth after an excursion avoiding a spinner and Polley sixth courtesy of a 30-second success

penalty. A slower stop as Whitt relayed father Ian contributed to the pair slipping to third behind Tim Cairns's Turner Mk2.

Among a closely contested top half-dozen in Sunday's 40-minute race, Benoy succumbed to a suspected input shaft failure and Polley holed his gearbox. Spins on oil for Whitt Jr and Rob Sinclair, in the Nik Aveyard-started Midget, further helped Perry. After serving his 30s success penalty, he only had to overhaul Cairns and the Charles Tippet/Claire Norman BMW 2002 Ti to clinch a second victory.

Oliver Smith also bagged a brace when his BMW M3 E36 claimed a Modern Classics double. Smith pursued Stuart Daburn's TVR Tuscan in the opener, and benefited from Daburn's 10s success penalty to claim a 7s win.

Daburn led Sunday's rematch until he clashed with an errant backmarker. That cleared the way for Smith's second success, after withstanding pressure from Matt Holben's Tuscan. Holben had a quick spin but held second from Mark Chilton's

Porsche 928, which twice took concurrent Future Classics honours in third overall, assisted by series rules allowing for shorter pitstops than in Modern Classics.

More E36 M3 honours came via Mark Smith's Evo version in New Millennium. Daniel Petters's 997-shape Porsche 911 GT3 Cup, previously raced by Smith himself in the GT Cup, may have had the legs but could not make its tyres last.

When Petters pulled up in the opener, it gave Smith a clear run to an Amspeed 1-2 with Tom Houlbrook, albeit sandwiching Open Series winner Daburn's TVR. With Daburn sidelined, Petters starting from the back and dropping out again, and Smith hit with a success penalty, Harry Petch teamed up with dad Chris for Sunday's win in their Ginetta G50.

Thruxton winner Adam Brown twice came agonisingly close to overcoming his 30s success penalty in Tin Tops. Rob Phillips's Honda Civic denied Brown's fast-closing Ford Fiesta ST Mk6 by 0.662s in Saturday's race for a maiden victory, but non-started Sunday's sequel due to a steering problem.

Brown then got even closer to overhauling John Ridgeon in the Renault Clio 182 started by Stephen Reynolds, losing out to the first-time winners, who were third in race one, by just 0.257s despite suffering a vibration in the closing stages.

Phill Briggs (SEAT Leon) was a comfortable victor in Turbo Tin Tops on Saturday but Andy Baylie's improved pace, combined with Briggs's resultant success penalty, brought his Ford Fiesta ST Mk7 its first win on Sunday.

John Hammersley (Volkswagen Scirocco), second in race one, slipped to fourth behind Andrew Marson's Abarth a day later after



Brown nearly overcame his success penalties in both Tin Top races

ALL PHOTOGRAPHY: STEVE JONES

WEEKEND WINNERS

SWINGING SIXTIES (GROUP 1)

Races 1 & 2 Richard Perry (Austin-Healey Sprite)

MODERN CLASSICS/FUTURE CLASSICS '80s

Races 1 & 2 Oliver Smith (BMW M3 E36)

NEW MILLENNIUM/OPEN SERIES

Race 1 Mark Smith (BMW M3 E36 Evo)

Race 2 Harry Petch/Chris Petch (Ginetta G50)

TIN TOPS

Race 1 Rob Phillips (Honda Civic)

Race 2 Stephen Reynolds/John Ridgeon (Renault Clio 182)

TURBO TIN TOPS

Race 1 Phill Briggs (SEAT Leon)

Race 2 Andy Baylie (Ford Fiesta ST)

SWINGING SIXTIES (GROUP 2)/FUTURE CLASSICS '70s

Race 1 Stephen Pickering (Sunbeam Tiger)

Race 2 Jamie Keevill (Lotus Elan S2)

MAGNIFICENT SEVENS

Race 1 Tim Davis (Caterham C400)

Race 2 David Watson (Spire RB7, below)



For full results visit: tsl-timing.com

an assault from the brakeless Adam Chamberlain/Scott Carruthers Vauxhall Astra VXR. The pairing had been similarly afflicted while Briggs's closest challenger during the opener.

Jamie Keevill's Lotus Elan S2 charged from the back of the grid to take a commanding victory in Sunday's Swinging Sixties Group 2 race, having been denied on Saturday by sheared wheelnuts. Geoff Beale's Future Classics Talbot Sunbeam Lotus was Keevill's only challenger in the opener but lost the win to a pitlane-speeding penalty. Stephen Pickering inherited victory with his Sunbeam Tiger from Jonathan Crayston (Elan S4) and double podium finishers Jon Wolfe/David Thompson (TVR Tuscan).

Only an unsafe-pitstop-release penalty prevented Spire runner David Watson claiming a Magnificent Sevens double. Tim Davis's Caterham C400 kept in touch throughout the opener and inherited victory, but dropped off in the longer race.

MARK PAULSON



A DASH OF ITALIAN Ex-rally driver Nick Edmond imported his rare Alfa Romeo Junior Zagato as a bare shell from Germany and has spent years sourcing parts to get it on track, where it suffered an engine oil seal failure at Anglesey in September. Styled by Milanese coachbuilder Zagato, the 1300cc coupe is overweight and underpowered compared with the MG Midgets and Austin-Healey Sprites in its class, but it added Italian flair to the Swinging Sixties grid as Edmond recorded its first finish.



HAVING A BLAST "I thought, 'Wouldn't it be nice to have something that's completely different?'" Christian Douglas, more commonly seen in TVR machinery, was tempted to race an Ariel Atom after enjoying his trackday version. Built for sprinting by hillclimb specialist DJ Racing, this model weighs 780kg and pushes out 400bhp from its Honda K20 motor. Having converted it to race-spec, Douglas is now seeking elusive reliability. "It's just working out all the little gremlins," he said.



RACING RUNS IN THE FAMILY Pairing up with your dad is relatively common in two-driver races – there were three father-and-daughter duos in Swinging Sixties alone at Anglesey. But David McDonald and 20-year-old Bailey Frost have skipped a generation. Frost is McDonald's grandson and made only his third and fourth race starts at Anglesey. "I quite enjoyed that and I was faster than my grandad!" smiled Frost. The duo took McDonald's Triumph TR6 to third in class in Sunday's Group 2 race.

Sapra bags the hat-trick with help from Bransom in Britcar

SNETTERTON
BARC
14-15 MAY

Jasver Sapra capped a busy weekend with a hat-trick of wins during the British Automobile Racing Club's visit to Snetterton. After winning Saturday's Snetterton Saloons contest in his BMW M3 ahead of the Ginetta G56A shared by Mark Lee and Owen Hizzey, Sapra then triumphed in both of Sunday's Britcar Trophy races alongside Bryan Bransom.

It was another M3 that led most of the opening Britcar race, with invitational entrant Niall Bradley building a 20-second advantage. Sapra closed to within 4s towards the end of the

50-minute encounter and inherited victory at the flag when Bradley received a 155s penalty for making his mandatory stop outside of the permitted window, before being excluded for failing to submit a Britcar Endurance Performance Indicator (BEPI). Lee and Hizzey took second, despite Lee losing time by pitting prematurely and having to stop again.

A failed overtaking attempt into Murrays at the start of race two left Hizzey off the road with Sapra having to take avoiding action, which allowed the Ginetta G56s of Hizzey's SVG Motorsport teammate Ian Astley and Datum Motorsport's Axel van Norderveen to profit by moving into first and second. Hizzey's race then ended while running third, with brake failure spinning him off the track at Riches.

After taking over from Astley, Neil Wallace kept in front until 10 minutes from the end, when he was passed by van Norderveen into Oggies. Bransom followed into second a few corners later, having recovered from his and Sapra's 15s success penalty. He then took the lead when van Norderveen was caught out by light rain in the final laps and dropped to second.

Sapra was also in action in the first of two Kumho BMW races but retired early on. James Card took victory by 1.5s ahead



of Jason West, who was again runner-up by a similar margin in the second race behind Niall Bradley.

Lucky Khera took his second British Endurance Championship victory of the season after switching from the Lamborghini Huracan he raced at the opening round for a McLaren 720S GT3 alongside pro GT racer Euan Hankey.

Khera led the first 40 minutes of the three-hour enduro, building almost a 10s advantage over invitational entrant John Dhillon, who had moved past Wayne Marrs's Mercedes-AMG GT3 and Stephen



Hall/Mittell inherited
 Praga Cup race-one win

RICHARD STYLES

Delight for Dempsey after successful weekend

CROFT
BRSCC
14-15 MAY

Jordan Dempsey made it two wins from three races in the National Formula Ford Championship last weekend at Croft.

The opening race of the event was red-flagged in dramatic circumstances, after Lucas Romanek's Van Diemen JL13 and Jamie Sharp's Medina Sport JL17 clashed at the Jim Clark Esses. The pair had battled hard throughout, but Sharp was a little too

close on lap 10 and touched Romanek's rear wheel, which sent him into a roll. From a solitary third, Dempsey (Spectrum 011) was declared the winner, with Colin Queen and Morgan Quinn completing the podium.

Dempsey and Queen made an early break in the second race, but gradually Dempsey consolidated his advantage. Queen's Ray GR18 was left a lonely second, with Andre Lafond (Ray) just holding onto third after a three-way battle with the Van Diemens of Brandon McCaughan and Quinn.

Once Sharp and Queen had seen off

polesitter Ben Cochran's DB21 in race three, Queen waited patiently before making the decisive move on the last lap. Dempsey was third having closed considerably on the leading pair, and finished just 0.6 seconds adrift of a third win.

Reigning Fun Cup Endurance champions, the UVio/Hofmann's Lotus crew of Scott Fitzgerald and Fabio Randaccio, returned to the top of the podium after a four-hour battle with GCI Racing's Craig Butterworth, Grahame Butterworth and Ian Wood. The winning margin was just over 19 seconds, with Team Viking's Mark Holme and Teddy Wilson a distant third. EDF's Vlad Vassiliev and Matt Dorkings completed the top four, after PLR pair Neil Plimmer and Ben Pitch suffered a late crankshaft breakage.

Alastair Kellett proved to be the man to beat in the Fiesta Championship, taking a lights-to-flag win in a processional opener from Jenson Brickley and Simon Horrobin. It was Kellett from Brickley again in the second race, with Rob Smith and John Cooper third and fourth throughout.

Horrobin and Cooper clashed at the



Dempsey took two wins
 and a further podium

RACHEL BOURNE



BMW M3 duo took the spoils in both Britcar Trophy races

RICHARD STYLES

Tomkins's Aston Martin Vulcan early on.

But a one-minute stop/go penalty for refuelling during a safety-car period left Hankey down in third after taking over from Khera. Dhillon and co-driver Andrea Amici held a one-lap lead at the halfway stage, before their Lamborghini was forced into retirement with a differential issue. That left the Marrs and Tom Jackson pairing in front, but Jackson was unable to resist a charge from Hankey, who snatched the lead into Brundle.

Gordie Mutch and Jimmy Broadbent were the class of the Praga Cup field,

taking two on-the-road victories, but boost issues meant they were stripped of the first of those wins. The further exclusion of runners-up Matt Bell and Rob Wheldon handed points leaders Charles Hall and Scott Mittell their second triumph of the season.

Bell and Wheldon led race two, but a penalty for breaching the minimum mandatory pitstop time meant they had to settle for second behind Broadbent and Mutch, with Jay Morton and Ben Collins in third.

STEVE WHITFIELD



Reigning Fun Cup champions UVio won

RACHEL BOURNE

Hairpin on lap three of the restarted finale and, as Brickley went for the gap on the inside, he was collected by Horrobin. Despite this, Brickley still led but had to pit with a puncture, leaving David Nye to head home Smith and Jamie Going.

There was a double Fiesta Junior win for Sid Smith, who soon consolidated his opening-lap race-one lead. Albert Webster headed the chase from lap three after ousting Ben Mulryan. Thomas Jack Lee was excluded from third after scrutineering, handing the place back to Mulryan.

Webster managed to hold off Smith for six laps before his defence was finally

breached in race two. Luke Hilton had closed too and snatched second on the last tour.

With such a large Northern Saloon & Sports Car entry, the field was split into two sections. Jon Woolfitt's Spire GT-R comfortably won both Group A races, the first from Matt Cobb's VW Beetle and the second from the BMW M3 of Paul Brydon, when Cobb retired just after taking the lead.

In Group B, Mike Williamson's Mitsubishi Lancer E4 was also a double winner, followed home by Kirk Armitage's BMW M3 and Lotus Exige racer Alan Gibson each time.

PETER SCHERER

WEEKEND WINNERS



SNETTERTON

SNETTERTON SALOONS

Jasver Sapra (BMW M3 E46)

BRITCAR TROPHY

Races 1 & 2 Jasver Sapra/Bryan Bransom (BMW M3 E46)

KUMHO BMWs

Race 1 James Card (M3 E46)

Race 2 Niall Bradley (M3 E46)

BRITISH ENDURANCE CHAMPIONSHIP

Lucky Khera/Euan Hankey (McLaren 720S GT3, above)

PRAGA CUP

Race 1 Charles Hall/Scott Mittell

Race 2 Jimmy Broadbent/Gordie Mutch

HYUNDAI COUPE CUP

Races 1 & 2 Alistair Dendy

JUNIOR SALOON CAR CHAMPIONSHIP

Races 1 & 2 Harry Hickton

CROFT

NATIONAL FORMULA FORD

Races 1 & 2 Jordan Dempsey (Spectrum 011)

Race 3 Colin Queen (Ray GR18)

FUN CUP ENDURANCE

UVio Hofmann's Lotus (Scott Fitzgerald/Fabio Randaccio)

FIESTA CHAMPIONSHIP

Races 1 & 2 Alastair Kellett (below)

Race 3 David Nye

FIESTA JUNIORS

Races 1 & 2 Sid Smith

NORTHERN SALOON & SPORTS CARS

Races 1 & 3 Jon Woolfitt (Spire GT-R)

Races 2 & 4 Mike Williamson (Mitsubishi Lancer E4)



RACHEL BOURNE

For full results visit: tsl-timing.com

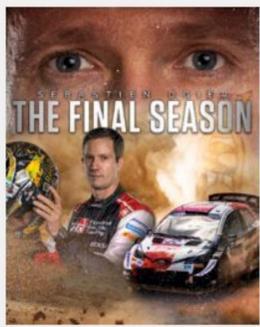
FINISHING STRAIGHT



Sebastien Ogier let's fly about his dramatic and hugely successful rally career in new documentary

MCKLEIN
motorsport
IMAGES

Inside the mind of a WRC legend



DOCUMENTARY SEBASTIEN OGIER – THE FINAL SEASON

Few can be more deserving of a modern-day motorsport biopic than eight-time

World Rally Champion Sebastien Ogier.

Starting from humble beginnings, the Frenchman has developed into one of motorsport's finest drivers, dominating the pinnacle of rallying for more than a decade before bowing out of the sport on a full-time basis in style, wrapping up an eighth world title last year.

Formula 1 and MotoGP have recently received the documentary treatment through Netflix's acclaimed *Drive to Survive* and Amazon Prime's *MotoGP Unlimited* series, and now the WRC can join the party with the release today (Thursday 19 May) of *Sebastien Ogier – The Final Season*, through Red Bull TV.

Produced by Red Bull Media House and directed by Vanessa Dumont and Nicolas Davenel, this 80-minute candid insight into Ogier follows the Frenchman through his 2021 campaign – the last full WRC season of his career.

This behind-the-scenes journey is peppered by an in-depth retracing of his entire career beginning with footage of an eight year-old Ogier receiving a go-kart and harbouring early dreams to follow in the footsteps of his idol, Ayrton Senna. Ogier explains how financial realities led to a career in rallying, where he climbed the junior ranks to the WRC.

“I was very critical about many details to keep it as accurate as possible, but it is always a challenge to fit 15 years of a career into an hour and 20 minutes,” Ogier tells Autosport of the documentary. “But I’m very happy with it.”

“If you look at Formula 1 and Netflix it was very important [for raising the profile of the sport]. I hope it can in one way help rallying a bit.”

The film also offers fresh insight into the rivalry with former Citroen team-mate Sebastien Loeb during a controversial 2011 season that created headlines, when Ogier defied team orders to hold second position at Rally Germany, eventually resulting in him overhauling Loeb for the win.

That incident led to a career-defining moment to leave Citroen and spend a year on the sidelines developing Volkswagen's Polo WRC car that ultimately guided Ogier to four consecutive titles from 2013-16.

“I think 2011 in the documentary looked like it was a difficult year, but in the end it was probably one of the years I learned the most,” he adds. “It is also what made me into a strong competitor as I hated losing so much, I was doing everything not to be

in this position. In many ways I’m a different man now from where I started my career, but most importantly I’m happy.”

Adding context and further emotion to Ogier's career, the documentary features carefully chosen archive footage and exclusive interviews with nine-time champion Loeb, four-time champion Tommi Makinen, and instrumental career figures such as Carlos Sainz, who helped convince him to join Volkswagen. M-Sport boss Malcolm Wilson, who brought him to the Ford outfit where he claimed back-to-back titles in 2017 and 2018, offers his thoughts on Ogier too.

“When I see Malcolm so emotional talking about the [Rally GB 2017] moment [when I won the title, the team won the constructors' and team-mate Elfyn Evans won the rally] I also had tears in my eye watching that,” Ogier adds.

Contemporary rivals in Ott Tanak, Elfyn Evans, Thierry Neuville and former rival-turned Toyota team boss Jari-Matti Latvala also offer their thoughts on what makes the 38-year-old one of the WRC's greatest drivers.

Ogier talks openly throughout, providing a window into the inner sanctum of his 2021 season, highlighting his meticulous preparations and next-level fitness training, and how he and co-driver Julien Ingrassia made their all-important pacenotes. What is also evident is his transformation into a family man that ultimately has resulted in him calling time on his full-time career.

It's rare to witness such a behind-the-scenes trip into the WRC and the life of a true modern great, which ensures this documentary will stand out from the pack.

TOM HOWARD



SUTTON/MOTORSPORT IMAGES

Ogier and Loeb were main rivals in the past

WHAT'S ON

INTERNATIONAL MOTORSPORT

Spanish Grand Prix

Formula 1 World Championship
Round 6/23

Barcelona, Spain

22 May

TV Live

Sky Sports F1, Sun 1355

TV Highlights

Sky Sports F1, Sun 1800;
Channel 4, Sun 1830

Rally Portugal

World Rally Championship
Round 4/13

Porto, Portugal

19-22 May

TV Live

BT Sport 2, Thu 1900;

BT Sport 3, Fri 1900;

BT Sport 2, Sat 0730;

BT Sport ESPN, Sat 1430;

BT Sport 2, Sun 0830,
Sun 1200

TV Highlights

BT Sport 3, Sat 0000,

Sun 0030, Sun 2145;

Red Bull TV, Fri 2100,

Sat 2100, Sun 2100;

ITV4, Wed 2000

FIA Formula 2

Round 4/13

Barcelona, Spain

21-22 May

TV Live

Sky Sports F1, Sat 1635,

Sun 1035

FIA Formula 3

Round 3/9

Barcelona, Spain

21-22 May

TV Live

Sky Sports F1, Sat 0955,

Sun 0900

W Series

Round 2/8

Barcelona, Spain

21 May

TV Live

Sky Sports F1, Sat 1320

DTM

Round 2/8

Lausitzring, Germany

21-22 May

TV Live

BT Sport ESPN,

Sat 1215, Sun 1215

DTM Trophy

Round 1/7

Lausitzring, Germany

21-22 May

TV Livestream on

Motorsport.tv, Sat 1405,

Sun 1405,

TV Live

BT Sport Extra 3, Sat 1400

ADAC GT Masters

Round 2/7

Red Bull Ring, Austria

21-22 May

TV Livestream on

Motorsport.tv, Sat 0745,

Sat 1200, Sun 0745,

Sun 1200

International GT Open

Round 2/7

Paul Ricard, France

21-22 May

Euroformula Open

Round 3/9

Paul Ricard, France

21-22 May

Australian Supercars

Round 5/13

Benalla, Australia

21-22 May

TV Live

BT Sport 3, Sat 0630;

BT Sport 2, Sun 0330,

Sun 0615

Super Formula

Round 3/7

Autopolis, Japan

21-22 May

TV Livestream on

Motorsport.tv, Sun 0615

NASCAR Xfinity Series

Round 12/33

Texas, USA

21 May

NASCAR Truck Series

Round 9/23

Texas, USA

21 May

TV Live

Free Sports, Sat 0100

UK MOTORSPORT

Silverstone BRSCC

20-22 May

BMW 1 Series, C1 Endurance,

Clubsport Trophy, Mazda

MX-5 (Championship,

Clubman Championship,

Mk4 Trophy, Supercup/

Supercup Clubman

Championship)

Oulton Park ECR

21 May

Equipe GTS, Equipe Pre '63s/

Libre/'50s, GT & Sports Car

Cup, MG BCV8

Brands Hatch MSVR

21-22 May

Bernie's V8s/CALM Porsche

Trophy, Clubmans Sports

Prototype, Locost/Ma7da,

Monoposto, Radical

Challenge, Radical SR1 Cup,

Sports 2000, Tin Tops

Cadwell Park MSVR

21-22 May

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



GOLD AND GOOSE/MOTORSPORT IMAGES



MotoGP French GP review

Enea Bastianini reignited his MotoGP campaign with his third win in 2022 in a triumph at the French Grand Prix after seeing off Francesco Bagnaia, who crashed out. In the latest Tank Slappers Podcast, Autosport's Lewis Duncan and Motorsport.com's Oriol Puigdemont look back at the French GP to analyse all the action both on and off the track as well as dissect Suzuki leaving MotoGP.

BT Sport 3, Sat 0630;

BT Sport 2, Sun 0330,

Sun 0615

Super Formula

Round 3/7

Autopolis, Japan

21-22 May

TV Livestream on

Motorsport.tv, Sun 0615

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Prototype, Locost/Ma7da,

Monoposto, Radical

Challenge, Radical SR1 Cup,

Sports 2000, Tin Tops

Cadwell Park MSVR

21-22 May

Focus Cup, Lotus Cup,

Mini Miglia, Mini Se7en,

MSVR Allcomers, MSVT

Trackday Championship,

MSVT Trackday Trophy,

Toyo Tires Racing Saloons/

Z Cars, United FF1600

Snetterton BRSCC

21-22 May

BMW Compact Cup,

Caterham (270R, 310R,

Academy, Roadsport, Seven

UK), CityCar Cup, ST-XR

Challenge, Track Attack

Mallory Park CMMC

21-22 May

500 Owners, CMMC (Classic

Challenge, Intermarque

Silhouette, Modern/GT

Challenge, Super Saloons,

Tin Tops), Ecurie Classic

Racing, MG Metro Cup,

Pickup Truck, Welsh

Sports and Saloon



MAJER/MOTORSPORT IMAGES

Spanish Grand Prix



RICHARD STYLES

Mazda MX-5 Championship



FROM THE ARCHIVE

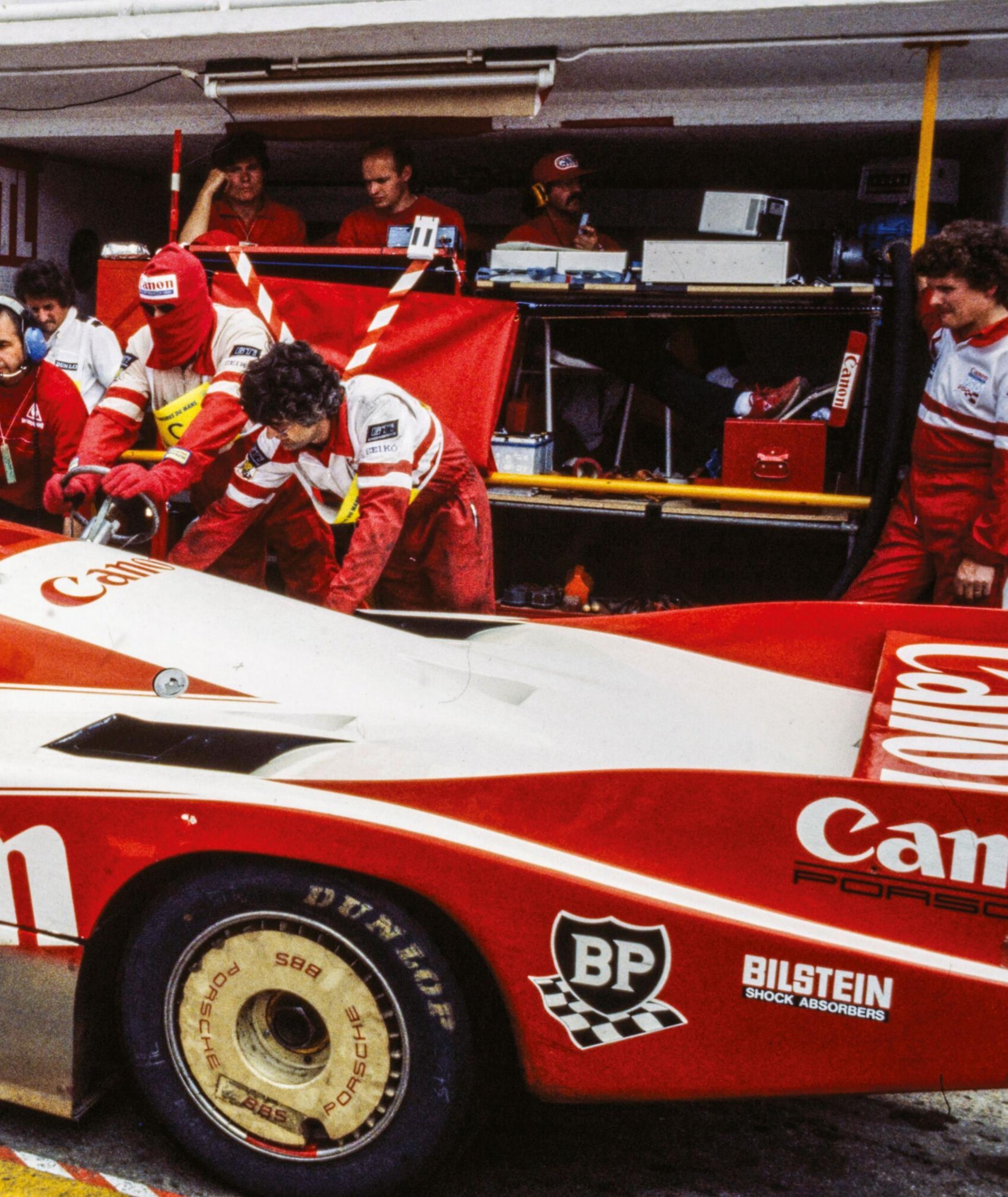
The Canon Racing Porsche 956 of Jan Lammers, Jonathan Palmer and Richard Lloyd is serviced during the 1983 Le Mans 24 Hours. Future British motorsport mogul Palmer qualified

the car – one of 11 956s on the entry list – in sixth place, but it came a cropper on lap two when a charging Lammers spun, punting off the works Porsche of Jacky Ickx in the process. The camera-branded machine went

on to finish eighth, while Ickx's co-driver Derek Bell valiantly chased home Al Holbert (sharing with Vern Schuppan and Hurley Haywood) in a nailbiting conclusion to Porsche's 1-2-3-4-5-6-7-8-10 steamrolling.

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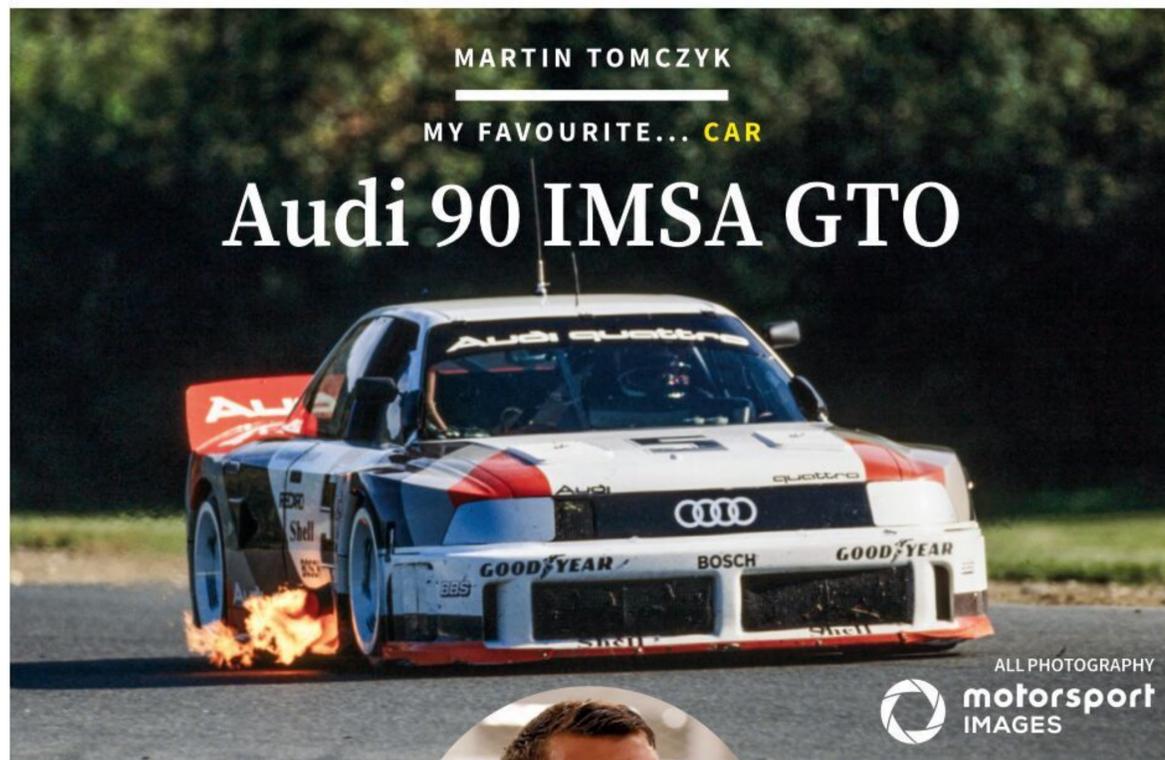


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MARTIN TOMCZYK

MY FAVOURITE... CAR

Audi 90 IMSA GTO



INSET: TRIENITZ



During a 16-year stint in the DTM with Audi and BMW, Martin Tomczyk was afforded opportunities to drive classic machinery from the German giants' back catalogues. And a run at Misano in the Audi 90 Quattro that contested the 1989 IMSA GTO series made such an impression that the recently retired Tomczyk singles it out as his favourite.

The 710bhp four-wheel-drive beast, a successor to the title-winning Trans-Am 200 Quattro, was driven in period by Hans-Joachim Stuck and Hurley Haywood, but only raced for one year before Audi elected to focus its efforts on the DTM. Stuck claimed seven wins and finished third in the standings in a car Tomczyk describes as "a four-wheel-drive limousine". He might have won the title too, had Audi not skipped the Daytona 24 Hours and Sebring 12 Hours while the car was being developed.

Tomczyk recalls his experience in the car as "just mindblowing". "I fell completely in love, it was just incredibly great to drive," says the 2011 DTM

champion. "It was 4WD, H-pattern gearbox, turbocharger and about 700 horsepower. Man, this thing is just a rocket!"

Despite being warned beforehand of its value and advised to take care, Tomczyk said he couldn't resist letting rip with the 2.2-litre, five-cylinder engine. "You're a race driver, so what do you do when you jump in a race car?" he says rhetorically. "Man, you push that thing until the limit and you really enjoy it, so I did as well!"

Tomczyk says the car required accuracy – "You had to blip [the throttle] in the right time with the right amount just to get [the gear] smoothly in" – but "would love to drive it again" one day. "The noise was just incredible," he recalls. "It had one exhaust on the side, flames shooting out for one or two metres.

"With the turbo [at first] there was nothing. When I went out of the pits and I floored it, nothing came. And then the turbo kicked in with the four-wheel drive and the pop-off valve. When you shifted down, it was whistling and blowing – just incredible."

JAMES NEWBOLD



IN NEXT WEEK'S ISSUE

Who will reign in Spain?

FERRARI NEEDS TO RESPOND ON SAINZ'S HOME GROUND

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